



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIV No. 9 583

SAN FRANCISCO, CALIFORNIA

Friday, September 21, 2001

President Bush declares "We're at War" Congress authorizes use of armed forces Maritime labor pledges to serve the nation

In the wake of the September 11 terrorist attacks on the World Trade Center and the Pentagon, President Bush has declared that the United States of America is at war.

Congress acted swiftly and with resolve on September 14, approving a \$40 billion emergency spending bill to respond to the attacks and giving the president sweeping authority to retaliate against those responsible.

Heightened security for ships entering U.S. ports

Since the September 11 terrorist attack on the United States, Secretary of Transportation Norman Mineta has authorized the Coast Guard to take actions necessary to control anchorage and movement of any vessel in the navigable waters of the United States. All vessels entering U.S. ports are subject to increased scrutiny from this heightened security.

On the West Coast, the Coast Guard will board and inspect all deep-draft vessels entering the port of San Francisco Bay, Los Angeles/Long Beach and San Diego before entry is permitted. All vessels outbound from Los Angeles/Long Beach will be escorted.

Commercial vessels entering Puget Sound will be monitored by the existing jointly operated U.S. Coast Guard and Canadian Cooperative Vessel Traffic Service. However, the Captain of the Port for Puget Sound is screening arriving vessels to deter-

mine, on a case-by-case basis, if any vessel movement restrictions are necessary.

The Port of Valdez was initially closed after the attack but has now reopened. Security measures will be imposed on Valdez and other Alaska ports on an "as needed" basis.

As the *West Coast Sailors* went to press, there are no restrictions on vessels entering Portland, Oregon, or Honolulu, although the Coast Guard has increased patrols in Honolulu Harbor.

New York/New Jersey have reopened, but with restrictions. The port is closed to high capacity passenger vessels. Large commercial vessels are restricted to transiting into the port through Ambrose or Sandy Hook Channels. They must also successfully meet specific safety precautions. Each vessel must: satisfactorily complete a USCG safety inspection; have a certified harbor pilot and an armed Coast Guard boarding party on board; be under escort of two authorized escort tugs; and confirm that the ship's berth is ready to receive the ship. Anchoring in the port area may only be done with USCG approval, which will generally be given only for lightening. The area around southern Manhattan Island may not be entered without specific USCG approval. This security zone extends from the northern end of Governor's Island to the Holland tunnel ventilators on the Hudson River and the Manhattan Bridge on the East River. Delays should be expected.

The Coast Guard has established a security zone for Baltimore Inner Harbor. Certain vessels in transit at Hampton Roads

are subject to a periodic security zone. At Charleston, security measures will be imposed on an "as needed" basis. In the Florida ports of Port Everglades, Palm Beach, Miami, and Key West, security zones have been established around cruise ships and tankers. At Tampa, all vessels entering, departing or moving in the port must obtain prior permission from the Coast Guard and Tampa Vessel Traffic Advisory System. All passenger vessels and vessels carrying hazardous materials will be boarded and escorted by the Coast Guard.

Additionally, the USCG has established a Protection Zone around all U.S. naval vessels in the Atlantic Area (which includes the U.S. waters of the Gulf of Mexico, the Caribbean Sea, and the Great Lakes, in addition to the Atlantic seaboard). Nonmilitary vessels are not allowed to enter within 100 yards of a U.S. naval vessel, whether underway or moored, unless authorized by an official patrol. The patrol may be either USCG or USN. A U.S. naval vessel is any vessel owned, operated, chartered, or leased by the U.S. Navy and any vessel under the operational control of the U.S. Navy or an Unified Commander. This protection zone will remain in effect through June 15, 2002, and is subject to change without prior notice.

In the Gulf, at New Orleans, a safety zone from sea buoy at Southwest Pass and South Pass at the mouth of the Mississippi River to mile marker 233 Above Head of Passes has been established. Oceangoing vessels must

We're at War

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Of the amount appropriated, \$600 million will be spent immediately on maritime and port security agencies, primarily the U.S. Coast Guard. The legislation also allows the president to immediately spend \$10 billion at his discretion. These funds will be used for "Operation Noble Eagle" to defend American soil.

In response to the largest attack on the United States since World War II, the Sailors' Union of the Pacific, Marine Firemen's Union, Seafarers International Union of North America, International Organization of Masters, Mates and Pilots, Marine Engineers Beneficial Association, and the American Maritime Officers, pledged to assist support in recovery efforts underway in New York City and Washington, D.C. and to serve the Nation in any response to the forces of evil.

In a letter to President Bush dated September 13, the Unions stated:

"In this time of terrible national tragedy, as with all Americans, we want you to know that the men and women of America's Merchant Marine stand ready to serve our Nation.

"The Merchant Marine's long history of service to the United States and its allies during World Wars I and II, the Korean and Vietnam Wars and Desert Storm and other recent conflicts demonstrates that the American Merchant Marine can be absolutely relied upon to assist the Commander-in-Chief in the execution of the military and foreign policy of the United States. Our Merchant Marine and our loyal and dedicated mariners are once again ready and eager to render any assistance which would be helpful in this unbelievable, cowardly and depraved attack on our citizens, the fabric of our democracy, our freedom, and our very way of life."

The letter was signed by SUP President Gunnar Lundeberg, MFOU President Whitey Disley, SIUNA President Michael Sacco, MM&P President Tim Brown, MEBA President Larry O'Toole and AMO President Michael McKay.

As the *West Coast Sailors* went to press, the SUP was on alert for possible activation of vessels in the Ready Reserve Force and the Large Medium Speed Roll-On/Roll-Off (LMSR) ships operated for the Government by Patriot Contract Services.

President Bush proclaims emergency

Pursuant to section 201 of the National Emergencies Act (50 U.S.C. 1621), I hereby report that I have exercised my authority to declare a national emergency by reason of the terrorist attacks at the World Trade Center, New York, New York, and the Pentagon, and the continuing and immediate threat of further attacks on the United States.

Further, I have authorized, pursuant to section 12302 of title 10, United States Code, the Secretary of Defense, and the Secretary of Transportation with respect to the Coast Guard, when it is not operating as a service within the Department of the Navy, to order to active duty units and individual members not assigned to units of the Ready Reserve to perform such missions the Secretary of Defense may determine necessary. The deployment of United States forces to conduct operational missions in connection with the World Trade Center and Pentagon attacks necessitates this action.



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

American workers affected by terrorist acts

On September 12, the AFL-CIO issued a special edition of its newsletter *Work in Progress* which is reprinted here:

American workers and American trade unions are shocked and angered by yesterday's cowardly acts of terrorism against American citizens. Thousands of workers and their families are scarred and grieving; thousands more are helping with rescue and aid missions in New York City and at the Pentagon outside Washington, D.C. "We mourn those who perished as they performed their work, whether in rescue efforts, in offices or on airplanes," said AFL-CIO President John Sweeney. "Already union members have gone into action to assist the rescue efforts, and the AFL-CIO and our unions will do everything we can to assist the continued rescue operations and the medical care of those injured."

At Work and In Danger

Among the deaths resulting from the airliner crashes into New York's World Trade Center buildings and the Pentagon outside Washington, D.C., were unprecedented losses of union emergency services workers. The fate of hundreds of other union workers remains unknown.

Firefighters: New York fire officials say 300 firefighters and 85 city police officers who rushed to the World Trade Center to aid workers there may have died when the complex's twin towers collapsed. Fire Fighters General President Harold A. Schaitberger said Sept. 11 will "undoubtedly be the worst day for line-of-duty deaths in the 83-year history of the IAFF."

Airline workers: The four hijacked airliners used in Tuesday's terrorist attacks carried a total of 233 passengers, 25 flight attendants and eight pilots. Captain Duane Woerth, Air Line Pilots Association president, said his union has "committed all of the resources of the association's security, air safety and accident investigation personnel to assist in this unimaginable tragedy." A Flight Attendants statement said that union stood "ready to assist authorities and families of victims in any and every way possible."

HERE: About 270 members of Hotel Employees & Restaurant Employees Local 100 worked at the Windows on the World restaurant on floors 106 and 107 of World Trade Center Building 1, according to President Bill Grandfield. The local does not know how many were on duty Tuesday morning.

AFGE: About 235 members of three AFGE locals worked for federal agencies located in the World Trade Center, and members of two additional AFGE locals worked in the Pentagon. AFGE has no information about where these workers were during the attacks or their conditions.

Building trades: More than 30 Electrical Workers, Painters, Laborers and Steam Fitters worked on construction projects in the World Trade Center and are unaccounted for, according to New York City Building and Construction Trades Council President Edward Malloy.

Postal Workers: Postal Workers at U.S. Postal Service facilities in the World Trade Center and the Pentagon all escaped injury, according to the APWU.

AFSCME: Sixty-three state workers are missing from World Trade Center offices, many of whom are members of the Civil Service Employees Association, an AFSCME affiliate.

Other union workers employed at the World Trade Center include three members of Musicians Local 802 at Windows on the World; 120 members of the Public Employees Federation (a joint unit of SEIU and the Teachers) at the National Development and Research Institute; Teamsters, Communications Workers, Electrical Workers and SEIU and IUOE workers at Port Authority Trans Hudson; and 44 Longshoremen members at New York Shipping Association.

MEBA member: John Corcoran, a member of the Marine Engineers, was aboard United Airlines Flight 175 from Boston to Los Angeles that terrorists flew into the second World Trade Center tower.

Helping Hands

In addition to the teams of union emergency services and medical workers conducting rescue and aid missions in New York and suburban Washington, D.C., union volunteers are contributing their skills, funds and even blood.

Iron Workers: More than 1,000 Iron Workers from the mid-Atlantic and New England area have volunteered their services for rescue, recovery and cleanup in New York, according to the union's national headquarters.

Other building trades workers: The New York City Building and Construction Trades Council reports working around the clock, with about 1,000 people assisting in New York's rescue and cleanup work.

MM&P, MEBA and SIU/NMU: MEBA members and Seafarers are aboard the U.S. Navy hospital ship *USNS Comfort*, which is on its way to the scene in New York.

Food and beverage donations: The New York State AFL-CIO and Food and Commercial Workers Locals 342-50 and 1500 arranged and loaded two batches of donated food, water and other beverages for delivery to Fire Fighters on the scene. And the New York State AFL-CIO has coordinated with the Frito Lay Co.-Burger King, KFC and Taco Bell to deliver food to rescue workers.

International union organizations: The AFL-CIO and affiliated unions have received hundreds of messages of support from international union federations.

Offering prayers in Washington, D.C.: Employees of Washington-area unions and other concerned citizens joined AFL-CIO headquarters staff for a brief memorial moment of silence at noon Wednesday featuring faith leaders from several religious traditions.

America's Unions Help

Fire Fighters: In New York City during the weekend, the families, colleagues and friends of the more than 300 Fire Fighters missing and presumed dead in the Sept. 11 terrorist attack on the World Trade Center gathered for the first of what will be a tragic series of many funerals. The Fire Fighters were likely killed while trying to save lives. They were either in the twin towers as they collapsed or on the ground nearby. "We grieve for the many brothers and sisters we have lost in this tragedy," said Fire Fighters President Harold Schaitberger. Also, refusing to bow to the terrorists' attack, the IAFF held its annual IAFF Fallen Fire Fighter Ceremony in Colorado Springs, Colo., Sept. 15.

Iron Workers: At the request of the Federal Emergency Management Agency, the Iron Workers headquarters in Washington, D.C., has purchased essential recovery equipment needed to cut through the millions of tons of rubble. The Iron Workers union has set up three teams of recovery volunteers, which will be rotated into south Manhattan. These volunteers of highly skilled construction workers are drawn from New York, all of New England, the mid-Atlantic region, Virginia, Ohio, Washington, D.C., and West Virginia. More than 1,000 Iron Workers have volunteered.

Laborers: Volunteers from all 16 New York City Laborers local unions are helping in the recovery operation, including Local 78, which specializes in asbestos handling. The World Trade Center buildings contained a huge amount of the material, according to reports.

New York City Central Labor Council And New York State AFL-CIO: The New York City Central Labor Council and the New York State AFL-CIO have established a Labor Support Center Hotline for the greater New York metropolitan area only-1-800-506-0036-to assist working families with a variety of needs. The hotline will provide information, referrals and assistance to families who may have lost jobs due to the tragedy; who may need immediate material assistance such as housing, food or rent; or who are in need of grief or trauma counseling. Union members who wish to volunteer their help and skills in the relief

and recovery efforts also may call the hotline to find out where their skills are most needed.

The New York City Building And Construction Trades Council: The council "is operating around the clock. We have thousands of people who are down there now assisting the rescue, and we'll be working throughout the entire cleanup," said BCTC President Edward Malloy. SEIU-Thousands of health care workers responded in the hours and days following the attack.

SEIU Local 1199 NY: The SEIU Committee of Interns and Residents and the SEIU Doctors' Alliance are providing 24-hour emergency medical service.

United American Nurses: Members of the New York State Nurses Association, part of the United American Nurses, have been caring for World Trade Center victims in Manhattan, Brooklyn and New Jersey hospitals. An early call for volunteers on the NYSNA website drew such a tremendous response it had to be withdrawn because the New York State Department of Health couldn't handle the volume.

AFT: The New York State Psychological Association, an AFT affiliate, has dispatched disaster response teams to help victims, workers and their families deal with the emotional reaction to events. The teams are working near the World Trade Center disaster site, at the morgues and other locations. Along with the United Federation of Teachers, also an AFT affiliate, the NYSPA is developing a package of material for school children to help them comprehend the tragedy and their feelings about it. The material also will stress the importance of not blaming an ethnic group for the actions of individual terrorists.

Bakery, Confectionery, Tobacco Workers & Grain Millers- BCTMG Local 3 and Local 50: Were contacted by New York emergency shelters and asked if they could obtain paper masks and gloves used by BCTMG workers in bakeries to donate to volunteers and workers at the World Trade Center rescue effort. The locals contacted union-contracted bakeries in the region and obtained 20,000 masks. They then helped distribute the face masks to rescue workers in various

points in Manhattan.

Teamsters, Postal Workers: In Detroit, more than a dozen tractor trailers loaded with relief supplies were dispatched to New York City. Teamster and Postal Worker members loaded the respirators and other medical supplies, rescue tools, work clothes (including gloves and shoes) and water supplies for rescue workers. IBT members drove the trucks. The donations were made by Detroit area businesses.

Unions And The Red Cross-AFL-CIO: Community Service Red Cross liaisons are on the ground in New York assisting in coordination efforts between the Red Cross and union disaster relief efforts. At the request of the Red Cross, AFL-CIO staff helped locate space for a Compassion Care Center to provide counseling to families of the victims. The Red Cross called the Teamsters to request a truck and drivers to pick up communications equipment at a warehouse in Memphis, Tenn., and drive it to New York. IBT members, employees of UPS, responded to the call and the equipment has been delivered.

Food And Clothing Aid: The New York State AFL-CIO, Fire Fighters, the Westchester/Putnam Counties AFL-CIO Central Labor Body and United Food and Commercial Workers have teamed up to provide truckloads of food from union supermarkets to firefighters participating in the World Trade Center rescue. The New York City Labor Council is organizing a clothing drive for emergency service workers and is asking that fresh clothing be taken to Chelsea Pier.

Walking For Relief: About 100 union volunteers fanned out across Washington, D.C., neighborhoods over the weekend to let other union members and their families know what they can do to help the victims of the Sept. 11 terrorist attack. They knocked on 1,700 union doors and provided information on taking part in blood drives and contributing to relief funds. The relief walk was sponsored by the Metropolitan Washington Council AFL-CIO. Also, AFL-CIO staffers will donate blood in a special one-day drive at the federation's national headquarters Sept. 21.

AFL-CIO President John Sweeney issues a statement on terrorist attacks

Washington, September 12, 2001

American workers and American trade unions are shocked and angered by yesterday's cowardly acts of terrorism against American citizens. We deplore the assault, and we stand fully behind the President and the leadership of our nation in this time of national crisis. We affirm our full support for American democratic values here and around the globe, and we believe that those responsible, in any way, for this heart-stopping horror must be dealt with. We will fully support the appropriate American response.

Our hearts and prayers go out to the thousands of our fellow citizens who died or were scarred or injured, and to their families. We mourn those who perished as they performed their work, whether in rescue efforts, in offices or on airplanes—the hundreds of public safety workers, firefighters, police, rescue and medical personnel, the pilots, flight attendants, office workers and others, as well as the members of the armed forces and other public employees who were targets of these attacks.

Already union members have gone into action to assist the rescue efforts, and the AFL-CIO and our unions will do everything we can to assist the continued rescue operations and the medical care of those injured.

I have called President Bush to express the AFL-CIO's full support for him in this time of crisis and offer any and all assistance from the labor movement.

I have spoken with union leaders whose members are directly affected by this tragedy. They share my outrage and determi-

nation to give our full support to the immediate rescue and medical operations.

It is impossible to imagine an event with greater capacity to compel Americans to unity and action. No citizen was untouched. Around the country, working people want to know what they can do to help. Out of the sense of national pain and loss brought on by this heart-stopping horror, we must forge a renewal of our national community.

The AFL-CIO is urging all its members to assist in any way, especially by giving blood. We are working with the American Red Cross to facilitate blood donations across the country.

The AFL-CIO's Community Services network in New York and Washington, D.C. will be fully engaged in needed assistance, providing support to rescue workers as well as volunteers.

The AFL-CIO's national Union Community Fund has issued an appeal to assist those most in need, and has established a special fund to accept donations from American working families.

Even as we denounce this act, we must remember that this was an act of terrorists, not an Arab attack, and reject anti-Arab retaliation or discrimination. Now is the time to renew the values that bind us together as a nation.

America is a democratic and open society built upon universal values of freedom and human dignity. No act of terror will undermine those values. No sacrifice is too great for Americans to defend those values. American workers and citizens are united in our eternal support for American democracy.

Naval armada gathers off Pakistan

London-based *Fairplay Daily News* reported this week that an armada of U.S. and British naval vessels is currently congregating in the Arabian Sea south of Pakistan's Ormara naval base, in preparation for retaliatory action against targets in Afghanistan, a senior Pakistan Navy (PN) officer said. The assembly follows a decision by Islamabad that would permit U.S. vessels to anchor in Pakistan territorial waters in the event that American troops were deployed in Afghanistan. The decision also provides for the establishment

of a logistics corridor between sea and land forces. "In case the United States needed any kind of facility from Pakistan, it would be from the west because it suits them most," said a senior PN officer. He spoke as hull insurers in London gave notice of an expansion of their war risk warranty exclusion zone to an area that includes Pakistan. The government has already stepped up security at the country's two major commercial ports, Karachi and Muhammad bin Qasim, located along Pakistan's east coast.

"We're at War" continued from page 1

provide, with their notice of arrival, a crew list and a list of cargoes carried. The crew list must contain name, nationality, and position on vessel. Movements within the zone must be preceded by notification to the Coast Guard. Vessels carrying oil, chemicals, or hazardous materials as cargo must provide continuous roving patrols while moored.

At Houston, advance notice of arrival must include the last three port-of-calls and a crew roster indicating nationality, position, and embarkation date for each crewmember. These notices should be provided 72 hours in advance in order to minimize delays. The Coast Guard will establish moving safety zones around ships carrying liquefied hazardous gases (LHG) and provide escorts. Once moored, LHG vessels must provide continuous roving patrols. Facilities at which LHG vessels are moored must provide continuous manned waterfront security. Chemical

and oil tankers must provide continuous roving topside patrols while moored. Facilities at which chemical and oil tankers are moored must provide continuous manned waterfront security. Chemical ships must provide a cargo stowage plan with their advance notice of arrival. Waterfront facilities that conduct transfer operations must provide the Coast Guard with a one-time notification that they have, at a minimum, reviewed and updated their access lists, established positive access controls, established a security program, and restricted vehicles from parking within 100 yards of moored vessels.

In the Great Lakes, vessels other than those of U.S. or Canadian registry will be inspected prior to transiting the Snell and Eisenhower locks in the St. Lawrence Seaway.

The Coast Guard indicates that the ports named will remain in operation under these conditions until further notice.

What You Can Do To Help

1. Support disaster relief funds. Donations are needed by:

- Union Community Fund: Labor's charity, the Union Community Fund, is putting together a relief fund for our brothers and sisters in need in New York City and the Washington, D.C., area. Please make checks payable to the Union Community Fund, and designate them for the Sept. 11 Relief Fund. Mail to Union Community Fund, 815 16th St., N.W., Washington, D.C. 20006. Donations also may be made online at www.unioncommunityfund.org.
 - New York City Central Labor Council Disaster Fund: Mail checks to NYC Central Labor Council Disaster Fund, 386 Park Ave. South, New York, NY 10016. Call 212-685-9552 for more information.
 - Washington, D.C., and Northern Virginia Disaster Fund: Mail checks to the fund at 1925 K Street, N.W., Suite 410, Washington, D.C. 20006. In D.C., make checks payable to the Community Services Agency. Call 202-857-0480 for more information.
 - AFGE's World Trade Center/Pentagon Fund: Make checks payable and send to FEEEA World Trade Center/Pentagon Fund, 8441 W. Bowles Ave., Suite 200, Littleton, Colo. 80123-9501. Call 303-933-7580 for further information.
 - SEIU Sept. 11th Relief Fund: Send contributions to this special fund for SEIU members to SEIU's headquarters in Washington, D.C., for distribution. The address is SEIU, 1313 L St., N.W., Washington, D.C. 20005.
2. Give blood. To find out how to donate blood in your community, please call the Red Cross at 1-800-GIVE-LIFE.
3. Stay informed. Visit www.aflcio.org for developing information and opportunities to help.

Merchant mariner killed aboard hijacked United Airlines jet

John "Jay" Corcoran, first assistant engineer in the *APL Thailand*, was aboard United Airlines Flight 175 when she was hijacked and crashed into the World Trade Center on September 11. The flight originated in Boston and was enroute to Los Angeles where he was to rejoin the vessel.

Corcoran was a graduate of the Massachusetts Maritime Academy and a member of the MEBA. He is survived by his wife Diana and two children.

A memorial fund was established in his behalf: The "John Jay Corcoran Memorial Fund," Citizen's Bank, Queen Anne Plaza, 36 Washington Street, Norwell, Massachusetts 02061.

Mineta: We will restore our national transportation system

Transportation Secretary Norman Mineta asserted that "these terrorist attacks are designed to steal the confidence of Americans. We will restore that confidence. Each American must know that we will restore our national transportation systems to a safe and efficient status as quickly as possible. Our system has been severely burdened by the stress of these horrendous attacks, but we will recover. In a democracy, there is always a balance between freedom and security. Our transportation system, reflecting the values of our society, have always operated in an open and accessible manner. And, they will again."

Crew lists mandatory at U.S. port; some mariners not allowed ashore

Coast Guard captains of the Port are demanding a crew list from all vessels entering U.S. waters irrespective of flag. Failure to submit the list will result in the vessel being barred from entry.

Mariners from the following countries will not be allowed to leave their ships: Afghanistan, Algeria, Comoros, Cuba, Egypt, Iran, Iraq, Jordan, Kuwait, Libya, Malaysia, Maldives, North Korea, Pakistan, Palestinian people, Qatar, Saudi Arabia, Somalia, Sudan, Syria, Tajikistan, Tunisia, Turkey, Turkmenistan, United Arab Emirates, Uzbekistan, Yemen and Yugoslavia.

Armed law enforcement aboard all commercial vessels entering and departing San Francisco Bay

Since September 12, armed law enforcement teams have boarded all deep drafts commercial vessels entering and departing San Francisco Bay.

Each law enforcement team will embark and disembark with the San Francisco Bar Pilot assigned to the vessels from Pilot boats crewed by the SUP.

European Union: Americans stood by us—we stand by them now

The European Union released a statement last week saying that "We shall not allow terrorism to triumph. We shall not allow terrorism to divide the world, as its perpetrators intend it to. We shall deny them this victory. In the darkest hours of European history, the Americans stood by us. We stand by them now."

Support the SUP Political Fund

Maritime industry awaits FMC action on Chinese trade practices

In response to discriminatory trade procedures levied by the People's Republic of China against non-Chinese ocean carriers, the Federal Maritime Commission (FMC) conducted a closed-door session in Washington, DC on August 15 to examine the most questionable Chinese government practices.

"The issue has been before us for more than three years and I'm beginning to lose patience," said FMC Commissioner Del Won. "I think three years is more than sufficient time for the diplomatic avenue to have either resolved the issues or to have made substantial progress in the resolution of the issues."

"Non-Chinese carriers, including U.S.-flag vessels, have complained to the FMC that the Chinese government places unfair restrictions on vessel calls, inland operations, establishment of branch offices, and shipping between China and Taiwan.

These restrictions favor the Middle Kingdom's state-controlled ocean carriers, such as China Ocean Shipping (Group) Co., China Shipping Container Lines, Sinotrans (China National Foreign Trade Transportation (Group) Corp.),

over all non-Chinese carriers. Sinotrans, for example, enjoys a monopoly over all forwarding, ship agency, vessel management and multimodal operations in China.

"I share the frustration," said FMC Chairman Harold Creel, Jr. "I'd rather not go forward (with sanctions) at this time, but I may be willing to go forward in the future, if the situation continues."

The Merchant Marine Act of 1920 grants the FMC wide powers to impose retaliatory sanctions against nations that maintain discriminatory trade practices.

Although the conclusions of the closed-door session have not been released, nor has a release date been announced, maritime observers are watching this situation closely.

"U.S.-flag ships must have a level playing field in China," said American Maritime Congress President Gloria Cataneo Tosi. "We expect our ships trading in China to receive the same considerations as do Chinese vessels operating in America."

Source: American Maritime Congress Washington Letter

Great Lakes pilot rates go down

Pilotage rates charged to ships sailing the Great Lakes from Port Colborne, Ontario, to Port Huron, Michigan, have fallen two percent. The decline came after federal courts rejected a request for a restraining order against the Coast Guard's reform of the way rates are imposed.

"This is the first time, as far as I can tell, that a pilot organization's rates have gone down," said Frank Flyntz, director of Great Lakes Pilotage for the Coast Guard. "It indicates the value of a calculated rate rather than a negotiated rate. It's more fair for everyone."

The Lake Pilots Association Inc., operating in District Two of the Seaway and Great Lake system, had sought a restraining order after the Coast Guard implemented the change. The association is one of three U.S. groups that guide ships in the system. There are three corresponding Canadian pilots associations.

Jim Turnipseed dies

James H. Turnipseed, former marine personnel manager of West Coast Shipping Company from 1977 until his retirement in 1992, died on August 29, in Woodland, Washington.

Born in Fairfield, Iowa, on June 10, 1924, Turnipseed went to sea with AGWI Lines, Marine Transport Lines, and American Pacific Steamship Corp. from 1942-1951. He was a pursur/pharmacist mate with Pacific Far East Lines, then came ashore and worked for PFEL as shipping master and manager of the cost control department from 1951-1958. He then worked for Joshua Hendy then Hendy International as marine personnel manager before going to work for West Coast Shipping.

According to Captain Charles Erikson, former President of West Coast Shipping, "Jim had over 40 years of fond association with the SUP, having manned company ships with SUP members during this period."

Jim is survived by his wife and three daughters.

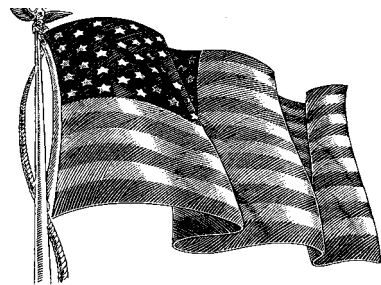
The family requests that memorial donations in Jim's name be made to the Community Home Health and Hospice, 519 SE 116th Ave., Suite 12, Vancouver, Washington 98682-5264.

SUP Meetings

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

	Hdqs.	Branch
October	9*	15
November	13*	19
December	10	17

*Tuesday



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Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Second class postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop.

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WELFARE OFFICE

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PENSION PLAN OFFICE

(415) 437-6889

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/General Fund

Mike Binsky 10.00
Paul Ellila 50.00
Danny Gonzales 100.00
Mark Littlejohn 20.00
Duane Nash 20.00
Mario Ramella 50.00
Whitey Secrest 50.00
Ivar Thorbjornsen 20.00

West Coast Sailors

Bob Anderson 50.00
Gunnar Beaver 20.00
Mike Binsky 10.00
Peter Bragg 20.00
Calvin Browning 20.00
Rosario Cappelletti 20.00
Richard Chung 20.00
Rex Daniels 25.00
Paul Ellila 50.00
Charles Erikson in memory
of James Turnipseed 100.00
James Fernandes 25.00
Robert Greene 50.00
Clinton Gregg 40.00
Eugene Horden 10.00
Woodrow Leiter 25.00
Mark Littlejohn 20.00
Louis Mendez 20.00
Duane Nash 10.00
Scott Oliphant 30.00
A.M. Olson, in memory
of Morris Weisberger 50.00
Erik Petterson 20.00
John Perez 20.00
Raymond Person 25.00
Pete Pokrajac 10.00
Whitey Secrest 20.00

Wall of Honor

(San Pedro Merchant Marine Memorial)

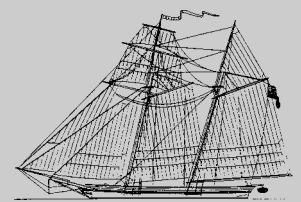
Anonymous 25.00
Dave Kaupiko 10.00
Jackie Silva in memory
of Ernie Silva 25.00

Political Fund

Joseph Andre 100.00
Archie Bickford 70.00
John Drolla 40.00
Cesar Finones 25.00
Juan Gonzalez 20.00
Robert Greene 50.00
Tom Gustin 40.00
John Hamann 20.00
Bill Henneberry 100.00
Mike Henneberry 80.00
Norman Kurtz 20.00
Gunnar Lundeberg 25.00
Joseph Marusak 20.00
Mike McLavy 50.00
Louis Mendez 20.00
Duane Nash 20.00
Vince O'Halloran 100.00
Scott Oliphant 30.00
Asad Rasuslah 5.00
John Svane 30.00
Steve Swinton 20.00

Dues-Paying Pensioners

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



Final Departures

Masanari Ogata, Book No. 2423. Born in Honolulu in 1926. Joined SUP in 1950. Died in Hawaii, August 14, 2001. (Pensioner)

Thomas P. Kubicki, Book No. 18164. Born in New York in 1953. Joined SUP in 1992. Died in San Francisco, California, August 17, 2001.

Douglas Eldon Carson, Book No. 4716. Born in California in 1930. Joined SUP in 1956. Died in Roseburg, Oregon, August 4, 2001. (Pensioner)

Ernest Barber, Book No. 5573. Born in Pennsylvania in 1921. Joined SUP in 1952. Died in Oakland, California, August 28, 2001. (Pensioner)

San Francisco Bar Pilot Steven Wallace dies

Captain Steven Wallace, a San Francisco Bar Pilot since 1983, died in Novato, California, on September 11, after a long illness.

Captain Wallace came from a maritime family. His father, the late Captain George Wallace, was a California inland pilot. His uncle, the late Captain Norman Wainwright, was a bar pilot as his son Captain David Wainwright.

Captain Wallace is survived by his wife Margaret and children Molly and Colin.

Services for Captain Wallace were held at Our Lady of Loretto Church in Novato and his ashes will be scattered at sea.

Donations in his memory may be made to the Leukemia and Lymphoma Society, 1390 Market Street, Suite 1200, San Francisco, CA 94102 or the California Maritime Academy Foundation.

Sailors' Union nominations closed

Candidates must declare by October 14

Following the procedures required by the Sailors' Union of the Pacific Constitution, 35 members were nominated to fill the regular officer positions of the Union for the upcoming SUP election for the 2002-2004 term.

Those nominated who desire to run for office must declare themselves as candidates by October 14, 2001, by accepting the nomination and having the necessary qualifications. Letters of acceptance must be received by the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, California, 94105) prior to midnight on October 14.

The acceptance shall be by letter which shall be dated and shall contain the following:

The name of the candidate; his or her home address and mailing address; his or her membership number and the title of the office 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 delegates to the SIUNA Convention.

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

The Committee on Election/Candidates will meet after October 14 to verify the eligibility of candidates and to recommend an Impartial Balloting Agent to conduct the election in accordance with the SUP Constitution. That recommendation and the Committee's report will be acted upon at the November coastwise meetings.

The 2002-2004 secret mail ballot election of regular SUP officers will run for two months from December 1, 2001 through January 31, 2002.

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 the 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 1 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.

Timely Reminder Fourth quarter 2001 dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the members's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Thirty Dollars (\$130.00) shall accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$130.00) per quarter, payable in advance.

SUP Election

Report of the Committee on Candidates

September 18, 2001

As per Article XII of the SUP Constitution, the following members, named on the attached list, were nominated for regular officers of the Union at the Headquarters and Branch meetings in September and were duly notified by mail of their nomination. Two members were arrears in dues and were therefore ineligible for nomination.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Committee on Candidates (c/o SUP, 450 Harrison Street, San Francisco CA 94105) prior to midnight October 14, 2001.

Fraternally,
Committee on Candidates

Rainy Lopez 2247 *Hanny Gonzales 2885*
Arthur Thomas 3249 *Liam Lament 18325*
Mark C. O'Connell 9666 *Terrance O'Neill 2468*

President/Secretary-Treasurer

Mike Bailey #5714
Gunnar Lundeberg #4090

Vice President/Assistant Secretary-Treasurer

Mike Bailey #5714
Dave Connolly #4792
William Henneberry #5815
Vince O'Halloran #2463
Bruce Smith #7480

Seattle Branch Agent

Mike Bailey #5714
Bill Berger #4642
Norm Christianson #4770
Mike Dirksen #2739
Alexander Earle #1885
Dennis Murphy #6434
Vince O'Halloran #2463
Bruce Smith #7480
Dennis Sparta #7412

Wilmington Branch Agent

Mike Bailey #5714
Bill Berger #4642
Paul Calais #4781
Mark Hurley #5870
Tom Larkin #4065
Vince O'Halloran #2463

Honolulu Branch Agent

Mike Bailey #5714
Bill Berger #4642
Mike Dirksen #2739
Mike Duvall #2732
George Lua #4078

San Francisco Business Agent

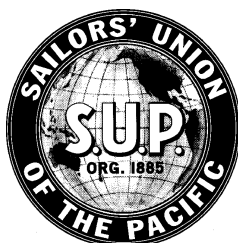
Mike Bailey #5714
Bill Berger #4642
Paul Calais #4781
Mike Duvall #2732
William Henneberry #5815
Trev Motlow #6493
Remoni Tufono #3284

SUP Building Corporation Trustees

Mike Bailey #5714
William Berger #4642
Paul Calais #4781
Norm Christianson #4770
Robin Colonas #18145
Dave Connolly #4792
Colin Dewey #2741
Mike Dirksen #2739
Mike Duvall #2732
Mark Hurley #5870
Gunnar Lundeberg #4090
Trev Motlow #6493
Vince O'Halloran #2463
Terrance O'Neill #2468
Bruce Smith #7480
Dennis Sparta #7412

SIUNA Convention Delegates

Mike Bailey #5714
Bill Berger #4642
Paul Calais #4781
Robin Colonas #18145
Dave Connolly #4792
Colin Dewey #2741
Mike Duvall #2732
William Henneberry #5815
Mark Hurley #5870
Gunnar Lundeberg #4090
Dennis Murphy #6434
Duane Nash #2437
Vince O'Halloran #2463
Terrance O'Neill #2468
Dennis Sparta #7412
Grant Wegger #3637



Sailors' Union of the Pacific/ Training Resources Ltd

Schedule of Course Offerings for 2001

STCW 95 Basic Training

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

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

Sep. 24-28	Oct. 22-26	Nov. 26-30
Oct. 1-5	Oct. 29-Nov. 2	Dec. 3-7
Oct. 8-12	Nov. 5-9	Dec. 10-14
Oct. 15-19	Nov. 12-16	Dec. 17-21

LMSR Vessel Training (MSC approved)

Oct. 23-Nov. 2 Nov. 27-Dec. 7

Small Arms Training (MSC approved)

Sep. 24-26 Nov. 5-7
Oct. 1-3 Dec. 10-12

Survival Craft (Lifeboatman)

Sep. 24-27	Oct. 29-Nov. 1	Dec. 10-13
Oct. 1-4	Nov. 12-15	Dec. 17-20
Oct. 15-18	Nov. 26-29	

Training Information and Enrollment

Contacts

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

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

IMPORTANT!

Get your STCW '95

NO TRAINING, NO JOB AFTER FEB. 1, 2002

ATTENTION ALL MEMBERS

In an effort to update our records, please complete the form below and return it to:

Editor
Sailors' Union of the Pacific
450 Harrison St.
San Francisco CA 94105

You may also e-mail your address to: editor_wcs@msn.com

Last Name: _____ First Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Email Address: _____
 SSN: _____
 Active Member Pensioner

Coast Guard Examination Centers

Due to the recent terrorist activities on the East Coast, the Coast Guard has implemented heightened security measures which affect members renewing their documents, being issued an STCW 95 certificate, etc.

The status of the Coast Guard Regional Examination Centers (RECs) is as follows:

San Francisco/Oakland: A temporary REC has been established at the Executive Inn, 1755 Embarcadero. Hours of operation for the temporary site will be 0900 to 1530, Monday through Friday.

During the temporary operations, the Regional Exam Center will only be accepting cashier checks, personal checks, money orders and credit cards. No cash payments will be accepted.

Mariners may continue to submit applications via the mail to the U.S. Coast Guard Regional Exam Center, Building 14, Coast Guard Island, Alameda, California 94501.

Seattle: The REC remains at Pier 36. Mariners are subject to full body search.

Los Angeles/Long Beach: The REC has temporarily moved to the Federal Building, 501 West Ocean Blvd., Suites 7420-7440. Mariners must show a photo ID and pass through a metal detector.

Honolulu: The REC at Pier 4 will not accept any walk-ins. All business will be conducted by prior telephone appointment only. Examinations will be scheduled by appointment only. Business that can be done by mail must be transmitted through the mail.

Welfare Notes

September 2001

Active members

The maritime industry and those who make a living from it are aware of the STCW date of February 1, 2002. However, there is another concern affecting mariners that centers on this date.

Able Bodied Seaman who want to sit for a mate's license should think about doing it as soon as possible. If you plan to use qualifying sea time before August 1, 1998 you should sit for or at least apply for your third mates license before February 1, 2002. If you wait until after that date you may have to comply with a comprehensive program of training that could cover up to 17 subjects and total as many as 900 hours. In addition to this, a practical demonstration of skills assessed and documented by a designated examiner will be required before you can sit for the exam. The urgency to apply before February 1, 2002 is compounded, because after this date the third and second mates exams will be combined, so you will have to prepare for both exams.

This information is based on recent meetings and correspondences with the U.S.C.G., but remains preliminary and subject to change. Despite this if you are thinking of upgrading now is the time!!!

Pensioners

The new fiscal year for your annual allowance started on August 1, 2001. The new fiscal year brought an increase in the benefit with a new maximum now of up to \$2000 per year for your medical, dental, and health plan needs. The Welfare Plan would like to offer a few hints on how to make submitting your claims easier and more efficient.

Your claims need to be sent to the correct address. Please mail to the SUP Welfare Plan-450 Harrison St.- San Francisco, CA-94105. Do not send your claims to the Pension Office.

Make sure you include your Social Security number with every claim.

Please do not let your medical and dental claims accumulate and then send them all in at the end of the fiscal year. You may send your claims as you acquire them.

Cash receipts with "received from" and the "amount paid" cannot be paid. We need documentation of the service provided that states you as patient, the date of service and amount paid.

Please call the Welfare Plan if you have any questions

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**

Sailors' Union of the Pacific Welfare Plan Training Benefit Guidelines

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

The Andrew Furuseth School of Seamanship

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

Eligibility Requirements

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

Training Approval

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

Training Categories Covered by the Training Benefit

Mandatory Training:

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

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

- h. Underway Replenishment Familiarization
- i. Small Arms Handling and Safety

Discretionary Training:

This includes any training that is not required by either Domestic or International regulations. In general, this is training intended to enable an individual to upgrade his or her United States Merchant Marine Document (USMMD). However, the candidate for training must be eligible for employment for a position under SUP collective bargaining agreement where such training is required. Presently, this category of training includes but is not limited to the following courses:

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

Funding Provided for Training Course Completion Requirement

In order for a Plan participant to receive funding from the Andrew Furuseth School of Seamanship he or she must successfully complete their training course. Failure to successfully complete a training course will result in the withdrawal of funding for the course in question as well as any future training courses. The participant will be required to assume responsibility for all the costs associated with the uncompleted course. This includes the costs of transportation, lodging and food along with the tuition for the course. In addition, all future training courses for a participant who has failed a course will be handled on a reimbursement basis. The only proof of successful completion that the Andrew Furuseth School of Seamanship will accept is a valid certificate from the training provider attesting to the participant's successful completion of the course. No other form of proof will be accepted.

Mandatory Training:

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

Discretionary Training:

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

Funding Provided for Transportation

1. In order to qualify for transportation payments a participant must live at least 100 miles from the nearest training facility.
2. The Training Fund will provide round trip airfare from the major airport nearest to the participant's mailing address to the training facility. This will be based on a 21-day advance purchase, coach fare.
3. The Training Fund will provide van or shuttle transportation at the destination to take the Plan participant to and from his hotel on arrival and departure.
4. The Training Fund will not cover any additional costs

resulting from the action or inaction of the participant. All additional costs are to be borne by the participant.

5. A participant may make his or her own travel arrangements. However, the Training Fund will only reimburse the participant up to the amount the Andrew Furuseth School of Seamanship would have spent making the arrangements.

Funding Provided for Lodging

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

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

Allowance for Meals

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

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

Reimbursement Requirements

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

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

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

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

Appeal Process

The Andrew Furuseth School of Seamanship recognizes that disagreements between it and the Plan participants over decisions on training related issues are unavoidable. In addition, the School understands that legitimate reasons may exist that will require a modification of the rules governing training in order to meet the needs of individual participants. Therefore, any participant who feels that a decision made by the School is inappropriate for their circumstances should contact the School and explain their situation. The School's mission is to facilitate the training process, not to impede it. The School will do everything in its power to reach a mutually acceptable compromise with all participants. However, participants need to keep in mind that the School may not be able to meet unreasonable requests for exceptions to the present training guidelines. Participants may appeal a training decision to the Board of Trustees of the SUP Welfare Plan, by writing to the Administrator Rich McClaskey at 450 Harrison Street, San Francisco CA 94105.

ESU Office Assignments

For the month of October, Thomas Thompson will be in the Baytown office and Kevin Conroy will be in the Benicia office.

ESU NEWS

SEPTEMBER 2001

Official Publication of the Exxon Seamen's Union

Comparisons or collusion?

SeaRiver Maritime Management recently communicated to the fleet that they were in the final stages of a year long "Mercer" and compensation/recognition study. The ESU has been told that this study is supposedly directed more toward officer compensation, but we remain skeptical in view of the fact that Management has on other occasions misrepresented their true intentions on certain issues.

On August 20, 2001, SeaRiver Management sent a team from Operations and Human resources to visit Chevron Shipping, Polar Tankers and ATC with the stated intent of comparing compensation strategies and levels, operating practices, job scopes and related subjects such as travel, training and benefit philosophies. They also divulged plans to visit SeaBulk in September to round out the comparisons. Management also communicated the expectation that these three or four companies will conduct similar ongoing meetings to help each other better un-

derstand and share best practices.

SeaRiver Management, and the other companies involved are very much aware that it is against the law to meet and collude with each other in an attempt to set wages and benefits, so they did issue a disclaimer.

SeaRiver management stated that these meetings and discussions were held to the extent permissible under law. Now, the question that begs to be answered is who was there besides these company bigwigs to insure that they didn't exceed the parameters that are permissible under the law? It has been proven that left to their own devices; Corporations are incapable of policing themselves. The ESU will be monitoring these events with keen interest as we prepare to negotiate an entire contract next year.

We hope that "Best Practices" doesn't turn out to mean suppression of wages and benefits for the employees of SeaRiver Maritime.

SeaRiver charged with union busting

As reported in the August edition of the *ESU News*, SeaRiver Maritime Inc., announced on August 15, 2001 that it would discontinue its' entire northeast fleet operations. Additionally, the company notified the Socony Mobil Boatmen's Union (SMBU) that fifty-nine (59) of its members, employed by SeaRiver Maritime Inc., would be laid off effective November 1, 2001. Concurrent with SeaRiver's unexpected announcement that these individuals employment would be terminated, SeaRiver notified the SMBU that their Articulated Tug and Barge unit (ATB), the tug Everett and barge New York would be retained by the company and would be put into service in the Gulf of Mexico. Additionally, the SMBU was informed that the Everett/New York would be crewed by non-Union employees of SeaRiver Maritime's San Francisco Tug Fleet.

In a grievance submitted August 21, 2001, to SeaRiver management, the SMBU protested the transfer of the Everett/New York to the non-union entity, in addition to numerous other issues involving the terms of the layoff. The SMBU explicated to the company the fact that the Union had a past practice of crewing vessels and barges operating in the Gulf of Mexico and specifically cited the tug Tuscarora, as well as tank barges Mobil 21 and Iroquois. The

grievance additionally states that "There is no geographic limit on where this Union has rights to crew vessels."

On the following day, August 22nd, Mr. Don Kinsey, Chairman of the Socony Mobil Boatmen's Union, on behalf of the SMBU, filed an Unfair Labor Practice (ULP) charge with the National Labor Relations Board. In the complaint, the SMBU states in part that SeaRiver Maritime, Inc. has "...unilaterally transferred bargaining unit work, specifically the crewing of the Articulated Tug and Barge Everett/New York, to non-Union employees without prior notice, or bargaining with the Socony Mobil Boatmen's Union."

Chairman Kinsey communicated to the ESU Executive Board the sequence of events that will transpire, due to this deplorable act by SeaRiver Maritime Inc., as follows; "Sixteen (16) union jobs are being turned over to non-Union SeaRiver employees from the San Francisco Tug Fleet. These individuals have no experience operating an ATB. The SMBU has crewed this unit since it was built. There is nothing else like it in SeaRiver's fleet. Mr. Kinsey continues by stating; "Where our equipment goes, we have the right to crew it. There are no geographic limits on our contract."

Another major point of contention the SMBU brought forth in the grievance, is the fairness, and legality, of the SeaRiver severance package being offered to Union members. At the time of the Exxon and Mobil merger, many Mobil employees were offered generous separation packages. The SMBU members were not. Exxon chose to offer these employees employment with their wholly owned subsidiary, SeaRiver Maritime Inc. Barely a year later SeaRiver has determined that they do not need these employees, many of whom were longtime employees of Mobil.

At press time, SeaRiver has presented a separation of employment package to the SMBU that pales in comparison to that offered to shore based personnel affected by the lay off. The most telling example of the inequity in the two offers is the SMBU members being offered two (2) weeks of pay for each year of service, up to 65 weeks, while the former Mobil shore side staff would receive 4 weeks of pay for each year of service, up to one hundred and four (104) weeks. Additionally, these shore side employees will receive twice the last year's company contribution to the Savings Plan. The SMBU has appealed this offer, and has notified SeaRiver that the members of the Union are contractually entitled to benefits on a "one to one" basis with the shore staff.

The Executive Board of the Exxon Seamen's Union stands steadfastly behind the leadership and membership of the SMBU, as they seek to gain a just and legal outcome to their current plight. Since the merger of the Exxon and Mobil Corporations, the ESU and the SMBU have endeavored to build a strong and beneficial relationship, founded on union brotherhood, mutual respect, and common interests. The ESU will continue to lend our support in any manner requested.

Prayers and condolences

The Exxon Seamen's Union and its members, along with The Sailors' Union of the Pacific, and in unison with all labor organizations world-wide, express our shock and disgust for the horrific senseless, cowardly acts perpetrated on innocent civilians in the terrorist attack on New York City, Washington, DC, and Pennsylvania on September 11, 2001. We pray for the victims and convey our deepest sympathy and condolences to the aggrieved families that lost loved ones.

We stand united and in solidarity with our Government and the International community to unite and identify those responsible, and to impose the severest punishment possible on behalf of those who suffered and died on September 11, 2001.

Ship reports

S/R American Progress

Vessel currently running from Valdez, AK to Anacortes, WA in ANS service. Dennis Wright filling in as Temporary Ship Representative reports everything running smoothly with no problems.

S/R Baytown

The Benicia ESU Board officer visited the vessel at the Valero dock in Benicia, CA on September 13. Gregory Connell is doing a fine job filling in for the regular Ship Representative Lee Airriess reports no outstanding issues.

S/R Benicia

Ship boarded at Valero dock in Benicia on September 1. Cheryl Pope is the Temporary Ship Representative filling in until Joe Graca returns next trip. Cheryl reports no beefs.

S/R Charleston

ESU officers have visited vessel on August 30 and September 10 at ExxonMobil Docks, Beaumont, Texas. Odley Banks continues to hold down the temporary Ship Representative duties admirably. No major beefs aboard.

S/R Galena Bay

Ship was visited at Richmond Long Wharf on September 13. Hal Fitch filling in as Temporary Ship Representative. Several ABs and Oilers didn't receive meal money on their travel day. The ESU notified fleet manning and they are looking into it. This ship is in violation of the contract concerning the Steward's Department. They should

have another Maintenance Seaman assigned to the vessel. We don't buy the argument that there is not enough rooms, especially when they are carrying three third mates, and the Maintenance Seamen should not be making up the rooms, that is clearly the cook's job. The ESU has asked for a grievance on this issue. The ship is presently cleaning tanks and is in route to Portland, Oregon for a shipyard period.

S/R Galveston

Still in lay-up in San Francisco. Three unlicensed personnel (one Pumpman and two AB's) will be put aboard in mid September.

S/R Hinchinbrook

Ship sailed from Barbers Point, Hawaii September 5, James Ham filling in as Temporary Ship Representative. The Union intends to speak with James by phone and get an update on mail delivery and other related problems specific to that particular run.

S/R Long Beach

Vessel visited at Valero in Benicia, CA on September 9. Ilidio De Castro filling in as Temporary Ship Representative reports no beefs.

S/R Mediterranean

Ship is expected in Port Stanvac about September 28 and then headed for Japan. Ship Representative John Detwiler keeping in frequent contact with Union. Scheduled to rejoin vessel around first of October. John continues to explore with

Union means to improve electronic communications between the ship and Union.

S/R North Slope

Due to phase out dates established by the Oil and Pollution Control Act of 1990 ship entered lay-up in Portland, Oregon on July 31.

S/R Puget Sound

Union officer boarded the vessel at Chevron Richmond on September 9. The so-called galley conversion that the Company claimed that they did in the shipyard is a joke and is not in compliance with the Contract. There is no room in the galley for the cooks to work. The simple fact is that they never intended to do the conversion as they promised. This ship like the Galena Bay needs another Maintenance Seamen aboard. There are concerns that they don't have enough people to do the job safely. A grievance has been filed at the third step. Ship Representative Michael Harrison is back aboard.

S/R Wilmington

Union visited on August 25. Ship Representative Johnny Navarro has returned from paid leave and is in contact with the Union, reports no onboard problems. Vessel continues in the specialty trade cargo run to the East Coast with loads scheduled in Louisiana and Texas from September 15 through September 22.

ESU News

IN REMEMBRANCE...1951

On April 20, 1951, a little more than fifty years ago two (2) Esso Shipping Company (Predecessor Company of SeaRiver Maritime, Inc.) tankers collided approximately 200 miles SSW of the Southwest Pass entrance to the Mississippi River, in the Gulf of Mexico. Almost instantly after the casualty, explosions occurred and both the steam tanker's SS Esso Greensboro and SS Esso Suez were enveloped in flames. Fire quickly swept the decks and quarters of the two vessels, resulting in a catastrophic loss of lives.

The Esso Greensboro, immediately following the collision, was aflame from forward to aft. Flames fed by burning oil poured through the after quarters and passage ways. Investigation indicated that the crew never had time to mount an effective firefighting effort on the vessel. Of the forty-two (42) man crew on the Esso Greensboro, thirty-seven (37) sailors lost their lives and five (5) survived, of which two (2) were seriously injured.

Shortly after the collision, three (3) explosions from the Esso Greensboro sprayed the Esso Suez with burning oil that ignited all combustible materials on deck and the forward storeroom. After more than five (5) hours of fighting multiple fires the crew was able to extinguish the final flames and save the ship. But sadly, they would suffer human loss and injury. Of the forty-nine (49) man crew, the Esso Suez lost two (2) lives and forty-seven survived, of which three (3) were seriously injured.

The Esso Greensboro (10,195 G.T.) had departed Corpus Christi, Texas late on the night of April 19th, with a full cargo of west Texas crude oil and was early in her voyage to delivery ports on the Atlantic Coast. The Esso Suez (17,061 G.T.) had left Baltimore, Maryland on the 16th of April with no cargo aboard sailing to Corpus Christi, Texas. Testimony indicates that while transiting in heavy fog at 0330 of the fateful morning the vessels were aware of each other's presence and had made course changes in an attempt to pass clear of one another, but that both vessels continued to

steam at normal full speed (approx. 15 kts.). Exact details of what transpired after the vessels sighted each other were never fully understood as all deck officers and members of the deck crew on watch, as well as the Master were lost aboard the Esso Greensboro.

In a Marine Board of Investigation report issued July 23, 1951 investigators remarked that in conclusion, both vessels were in violation of then existing regulations "...in that said vessels failed to reduce speed when fog was encountered and thereafter, upon sighting each other forward of each other's beam on their respective radars, failed to stop their engines and navigate with caution until they were past and clear."

Of particular interest to the modern day mariner is the investigators recommendations that serious consideration be given to changes in equipment to be required on tank vessels. Among these recommendations were the following: The use of fire resistant lifeboat falls, use of metal fittings as far as possible in lifeboats, replace canvas covered fire hoses with approved fire resistant hoses, gas masks for the engine room and Deck Department, replace most wooden doors with metal doors, first aid kits for the engine room and after quarters and that life preservers be placed in a readily accessible location in the engine room.

The toll in human life was particularly tragic for the Esso Seamen's Association (ESA), eventually to become the Exxon Seamen's Union. Twenty-nine (29) of the dead were crewmen represented by the ESA, as well as three (3) of the injured. The Exxon Seamen's Union honors and remembers these fallen brothers and recognizes, though this was a heartrending event, these sailor's did not die in vain, as we all benefit today from their loss.

Note: the ESU would like to thank Mr. Mike Michelson, former Esso Seamen's Association Engine Delegate and annuitant for his contributions to this article. Copies of the Investigation Report regarding this event can be obtained by contacting the ESU Baytown, Texas office.

Are our benefits under attack?

There have been numerous incidents reported to the ESU recently where our members have been injured onboard their respective vessels, declared unfit for duty and sent home, only to be informed by the company days later that they were on a non-industrial disability sick leave. This is not only wrong, it is breaking the law. There are federal statutes (The Jones Act) that specifically addresses this issue and protects seamen against this kind of treatment.

There is a vast difference between industrial and non-industrial benefits. Your industrial disability benefits provide up to 52 weeks at full pay regardless of your length of company service. Your non-industrial disability benefits are tied directly to your length of service. An example of non-industrial sick leave eligibility is: If you have one year of company service you are eligible for only four weeks of full pay and two weeks of half pay. The maximum benefit paid for non-industrial sick leave is 26 weeks at full pay and 26 weeks at half pay.

The ESU is aware that some of our members have been misinformed by the company with regard to re-qualification of sick leave benefits following an illness. You re-qualify for the full schedule of non-industrial benefits by working a total of 26 weeks since the last time you received full-pay non-industrial disability benefits. If you become disabled again before that, whether it is the same non-industrial disability or a different one, your schedule of benefits is only that portion of the schedule you have not already used. If the second disability is an industrial disability, however, you have the full schedule of industrial disability benefits.

It is important that if you are on board a vessel and you are injured, or think you might have injured yourself, to report it to the Master and keep a good record of what you were doing when the injury occurred. Be aware that if you go to the Master and report an injury and you are unsure of the cause, there is a possibility that it will be classified as a non-industrial disability. It is the opinion of the ESU, that if you are on a ship an experience any injury, you are therefore in the service of the vessel and are eligible for industrial disability benefits. The ESU remains resolute in our commitment to protect our benefits and we will use any means at our disposal to defend against any attack by the company in an effort to weaken them.

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

Culinary school a success



Pictured above are the culinary school participants, named in the article below, with Mary Williamson and Chef Leslie Bartosh.

On Saturday August 25, 2001, the Steward department finished its six day Culinary Skills Training Program In Galveston, Texas. The participants arrived on Sunday August 19, 2001, and stayed at the Galveston Hilton Hotel. The six day course was held at Galveston Community College, Center for Marine Training and Safety. The training consisted of hands on instruction, safety, sanitation, recipes, cooking techniques and an emphasis on team work. By any measure it was deemed a resounding success. It was the largest culinary class that has been held thus far.

A luncheon was held Friday August 24, 2001, in the dining room on the Galveston Community College campus. This luncheon gave the culinary school participants the chance to display their talents and new skills, and the luncheon attendees a chance to enjoy a luncheon that was comparable to that of any five star restaurant. The lun-

cheon attendees included SeaRiver Vice President Mr. Jack Buono, ESU President, Jerry Patterson, SeaRiver Purchasing coordinator, Ms. Mary Williamson, Ship Group Coordinator, Mr. Ron Floyd, Mrs. Shawn Trahan, Ms. Maxine Marstrand, Ms. Jeanne Kraus, Mr. Sam Turkington, Mrs. Helen Murray, Mrs. Jackie Bobo, Mrs. Sonia Townsend, Mr. Walt Jenkins, Mrs. Kharon Delaney and others from Galveston Community College. The school participants were: Adam Anderson, Bruce Bender, Edward Bengamin Jr., Humberto Berrios, Daniel Breaux, David Franklin, Kurt Kreick, Johnny Navarro, Van O'Brien, Dexter Thomas and Jack Thompson. Ms. Mary Williamson was the liaison for the class. And a special thanks is in order for Chef Leslie Bartosh, who is in charge of the course and its curriculum.

The ESU congratulates the participants and salutes them for a job well done.

ESU membership increases

As a result of SeaRiver Maritime's accelerated hiring activities since January 1, 2001, the ESU has experienced an increase in the membership roles. After factoring in membership attrition for variables such as terminations, resignations, transfers and retirements, the increase totals approximately 41 new members as of September 31, 2001. Additionally, SeaRiver has indicated that they are scheduled to conduct another new hire orientation on October 1, 2001. The exact number of new hires that will ultimately be hired by SeaRiver Maritime within this planned hiring group is not known at this time.

In an attempt to alleviate some of the hardship our members have endured due to long sea tours, a number of new hires have been sent to vessels before the end of their orientation and before an Executive Board member had an opportunity to introduce them to the ESU and request their pledge. The Board asks that members encourage those that have not applied for membership to do so. Member-

ship in the ESU continues to be at 97% for all individuals within the bargaining unit. The Union continues to strive for 100% membership!

The ESU is pleased to announce the following new members enrolled since last reported in the March edition of the *ESU News\West Coast Sailors'*:

Emmanuel Banan, Mark Bigelow, Larry Dowel, Enriquetto Estipona, Rex Fernandez, Lewis Aaron Findley, Leander Green, Tanaka Green, Arthur Guy, Stacy Harris, William Hayes, Wilbert Jackson, Felix Jacobs, Frank Jennings, Darren E. Kaiser, Sean King, Erwin Laserna, Eric S. Lindsey, Neal Morse, Christopher N. Ojiako, Edgar F. Paderes, Samuel Pearcy, Moe M.A. Quiros, Gabriel C. Reyes, Jr., John T. Roberts, Jr., Russell A. Saia, Richard Scott, Peter J. Seifert, Alfred Slaughter, Mike Smith, Marvin Tucker and Richard Villanueva.

The Exxon Seamen's Union sincerely welcomes and enthusiastically looks forward to representing these newest, valued additions to the rank and file of this Union.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Recording Secretary Thomas Thompson III

Deck Trustee Ulrich Baur

Engine Trustee Charlie Pollard

Steward Trustee Gerard Nelson

Matson Intermodal #1 in quality survey

In a Matson news release dated August 28, Matson Intermodal System, Inc. (Matson Intermodal) was reported as being the number one intermodal marketing company (IMC), according to *Logistics* magazine's 18th annual Quest for Quality readers' survey.

More than 3,000 readers responded to this year's questionnaire, which asked for their input on five key areas vital to logistics excellence: on-time performance, value, information technology, customer service, and equipment and operations. Twelve separate questionnaires for different transportation or service categories were mailed to magazine readers, all of whom buy transportation or third-party service.

Matson Intermodal received the highest performance scores for an IMC in all five service areas, with a distinctively high rating for on-time performance and value.

To qualify for the Quest for Quality award, companies must exceed the weighted average score in their respective category. Matson Intermodal not only exceeded the IMC average weighted score of 32.62 with its score of 36.21, but also

was the only Quest for Quality IMC to receive a score higher than 33.5.

"The Quest for Quality survey is recognized as one of the most comprehensive customer satisfaction surveys in the industry," said Ron Forest, president, Matson Intermodal. "We are proud that Matson Intermodal has received such a distinguished ranking in the IMC category and that the recognition comes directly from our most important audience, our customers. It also reflects our commitment to providing high quality service across-the-board, in all key performance areas. The high rating we received in the areas of on-time performance and value underscore our objective of providing time sensitive intermodal transportation service throughout North America in the most cost effective way possible."

Established in 1987, Matson Intermodal is an intermodal marketing company that arranges transportation services for shippers and carriers, often in conjunction with ocean transportation. Headquartered in Oakbrook Terrace, Illinois, Matson Intermodal has offices in more than 25 cities throughout North America.

Maritime Cabotage Task Force supports effort to clarify vessel lease financing regulation

The Maritime Cabotage Task Force strongly supports the U.S. Coast Guard effort to clarify the Congressional intent of the lease financing provisions of the Coast Guard Authorization Act of 1996. That provision allows American citizens to reduce their borrowing costs for vessels operated in domestic trade. While the Task Force will submit detailed comments that suggest further technical refinement, the Coast Guard's current proposed rule provides important guidance as to how this relatively new authority may and may not be used.

The 1996 law revised vessel documentation requirements to permit lease financing of vessels used in American domestic trades whether or not the lending institution (bank or leasing company) meets technical U.S. citizenship standards. Bona fide lease finance transactions offer certain advantages over traditional mortgage financing in a variety of circumstances. Unlike mortgage financing, however, lease financing requires that the financial institution - the person "primarily engaged in leasing or other financing transactions"—actually hold title to the vessel. This triggers the Jones Act U.S. citizen ownership requirement and led to the 1996 statutory change.

While the new law revised the U.S. ownership standard in that very narrow context, the new law did not repeal the basic U.S. citizen ownership requirement for vessels operated in U.S. domestic trade. That requirement has been central to U.S. maritime law for much of our nation's history and similar requirements are common to many maritime nations. It is based on national security, fair trade and other fundamental national interests. Congress did not address those interests in the 1996 law because it did not intend fundamental change in U.S. citizen own-

ership requirements. Rather, the 1996 law was meant to enhance those interests by reducing capital costs for American citizens in domestic maritime commerce.

The Task Force appreciates the Coast Guard's effort to develop rules that will provide clear guidance to the maritime financing community in using this provision, and facilitate the Coast Guard's efficient processing of applications submitted under it. That is an important goal. The Task Force also supports Coast Guard efforts to prevent misuse of the lease finance provision. Transactions involving complex corporate structures could be designed ultimately to permit tax-advantaged foreign maritime interests to own and control vessels used in U.S. domestic commerce contrary to Congressional intent. Such transactions violate legal standards for legitimate lease financing transactions and threaten American security and fair trade interests.

The Coast Guard must be able to identify and to reject transactions that are not consistent with the law. Its proposed rule recognizes this important law enforcement duty. Of particular note is the requirement that parties to a lease financing transaction must submit an affidavit, signed under penalty of perjury, certifying certain key facts about their business. This requirement is absolutely necessary to screen out proposed transactions that are not consistent with the law. The Task Force recognizes this is critically important to avoid serious erosion to all aspects of the Jones Act.

The Maritime Cabotage Task Force, founded in 1995, is the largest coalition of U.S.-Flag maritime interests ever assembled. It includes more than 450 organizations (including the SUP) representing maritime labor, water, motor and rail carriers, defense groups and others.

Senate approves MarAd appropriations

The Maritime Administration's Title XI and Maritime Security Programs have survived in a budget bill that was heavily amended to reflect the country's new emphasis on counter-terrorism.

The Senate last week approved the budget bill that encompasses the department of state, justice, and commerce. That bill includes MarAd's budget although the agency is part of the transportation department.

Much of the appropriation bill, however, was scrapped and rewritten to accommodate an additional \$40 billion for national security and reconstruction.

Title XI, which looked like it was to be written off by the Bush administration last February, was authorized \$100 million for new loans.

The Maritime Security Program will remain under MarAd's administration, although the White House requested that the program be transferred to the defense department. The bill also allocates \$13 million for capital improvements at the Merchant Marine Academy at Kings Point, New York, and funds to continue disposal of mothballed ships.

NOL profits decline

Neptune Orient Lines (NOL), the parent of the container carrier APL, posted a profit of \$11 million in the first half of the year, a 78 percent decline from the same period in 2000.

"2001 is proving a tough year," said NOL chief executive Flemming Jacobs, who added that the remainder of the year "is not going to get any easier."

Because of difficult operating conditions for the company's line business and costs associated with the expansion of its logistics unit, he said "we expect overall results for the full year 2001 to be significantly lower than last year's record results.

"In addition, while we have reduced the level of our debt over the past two years in the wake of the Asian crisis and the purchase of APL, it is still a drain. However our cash flow is strong. We will weather the storm, with an on-going focus on efficiencies across all businesses."

The company said its liner business saw a significant reduction in trades touching the Americas, with rates off four percent and volumes down five percent from a year ago. APL's liner revenues for the first half of 2001 edged down two percent to \$1.77 billion while earnings before interest and tax slid 68 percent to \$31 million.



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U.F.C.W. Local 186D & 45D members and the Union workers at Charles Krug Winery in St. Helena, CA. ask the public not to purchase Charles Krug Wines. We ask for public support of the workers struggle to negotiate a fair Union contract and stop Corporate profiteering at the expense of winery workers in Napa Valley.

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APL Cairo added to foreign-flag fleet

Last month, APL expanded its Middle East foreign-flag fleet with the christening of the *APL Cairo*, at the Aker MTW shipyard in Wismar, Germany.

The *APL Cairo* is the first of four vessels that Neptune Orient Lines, the parent company of APL, is constructing at the Aker shipyard.

"Egypt is a growing market for us and we have a strong presence there with our well-utilized Red Sea Express service, which the *APL Cairo* will enter," NOL Group President and CEO Flemming Jacobs said.

Jacobs said the new vessel was part of a rejuvenation process being undertaken by NOL to ensure the APL fleet was ready to meet the long-term needs of customers' growing business. The *APL Cairo* has a nominal capacity of 2,500 TEUs and an overall length of 201.4 meters.

Tamil Tigers attack on troopship repulsed

Sri Lankan navy patrols backed by helicopter gunships repulsed a Tamil Tiger attack on a chartered merchant vessel ferrying troops to the Jaffna peninsula this week. The *Pride of the South*, chartered from Master Divers, was ferrying 1,260 soldiers under naval escort to Kankasanturai harbor from the Eastern port of Trincomalee when its convoy was surrounded by at least 14 'Sea Tiger' craft 26 nautical miles east of Point Pedro at dawn. About 20 Sea Tiger rebels were believed to have been killed in the engagement in which three rebel boats, including a suicide boat, were blown up. Eleven seafarers were killed and about 50 soldiers were wounded while 12 sailors and their coastal patrol craft were reported missing. Two navy fast attack crafts were damaged. In the past, the 'Sea Tigers' have used suicide boats packed with explosives to ram and sink naval craft and merchant ships taking government supplies to Jaffna.

Surge of suspensions of masters' licenses may be due to alcohol abuse

Ten withdrawals of mariners' licenses in Germany since the beginning of last year has raised fears that shipowners may feel it is unsafe to travel in German waters, said Jochen Hinz, president of the Seeamt in Kiel, Hamburg and Rostock, an investigation commission on maritime accidents. "We have been witnessing an increasing number of accidents at sea related to alcohol." In the previous five years only six licenses have been confiscated.

Wolfgang Bornsen a member of the Christian Democratic party CDU in the German parliament's lower chamber, the Bundestag, demanded that the existing blood alcohol limit at sea in Germany should be zero.

His main criticism is that different regulations exist for sea and road traffic. "Though there does not yet exist any basis within the European Union for a total ban on alcohol, the regulations for roads and sea should at least be brought into line," Bornsen said. The German regulation allows masters to have a blood alcohol level of up to 0.8 parts per thousand.

Hinz is concerned that the increasing number of tanker captains run the risk of taking to the bottle because "they suffer from too long hours and lack of communication." Crew members of different nationalities and long periods away from families also contribute to a feeling of isolation, he said.

Pirates attack U.S. research vessels in the Gulf of Aden

The American research vessel *Maurice Ewing* was attacked by pirates in the Gulf of Aden on August 31. While conducting oceanographic research in international waters, northwest of Somalia, a small fishing boat motored up to the *Ewing* as she was lowering scientific instruments to measure the salinity of the water.

Six men armed with pistols, machine guns and grenade launchers, sprayed the ship with AK-47 fire with a grenade launched at the vessel missing its mark.

The *Ewing* steamed out of the area at top speed pursued by the pirates for twenty minutes and subsequently unleashed another burst of rounds into the ship's hull. The *Ewing* successfully escaped the pirates without injury to the crew and continued her work 50 miles off the Somalia coast.

The *Ewing* is operated by the Lamont-Doherty Earth Observatory of Columbia University.

Workers want protection from employer abuse

According to a survey released last month by the AFL-CIO, American workers believe that employers have too much power and that more workplace protection is needed.

The survey by Peter D. Hart Research Associates, lauded as "the biggest, most exhaustive study ever done on workers' rights in this country" by AFL-CIO President John Sweeney, queried 1,792 adults in July. The survey found that 68 percent of those surveyed wanted more protection from employer abuse on the job, 63 percent didn't have much trust in the boss, 57 percent said management wielded excessive power, and 56 percent believed new laws were needed to hold corporations to a higher standard of worker treatment.

Indian Coast Guard troubled over deliberate sinkings

The Indian Coast Guard has alleged that the infamous Scuttlers' Club, which deliberately sinks aging vessels with an eye on the insurance payoff, has become very active in the Bay of Bengal, along India's long eastern coastline.

The officials are clearly not happy with the condition of the Vietnamese vessel *Luc Nam*, which sank off Haldia port on July 10. She is still sitting on the seabed near the main approach channel, with her mast showing, and poses a hazard.

"Indian ports are fast becoming dumping grounds for obsolete ships that are not permitted to dock in any port of the developed world, and which will not fetch much at the scrapyards, either," said Coast Guard commandant A.K. Pande,

who operates at Haldia, attached to the Kolkata Port Trust.

"Within the last 20 months, there have been three groundings in the Bay of Bengal; and in the past two years, seven ships have run aground off Mumbai," said Pande.

A.K. Harbola, assistant commandant of the Coast Guard at Haldia said: "Such ships would not be allowed by the Port State Control of the developed nations to enter ports, so they operate around third world countries like India, Pakistan and Bangladesh."

The Vietnamese vessel had 660 tons of fuels in her tanks and 13,200 tons of phosphate, which no one is clear on how this fertilizer will affect marine life.

Port of Los Angeles concerned about carriers merging

The Port of Los Angeles heeding to the rumors that Neptune Orient Lines might purchase P&O Nedlloyd, has been looking at the question of which lines would move their terminals if the two carriers merged. "We are fully aware of the persistent rumors. We're looking at what the impact might be on the port," said Albert Fierstine, the port's top marketing executive.

Analysts have been reporting that NOL of Singapore, parent company of APL Ltd., is close to announcing an agreement to merge with P&O Nedlloyd.

P&O Nedlloyd calls at the Yusen terminal in Los Angeles; APL calls at the port's largest container facility operated by its subsidiary Eagle Marine. If the two carrier companies merge, the likely scenario would be for P&O Nedlloyd vessel to call at the APL terminal. This would leave space at the Yusen terminal for another carrier.

Those were the days



AB Tony Medeiros and dayman Johnny Gueverra in 1952, in the *Matson s/s Hawaiian Farmer*, just before sailing to Honolulu from Wilmington, CA. Both are now SUP pensioners.

Carthew assumes helm at Chevron Shipping Company

Mike Carthew, Vice President and General Manager of Marine Transportation, has been selected by Chevron to relieve Tom Moore as President of Chevron Shipping Company. Moore elected to retire on September 1.

Carthew attended the U.S. Merchant Marine Academy and joined Gulf in 1974. He graduated from Duquesne University in Pittsburgh with a master's degree in business administration. Carthew held assignments in Tanker Operations and Chartering, Marine Operations in Great Britain, as well as a series of commercial and managerial assignments in Chevron International, Chevron Overseas Petroleum Inc., Chevron Product Com-

pany and Corporation Human Resources. Most recently, Carthew has been Chevron's Downstream Integration team leader for the ChevronTexaco merger.

Moore served as vice president and general manager of Operations for Chevron Shipping Company from 1988 to 1994 when he was appointed President of Chevron Shipping. Moore has represented the company on the boards of many industry associations including American Petroleum Institute, American Bureau of Shipping, Oil Companies International Marine Forum, International Tanker Owners Pollution Federation, CRISTAL and the UK P&I Club.

The SUP represents all unlicensed personnel in Chevron's U.S.-flag fleet.

Bill introduced to repeal harbor maintenance tax

A bill (H.R. 2737) to amend the Internal Revenue Code of 1986 to repeal the controversial harbor maintenance tax and to amend the Water Resources Development Act of 1986 to authorize appropriations for activities formerly funded with revenues from the Harbor Maintenance Trust Fund, was recently introduced by Representative Robert A. Borski (D-PA). The bill is cosponsored by 24 other members of the House, the measure was jointly referred to the Ways and Means and Transportation and Infrastructure Committees.

The bill would allow funds to be appropriated out of the general fund of the Treasury of the United States to pay eligible operations and maintenance costs of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation and eligible operations and maintenance costs assigned to commercial navigation of all harbors and inland harbors within the United States.

Maritime trust fund proposal

The idea for a maritime trust fund has been discussed by Transportation Secretary Norman Mineta, and is being studied as part of the Maritime Transportation System initiative.

Chris Koch, who heads the World Shipping Council in Washington, is non-supportive of a trust fund and told an industry group in San Diego last month, that the United States faces no problem with vessel congestion; the bulk of container movement congestion occurs at marine terminals, which should be addressed through collective bargaining with longshore labor unions to expand use of technology, reducing the number of idle containers inside terminal gates, and improving connections between ports and the national highway system.

"The first question is: trust fund for what? What projects require the establishment of a new federal trust fund spending program? There already is a trust fund for harbor maintenance dredging that has more money in it than is spent. There is no evidence of a lack of adequate sources of capital available for the maritime infrastructure of ships, equipment, cranes, marine terminals and the technologies to improve all of the above. What is lacking is the right level of productivity and efficiency in our marine terminals."

Since trust funds require an income stream, Koch questioned who would pay into the fund, and is concerned that carriers could get taxed to pay for it.

Koch also called on the United States to ratify an international convention on air emission for vessels and to create national standards for managing ballast water.

Pennsylvania lawmaker backs waterborne coastwise trade

Congressman Robert Borski (D-PA) submitted a statement to the *Congressional Record* on August 3, regarding the nation's current problem with the congested transportation infrastructure which is expected to double in the next 10 years:

"Many of the nation's major transportation corridors, both rail and highway, have become increasingly congested in recent years, to the point that congestion already threatens the ability of those modes to provide reliable transportation to the U.S. economy," he said.

Borski stated that "increasing reliance on waterborne transportation to complement rail and highway systems" can alleviate the capacity burden.

"As transportation agencies and the private sector focus more attention to this option, the federal government should look to means by which to eliminate the barriers to, or to create potential incentives for, development of this complementary means of moving freight and passengers, he continued."

"Studies to date suggest that as vessel and cargo transfer technologies improve and new vessels come in to service, coastal shipping would be able to provide increasingly competitive service. Such vessels can be built in U.S. shipyards that now have the capacity to construct new designs and do it competitively."

Borski added, "A shift to the waterborne mode would foster a resurgence in Jones Act shipping and in the process create a new market for U.S. shipyards and American labor."

Six new members added to AFL-CIO Executive Council

The AFL-CIO named six new members to its executive council during its quarterly meeting last month in Chicago, with all of the new members filling vacancies on the board.

The 54-member AFL-CIO executive council is the federation as the highest-ranking leadership body in the union movement.

The newest members are Joe Hunt, president of the Iron Workers; Cheryl Johnson, president of the United American Nurses; Bruce Raynor, president of the Union of Needletrades, Industrial and Textile Employees (UNITE!); Cecil Roberts, president of the United Mine Workers; Ed Sullivan, president of the AFL-CIO Building and Construction Trades Department; and Clyde Rivers, president of the California School Employees Association.

The AFL-CIO paid tribute to six officials who stepped down from the council, recognizing "the tremendous service that each has given to the union movement." The outgoing members are Rob-

ert Georgine, former president of the AFL-CIO Building and Construction Trades Department; John T. Joyce, former president of the Bricklayers and Allied Craftworkers; Jay Mazur, former president of UNITE!; James Norton, former president of the Graphics Communications International Union; including: stopping domestic violence at work; HIV/AIDS, both domestically and around the world; justice for the Charleston 5, a group of union dockworkers in South Carolina who have been unfairly discriminated against and punished for their union activities (see story, page 4); public officials' support for workers' freedom to choose a union; immigrant workers' rights; and eliminating non-compete agreements in the broadcast industry.

In addition, the 2001 George Meany - Lane Kirkland Human Rights award was presented to U Maung Maung, founder of the Federation of Trade Unions in Burma (FTUB), for bringing the plight of Burmese workers to the world's attention.

AFL-CIO: Drop charges against Charleston 5

With the trial of the Charleston 5 pending the AFL-CIO Executive Council passed a resolution demanding that South Carolina drop the charges against five members of ILA Local 1422 and 1771.

The resolution states in part:

"An egregious miscarriage of justice in South Carolina threatens to turn back the clock on progress on workers' rights and racial justice in the South and across the nation. Five dockworkers who are members of International Longshoremen's Association Locals 1422 and 1771 face criminal charges for attempting to defend their jobs.

"All five—Kenneth Jefferson, Peter Washington, Ricky Simmons, Jason Edgerton, and Elijah Ford—are victims of selective prosecution by South Carolina Attorney General Charlie Condon, a candidate for governor, who is using race and anti-labor sentiment to attack one of the most visible and active unions in South Carolina while furthering his political ambitions. Four of the dockworkers are members of ILA Local 1422, which is virtually all black.

"The prosecution of the union dockworkers, known as the Charleston 5, stems from an incident that occurred on January 20, 2000, when approximately 150 members of Local 1422 carried out a legal informational picket at the Port of Charleston to protest the use of a non-union stevedoring company to unload a Danish freighter. An encounter with 600 riot police during the picketing ended in a clash where a policeman clubbed Local 1422 President Ken Riley on the head while he attempted to restore order.

"Eight of the dockworkers received mainly misdemeanor trespass charges from local Charleston law enforcement authorities in connection with the incident. But Attorney General Condon, who has demonstrated his hostility to unions on numerous occasions, intervened and raised the charges to rioting and conspiracy to riot, which are felonies and carry prison sentences. A Charleston judge dismissed these charges for lack of evidence in a preliminary hearing.

"Nevertheless, Condon sought felony indictments against the men through a secret grand jury in Charleston. Although it is implausible that these unarmed union members planned to riot against 600 heavily armed police officers in full riot gear, five of the dockworkers were indicted.

"Despite the fact that they have not been convicted of any crime, the Charleston 5 have already been severely punished. For nearly a year-and-a-half, they have been confined to house arrest from 7 P.M. to 7 A.M., allowed only to go to work or attend union meetings. The impact of the house arrest has been devastating, not only for the dockworkers, but for their families as well.

"The Charleston 5 face trial in September, and they could receive prison terms of up to five years. The AFL-CIO stands squarely behind the International Longshoremen's Association and the South Carolina AFL-CIO, which have taken the lead in the fight for the dockworkers. This summer, union activists and leaders, including AFL-CIO Executive Vice President Linda Chavez-Thompson, joined together with South Carolina community and union leaders for a rally of more than 7,000 in Columbia, South Carolina, to support the Charleston 5.

"The American labor movement demands that Attorney General Condon and the law enforcement authorities of South Carolina drop the charges against the Charleston 5. These charges are unreasonable, excessive, and unjust. We welcome the support of allies from among civil rights, religious, and community-based organizations, as well as support committees that are forming in cities from New York to Los Angeles. The AFL-CIO is proud to take a leadership role in the fight for the Charleston 5. We will wage and escalate this fight until they are free and justice is done."


Do Not Patronize

The following firms are currently on the "We Don't Patronize" List of the California Labor Federation, AFL-CIO:

- | | |
|--|---|
| Fong and Fong Printers, Sacramento | De Anza Hotel, San Jose |
| River City Baseball Association, LLC, Sacramento | Double Tree Hotel (formerly Red Lion Inn at Gateway Place), San Jose |
| Berkeley Marina Radisson Hotel, Berkeley | Mariani's Inn and Restaurant, Santa Clara |
| Scott's Restaurant, Oakland | Santa Cruz Seaside Company including: Santa Cruz Beach Boardwalk; Cocoonut Grove Banquet/Conference Center; Surf Bowl; Sea & Sand Inn; Carousel Motel |
| Spenger's Restaurant, Berkeley | K Marts and Wal Marts statewide |
| Lafayette Park Hotel, Lafayette | |
| Monterey Plaza Hotel, Monterey | |
| Hotel Del Coronado, Coronado | |

Record of SUP Shipping August 2001

Hdq	Seattle	Wilm	Hono	Total
Bosun	5	2	3	11
Maint. Man	2	0	0	2
A.B. Dayworker	0	0	5	5
A.B.	27	14	21	70
O.S.	2	0	1	4
Standby	31	33	101	186
TOTALS	67	49	131	278



INTERNATIONAL LONGSHOREMEN'S ASSOCIATION • AFL-CIO

17 BATTERY PLACE, SUITE 930, NEW YORK, NEW YORK 10004-1261 • (212) 425-1200 • FAX (212) 425-2928 • FAX (212) 809-8826

John Bowers
President

ILA DEFENSE FUND

August 23, 2001

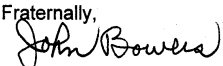
Mr. Gunnar Ludenberg
Sailors' Union of the Pacific
450 Harrison Street
San Francisco, CA 94105

Dear Mr. Ludenberg,

On behalf of the 65,000 members of the International Longshoremen's Association, AFL-CIO, I would like to thank the Sailors' Union of the Pacific for its contribution of \$500.00 for the Charleston Five.

As agreed to by your office, this generous gift will go to support the goals of the International Dockers Educational Foundation which include educating the public about violations of workers' rights.

Again, my sincere thanks to you and your members for their continued support in helping to defend the rights of working men and women everywhere.

Fraternally,

John Bowers
President



SUP President's Report

September 10, 2001

DOT DRUG AND ALCOHOL BACKGROUND CHECKS

As reported in the August issue of the *West Coast Sailors*, the Department of Transportation has implemented a draconian and invasive new rule which mandates that an employer obtain a seaman's written consent so that the employer can request information regarding drug and alcohol from previous employers who have hired the mariner in the previous two years.

The Consent and Self-Certification Form asks if the following conditions occurred within the last two years: alcohol tests with a result of 0.40 or higher; verified positive drug tests; verified refusal to test or verified adulterated or substituted drug test; any other violation of DOT/USCG drug and alcohol testing regulations.

If the information obtained indicates that the prospective marine worker has violated a Department of Transportation drug or alcohol regulation, a marine employer cannot employ that individual to perform "safety sensitive functions" on a vessel, unless the employer obtains information that the individual has subsequently complied with the "return-to-duty" requirements of the rule. These "requirements" include a minimum of six drug or alcohol tests in the first year of "safety-sensitive" work.

Since the new DOT regulation went into effect August 1, maritime labor and employer groups have been fighting to get it suspended and overturned. However, the agency appears to want to include mariners in a general drug and alcohol policy that is applicable to all DOT-regulated workers.

Have been in communication with SIUNA President Mike Sacco and MM&P President Tim Brown on this issue. Both have met with Admiral Paul Pluta of the Coast Guard, Captain Ernie Fink of the Coast Guard's National Maritime Center, Acting Maritime Administrator Bruce Carlton and representatives of Transportation Secretary Norman Mineta as have representatives of the MEBA. All report that while there is an understanding, particularly by the Coast Guard, of our position, DOT has not moved.

However, the DOT did issue a technical amendment to the new rule (49 CFR Part 40.25) this month states: "The Department realizes that participants in the testing program cannot fairly be expected to implement the new rules immediately on August 1." Consequently, DOT stated that it would not impose sanctions for a reasonable time.

Until this issue is resolved, MFOW President Disley and your secretary have advised our memberships not to comply with the regulation.

Will continue to fight this regulation in conjunction with the rest of maritime labor through all administrative, political and, if necessary, legal means.

STCW: NEW COAST GUARD RULING

All hands who have not yet taken Basic Safety Training (BST) to obtain their STCW 95 certificate are urged to do so as after February 1, 2002, a mariner will not be able to go to sea without one.

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

There is no cost to any SUP member who takes this necessary training: just his or her time. Tuition, transportation, lodging and subsistence expenses are borne by the SUP Welfare Plan's Training Fund. The reimbursement policy was published in the July issue of the *West Coast Sailors* and will be reprinted in the September issue.

For those who have taken BST and have been issued an STCW certificate, the Coast Guard this month issued a policy letter which was prompted by input from

the SUP, MFOW and other maritime unions, that will relieve a mariner of the previous requirement to complete BST every five years in order to maintain an STCW certificate.

Under a ruling issued by Captain Ernie Fink, head of the Coast Guard's National Maritime Center, a mariner who has met the requirements for initial competency in BST and who is actively serving in a seagoing ship, will be considered as having demonstrated continuing competence in BST provided that the mariner completes at least one year of sea service within the past five years. This five-year period is a running calendar in which credit for competency in BST extends for five years beyond the critical date at which a mariner has completed one year of sea service.

To determine the critical date, it is necessary to review the mariner's sea service starting with the current date and go backwards in time until one year of sea service is counted. The period of validity for continuing competence in BST is then five years from the date where the mariner has completed one year of sea service. For example, if on October 1, 2001, you count backward and determine the mariner completed one year of sea service on June 1, 2001, then the mariner is considered to be competent in the four elements of BST through May 31, 2005. Using similar dates, if on October 1, 2001, a mariner completed one year of sea service on June 1, 1996, then the BST would have been valid until May 31, 2001. Because May 31, 2001 has passed, (the date in this example is October 1, 2001), the mariner has not retained competency in BST.

The critical date determined above is not fixed in time. As a mariner continues to serve on a seagoing vessel, the critical date, and through the expiration date of BST, will advance in time.

If the mariner cannot prove evidence of one year of sea service within the past five years, the mariner will no longer be considered competent in BST and must complete a U.S. Coast Guard approved or accepted training course approved for revalidation of BST.

MATSON NAVIGATION COMPANY

Last month reported on meetings held between the unlicensed (SUP, MFOW, SIU-A&G/NMU) and licensed (MMP, MEBA, ARA) Unions and Matson regarding the acquisition of new vessels. In brief, it was the company's position that in order for Matson to go forward to purchase two vessels under construction at Kvaerner Philadelphia Shipyard and other possible newbuilds of Matson design, the Unions would have to make concessions. Specifically, on August 8, the company proposed an 11.7% reduction in total cost of combined wages, by job, for the Kvaerner vessels plus any future new vessels based on the current total cost of wages and benefits in the *R.J. Pfeiffer*. The Unions pointed out to Matson that the company would in fact lower its operating costs if it acquired new vessels as they would displace older, less efficient, tonnage with larger manning scales and that Matson had \$160 million in its Capital Construction Fund which is earmarked by the Maritime Administration to be used to purchase replacement tonnage.

Matson maintained its position and reiterated that shipboard cost reductions were necessary.

In further discussions between the SUP and MFOW, it was concluded that there was no compelling economic rationale or justification to agree to the concessions proposed.

Matson cancelled a meeting scheduled for August 15, to continue discussion on the issue with Captain Jack Sullivan, Director of Vessel Operations & Offshore Labor Relations, stating that "there does not seem to be enough support in achieving our cost reduction requirement beyond this point."

On August 27, your secretary wrote to Captain Sullivan asking whether Matson and/or the Board of Directors of Alexander & Baldwin, had made a deci-

sion to purchase the Kvaerner vessels.

Sullivan's reply of the following day did not specifically answer the question; instead he stated that, "Matson must justify the risks associated with a new vessel program by developing a financial pro forma which reflects a reduction in total operating cost and results in an adequate return on capital. We have requested assistance from offshore labor in this regard, but to date, we have not achieved that objective."

On September 7, Sullivan notified the Unions that the company requests another meeting to discuss the issue on September 13. According to Sullivan, Matson's agenda will be to respond to questions raised by the Unions since the August 8 meeting, elaborate on the economics required to justify a fleet renewal program and resume discussions regarding crew costs and manning.

Will keep the membership fully informed on what transpires.

=====

Some insights on Matson's strategy for its fleet were reported in an article in a recent issue of the Seattle-published *Marine Digest*. C. Bradley Mulholland, the company's president and chief executive officer, was quoted as saying:

"Matson is studying its various fleet replacement options. In order to sell a vessel acquisition program to our board of directors, we need to tell them that Matson can generate better returns investing in ships than putting the money in T-bills earning a risk-free six percent." Mulholland also stated that build options are being studied and that a "fleet replacement program will likely encompass more than simply constructing an entire new fleet of vessels from the keel up. Chartering or purchasing existing vessels qualified to operate in domestic trades may be a better option. Building on current alliances with other carriers is also a possibility."

What is troubling with Mulholland's remarks is the possibility of chartering, specifically bareboat chartering, vessels or "building on current alliances with other carriers." The Unions have been down the chartering road with Matson before when the *Kaimoku* and *Kainalu* were bareboat chartered to Sea Star to operate in the Puerto Rico trade without Matson's contracted unions. Sea Star is controlled by Salchuk which owns TOTE and could be one of the "current alliances" Mulholland is talking about, since Matson has a 25% interest in Sea Star. One might speculate that Matson could buy the Kvaerner ships and bareboat them to TOTE, or another outfit, for the Hawaii trades to avoid Matson's allegedly higher shipboard operating costs. This could result in Matson still operating a few ships to Hawaii but with the bulk of its cargo, in the future, being carried in vessels without the SUP and the other affected Unions. If Matson decides to chart this course, the company is in for a beef.

The collective bargaining agreement with Matson expires at midnight, June 30, 2002 and the membership should be prepared for any contingency.

LAWSUITS

LAWSON v. SUP

As reported in February, March, April and July, the SUP Building Corporation was served with a complaint filed with the United States District Court for the Northern District of California (San Francisco) by attorneys for William Lawson alleging that the Building Corporation violated the Americans with Disabilities Act and the California Unruh Civil Rights Act.

Also named in the complaint, which calls for injunctive relief and damages, is a tenant at Headquarters, Systems XIX, Inc./Maritime Hall Productions. This outfit leases the auditorium levels at Headquarters and puts on concerts.

The lawsuit in essence charges that handicapped accessibility laws were violated, resulting in discrimination against Mr. Lawson based on his disability, which also caused him to sustain physical injury, psychological pain, emotional distress and general statutory damages.

Despite the fact that the lease with System XIX states

President's report continued from page 13

that it shall "comply with all laws, ordinances, rules and regulations of state, county and municipal authority in the use occupation and repair" of the leased premises, Systems XIX and its insurance carrier stated that it was not going to defend Building Corporation in this matter. The Union's insurance carrier also took the same position.

Since that time the San Francisco based law firm of Lynch, Galardi & Grummer, retained by the Building Corporation to defend its interests, has worked diligently to seek resolution of this matter to minimize costs and avoid a costly trial.

The matter is currently under the jurisdiction of Richard Jaeger Esq., a mediator appointed by District Court Judge Bernard Zimmerman. The parties involved in the suit met at Mr. Jaeger's San Francisco Law Offices on June 26, the details of which were reported in the July *West Coast Sailors*.

On August 14, Building Corporation Trustees Bill Berger, Dave Connolly, Norm Christianson and your secretary met with our attorneys to discuss the status of the litigation. Trustee Paul Calais was unable to attend as he was at sea in the *Manoa*. It was decided that making the auditorium restrooms handicapped accessible might be necessary and that the Building Corporation should solicit bids from Union contractors for this work. However, the Trustees firmly believe that Systems XIX is responsible for the costs associated with this work as well as outside access (from the street to the auditorium) issues. The Trustees further determined that the lease with Systems XIX would remain on a month-to-month basis until the issues involved in the Lawson litigation are resolved.

Another mediation session was originally scheduled for August 17, but postponed until September 13. But as the parties appear to be making progress, the attorney for System XIX has requested that the next mediation again be postponed for three or four months. As of today's meeting, our attorneys indicated that the mediator and the attorneys for Mr. Lawson will agree.

Will keep the membership informed.

ARIANA LYNN v. SUP

As reported in July, the Union was notified in June by the San Francisco U.S. Equal Employment Opportunity Commission (EEOC) and the National Labor Relations Board that member Ariana Lynn had filed charges against the SUP.

The NLRB charge alleges that the Union breached its duty of fair representation by allegedly failing to pursue grievances on Lynn's behalf after her termination as O.S. from the *USNS Shugart* and *USNS Seay*.

The EEOC charge alleges that, due to her contention that she was not fairly represented, she was discriminated against because of her sex.

The SUP disputed the charges in its response to both agencies.

On August 21, EEOC Director Susan McDuffie notified the Union that the Commission had dismissed Lynn's charges stating in part that "based upon its investigation, the EEOC is unable to conclude that the information obtained establishes violations of the statutes." However, under Title VII of the Civil Rights Act of 1964, Lynn has the right to sue the Union in Federal or State court within 90 days of the EEOC's notification.

On September 7, the Oakland office of the NLRB requested more information on the Lynn matter.

WAYNE BURGESS v. SUP

As reported last month, an attorney representing Wayne Burgess filed a complaint with the United States District Court for the Central District of California Western Division (Los Angeles) alleging that Burgess was "unjustly and unfairly expelled" as Wilmington Branch Agent. Burgess seeks to be reinstated as agent, awarded damages and attorney's fees and costs, and that the Union be permanently enjoined from undertaking further disciplinary proceedings against Burgess arising out of the charges which led to the expulsion of Burgess.

In order to defend the Union against this suit, Glenn Rothner of the Pasadena, California law firm of Rothner, Segall & Greenstone was retained this month.

On August 21, Mr. Rothner filed the SUP's response to Burgess' complaint with Judge George H. King of the District Court. The response states in part that Bur-

gess claims "are frivolous, unreasonable and groundless;" and, accordingly the Union should recover all costs and attorneys fees incurred. In addition, the Union requests Judge King to dismiss the complaint in its entirety with prejudice, to issue a judgment in favor of the Union and such other further relief as the Court deems proper.

Will keep the membership fully informed as this potentially costly litigation proceeds.

MARITIME TECHNOLOGY REGIONAL OCCUPATIONAL PROGRAM

On August 29, along with MFOW President Whitey Disley, Vice President Dave Connolly, IBU Southern California Regional Director Stephan Muller-Dumbois, and representatives of ASM, Matson, MSC, National Steel and Shipping Company and Polar Tankers, attended an advisory committee meeting of the Maritime Technology Regional Occupational Program (ROP) developed by Training Resources, Ltd. Inc. and Mar Vista High School in Imperial Beach, California.

The ROP is designed to have selected students at Mar Vista begin a program in their junior year that will provide the necessary training to become ABs and QMEDs. This initiative is the first of its kind in the nation and will hopefully provide a pool of trained and qualified people to help meet the manpower requirements of the U.S. merchant marine.

The curriculum developed by Ray Addicott and Ray Gillip of Training Resources Ltd. in conjunction with Mar Vista High School and the Regional Occupational Program of the Sweetwater Union High School District is a comprehensive deck and engine training program for high school students with a vocational aptitude and desire to begin a seagoing career.

The first class of 20 students is scheduled to start at the end of January with 40 more projected to enroll in the fall of 2002. Students selected by Mar Vista's career counselors will take the Maritime Technologies Program in addition to their regular high school curricula.

The one element that is needed for the program to succeed is training billets provided by companies so that the students in the program can acquire the necessary seetime to turn their training into actual AB and QMED endorsements. The industry representatives in attendance stated they were enthusiastic about the program and would, as far as ASM and Matson were concerned, work with the SUP and MFOW to provide the training billets.

Dr. Louse Phipps, Principal of Mar Vista High School and representatives of San Diego County's Regional Occupational Program said they fully supported the program and that there would be great student interest.

The SUP and MFOW believe that this innovative, **state-funded** program is necessary to meet manpower needs in the future.

LMSR TRAINING

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

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

The SUP is currently aboard eight LMSRs and will be on deck on another when Patriot is expected to assume management of the *USNS Bob Hope* in December. Another newbuild, the *USNS Brittin*, is scheduled to come out of Avondale in January while the *USNS Benavidez* will join the fleet next summer.

MFOW JURISDICTIONAL DISPUTE

Since the licensed unions negotiated with American President Lines in 1997, the MEBA has claimed that the radio operator falls within the jurisdiction of the MEBA, based on an agreement between the ARA and MEBA. The effect of this claim is that MEBA personnel in American Ship Management vessels have been assigning work to the radio operator in the engine room specifically electrical work, that falls within the jurisdiction of the MFOW.

Although ASM has told the MEBA and radio operator to knock it off, breaches of MFOW jurisdiction continue.

At the request of MFOW President Whitey Disley, attended a meeting on August 22 at the MEBA hall in San Francisco. In attendance were representatives of the ARA, MM&P, MEBA, SIU-A&G/NMU and the MFOW. The Unions reviewed the dispute and although the MEBA and ARA stated they were not interested in trying to take MFOW work, both Unions said they had the right to work the radio operator down below.

The MFOW's position was clear: that the radio operator was not a licensed engineer and had no business in the engine room, particularly if he was doing MFOW work.

Although there was no resolution of the dispute, the MFOW and MEBA agreed to continue discussions on the issue. At the same time, ASM continues to pay MFOW personnel when the radio operator does MFOW work.

While not immediately affected by this dispute, the SUP is in full support of the Firemen, as a matter of historic unlicensed jurisdictional principle. The representative of the SIU-A&G/NMU voiced similar sentiments.

UFCW 870

Last month notified Richard Benson, president of United Food & Commercial Worker Local 870, of the Union's desire to negotiate a new agreement for the representatives and organizers represented by the Union.

On August 22, Brother Benson responded by requesting an extension of the current agreement which expires on September 1, due to the fact that Local 870 is in tough bargaining with its major employers (Safeway, Albertson's, etc.). With the approval of the membership employed by Local 870 and represented by the SUP, signed an extension agreement on August 24, subject to general membership approval, which provides for the current agreement to continue on a day-to-day basis until the Local's negotiations are resolved with its employers.

The SUP has represented the union representatives and organizers of UFCW Local 870, based in Hayward, California, since July 1996.

Recommend the current agreement with Local 870 be extended on a day-to-day basis.

SUP ELECTION: NOMINATIONS

In accordance with Article XII of the SUP Constitution, nomination of regular officers of the Sailors' Union of the Pacific for the 2002-2004 term shall commence at today's Headquarters' meeting and conclude at next week's Branch meetings. Written notice of this fact was published in last month's *West Coast Sailors* and posted at all Union halls.

Any eligible member may place his or her own name in nomination for any regular office or may be nominated by another member. Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The following are the regular offices of the Sailors' Union of the Pacific:

Vice President's Report

September 2001

President/Secretary-Treasurer
 Vice President/Assistant Secretary-Treasurer
 Seattle Branch Agent
 Wilmington Branch Agent
 Honolulu Branch Agent
 San Francisco Business Agent
 SUP Building Corporation Trustees (5)
 SIUNA Convention Delegates (4)

All nominees shall be notified by mail of their nomination. A list of names and nominees for each office shall be conspicuously posted in each Union hall.

A Committee on Candidates will be elected at today's Headquarters' meeting and will meet on Tuesday, September 18, to review the list of nominees and mail notification of their nomination.

All nominees who desire to become candidates for and hold any regular office shall have the following qualifications:

- He or she is a member in good standing at the time of nomination.

- He or she achieved "B" seniority as defined in the SUP Shipping Rules; and

- He or she is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Committee on Candidates at Headquarters prior to midnight, October 14, 2001.

The election itself shall be conducted by secret mail ballot from December 1, 2001, through January 31, 2002. In addition to the election of officers, the ballot will include a referenda on two proposed amendments to the SUP Constitution and four proposed changes to the SUP Shipping Rules.

[The Chairman then called for nominations for regular officers, trustees and delegates for the 2002-2004 term of office.]

COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 8, a contracted holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be on Tuesday, October 9.

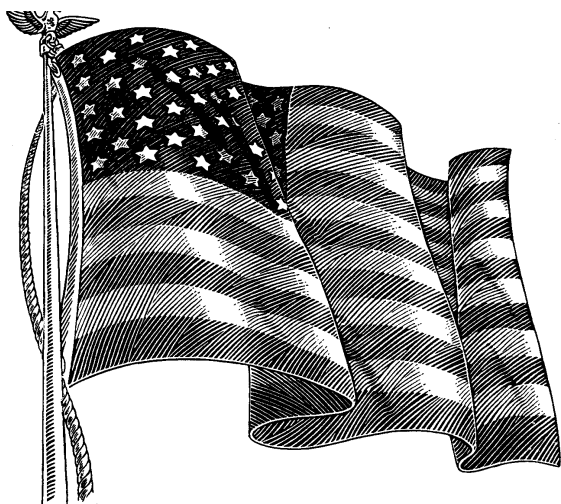
ACTION TAKEN

M/S to extend the UFCO Local 870 agreement on a day-to-day basis. Carried unanimously.

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

Election Committee: The following members were elected to the Election Committee to convene on September 18: Bill Berger, Dick Cummings, Arthur Thanash, Tom Tynan, Terrance O'Neill, Ian Frazier and Liam Casement. Committee of five with two alternates to be decided on the 18th.

Gunnar Lundeberg



On September 3, a New York Times editorial thanked the labor movement for a day off. Labor Day is the only holiday on the American calendar, the editors claimed, created directly from a sense of social purpose and social consciousness. But it was a hollow, nostalgia-laced tribute, as if the purpose of organized labor in this country had been fulfilled and it now existed only as an historical curio, the long weekend a vestige of another age. As a parting shot, the editors cynically equated the moral code of today's working people with mere selfish consumption; workers, they said, had been transformed into consumers. A week and a day later, the nation was attacked, and everything changed. Workers perished, and in the pit where World Trade Center once stood, they dug for survivors with their fingers. Unions from all over the country sent members, money, and equipment. The rest stand ready to assist as necessary. In the SUP, a great readiness to serve has already been expressed by the active and retired membership.

As the nation is once again unavoidably plunged into war, it is a patriotic activity for seamen to review their papers. If you have not taken Basic Safety Training, enroll now. If you have taken BST but have not yet presented your certificates to the Coast Guard for issuance of the STCW '95, then do so immediately. Check the expiration on your passport, on your z-card, on your medical card and drug screen. If anything is expired or due to expire soon, get it renewed as soon as possible. Those members with any questions about documenta-

tion or interested in attending LMSR school in San Diego should contact your Branch Agent, Headquarters, or the SUP Welfare Representative. They say this war will be different, but the build-up looks familiar enough. The LMSRs hold a high place in the order of activations of military equipment, and the Ready Reserve Force is prepared to serve the nation again. SUP sailors are long-experienced in the delivery of the gear the U.S. military brings to battle. We are trained in shipboard damage control and in chemical, biological, and radiological defense warfare. Many of us are certified small arms marksmen and drilled in offshore search-and-rescue techniques. There is nothing anachronistic about this training, nothing quaint about the work it prepares us for. And there is none of the vanity of consumerism in the willingness of our members to put themselves in harm's way for the good of the country and the tradition of the Union. Cry havoc, then, and let slip the dogs of war. We'll man the ships, and take our usual place among the patriots.

Made the *Matsonia*, *Chief Gadao*, *Kauai*, *Manoa*, *President Grant*, *Chevron Washington*, *Chevron Mississippi* and *Chevron Colorado* while Bill Henneberry was on vacation. Answered questions and issued clarifications in the *Chevron Arizona*, *USNS Pihilaau*, *USNS Shugart*, *USNS Mendonca*, *USNS Fisher* and *USNS Seay* while Norfolk Representative Jack Stasko was in the hospital for minor surgery. Also handled various beefs that came through the Front Office.

Dave Connolly

San Francisco Business Agent

September 10, 2001

My thanks and appreciation to Dave Connolly for making the ships while I was on vacation.

Chief Gadao - Ian McLeod, delegate: Ed Drake is back as bosun. This continues to be an excellent ship. Louis Clark was rejected for employment as not having current paperwork. I was unable to overcome the Coast Guard determination that since his merchant marine document expired at sea, he became a passenger: ineligible to work.

NOTE: Each sailor is responsible to make sure his/her paper work is current. This means that your drug screen, mariners document, annual physical, STCW, and passport have not expired and will not expire during the course of the contemplated voyage. In addition, have proof of the various training requirements for the particular job (such as damage control or firefighting) in your possession at sign on, or you can figure on being rejected for employment, and not paid for the day either.

Kauai - Rich Cahill, delegate: Sid Idris relieved John Pederson as bosun. This is another excellent ship with a top gang.

Mahimahi - Jimmy Kawasaki is back as bosun. The washdown beef (when Tom Larkin was delegate) is still pending with Tom Percival saying he needs to talk to Captain Rath about the situation. The situation has nothing to do with it. The contract has been repeatedly clarified in the past as calling for a complete washdown leaving the West Coast, and upon leaving the Far East homebound. Every once in awhile some skipper or mate thinks that he can play stupid and take a pass on the washdown. Until the contract is changed, I will hound that mate or skipper until he runs out of sea room!

Manoa - The gang flew back to China to pick this vessel up from the shipyard.

Matsonia - Jim Meader, delegate: Routine visit.

Maui - Chuck Maringer, delegate: Routine visit; more personality problems on her. These type of problems have to be resolved by the gang, as the union has very little to say about who gets along with whom.

Mokihana - Most of the gang took the trip off because she is going in the yard in China. Delegate Dean Smith finished up his time. Have had several calls from acting

delegate John Linderman, and will handle the delayed sailing dispute when the ship gets back to the coast if it isn't resolved by the gang and the mate beforehand.

Moku Pahu - Dave Frizzi, delegate: A lot of confusion on what is sailors' work. I recommend that all hands take a look at Section 4 of the SUP Work Rules from time-to-time. This section spells out our work. When this work is performed between 8:00 A.M. and 5:00 P.M. on weekdays, no extra compensation is applicable. The vessel is on her way to North Korea with a load of grain. Disputes will be taken up when she returns to the West Coast.

R.J. Pfeiffer - John Linderman, delegate: I missed this one this time as she came in late and sailed early. Seems that there were no new beefs, and apparently she will stay on the Guam run for two more trips. Bosun Leo Endres will be getting off next trip. Rudy Menchaca is the delegate.

San Francisco Bar Pilots - Peter Johnsson, delegate: All in good order.

Foss Maritime - Tom Tynan and Mike Worth co-delegates: The company wants to hire a new tankerman, which is a good sign that business is stable. If you have a Tankerman (PIC) endorsement and experience in barge bunkering operations, give me a call.

Chevron Arizona - Ray Morales, delegate: Reported in by phone. Some problems with Chris Bujnowski getting his dental work taken care of. Otherwise in good shape at Fort Lauderdale, Florida.

Chevron Colorado - Peter Bragg, bosun and David McKeithen, delegate: Robert Reed went off the dock gang and back on this very fine vessel. John Hamann made the AB job in Seattle. In at Richmond Long Wharf. Gang a little unhappy about the draws, the money available and the frequency. Will investigate this issue.

Chevron Mississippi - John Sulujian, delegate: This vessel has served out her legal life as far as oil carriage is concerned and will operate until November.

Chevron Washington - Kim Hoogendam, bosun, David Mercer is delegate: Regular hands supplemented by AB Joe Wolff from Wilmington. The gang really appreciated Mark Hurley taking the time away from the office to visit the ship in Long Beach.

Continued on page 16

SUP Branch Reports

Seattle

August 20, 2001

Shipped for the period: 2 bosun reliefs taken by an A-card and a B-card; 14 able seamen jobs filled by 7 A cards, 4 B cards, two C cards and 1 D registrant; shipped 11 standbys filled by 2 A cards and 9 B cards for a total of 27 jobs shipped.

Registered 11 A cards for a total of 30; 11 B cards for a total of 21; and 8 C cards for a total of 21.

Ships check

Maui and Kauai in twice with little or no trouble. APL Korea, APL Thailand with no problems. APL Philippines port prep issues discussed with the captain. APL rigging loft checks out okay.

Attended several meetings at ILWU 19 and the King County Labor Council regarding the upcoming Seattle Port Commissioner endorsements. Until issues are resolved regarding the Fisherman's Terminal and the IBEW's Local 46 loss of jurisdiction on the Seattle docks, the Sailors' Union will remain silent until we hear what we need to hear.

Along with the Inlandboatmen's Union and the Deep Sea Fishermen's Union, attended Senator Patty Murray's GTS awards. The Sailors' Union was present at the Machinist Lodge 704 where a meeting was held calling on labor to turn to in force in the 21st legislative district (Snohomish county) to get labor candidate Brian Sullivan elected to help break the gridlock in the state legislature on transportation issues.

Every month we yell loudly and clearly to check your STCW certificates and to give Rich Reed a call if you have questions or doubts. Brother Reed traveled to Seattle for the meeting answering questions and explaining the ins and outs of the SUP Welfare Plan to the membership. Rich did a great job and all were pleased with his efforts on their behalf.

Vince O'Halloran
Branch Agent

Wilmington

August 20, 2001

Shipped the following during the period: 3 bosuns, 23 ABs, 4 AB maints., 1 OS, and 90 standbys for a total of 121 jobs shipped.

Registrations stands and 55 A members, 23 B members, 12 C members and 9 D registrants.

Ships checked

Manulani, Mokihana (good gang, bad feeder), Mendonca (San Diego: Vice President Dave Connolly squared away all beefs), Ewa, President Kennedy, Lihue (Matson Navigation through the s/s Lihue generously donated hundreds of movies to various seamen clubs in the harbor area), APL Korea, Lurline, President Adams, R.J. Pfeiffer, APL Thailand, President Polk, President Wilson, APL Philippines, President Truman, President Grant and President Jackson.

Attended the Veterans' Memorial meeting and a Los Angeles County Federation of Labor meeting on July 16.

After taking care of business on the Mendonca, Vice President Dave Connolly and I attended a rally at Nassco Shipyard in San Diego on July 18 to support AFL-CIO affiliated unions.

For the Harry Bridges Centennial on July 28, Carl Orange carried the SUP banner over the Vincent Thomas Bridge. Also along for this labor march were Matthew Montalbo, Harry Naeole and Grant (Eli) Wegger.

The monthly Maritime Trades Department meeting was held on August 3. They will be starting their monthly lunch/speaker meeting in September after a three-month-long summer break. The cost will be \$25 per plate. If anyone is interested in attending, see me.

Attended the Harbor Labor Coalition meeting on August 16, to get ready for the South Bay's annual Labor Day Parade.

Get the STCW training and certificate and keep those drug cards up-to-date.

Mark Hurley
Branch Agent

Honolulu

August 20, 2001

Shipped the following during the month July: 1 bosun relief, 6 ABs, 2 AB reliefs, and 1 AB return. These jobs were filled by: 3 A members, 5 B members and 2 C members. Also shipped 21 casual standby jobs filled by 1 A member, 7 B members, 10 C members, and 3 D member.

Registered during the month of July: 4 A members, 7 B members, and 3 C members. To this date we now have registered: 8 A members, 11 B members, 8 C members, and 4 D registrants for a total of 31.

Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Lihue, Kauai, Manulani, Ewa, and Chevron Washington. All with few or no problems. Paint and rigging gang running smoothly. In mid-August, Matson's Honolulu Terminal switched to an all chasis operation and all ships have been departing late due to meshing problems.

On August 22, attended the Honolulu Port Council meeting where we presented two scholarships to maritime union members' spouses.

On September 2, Labor Day Sunday supported ILWU protest march on the Aston Waikiki Hotel for their unfair hiring practices. Also manned the Hawaii Port Council booth at the Waikiki Shell for the Hawaii AFL/CIO Labor Day Concert.

I was on vacation the latter part of July and wish to thank Bonny Coloma for the fine job he did covering the waterfront while I was gone.

Mike Duvall
Branch Agent

Norfolk Office

August 2001

These past two weeks have been my worst in the nine months I have been here. It seems like Patriot likes to drop a few bombs every once in awhile. The latest was all entry level (wipers) must have damage control, and basic firefighting, which the Coast Guard does not require until Feb. 2002. However, the Military Sealift Command (MSC) says "yes" and that QMEDs also must have their STCW.

On the bright side, our ad in the Soundings newspaper is working. I just secured another storekeeper job, also some MSC responses for QMEDs and wipers. The good part about MSC people is they have all the necessary training. With the next two weeks ahead, I will need all the help I can get on Operation Bright Star coming up this month and continuing until November with five of the eight LMSR ships under SUP/MFOW contract.

Met with the gang in the Mendonca after her trip to Korea, and all overtime was up to snuff except for a few disputed penalty meals, which were sent off to labor relations. Steve Zombro, delegate, Izzy Idris, bosun: Good job, brought the ship in clean and a big hand for the gang for a job well done. A big hand to Captain Peter Onstead by the gang, as the moral turned around 180%; clean pay off.

Fisher, Seay, Gilliland, Yano all OK.

A big thanks to Tony for all his help while Bobby was on vacation.

Jack Stasko
SUP/MFOW Rep

San Francisco Business Agent's Report ...continued

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

ASM Shore Gang - Everything continues status quo here. The busy season seems to be about over and the workload has more or less returned to normal.

President Adams - Tom O'Dell, relief bosun: Delegate Robert Green finished up his time and got off. Tom Koppel is the new delegate. All in good order.

President Grant - Ted Ochoa, delegate: Supper relief procedure resolved to the satisfaction of the gang.

President Jackson - Dennis Tinsley turned over the sheets to Junior Hart. Keith Miller, bosun: Top ship.

President Kennedy - Bruce Thompson is bosun: Ship running with no problems.

President Truman - Ernest Stimach, delegate: Frank Portanier, bosun: What else is there to say?

President Wilson - Difficulties caused by personality beefs. Again these type of problems have to be resolved by the gang, as the union has very little to say about who gets along with whom.

USNS Mendonca - Steve Zombro, delegate, reported in by fax: Izzy Idris bosun and all in good order. This vessel is participating in Operation Bright Star. From looking at the crew list you can see a lot of repeat sailors in this gang and that's good news.

Bill Henneberry

Dispatcher's Report

Headquarters—Aug. 2001

Deck	
Bosun	5
Carpenter	0
MM	2
AB	27
OS	2
Standby	31
Total Deck Jobs Shipped	67
Total Deck B, C, D Shipped	19
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.	67
Total B, C, D Shipped-All Depts. ..	19
Total Registered "A"	75
Total Registered "B"	75
Total Registered "C"	11
Total Registered "D"	8

Labor Day Parade in Wilmington



Members of the Sailors' Union of the Pacific and the Marine Firemen's Union marched in the traditional Labor Day parade to Banning Park on September 3.

Columbus Day Holiday

Monday, October 8
All SUP halls closed