BROTHERHOOD OF THE SEA

Organized 1885

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXVII No. 9 583 SAN FRANCISCO, CALIFORNIA Thursday, September 30, 2004

Military Sealift Command blunders in LMSR Award — Patriot Contract Services files protest with government

SUP, MFOW, MEBA, MM&P mobilize Congressional support to question process

In a misguided decision that jeopardizes sealift readiness of the United States, the Military Sealift Command (MSC) on August 31, awarded Large Medium Speed Roll-on/Roll-off (LMSR) vessels to American Overseas Maritime Corporation (AMSEA), a subsidiary of General Dynamics. Two other LMSRs were awarded to a company named 3PSC of Cape Canaveral, Florida.

Patriot Contract Services, a division of American Ship Management of Walnut Creek, California, which is the current operator of the vessels, was the odds-on favorite to retain the contract given the string of successive "outstanding performance" citations by MSC since 1999 and the fact that these frontline ships and their crews have continuously supplied the equipment necessary for American troops in Iraq without a hitch.

Patriot's vessels are crewed by the Sailors' Union of the Pacific, Marine Firemen's Union (MFOW), Marine Engineers Beneficial Association (MEBA), Masters, Mates & Pilots (MM&P), and the Seafarers International Union-Atlantic, Gulf, Lakes & Inland Waters District/National Maritime Union (SIU-AGLIWD/NMU), while the American Maritime Officers (AMO) and SIU-AGLIWD/NMU have collective bargaining agreements with AMSEA and 3PSC.

The reckless decision by MSC to dump Patriot not only discriminates against an experienced operator, but the 1,500 seagoing, battle-tested labor pool of mariners trained by the SUP, MFOW, MEBA and MM&P to crew the LMSRs. The MSC has chosen to ignore what are the clear overall national security advantages of retaining the vessels' current operator in wartime and has instead chosen to award the contract to others for flimsy and contradictory economic reasons. For more information on the MSC decision, see President Gunnar Lundeberg's report on page 10.

Patriot and the SUP, MFOW, MEBA and MM&P wasted no time in taking decisive action to thwart the government's imprudent action.

The Unions quickly enlisted the support of House Minority Leader Nancy Pelosi (D-San Francisco) who wrote to Secretary of the Navy Gordon England on September 13, requesting clarification regarding the rationale for the award.

Congresswoman Pelosi's letter, which is on page 9, stated:

"Given the threats our nation faces around the globe, the importance of reliable, skilled sealift operation is critical. Sustained sealift capacity cannot be maintained on a narrow foundation of a few companies and one officers' union. The foundation should be broad, highly competent, using the diverse experience of maritime labor, and most critically, it should be competitive. It is unclear whether the process by which the contract was awarded meets these standards. It is in fact unclear what criteria were used to award this contract."

Senator Barbara Boxer (D-CA) also requested information from Secretary England on the award process, including the criteria applied by MSC in denying Patriot the contract. Senator Boxer's letter is on page 10.

As the *West Coast Sailors* goes to press, other members of Congress are preparing inquiries on the MSC decision.

On September 17, Patriot filed a formal protest of the award with the Government Accountability Office (GAO), formerly the General Accounting Office, after receiving a perfunctory debriefing from MSC in Washington on September 14. As the *West Coast Sailors* goes to

MSC Award
continued on page 3

Limits on chartering U.S.-flag vessels by DOD opposed by maritime

In a September 22 letter to Duncan Hunter, Chairman of the House Armed Services Committee from a coalition of U.S.-flag vessels, trade associations and maritime labor organizations—including the Sailors' Union of the Pacific— stated its opposition to certain provisions of the Fiscal Year 2005 Defense Authorization Bill.

SAILORS UNION OF THE PACIFIC SUP

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

Excerpts of the letter follow:

Section 1014 of House-passed H.R. 4200, the FY 2005 Department of Defense Authorization Bill, contains a provision that limits the lease or charter of U.S.-flagged, foreign-built vessels by the Department of Defense to a maximum of twelve months, including options. There is no comparable provision in the Senate-passed version. We are writing to express our strong opposition to this provision and to urge that it be stricken in Conference.

This provision will not achieve its intended purpose of encouraging construction of militarily-useful commercial vessels in U.S. shipyards. Many of these American-registered vessels types—commercial but militarily-useful, such as roll-on roll-off ships—have only been constructed in foreign yards. Rather, the result will be simply to force the U.S. Navy's Military Sealift Command (MSC) into a series of short-term leases, at nearly double the cost, for vessels it must have for national security —or to jettison the U.S.-flag and put our Nation's security in the hands of foreign-flag vessels and foreign-citizen crews.

For example, U.S.-flag, foreign-built prepositioning vessels, an essential element of force projection and a highly cost-effective program, would have to return to the United States each year in order to transfer the military equipment they carry. Not only would these one-year charters cost more but they would impair military readiness and defeat the entire purpose of afloat prepositioning —forward location of vessels and equipment ready to deploy on very short notice. Given the growing uncertainty of forward land-basing of such equipment and the necessity for the fastest possible deployment, afloat prepositioning is more important than ever. Mission degradation—at nearly double the cost with no increase in U.S. shipyard vessel construction— is not a prudent course for our Nation's security.

This provision, furthermore, will discourage the re-flagging of vessels from foreign to U.S. registry by removing the current incentive of being able to bid for Military Sealift Command long-term leases or charters. Given the long-term global War on Terror and the necessity to maintain the secure, always responsive pool of U.S.-citizen mariners generated by the U.S.-flag commercial fleet, our Nation should encourage, not discourage, vessels to fly the American flag. These U.S. mariners, drawn entirely from private-sector commercial operations, crew every single U.S. sealift vessel, including "gray-hull" U.S. Navy surge sealift ships.

U.S.-flag vessels already are subject to the highest tax and regulatory burden in the world, bar none. Adding one more disincentive, as is the case with the lease/charter restrictions in H.R. 4200, merely further constrains the U.S.-flag fleet and American seafaring jobs—with no possible prospect of increased vessel construction in U.S. yards.

For all these reasons, we strongly oppose this provision and urge that it be stricken in its entirety in Conference.

The letter was signed by the following organizations:

American Automar, Inc., American Maritime Congress, American Maritime Officers, American Maritime Officers Service, American Ocean Enterprises, American Roll-on Roll-off, American Ship Management, Central Gulf Lines, First American Bulk Carrier Corporation, International Organization of Masters, Mates & Pilots, Keystone Shipping Company, Liberty Maritime Corporation, Lykes Lines, Ltd., Maersk Line Limited, Marine Engineers' Beneficial Association, Marine Firemen's Union, Maritime Institute for Research and Industrial Development, P&O/Nedlloyd, Sailors' Union of the Pacific, Seafarers International Union, Sealift, Inc., Transportation Institute, Waterman Steamship Corporation.

ESU NEWS: Pages 6 & 7 SUP TRAINING SCHEDULE: Page 8

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

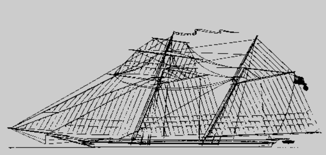
Organization/ General Fund

Neil Burkhardt	50.00
Robert/Brian Burns	70.00*
James Clay	100.00*
Dave Connolly	20.00*
Ronald Fague	40.00*
Juan Gonzalez	10.00
Robert Greene	20.00*
Jan Johnsson	40.00*
Leo Moore	20.00*
Duane Nash	50.00
Frank Portanier	20.00*
Thomas Riley	20.00*
S.A. Ross	20.00*
Gino Segreti	20.00*
George Simpeir	20.00*
Ernie Stimach	20.00*
Francis Walsh	25.00
Steven Zachmann	20.00*

*In lieu of dues increase.

West Coast Sailors

John Battles	25.00
Gunnar Beavers	20.00
Romaine Dudley	20.00
Mike Duvall	25.00
George Gooney	25.00
Robert Greene	20.00
Paul Harsany	10.00
Anthony Ingegneri	25.00
Knud Jensen	25.00
Lincoln Lee	50.00
Chuck Maringer	10.00
John McKeon	10.00
Harry Naeole	20.00
John Reed	25.00
Vincent Saltarelli	25.00
James Savage	20.00
Edward Schaffer	25.00
Whitey Secrest	20.00
Morris Thibodeaus	50.00
William Walker	10.00
Bud Yost	20.00
Stephen Zombro	10.00



Political Fund

Douglas Alexander	20.00
Jose Angeles	20.00
Dennis Belmonte	100.00
Quentin Brown	50.00
Steve Clemens	20.00
David Connolly	100.00
Richard Crowell	40.00
Andre Dayley	40.00
Bruce Douglas	10.00
Mike ElMobdy	20.00
John Farley	20.00
Diane Ferrari	20.00
William Fisher	10.00
Dan Gabaree	30.00
Michael Gannon	80.00
Dale Gibson	20.00
Richard Goen	10.00
Allen Gonzalez	20.00
Robert Greene	50.00
Delmar Harlow	200.00
Paul Harsany	20.00
Gunnar Lundeberg	50.00
Virgilio Managbanag	10.00
Jose Obsuna	20.00
Donald Persian	30.00
Paul Purugganan	40.00
Kris Skorodynski	10.00
Greg Smith	20.00
Tulilo Tautala	30.00
Morris Thibodeaus	50.00
Francis Walsh	25.00
Patrick Weisbarth	50.00

Dues-Paying Pensioners

Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Orson Larsen	Book #4095
John McKeon	Book #6456
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430

New ID cards for Seafarers' ID in 2005

An international standard designed to create a biometric identity verification system for the world's 1.2 million maritime workers has received sufficient ratifications to go into effect in February 2005, the International Labor Office (ILO) reported last month.

ILO Convention No. 185, adopted in June 2003 to bolster international security in marine transportation, received its second ratification from Jordan. France previously ratified the Seafarers' Identity Documents Convention, 2003. Two member states needed to ratify the Convention in order for it to enter into force on February 9, 2005. Other countries that will ratify the standard could begin to issue new identification documents before the end of the year.

The new ID for seafarers allows for the use of a biometric template to turn two fingerprints of a seafarer into an internationally standardized 2-D barcode on the card.

Columbus Day Holiday

Monday, October 11

All SUP halls are closed

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2004:

	Hdqs.	Branch
October	(*Tues.)12*	18
November	8	15
December	13	20

Record rise in Medicare premiums in 2005

Medicare premiums will rise 17.4 percent next year, or $11.60 a month, the largest dollar increase in the program's 40-year history, the U.S. Health and Human Service Department said. The monthly payment for Part B of the program, which covers doctor visits and other non-hospital services, will increase to $78.20 in 2005 from $66.60 this year. Typically, the money for the premiums comes directly out of the Social Security checks of senior and disabled Americans. SUP retirees are reimbursed for Medicare premiums by the SUP Welfare Plan on their monthly pension checks.

The Bush administration said the increase reflects general growth in health care costs plus higher payments to physicians and health plans under the new Medicare reform law, which created a Medicare prescription drug benefit. About 41.8 million Americans are covered by Medicare.

Senior health care advocates slammed the premium increases. The rise will be especially tough on seniors with fixed incomes, said Robert Hayes, president of the Medicare Rights Center in New York, a not-for-profit consumer advocacy group.

"Our concern is for the millions of older Americans who struggle to choose between food, housing and health care," he said.

The government also said that for Medicare Part A, which pays for in-patient hospitalization, skilled nursing facilities and some home health care, the deductible will rise to $912 next year, an increase of $36.00.

Democrats criticized the jump in Medicare costs.

Phil Singer, a spokesman for the Kerry campaign, released a statement saying, "After doing nothing about the record increases in the cost of health care over the last four years, George Bush is presiding over a Medicare system that is socking seniors with the largest premium hike in the program's 40-year history."

"Record-high Medicare premium increases, coupled with an increase in the deductible, will make it even harder for those on fixed incomes to access Medicare benefits," stated Representative Peter Stark (D-CA).

Medicare's federal administrators recalculate premiums every year based on a formula established by law. Beneficiaries pay about a quarter of the cost of Part B services. About 93 percent of the program's beneficiaries participate in Part B.

Under the federal program, beneficiaries may be on a pure Medicare policy, which covers about 80 percent of health services. Alternatively, they may purchase a Medicare health maintenance organization plan or supplemental policy to cover additional expenses.

Final Departures

Oscar Barnes, Book No. 5704. Born in Tennessee in 1921. Joined SUP in 1964. Died in Jackson, Tennessee, July 18, 2004. (Pensioner)

John El Ghani, Book No. 1863. Born in Egypt in 1923. Joined SUP in 1952. Died in Orlando, Florida, August 3, 2004. (Pensioner)

John Raymond Graham, Book No. 2924. Born in New Mexico in 1914. Joined SUP in 1953. Died in San Pedro, California. (Pensioner)

Eugene J. Malinowski, Book No. 6438. Born in New Jersey in 1931. Joined SUP in 1954. Died in San Francisco, California, June 6, 2004. (Pensioner)

Anthony K. Medeiros, Book No. 6280. Born in Hawaii in 1925. Joined SUP in 1951. Died in San Francisco, California, August 27, 2004. (Pensioner)

James V. Boulier, Book No. 5713. Born in California in 1927. Joined SUP in 1970. Died in Napa, California, August 2, 2004. (Pensioner)

Joseph T. Suyeoka, Book No. 7395. Born in Hawaii in 1918. Joined SUP in 1952. Died in Concord, California, August 22, 2004. (Pensioner)

Timely Reminder

Fourth quarter 2004 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.

West Coast Sailors

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.

Gunnar Lundeberg, President/Secretary-Treasurer

Teresa Anibale, Editor

BRANCH OFFICES

Seattle, WA 98106
2414 SW Andover St. (206) 467-7944
Bldg. F, Ste. 105 FAX: (206) 467-8119

Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813
707 Alakea St. (808) 533-2777
FAX: (808) 531-3058

Jacksonville, FL 32206
349 East 20th St. (904) 598-9909
FAX: (904) 598-9910

WELFARE OFFICE
(415) 778-5490

PENSION PLAN OFFICE
(415) 437-6889

Nobel Prize winners accuse Bush of misusing science to bolster policies

When it comes to jobs and the economy, the Bush administration often uses fuzzy math. Regarding health care issues, the White House has taken to using fuzzy science and recently attempted to alter a report on the nation's health care services, reversing course only after scientists, including 20 Nobel Prize winners, charged the Bush administration with misusing science to bolster its policies on health care and other issues. In his three years in office, President Bush has done nothing to address the rising costs of health care and has no plan to do so. Meanwhile, nearly 75 million Americans were without health insurance at some point in 2001-2002.

Millions forgo health care because of cost

Explosive health care costs are pummeling working families. Millions are forced to forgo necessary care because they cannot afford the cost. Between 2000 and 2003, the average cost of workers' premium contributions for family coverage rose nearly 50 percent. And American companies trying to do the right thing by their workers carry an enormous competitive burden. Since Bush took office, at least 4.9 million more people, including 126,000 more children, have become uninsured. The increase between 2001 and 2002 was the largest in 10 years. Nearly 75 million nonelderly Americans were uninsured for all or part of the two year period of 2001-2002. Yet President Bush put forward no plan and has taken no effective steps to remedy this crisis. His prescription drug plan helped pharmaceutical companies more than patients, and the Bush budget included a $46 billion taxpayer giveaway to the HMOs. Yet according to Families USA, his budget would reduce net funding for Medicare by nearly $1 billion in fiscal year 2005 and by almost $16 billion between 2005 and 2014.

Proposed taking billions from children's health insurance

Bush, as part of his economic stimulus package of October 2001, proposed to strip $11 billion from the State Children's Health Insurance Program (SCHIP) that allows lower-income families to afford health care for their children. Bush's proposal would move the money to a block-grant program designed to help laid-off workers maintain their health insurance coverage. Any coverage unemployed workers receive from SCHIP funds would be at the expense of children in low-income families.

Altered report on racial and ethnic disparities

The Bush administration's Department of Health and Human Services altered a report to downplay findings about the differences in health care services the nation's minorities receive. According to a February 2004 report in *The New York Times,* the altered report dropped several statements noting health care disparities. After congressional leaders and health care professionals criticized the report, and the changes became public, the Bush administration said it would release the undoctored report.

Vowed to veto bipartisan patients' bill of rights

The Bush administration consistently opposed a strong Patients' Bill of Rights. Bush is supporting insurers in a case currently before the U.S. Supreme Court that challenges the validity of a 1997 Texas law allowing patients to sue HMOs in state court for negligent claims decisions. Earlier, when Bush spoke to a convention of cardiologists in March 2001, he told them he objected to provisions that would allow patients to legally hold HMOs accountable for medical decisions in state and federal courts, such as those in the Bipartisan Patient Protection Act of 2001 introduced by Senators Edward Kennedy (D-MA) and John McCain (R-AZ) and Representative John Dingell (D-MI).

Source: AFL-CIO

PMA and Miniace sue each other

The Pacific Maritime Association on August 27, filed a lawsuit against its former president, Joseph Miniace, and two other defendants, alleging that they engaged in a conspiracy that defrauded the employers group of more than $10 million in insurance payments.

The PMA's lawsuit filed in the U.S. District Court in San Francisco came two days after Miniace announced he had sued the employers association for more than $1 million for wrongful termination and payment of back salary and bonuses.

Miniace was president of the PMA from May 1996, until his employment was terminated on March 17, 2004. He implemented significant reforms at the PMA, including a restructuring of the board of directors that replaced labor relations and operational managers with top executives of shipping lines and terminal operators who have profit and loss responsibilities at their companies.

He also led the employers in a controversial 10-day lockout of longshoremen in October 2002.

The PMA's lawsuit does not address Miniace's leadership abilities during and after the contract negotiations. Rather, it charges that Miniace took actions on insurance matters without the knowledge or approval of the board of directors when the terms of his employment stated that such actions could only be taken with board approval. The lawsuit names Miniace, Jeannette Coburn, the widow of PMA's former chief financial officer Thomas McMahon, and Michael Corrigan, an insurance broker who did business with the PMA.

McMahon was diagnosed with cancer in March 2002. The following month, Miniace, McMahon and Corrigan allegedly amended the PMA's Secured Executive Benefit Plan so that most of the $10 million in benefits that should have been paid to the PMA upon McMahon's death went instead to McMahon's beneficiaries, including his wife, Coburn, leaving less than $1 million for the PMA. McMahon died on May 3, 2002.

The PMA lawsuit alleges that Miniace also benefitted from the unauthorized transfer of PMA assets for his personal use. "The exact amount of PMA assets transferred for Miniace's personal benefit and the current form, location and status of such assets are unknown to PMA at this time," the lawsuit stated.

Outside counsel investigated Miniace's alleged activities and presented the information to the PMA board in March. The board voted unanimously on March 17, to terminate his employment.

California's anti-worker governor vetos minimum wage bill, signs legislation restricting workers' right to sue employer

A bill that would have increased the minimum wage and another that would have made it more difficult to build large retail chain stores were vetoed by Governor Arnold Schwarzenegger on September 18, cementing his image as a pro-business Republican.

In rejecting a push to raise the lowest hourly wage from $6.75 to $7.75, Schwarzenegger said the bill would have hurt the state's economy and resulted in fewer jobs.

"We have launched California's recovery by making our state a more attractive place to do business, so that employers will stay in our state, expand in our state and create more jobs here," Schwarzenegger said in his veto message. "Now is not the time to create barriers to our economic recovery or reverse the momentum we have generated. I want to create more jobs and make every California job more secure."

Labor groups and some economists supported the bill, AB 2832 by Assemblywoman Sally Lieber (D-Mountain View), saying the current minimum wage is inadequate to live on. California's minimum is less than other Western states, such as Oregon and Washington, that have a lower cost of living.

Schwarzenegger also vetoed SB 1056, by Senator Richard Alarcon (D-Los Angeles), which would have required cities or counties to complete an economic impact report before allowing a Wal-Mart-style superstore to be built.

Schwarzenegger, August 12, signed a bill (SB 1809) limiting the right of workers in the state to sue their employers over state labor code violations.

The measure, known as the Labor Code Private Attorneys General Act of 2004, was one of several extra-fiscal matters that delayed passage of the state budget from June 15 through July 31. It was folded into the legislative package that broke the impasse. The scaling back on the right to sue is retroactive to January 1, when the law went into effect.

Republicans seeking repeal of last year's "sue your boss law" refused to provide votes for two-thirds majorities required in the Senate and Assembly to pass a budget, according to State Senator Joseph Dunn (D), author of both measures.

The California Chamber of Commerce is on record as favoring the law, which divides labor code definitions of violations into "serious" and "nonserious" types. Wage and hour and health and safety code violations will be categorized as serious, Dunn said.

To bring suit under the bill, an employee must first notify the Labor and Workforce Development Agency (LWDA) and the employer by certified mail of a discovered violation. The private right to action would vest only after the labor agency fails to cite or investigate the alleged violation.

For nonserious violations, an employer would have 30 days to remedy the problem after being notified by certified mail.

There is no private right of action following employer compliance. Disputes over alleged charges require employee notification to the LWDA. Under the new law, an employee can sue the employer only if the employer has ignored labor agency notification of a violation.

The bill also reworks the distribution of penalties as originally set out in SB 796. The initial law provided 50 percent to the state general fund, 25 percent to LWDA, and 25 percent to the employee/complainant. The new breakdown allocates 75 percent to LWDA and 25 percent to the employee.

MSC Award

continued from page 1

press, the specifics of the protest have not been publicly released due to the legal requirements of the GAO, but company officials state they want the award overturned. Details of the protest will be in the October issue.

By filing the protest, MSC's award was in effect suspended. As a general rule, upon filing of a time protest, the MSC may not award the contested contract until the protest is resolved. The GAO must issue a decision no later than 100 days (December 27, 2004) after it is filed, but may also issue a decision sooner. Usually, the GAO will not issue a decision until the MSC submits its report, which is due within 30 days of the filing of the protest; comments to the report are field within 10 days of its release; a hearing which is to be held as soon as possible after the agency report is released; and comments to the hearing within five days of that hearing. However, the GAO may dismiss patriot's protest prior to the hearing.

MSC may also attempt to override the automatic stay by showing that urgent and compelling circumstances, which significantly affect the interests of the United States, will not permit waiting for the decision.

Patriot did not protest the award to 3PSC for the *USNS Gordon* and *USNS Gilliland* as the company did not submit a bid for those vessels. However, the award to 3PSC has also been suspended, according to reliable sources.

Temasek APL's new owner?

Temasek Holdings picked up 20.3 million NOL shares on the open market, which brought its stake in the company to over 30 percent, and by law, had to make a takeover offer. Temasek offer $1.65 per share ($1.65 billion) unsolicited which the Neptune Orient Line (NOL) Board had until September 15 to accept. On September 15, according to Temasek financial advisor Goldman Sachs, the offer has become unconditional and it gained 51 percent control of the company. NOL shareholders have until September 29 to accept Temasek's bid of $1.65 per share.

NOL, in 1997, acquired APL, which is a member of the Maritime Security Program (MSP). APL is the container transportation arm of NOL and sister company, APL Logistics.

Staten Island ferry captain makes deal with prosecutors to avoid charges against him

Captain Michael Gansas, who was accused of lying to the U.S. Coast Guard in the October, 2003, Staten Island Ferry crash, has agreed to help prosecutors press their cases against Patrick Ryan, the director of New York ferry operations, in return for the dropping of charges against him.

Robert Nardozo of the U.S. Attorney's Office in Brooklyn said that Ryan is charged with manslaughter in the case and prosecutors allege he neglected long-established safety practices including a requirement that a ship's captain and assistance captain share the wheelhouse during docking. Prosecutors say Ryan did not tell new pilots about the rule or enforce it.

After his arraignment, Gansas asserted that he was in the pilot house of the ferry at the time of the accident in order to deflect blame from his assistant captain Richard Smith, who was steering the vessel when he passed out and the ferry consequently hit a concrete pier.

Smith has pleaded guilty to 11 counts of manslaughter, acknowledging that he was taking medication that caused him to fall asleep at the helm.

'Wal-Mart-ization' of America tackled by labor movement

A new task force created by the AFL-CIO to address what it and others call the "Wal-Mart-ization" of America held its first meeting August 10, in conjunction with the AFL-CIO Executive Council's summer meeting in Chicago. The Wal-Mart task force is co-chaired by AFL-CIO Secretary-Treasurer Richard Trumka and Joe Hansen, president of the United Food and Commercial Workers, one of the unions attempting to organize Wal-Mart workers.

The task force includes a diverse group of union presidents, including James P. Hoffa of the International Brotherhood of Teamsters, Andrew Stern of the Service Employees' International Union, Ed Sullivan of the AFL-CIO Building and Construction Trades Department, Terence O'Sullivan of the Laborers' International Union of North America, Ed Hill of the International Brotherhood of Electrical Workers, James Spinosa of the International Longshore and Warehouse Union, and Bruce Raynor of UNITE HERE.

As part of the task force, Stern will coordinate with other organizations concerned about Wal-Mart, including environmentalists, citizen coalitions opposing sprawl, and grassroots merchant and community activists concerned about the disappearance of mom-and-pop stores caused by the giant retailer's ability to cut prices.

At SEIU's convention in June, delegates approved a plan to contribute $1 million in startup money to create a movement that can "reverse the decline in living and working standards being led by nonunion service companies in what many call today's 'Wal-Mart' economy." At that time, Stern said the union was trying to help organize activists concerned about Wal-Mart into a network that would include environmental groups, which are challenging the chain's environmental practices, and individuals who have filed lawsuits challenging the company's employment practices.

Trumka said, on August 11, that the task force began discussing a long-term plan to address problems that it believes Wal-Mart causes. "It's not a UFCW problem," he said. "It's a workers' problem."

UFCW spokesman Greg Denier said the task force meeting was the "beginning of a discussion on how … labor and the country as a whole respond" to the impact of Wal-Mart on wages, benefits, and working conditions of various workers. He contended that Wal-Mart drives down the wages of employees of competing retail and grocery stores and of Wal-Mart suppliers, and that its operations have caused more U.S. jobs to be moved to other countries than any other single factor.

Malacca Strait is terror target admit militants

Indonesia's intelligence chief says that detained Muslim militants have admitted they were considering attacks on shipping in the key Malacca Strait waterway.

A.M. Hendropriyono, Indonesia's national intelligence agency chief, said that detained members of Southeast Asian Islamic terror group Jemaah Islamiah, which is linked to al-Qaeda, admitted that shipping in the Malacca Strait had been a possible target. "Senior Jemaah Islamiah terrorists now in detention have admitted that attacks on the Malacca shipping lane have been contemplated in the recent past," he said. He gave no further details on what types of attacks the militants had considered in one of the world's busiest waterways.

Members of the JI group were responsible for the Bali nightclub bombing in 2002 and the attack on the J.W. Martial hotel in Jakarta last year. Terror suspects from the group detained in Singapore in 2002 had been planning to attack a U.S. naval base in the republic.

Concern has been mounting internationally that members of JI were planning to attack shipping in the Malacca Strait, through which over 50,000 merchant vessels pass each year.

Senior Singapore government ministers have repeatedly warned of the danger that terrorists in the region could hijack an oil tanker or gas carrier and turn it into a floating bomb ramming it into the shore or sinking it in the shipping lane blocking world trade and causing an environmental disaster.

An increase in violent and well coordinated pirate attacks in the strait have also been seen by some officials as a dry run for a terror attack on shipping, although many terrorism experts believe there is no link between piracy and terrorism.

Regional and international concern about security in the strait, especially in Indonesian waters, resulted in the start of coordinated patrols by Singapore, Malaysian and Indonesian navies in late July this year.

Countries such as Singapore would like to see wider international involvement from user states, including the United States. However, this has proved controversial with both Malaysia and Indonesia, where senior government officials reacted angrily to the idea of United States involvement in patrolling the strait.

Photo: Margaret Hurley

Crew on Matson's new *Maunawili* after her maiden-voyage arrival in Long Beach, September 7: Back row from left: Tommy James, Bosun Mike Freng, Billy McAnderews, Dick Stinson. Front row: Mark Hurley and Dave Mercer.

Thousands of hotel workers poised to strike for health care

Nearly 10,000 hotel workers, mostly immigrants and people of color in three major travel destinations—Los Angeles, San Francisco and Washington, D.C.—are seeking employer-paid health benefits, fair workloads, improved wages, improved pensions and immigrant rights—and are poised to walk out if negotiations with hotel owners fail to produce a fair contract.

"For the first time, thousands of hotel workers in three cities have stood together and voted with massive participation overwhelmingly to authorize a strike," UNITE HERE President Bruce Raynor said at a September 15 press conference in Washington, D.C.. By huge margins, the members of Local 11 in Los Angeles (83 percent), Local 2 in San Francisco (97 percent) and Local 25 in Washington, D.C. (94 percent) voted September 14–15 to authorize union leaders to call strikes if negotiations break down. The contracts in Los Angeles expired April 15, in San Francisco September 14 and in Washington, D.C., September 15.

Health care is a key issue for Aurolyn Rush, a switchboard operator at the Grand Hyatt in San Francisco. "We must ensure that we continue to have good health care benefits," she says. "I was diagnosed with cancer in 1996, six months after I started my job, and I had a reoccurrence last year. If the hotels' current proposal had been in effect, I would not have gotten the care I need."

Workers say hotel management scare tactics won't work

The workers are fighting for an equal footing at the bargaining table with such giant global hotel chains as Marriott and Hilton to ensure employers seriously address issues such as health care and working conditions. They are seeking two-year contracts that would expire at about the same time in 2006, the same year many large hotel contracts in key cities are set to expire, including pacts in Boston, Chicago, New York City and Toronto. This will give hotel workers in the three cities equality with the global hotel industry.

"Most of us are people of color and immigrants," Donald Wilson, a banquet chef at the Westin Century Plaza Hotel & Spa in Los Angeles and a member of Local 11, said at the September 15 press conference. "Maybe we work in the back of the house, but we deserve respect. To get it, we have to be equal with the hotel companies at the bargaining table. Otherwise, they divide us city-by-city. We are like ducks in a pond being picked off one by one." The hotel chains have strong bargaining power because a handful of corporations own the majority of the hotel rooms in major cities, the union says. In the 15 top hotel markets, global companies own 75 percent of the rooms. The four largest hotel chains—Marriott, Hilton, Starwood Hotels & Resorts Worldwide and Hyatt—account for 22 percent of all sales in the industry.

Dutch government launches push for more women at sea

The Netherlands have launched a campaign to get more women at sea to forestall a shortage of seafarers worldwide. The global shortage of qualified mariners is expected to rise to 12 percent by 2010.

Dutch Transport Minister Karla Peijs spoke in favor of increasing the female contribution as she officially opened the 30th conference of the Women's International Shipping and Trading Association (WISTA) in Rotterdam this month. She pledged that the Netherlands would use its presidency of the European Union to drive the public and private sector to promote training of women to take on crew and officer roles. Recruitment of women in the sector serves an economic interest both in providing part of the solution to the staff shortage, and in contributing an innovative input.

She complained that since the mid-1980s many shipping companies had relied on Far East and eastern European countries to supply labor and had lost opportunities to train women. Those nations would be unable to meet the demand and the sustainability of the industry would be jeopardized.

Oregon Senator urges conferees to act quickly on maritime tax reform legislation

Senator Gordon H. Smith (R-OR), a member of the Senate Commerce Science and Transportation Committee and the Senate Finance Committee, on September 22, urged quick congressional action on maritime tax reform legislation, which is being considered as part of the Jumpstart Our Business Strength (JOBS) Act (H.R. 4520), so that the measure can be sent to the White House before Congress adjourns.

Noting that there are only 89 U.S.-flag trading on the world's sea lanes, Senator Smith underscored the critical need for the legislation "to preserve the U.S.-flag shipping industry and related employment opportunities for U.S. merchant mariners."

The reform measure, which allows a U.S.-flag shipping company to pay an annual tax based on the overall tonnage of its fleet in lieu of the current corporate tax, would place U.S.-flag carriers on a more level playing field with foreign-flag competitors, whose flag nations, such as the United Kingdom, Germany, and Norway, have already adopted tonnage tax regimes, Senator Smith said.

"It is clear to me that the ability of the American shipowner to operate ships on a comparable economic basis as foreign competitors is vital to the competitiveness of the U.S.-flag industry," Senator Smith said. "Yet, United States shipping companies are subject to significantly higher taxes than their foreign-based competition, particularly those that operate foreign vessels under what are commonly known as "flag-of-convenience" countries. Thus, American shipowners are increasingly unable to compete with their foreign-flag counterparts in the foreign trade of the United States."

"It is also important to the U.S. maritime industry that we enact an additional reform measure to defer U.S. tax on the foreign shipping income of a controlled foreign corporation (CFC)—but only if that CFC is affiliated with a U.S. company that maintains a qualified fleet of at lease two U.S.-flag commercial vessels," he noted.

Source: The AMC Washington Letter

Working America's Job Tracker website exposes companies that export jobs

Working families now have a first-of-its-kind tool to determine which companies in their communities are exporting jobs. Working America, a community affiliate of the AFL-CIO, on September 16, launched Job Tracker, an online, interactive database with information on more than 200,000 U.S. corporations and their subsidiaries that are reported to have moved jobs overseas, including jobs lost due to flawed U.S. trade policies.

"This job crisis is not inevitable," AFL-CIO Secretary-Treasurer Richard Trumka said during a September 16 Washington, D.C. press conference announcing the launch of Job Tracker. "Unfortunately, the official policies of the current administration in Washington promote exporting American jobs instead of attacking the problem. And, over the last four years, the problem has gotten far worse."

Since President George W. Bush took office in 2001, the United States has lost 2.7 million manufacturing jobs and 850,000 professional and business services and information jobs, many of which have been shipped overseas. In fact, up to 14 million white-collar jobs could be sent overseas in the coming years, according to a study by the Fisher Center for Real Estate and Urban Economics housed at the University of California, Berkeley's Haas School of Business.

Visitors to the Job Tracker site can search the database by company name or ZIP code, or by ZIP code and industry. Within seconds, detailed results are culled from a database that draws from more than a dozen sources, including U.S. Department of Labor's Trade Adjustment Assistance records, Worker Adjustment and Retraining Notification (WARN) Act notices, company annual reports and U.S. Securities and Exchange Commission filings. The Job Tracker site also enables visitors to report companies exporting jobs in their communities and send a fax to Bush and anti-worker members of Congress urging them to stop rewarding companies with tax incentives to export American jobs.

The Bush administration has promoted the export of U.S. jobs through faulty trade and tax policies and labeled sending jobs overseas as good for the nation in its February 2004 Economic Report of the President.

In contrast, presidential candidate Senator John Kerry (D-MA) says he will strengthen the nation's industrial base with a new tax credit to encourage manufacturers to create jobs and expand their operations in the United States. Kerry also will invest in new energy industries, restore technology and stop layoffs in education. He will review all of the nation's existing trade deals to identify and fix problems in them, and he is committed to enforcing U.S. trade laws to protect America's workers and companies.

"My economic policy is not to export American jobs but to reward companies for creating and keeping good jobs in America," says Kerry, adding he will repeal every tax break and loophole that rewards CEOs and corporations for shipping American jobs overseas.

USCG Targeted Flag List for ISPS-MTSA

The U.S. Coast Guard Targeted Flag List for ISPS-MTSA (International Ship & Port Facility Security Code-Maritime Transportation Security Act) goes on a point system. The fewer the points the better. The points assigned on the Targeted Flag List are based on the USCG Control Action Ratio (CAR). Certain nations are automatically assigned additional points for purposes of determining their priority for a port state control examination.

Nations for which seven points have been assigned include: Bolivia, Cayman Islands, Netherlands, Russia and Thailand. Nations for which two points have been assigned include: Antigua, Barbuda, Cyprus, Hong Kong, Malta, Panama and Singapore.

Non-SOLAS (Safety of Life at Sea) vessels flying the flags of Bolivia, Cook Island, and Honduras have been assigned seven points. Under the USCG Security Boarding Matrix, vessels scoring six or fewer total points are only boarded on a random basis; vessels scoring 7-16 total points will be examined upon port arrival; and vessels scoring 17 or higher total points will be examined prior to port entry.

SUP-crewed vessels move Army's 1st Armored Division in LMSRs

The U.S. Army's 1st Armored Division (1st AD) M1-Al tanks recently returned to their base in Germany after 15 months in Iraq. Many were transported aboard the U.S. Navy's Military Sealift Command's Large, Medium Speed, Roll-on/Roll-off (LMSR) ship, the *USNS Gordon*, which is crewed by the SUP on deck and operated by Patriot Contract Services.

Overall, the 1st AD covered some 17,000 square miles of territory in Iraq during their course of deployment. The stifling heat and blowing desert sand took its toll on the division's rolling stock, immobilizing a number of wheeled and tracked vehicles.

"Discharging the damaged wheeled and tracked vehicles, or vehicles that simply had broken down, slowed cargo operations to soiree extent," said *Gordon's* Chief Mate Kevin Kavanaugh. "But, the port's contracted stevedores, who worked around-the clock off-loading the cargo from the vessel, responded extremely well."

The 1st AD's equipment, which secured some of Baghdad's toughest neighborhoods, and put down an uprising by radical militias in number of cities in southern Iraq, arrived at ports in Antwerp, Belgium and Bremerhaven, Germany, aboard six MSC ships, August 4-25.

Overall, more than 70,000 tons of heavy combat equipment and supplies, armored personnel carriers, tanks, heavy trucks, ambulances, Apache and Blackhawk helicopters, as well as containers carrying everything from bandages to night vision equipment was discharged from five LMSRs, and one fast sealift ship. Most of the cargo will return to Germany by rail, while the choppers will travel by barge.

The Navy's Military Sealift Command, Europe, and the Army's Surface Deployment and Distribution Command's 598th Transportation Terminal Group, component commands of U.S. Transportation Command, teamed up to complete the massive off-load. The Army handles port operations and ensures the cargo is safely delivered to units in the field, while MSC handles the duties of moving the cargo by sea.

In addition to *Gordon*, other SUP-crewed ships involved included the *USNS Brittin* and *USNS Benevidez*. Both the *Brittin* and the *Benevidez* off-loaded their cargo at Bremerhaven, August 11-13 and August 21-23, respectively.

Taking the opportunity to tour the port facilities, observe cargo operations, and visit *Gordon* was U.S. Ambassador to Belgium, Tom Korologos. The Ambassador toured the vessel August 10, observing cargo being moved from the ship's holds, cargo staged on the pier from the ship's weather deck and helicopter landing deck, and paying a lengthy visit to the bridge. "This is a very impressive operation," the Ambassador said, peering over the ship's massive main deck. Ambassador Korologos was appointed to Brussels in June, after a posting as senior counselor to the Coalition Provisional Authority in Iraq working directly for former Civil Administrator L. Paul Bremer.

Ship's Master Captain Karl Faulkner led the Ambassador on the tour, along with Will Imbrie, the Embassy's Deputy Chief of Mission, economic officers Terri Robl and Guy Van Habberney, and Office of Defense Cooperation Chief, Colonel Ulysses Rhodes, U.S. Air Force. Faulkner, a long-time MSC civilian mariner who served as master of no less than 12 MSC vessels before retiring last year, wrapped up his third transit to the Middle East in support of Operation Iraqi Freedom.

Source: MM&P Wheelhouse Weekly

U.S. ports in security cash crisis

United States ports have no strategic plan or threat analysis and there is not enough funding to protect U.S. maritime infrastructure from terrorist attacks, John Lehman, a member of the federal September 11 Commission has warned last month. He said the United States lacked a comprehensive transport security plan and suggested that it was the job of Congress to ensure that allocation of resources was proportionate to the risk.

"No strategic analysis has been done that relates the level of risk to allocated resources," Lehman said. "There is serious underfunding of port security and the Coast Guard."

The accusations came during a hearing on the September 11 Commission's report conducted by the Subcommittee on Coast Guard and Maritime Transport of the House Committee on Transport and Infrastructure. But Lehman, a former U.S. Navy Secretary, and Jamie Gorelick, a fellow commission member, conceded before the House Subcommittee that their commission devoted little time to maritime security as most of their attention was devoted to the airline sector.

Dr. Stephen Flynn, a former U.S. Coast Guard commander and a senior fellow in national security at the Council on Foreign Relations, provided statistics to buttress this argument.

"Since September 11, 2001, Washington has provided only $516 million towards the $5.6 billion the Coast Guard estimates U.S. ports need to make them minimally secure," he said. "In the fiscal year 2005 budget, the White House has asked for just $50 million more. "Given the severe strain on state and local budgets within port jurisdictions, it is difficult to see how these ports can bankroll the new security requirements thrust upon them."

Meanwhile, the Coast Guard is considering an extension of the regime requiring 96-hour advance notification of arrival to ships of less than 300 gross tons.

The proposed change to the rule —which also emerged at the report hearing—could affect small bulkers plying the Caribbean trades, and other smaller commercial craft.

The advance notification measure, which was put in place after the attacks in 2001, requires incoming ships to send their details no later than 96 hours in advance of arrival, or 24 hours if the voyage is shorter.

Lieutenant Kimberley Anderson, a Coast Guard spokeswoman, said that the proposed change was likely to go through the normal 60-day comment period, allowing the industry to weigh in with its opinions.

Source: Lloyd's List

ESU Office Assignments

For the month of October, Thomas Thompsen will be in the Seabrook office and John Straley will be in the Benicia office.

ESU NEWS

SEPTEMBER 2004

Official Publication of the Exxon Seamen's Union

Vessel security issues still not resolved

At press time SeaRiver Maritime has shown no intentions to resume negotiations concerning the Vessel Security Plan (VSP) that they submitted and were successful in having approved by the U. S. Government. This plan consisted of a large number of procedures and protocols that SeaRiver committed to follow to better assure the security of their vessels and crews. Not included in this plan was any mention of how the company would manage the additional workload.

Prior to implementation of this plan, and even before final approval, the ESU requested that the company bargain work rules, manning levels, training and compensation to properly address the demands created by these new and added job requirements. Though the company agreed to meet, no offer, in the Union's judgment was put forward by SeaRiver that would satisfy successful management of the Security Plan.

The Union in June of this year requested that members document security breaches and report them not only to the proper onboard officers as defined in the VSP's, but also to the ESU Executive Board. Members have been very vigilant in this request and have reported numerous and in some instances repeated similar breeches.

The Union in late June reported a number of such security lapses to management and on August 19 received a response to these reports that generally dismissed each incident either as corrected by taking an "opportunity to re-educate those individuals regarding vessel security", in instances when visitors bypass security or "could not corroborate" some of the alleged incidents." Incredibly, the company also offered the veiled threat that "...any crewmember who suspects a breach of vessel security and does not report it to the Master or VSO is in violation of the law." Also included in this company response is the following assertion that, "...willful violation of the law is one of the Company's Posted Offenses and constitutes grounds for discipline, up to and including termination."

Let there be no doubt as to the company's intent. SeaRiver's position is there will be no discussion of additional compensation for additional work performed, nor an increase in manpower or comprehensive training to perform the increased duties. Furthermore, if the work isn't done, and done properly, member's jobs may be in jeopardy.

Further incidents of breeches in vessel security are inevitable. The company has failed to expend the resources necessary to guarantee success of the security plan. A plan designed to better protect its vessels and employees.

The Union requests that members continue to report breeches and other issues involving the performance of VSP requirements to the ESU offices, as well as to the VSO or Master. The Executive Board remains hopeful that SeaRiver managers, presented with enough irrefutable evidence that the Vessel Security Plan cannot be administered properly without further discussion and negotiation with the ESU, will meet with the Union and resolve this problem.

Below is an article that appeared in the *TradeWinds* September 16, 2004 edition. The article written by Bob Rust is reprinted in its entirety:

Exxon Seamen Complain

Officials of the Exxon Seamen's Union (ESU) are claiming their employer is soft on enforcing new vessel-security plans that came into effect this summer, a claim SeaRiver Maritime denies.

ESU officials claim boarding checkpoints go unmanned because SeaRiver refuses to add staff to perform security functions under the International Ship&Port Facility Security (ISPS) code. Tankers are regularly being boarded by visitors who check their own identity and sign themselves in, they say, because crew entrusted with security duties are too busy to carry them out.

One SeaRiver Maritime bridge officer reportedly said he would not report a security breach to avoid the volume of paperwork involved. In the recent incident on an unnamed tanker at Long Beach crew members reported to the bridge that a jet skier had approached the vessel and was laying alongside its hull. The vessel's security officer is quoted as saying he did not report the incident to shoreside personnel or to the US Coast Guard, saying: "Do you know how much paperwork that would have generated?"

The union claims its members have been threatened with disciplinary action for pointing out security tasks that are going undone. But SeaRiver's Ray Botto tells TradeWinds the company has "responded directly to address the union's concerns". "We are properly certified, our procedures have been attested as being ISPS compliant and we will continue to seek areas for improvement," he said.

As possible conflicts between safety and security have been identified, he says, SeaRiver has been issuing clarifications and guidance on how to implement security plans. The ESU has been vocal in claiming that SeaRiver Maritime compromises vessel safety by assigning new security duties to crew whose time and attention are supposed to be devoted to seamanship. But other US unions including the Masters, Mates and Pilots have also asked their members to keep a log of added duties.

Members note: New SeaRiver mailing addresses

Starting immediately the Company will be phasing out the use of the P.O. Box 1512 and replacing it with the following addresses: SeaRiver Ocean or Tug Fleet, P.O. Box 4353, Houston, TX 77251-4353. For Overnight Packages: SeaRiver Ocean or Tug Fleet, 4300 Dacoma, Room 132, Houston, TX 77092.

Significant increase anticipated in health care premiums

In a Blue Cross and Blue Shield (BC/BS) annual review meeting held in Houston, Texas on September 13, 2004, data including medical cost inflation, declining revenues and increased claims indicate that a large increase in members BC/BS medical premiums, as well as increases, though less significant, in dental coverage are to be expected for 2005.

The Union representatives at this meeting were ESU Executive Board officers; Jerry Patterson, John Straley, Leo DeCastro and Tommy Thompson. SeaRiver management, as well as BC/BS Senior Manager of Account Management Joe Gigliotta and BC/BS Account Executive assigned to our BC/BS policy, Melody Thomson were also in attendance. Also attending, representing the Exxon Seamen's Union was Harry Chapman, Chairman/CEO of Chapman Schewe Benefits Consulting.

Partly due to the earlier than normal scheduling of this review meeting, exact amounts of increases to the plan and to the participants are not yet available. Among unknowns at this time are exact amounts of any increases that ExxonMobil will contribute in subsidies to the plan. Additionally, the Union has retained Mr. Chapman to investigate restructuring of reserve monies required by the plan and to acquire further information regarding questions that arose during the meeting regarding funding procedures that the Union has determined needs further clarification from BC/BS.

The company is contractually obligated (Article XVIII, Section 2) to pay an equal contribution to members BC/BS health insurance plan as is paid to the ExxonMobil plan. This contract language is frequently referred to as the "me too" clause. Preliminary performance information indicates that the ExxonMobil plan has outperformed the BC/BS health care plan and that although there will be a minimal increase, there will be no substantial increase in the amount of the company contribution.

ExxonMobil's subsidy increase resulted in members actually experiencing a reduction in premiums for calendar year 2003. During the present calendar year the Union, by opting to use $70,000.00 of reserve funds and a substantial increase in ExxonMobil's contribution was able to defray a considerable amount of the projected increase in premiums for 2004. Though questions remain as to the availability of reserve funds to "buy down" a portion of the projected increase for 2005, it is apparent that there would not, even under the best case scenario be enough funds available to avoid a large increase.

According to the National Coalition of Health Care, by the year 2006 the average family health insurance will exceed $14,500 and premium costs will have increased by more than $5,000 in just three years. Additionally, increases are estimated to be 9-14% forward looking to the next five years. In tracking the premium increases within the members BC/BS plan, this prediction seems to ring true with what members participating in our plan are experiencing.

The ESU Executive Board is committed to maintaining the current BC/BS plan as it recognizes that the benefits offered in this plan greatly exceeds other policies that are available, particularly to a group of our size. However, with drastic increases in costs now and projected in the future, it is clear the Union and its members will have to become more pro-active in developing and practicing cost-cutting measures that will defray future increases to the plan. The Executive Board, in conjunction with professional health care advisors will begin to explore more in depth, all reasonable options available to protect the integrity of the plan and provide for members and their family's, health care insurance that is affordable and provides an acceptable level of coverage.

SeaRiver's compassionless management

In the August 20, 2004 issue of the *ESU News* it was reported that a pay increase and a $1000 lump sum was to be paid on September 1, 2004.

It would have been nice to have SeaRiver Maritime Inc. fulfill their contractual obligation and have an uneventful distribution of funds due to the unlicensed employees.

The majority of the unlicensed employees did receive their pay raise and lump sum in a timely manner, yet there were a few who were denied their hard earned pay when it was most needed. One well-known senior employee was out on an unpaid FMLA leave because his wife was seriously ill and SeaRiver Maritime's compassionless, uncaring management sprang into action and denied him his pay. When it came time to do the right thing, SeaRiver management has again chosen the low road. It is beyond comprehension to understand how management could come to such an ill conceived decision to ignore the contract language that they themselves signed and deny those most in need of their rightful pay.

The contract states in **Article XVII, Section 3 and paragraph A: "Effective September 1, 2004,** *a lump sum of $1000 will be paid to each unlicensed employee on September 1, 2004".*

What is hard to understand about that language? Management's, weak explanation was that we don't reward people that are off pay. The Union quickly filed a grievance and intends to vigorously fight this unjustified despicable act by an unfeeling, beguiling and compassionless management.

ESU News

2004 election of ESU officers underway

Ballots and campaign statements for the 2004 ESU election of Union officials will be mailed to the membership in early October. Up for election this fall are the two primary Executive Board positions of Vice President and Secretary/Treasurer and all three departmental Trustee positions. Additionally four Ship Representative positions are up for election, they are the *S/R American Progress, S/R Long Beach, S/R Hinchinbrook* and the *S/R Puget Sound*. The voting period will begin on Tuesday, October 12, 2004, and will conclude on Friday December 10, 2004, when the ballots are due at the American Arbitration Association office in New York. Following notification to the ESU Baytown office on Monday, December 13, 2004, the results will be promptly announced to the membership.

On the official ballot, all candidates will be listed in alphabetical order. This year the candidates running for the position of Vice President are William (Bill) Davis, Rowan Mallet and incumbent John Straley. Secretary/Treasurer; Rudy Benavides, incumbent Leo DeCastro and Robert (Bob) Knight. Trustees: Engine; William Ackley, unopposed. Deck; Patrick Campbell, unopposed. Steward's Department; Reid Decker, Brenda Johnson and incumbent Gerard Nelson.

Of the four Ship Representative spots that are up for election only the *S/R Long Beach* and the *S/R Puget Sound* have races involving unopposed candidates. Candidates for the *S/R American Progress* position are Charles (Chuck) Bell, Ed Caldwell and Eric Lindsey.

No members have petitioned to be candidates for consideration for the Ship Representative position onboard the *S/R Hinchinbrook*.

The ESU thanks all the candidates involved for their support and willingness to serve the membership and encourages all members to participate and vote in this election. The strength of a union is measured in direct proportion to the participation of its membership.

Union modifies stance on waivers

During an Executive Board meeting held in Houston, TX. September 13, 2004, the ESU Executive Board, after further review of its early return/sellback protocol has modified its previously announced position. The policy that Executive Board members will adhere to from this date forward is as follows:

Employees of SeaRiver Maritime, Inc. represented by the Exxon Seamen's Union will be granted only one (1) waiver of Article VII (A) and (B) within any 24-month period starting on September 15, 2004. There will be no exceptions. Any waivers granted prior to September 15, 2004 will not be counted towards this policy.

This supersedes the letter dated August 10, 2004, that was sent to all ESU members. A detailed explanation will be mailed to the membership in the near future.

Ship reports

S/R American Progress

Executive Board officer boarded ship August 21, at the ExxonMobil Docks in Beaumont, TX. Ship Representative Chuck Bell reporting in regularly. No beefs. Vessel slated for visit September 23.

S/R Baytown

Ship last visited on September 5, at the Valero Dock in Benicia, CA. Vessel presently is trading on the Puget Sound to Alaska run. Ship Representative Mark Myser reports no major beefs.

S/R Columbia Bay

A Board officer visited the ship on September 9, at the Valero Dock in Benicia, CA. Ship Representative Thor Floreen reports no major problems. Union continues to investigate the treatment of one member during shipboard training.

S/R Galena Bay

Vessel completed Panama Canal transit and was met by Board Officer after clearing Customs & Immigration at the Magellan Docks in Galena Park, TX. September 18. Former Executive Board officer Kevin Conroy is filling in as Temporary Ship Representative for Representative George Taylor. No major shipboard issues reported.

S/R Hinchinbrook

Vessel is currently on the Valdez to Hawaii run. Fleet Chef, Tom Mckee is filling in as Ship Representative and currently reports no major beefs.

S/R Long Beach

A Board member visited the vessel on September 16, at the Valero Dock in Benicia, CA. Regular Ship Representative AB Joe Graca has returned from paid leave and reports everything is going reasonably well. Questions about preventative care portion of BCBS coverage will be forthcoming.

S/R Mediterranean

Ship Representative Frank O'Malia doing an excellent job of communicating with the Union. Question cleared-up regarding the Unions' position on step-up opportunities. Vessel is still performing excellently in international trade.

S/R Puget Sound

Vessel visited at the Valero Dock in Corpus Christi on August 15, next Board visit anticipated last week of September. Vessel continues on Gulf trade, Florida to Texas Gulf Coast. ESU Representative Michael Harrison onboard and is reporting everything running smoothly. At press time no definitive word as to the vessels future in the SeaRiver Fleet.

S/R Wilmington

Vessel visited Japan after completing shipyard period in Singapore. The "Willy" is slated for arrival at Los Angeles/Long Beach the September 23, and it is anticipated that upon leaving California it will do a Panama Canal transit and return to the Gulf Coast. ESU Representative Charley Pollard is onboard.

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

Welcome Back

Temporary Ship Representative Wen Shie Tai pictured on the right welcomes Joe Graca S/R Long Beach Ship Representative pictured on the left with vessel in background at Benicia, CA back from Paid Leave.

JUMTC meet to discuss training in 2005

Advanced Firefighting to be offered

Exxon Seamen's Union training committee members Tommy Thompson, Pat Campbell and Will Ackley along with Executive Board officers Jerry Patterson, John Straley and Leo DeCastro met individually and with management representatives to the Joint Union Management Training Committee (JUMTC) on September 14, in Houston, Texas. The purpose for these meetings was to discuss and formulate unlicensed training for the 2005 calendar year. JUMTC member and Steward Department Trustee Gerard Nelson was not able to attend due to the impending approach of Hurricane Ivan.

Training opportunities for all members in all three departments were discussed and a procedure for mutual participation in future development of training programs was agreed upon. It was agreed that JUMTC member Tommy Thompson and the appropriate Department Trustee will meet with a company representative as a developmental steering committee to formulate preliminary training programs. This committee is tentatively scheduled to meet in November with the anticipated goal of starting to identify and develop training looking forward to 2006.

A welcomed addition to the 2005 training schedule will be the inclusion of Deck Department and Engine Department members in the Advanced Firefighting (AFF) training. This training will be available to all AB's, QMED/Oiler's and Pumpmen. Courses will be held at Texas A&M at College Station, Texas, and will be held on a monthly basis. Though MS and Steward Department personnel are not included in the first year of this course, the JUMTC will, at a later date consider their participation in AFF training.

Onboard Stewards Department training currently being conducted by Ayers Gonzales will continue through 2005. Eight members completed this training since its inception this year and another ten members are scheduled to complete this course in 2005. This training has been highly recommended by members that have had an opportunity to participate to date.

Additionally, the JUMTC has agreed on two definite dates being established for each of the following courses, Advanced Deck Operations (ADO), Advanced Engine Operations (AEO) course and the Dangerous Liquids (DL) course. If a need for any of the three courses is evident the JUMTC has left open the possibility of adding additional dates for the coming year. Participation in these courses by eligible members is highly recommended and the Union encourages any member that has not yet attended a course to contact their Fleet Manning Administrator and advise her that you would like to attend.

Members are encouraged to contact either their respective department Trustee or the Union directly with their training ideas, concerns or questions.

Davis retirement omitted

Mr. Leroy Davis AB is medically retired.

Apologies to long time ESU member Able Seaman Leroy Davis whose retirement somehow slipped under the radar screen and went unannounced. Leroy started his career with the company aboard the Exxon Newark in Baytown, Texas, on January 1, 1981. Leroy an ardent ESU supporter joined the ESU on March 3, 1983 and remained a member in "good standing" from that time until his retirement on February 1, 2004. He completed his last voyage in October 2002 aboard the *SeaRiver Galena Bay*. Leroy sends his best regards to all his Union brothers and sisters and wishes them smooth sailing and calm seas. Leroy was a good shipmate and friend we will miss him.

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

1320 5th Street, Suite A
Seabrook, TX 77586
Tel (281) 474-2430
Fax (281) 474-2463
E-Mail: esusea@sbcglobal.com

P.O. Box 792
Benicia, CA 94510
Tel (707) 746-5713
Fax (707) 746-7859
E-Mail: esuben@sbcglobal.net

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

Schedule of Course Offerings for 2004

The following dates are tentative. Contact Steve Messenger (415 778-5490) for more information.

STCW 95 Basic Safety Training

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

Sep 27-Oct 1
Oct 18-22
Nov 1-5
Nov 15-19
Dec 6-10
Dec 13-17

LMSR Vessel Training (MSC approved)

Sep 14-24
Oct 12-22
Nov 2-12
Nov 30-Dec 10

Small Arms Training (MSC approved)

Sep 27-29
Oct 25-27
Nov 15-17
Dec 13-15

Able Seaman (AB)

Sep 13-25
Oct 11-23
Nov 1-13
Nov 29-Dec 11

Survival Craft (Lifeboatman)

Sep 27-30
Oct 25-28
Nov 15-18
Dec 13-16

Training Information and Enrollment

Contacts

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

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

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 829:

James P. Hearn, 63, Book No. 5798, joined SUP in 1960, 35 years seatime.

James E. Sparks, 78, Book No. 7294, joined SUP in 1947, 50 years seatime.

Support the SUP Political Fund

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

Subscribe to the **West Coast Sailors** via First Class Mail

Name (print) ____________ Book No. ________

Address ____________

City ____________

State ________ Zip ________ Country ________

Subscriptions are $25.00 per year.
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes

September 2004

IMPORTANT REMINDER

If a member of the SUP Welfare Plan incurs an injury or medical condition that does not allow him/her to work, an Unfit-for-Duty slip must be obtained from the Plan office. The form must be completed by a licensed physician and indicate the start date and expected return date to active status along with the diagnosis. Should the member not be able to return to active duty by the expected date of return on the Unfit-for-Duty slip, a new form must be completed by the treating physician indicating the extension period. An Unfit-for-Duty slip must be completed and turned into the Plan office every six months even if the original slip indicates a greater disability period. This will ensure that there will not be any interruption in health benefits.

Welcome Aboard!

We're pleased to welcome Steve Messenger as the new SUP Welfare Representative. Steve's knowledge, experience, and fortitude will make him a valuable asset to the plan office and the membership.

Beneficiary Forms

The SUP Welfare plan is currently requesting members to submit beneficiary forms for the SUP Welfare Plan, SUP Money Purchase Pension Plan, and SUP 401(k) Plan if you haven't already sent them in to the office. Beneficiary forms can be obtained by contacting our office at (415) 778-5490. If you're unsure that you have submitted a beneficiary form, feel free to contact us and we will verify your current status.

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

ITB Moku Pahu

Wage Scales
Effective September 1, 2004

RATING		Money Purchase Pension Plan Daily
Bosun		
Monthly Base Wage	$3,713.67	
Daily Base Wage	123.79	
Daily Supplemental Wage	45.68*	$19.93
A.B.		
Monthly Base Wage	$2,510.50	
Daily Base Wage	83.68	
Daily Supplemental Wage	35.87*	$15.28
Overtime	$29.10	
CARGO RATES		
Straight Time Hours:	$17.66	
Overtime Hours:	29.10	
FUEL OIL SPILL CLEANUPS		
All Ratings: Straight Time	$13.74	

*Supplemental wges at 10 days per month.

Record of SUP Shipping

August 2004

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	3	4	4	1	12
Maint. Man	11	0	0	2	13
A.B. Dayworker	0	0	5	6	11
A.B .	12	17	11	1	41
O.S.	1	3	2	1	7
Standby	26	21	49	31	127
TOTALS	**53**	**45**	**71**	**42**	**211**

Exclusion of maritime sought for Panama trade deal

Top lawmakers cite threat to domestic shipping laws and U.S.-flagged fleet

Maritime services must be kept out of a U.S.-Panama free trade agreement, key Senators and House members said in July.

In separate letters, the lawmakers warned the administration that yielding to Panama on specific maritime policy issues in current negotiations would limit U.S. ability to support the U.S.-flagged merchant fleet.

The Senators and Congressmen also said ship service rules under a U.S. Panama trade pact would set a harmful precedent that could lead to crippling amendment or outright repeal of domestic shipping laws, specifically, the Passenger Vessel Services Act and the Jones Act. The laws restrict domestic waterborne passenger and cargo markets, respectively, to vessels owned, built, flagged and manned in the United States.

"As the U.S. continues to negotiate a free trade agreement with Panama, we would like to be assured that the administration will not compromise the continued ability of the United States to maintain and promote a U.S.-flag, U.S.-crewed, U.S.-built (merchant) fleet for national defense and economic security purposes," said Senators Trent Lott (R-MS) and John Breaux (D-LA) in a July 7 letter to the President. "Specifically, we do not believe maritime matters should be a point of discussion in these talks, or in any other free trade agreement discussions."

Six days earlier, Representatives Duncan Hunter (R-CA) and Ike Skelton (D-MO) chairman and ranking member, respectively, of the House Armed Services Committee, advised U.S. Trade Representative Robert Zoellick in a letter that maritime services should not be a trade talk topic, especially with the U.S. at war in Iraq. "Now more than ever, in this time of war, we fail to see how inclusion of maritime matters in a Panama FTA would promote our national interest," the Congressmen wrote.

In the U.S.-Panama negotiations, Panama is reportedly seeking what one account called "a long list of changes" to the PVSA, the Jones Act and the cabotage laws applied to towing, dredging and salvage services.

Panama —home of the world's largest flag-of-convenience cargo and cruise fleets— is also seeking designation as a distant foreign port under the PVSA. In addition to the U.S. ownership, construction, documentation and crewing requirements, the law bars a foreign-flagged vessel from disembarking passengers in a port other than the U.S. port of departure without an intervening call at a distant foreign port. Panama is considered a nearby foreign port.

Panama wants the designation to boost tourism by capitalizing on growing cruise ship traffic through the Panama Canal. But U.S. interests caution that such reclassification would permit foreign-flagged cruise vessels to trade directly between U.S. ports on different coasts, Miami to Los Angeles, for example. U.S. maritime industry and labor also warn that designating Panama a distant foreign port would discourage new private investment in U.S.-flagged cruise vessels for domestic itineraries and encourage direct foreign-flag cargo service between U.S. ports on the East, Gulf and West Coasts.

The U.S. has opposed bilateral, regional or multilateral rules for maritime service trades since at least 1947, specifically ruling out discussion of U.S. cabotage laws. Panama has joined the European Union, Japan and other countries in demanding that the laws now be opened to negotiation under General Agreement on Trade in Services (CATS) through the World Trade Organization (WTO).

An unidentified U.S. industry source, quoted in the July 16 issue of *Inside U.S. Trade,* said Panama's strategy in the content bargaining could be an eventual retreat on cabotage in exchange for designation as a distant foreign port. "That's the game plan—push for cabotage relaxation and settle for re-designation," the source said.

But a U.S. trade official —also unidentified— told the weekly publication that, while Panama has proposed maritime service trade rules under a U.S.-Panama accord, the country "is not taking on the Jones Act."

In their letter to the White House, Senators Lott and Breaux said: "For over 200 years, the U.S. maritime industry has played a vital role in our economic and national security, and American cabotage laws have been the cornerstones upon which U.S. maritime power and national maritime infrastructure have rested."

The Jones Act has "strong bipartisan support" on Capitol Hill, and Transportation Secretary Norman Mineta "has expressed the administration's support (for the law) on many occasions," the Senators continued. "Our cabotage laws should not be jeopardized in the Panama talks."

Senators Lott and Breaux said Panama's bid for designation as a distant foreign port for Passenger Vessel Services Act enforcement purposes "is little more than another attempt by Panama to weaken U.S. cabotage laws, as it has repeatedly sought to do through the World Trade Organization."

Conceding the point to Panama "would have a widespread negative effect on U.S. jobs and the economy, particularly on the U.S. flag maritime industry," they added. "It also would undercut the emerging U.S.-flag cruise industry, a vital source of manpower for the military sealift programs in such operations as the Iraq war."

Senators Lott and Breaux concluded: "There's no evidence that the inclusion of maritime matters in a Panama free trade agreement or a change in Panama's port status would benefit the American maritime industry in any way. At this time, with our troops actively engaged in the war effort, they need the help of a strong U.S.-flag maritime industry and the nation's civilian seafarers. We ask that you help protect that industry by rejecting Panama's requests on maritime matters."

Representatives Hunter and Skelton described the U.S. merchant fleet as "a valuable asset to the Department of Defense and military sealift." They pointed out that, during Operation Iraqi Freedom and Operation Iraqi Freedom II, U.S. merchant mariners "have reliably managed critical militarily useful vessels and have transported supplies and materials to support U.S. troops—the American maritime industry has consistently supported U.S. military efforts around the world and must remain strong."

Including maritime services in any trade agreement would "undermine" the U.S. merchant fleet and U.S. maritime policy, Hunter and Skelton said. Designating Panama a distant foreign port "would undercut our domestic maritime industry, which contributes significantly to our military defense by ensuring that the nation has an adequate pool of qualified seafarers to meet our military sealift requirements."

Earlier, Transportation Institute President James Henry noted in a letter to Zoellick that every Republican and Democratic administration in the last 20 years had kept shipping out of trade agreements for economic and national security reasons. "Nothing has changed here at home or abroad to alter our view about not including maritime matters in trade agreements," Henry wrote. "Nothing has been presented to us to show why or how inclusion of any maritime matters in a Panama FTA—including any of Panama's proposed market access demands—or in any other bilateral, regional or multilateral trade agreements would benefit our American maritime industry."

Source: American Maritime Officer

NANCY PELOSI
9TH DISTRICT, CALIFORNIA

DEMOCRATIC LEADER

2371 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0508
(202) 225-4965

Congress of the United States
House of Representatives
Washington, DC 20515—0508

DISTRICT OFFICE:
FEDERAL BUILDING
450 GOLDEN GATE AVENUE
SAN FRANCISCO, CA 94102-3460
(415) 556-4862
sf.nancy@mail.house.gov
www.house.gov/pelosi

September 13, 2004

The Honorable Gordon R. England
Secretary of the Navy
Department of the Navy
Room 4E686
1000 Navy Pentagon
Washington, DC 20350-1000

Dear Mr. Secretary:

I am writing to seek clarification regarding the recent award by the Military Sealift Command (MSC) of a one-year contract to American Overseas Marine Corporation (AMSEA) for the operation and maintenance of nine large, medium speed, roll-on/roll-off ships (LMSRs) currently moving cargo for warfare activities.

I understand that there is lack of clarity about the process and criteria under which the contract was awarded. As this recent award could result in the loss of 1500 jobs in the San Francisco Bay Area, I am requesting an immediate explanation of the rationale for the contract award.

Currently, these nine LMSRs are being operated by Patriot Contract Services (PCS) of Walnut Creek, California. I am told that Patriot and its highly trained crews have performed to the MSC's full satisfaction, and have been commended by the MSC for their efficient performance. These crews started working with these complex vessels even before they left the shipyard. Patriot's bid was $700,000 above the bid by AMSEA, the company awarded the contract. Patriot was told that cost alone was the factor in the decision to award the contract.

Two years ago, it is my understanding that the MSC awarded a $219 million contract for the operation of eight other LMSRs of the 19-ship fleet. Two experienced U.S.-flag operators submitted bids $14 and $18 million lower than that of the incumbent operator who won the rebid. At that time, the two lower cost bidders were told by the MSC that national security concerns, not wanting to sacrifice consistency of operation during a time of war, was the rationale behind the choice of the highest bidder. If that were the case, would it not hold true that continuity of operations would still be necessary two years later for an effective operation, and that Patriot's contract would then be renewed?

The awarding of this most recent contract to AMSEA now means that one company will be operating 61 percent of the U.S. Navy's surge sealift fleet, and that just one maritime officers' union and one unlicensed union will provide the crews for the entire fleet of vessels. Turning these jobs over now would devastate the U.S. merchant marine manpower base on the West Coast, where Patriot crews are located. This means jobs lost and a depletion of skilled merchant marine manpower.

Given the threats our nation faces around the globe, the importance of reliable, skilled sealift operation is critical. Sustained sealift capacity cannot be maintained on a narrow foundation of a few companies and one officers' union. The foundation should be broad, highly competent, using the diverse experience of maritime labor, and most critically, it should be competitive. It is unclear whether the process by which the contract was awarded meets these standards. It is in fact unclear what criteria were used to award this contract.

I respectfully request that you provide a complete explanation of this process. Thank you for your consideration of this matter. I look forward to hearing from you.

Sincerely,

Nancy Pelosi

NANCY PELOSI
Democratic Leader

SUP President's Report

September 13, 2004

MILITARY SEALIFT COMMAND: LMSR AWARDS

On August 31, the Department of Defense announced that the Military Sealift Command (MSC) awarded nine Large Medium Speed Roll-On/Roll-Off (LMSR) vessels (*USNS Benavidez, USNS Bob Hope, USNS Brittin, USNS Fisher, USNS Mendonca, USNS Pililaau, USNS Seay, USNS Shughart* and *USNS Yano*) currently operated by SUP-contracted Patriot Contract Services to American Overseas Marine Corporation (AMSEA) of Quincy, Massachusetts, a subsidiary of politically connected General Dynamics. AMSEA is an SIU-AGLIWD/NMU and an American Maritime Officers (AMO)-contracted company.

The other two LMSRs (*USNS Gilliland* and *USNS Gordon*) have apparently been awarded to a so-called "smalled business set-aside" company named 3PSC of Cape Canaveral, Florida. 3PSC also has collective bargaining agreements with the SIU and AMO.

Once the initial shock and disappointment that Patriot did not receive the award —despite its "outstanding performance" citations by MSC for the past four years— was over, the SUP, MFOW, MEBA and MM&P, which all crew Patriot's LMSRs, quickly mobilized to protest and attempt to overturn this outrageous, misguided and dangerous decision by the government. Although under federal law, only companies that submitted bids for the operation of the LMSRs can formally protest, the affected Unions vowed to support Patriot's efforts to reclaim its contracts and to protect and maintain our work.

Accordingly, the Unions demanded a meeting with MSC and on September 8, met with Vice Admiral David Brewer, commander of MSC and his staff at the Washington Navy Yard. Representing the Unions were MEBA President Ron Davis, MM&P President Tim Brown, MFOW President Whitey Disley, SUP Vice President Dave Connolly, MEBA attorney Ed Gleason, MEBA representative Bill Doyle, MM&P representative Mike Rodriquez and your secretary.

The Unions told Admiral Brewer that the award to AMSEA is public policy detrimental to the best interests of the United States. The dislocation of an experienced ship manager and its experienced and qualified mariner labor pool in the midst of a war that depends on that pool and that manager to supply U.S. troops degrades sealift readiness. The Unions stated the effect of the award on the SUP/MFOW/MEBA/MM&P LMSR mariner pool would be essentially to destroy it as those currently sailing in the LMSRs would not likely switch Unions to work for the new management company. The Unions also bolstered the case by pointing out the number of people trained and cost of training that each Union had provided over the five-year period that Patriot had operated the vessels to build the pool.

Admiral Brewer was not moved and was in fact hostile to the assertions made by the Unions. Brewer's only response was that MSC could not factor Union consideration in the bidding and award process and the contracts had been awarded on "best value" based on price and that legally MSC had to follow guidelines that had been laid down by the Government Accountability Office (GAO) regarding competitive bids.

The Unions responded by calling into question the flawed, discriminatory and inconsistent manner it which MSC evaluates and awards contracts.

As background, the value of the award made to AMSEA is $23.5 million for the first year and contains four one-year options which, if exercised, would bring the total value of the award to $122.6 million. Patriot's bid exceeded that of AMSEA by $700,000 for the first year. Brewer, again, stated that cost alone was the determining factor in the award.

However, in 2002, the MSC with Admiral Brewer in command, awarded a $219 million contract to Maersk Line for the operation of eight "prepositioning" LMSRs. Patriot also bid for these vessels and lost despite the fact Patriot's bid was $18 million lower than Maersk's, which was the incumbent operator! When apprized of this inconsistent double standard, Brewer could only repeat his mantra that price in the AMSEA award was the determining factor.

In 2002, prior to the commencement of major hostilities in Iraq, Patriot was told by MSC that national security concerns, not wanting to "change horses in midstream," justified not selecting Patriot. Now with all LMSRs in full operating status to support American troops, MSC has reversed course and now is willing to take the risks associated with dumping a proven operator and its war-tested crews for a cost savings on paper. Incredibly, Admiral Brewer stated —with a straight face— that MSC was being consistent!

The two-hour meeting with MSC was less than satisfactory, but for your secretary and the other Union representatives in attendance, the exchange of positions exposed the hypocrisy and lack of transparency rampant in this branch of government.

By its action, MSC has effectively disenfranchised and locked-out a major component of the U.S. mariner pool by awarding nearly every one of its surge sealift vessels to a single source of mariner labor: the SIU-AGLIWD/NMU and the AMO.

AMSEA will be operating 61 percent of the U.S. Navy's surge sealift fleet or 17 vessels out of 28. The SIU and AMO will have a 100 percent monopoly on the 28 vessels if the AMSEA and 3PSC awards stand.

Fully convinced that the MSC is playing fast and loose with the process, the Unions caucused and agreed that members of Congress particularly from California where Patriot is headquartered, needed to know what was transpiring at this U.S. Navy command.

Accordingly on September 9 and 10, your secretary and Gloria Tosi, President of the American Maritime Congress which is an advocacy organization for MEBA and its contracted companies, met with top staff members of House Minority Leader Nancy Pelosi, Senators Barbara Boxer and Dianne Feinstein, Congresswoman Ellen Tauscher, (D-Walnut Creek) and Duncan Hunter, Chairman of the House Armed Services Committee. All were most concerned with the effect of the award on surge sealift readiness, the flawed award process of MSC and the effect on California workers and a California company.

It is expected that many members of Congress will take a close look at this issue in addition to those contacted.

Senator Boxer was swift in her response in our request for assistance and wrote Secretary of the Navy, Gordon England, on September 10, asking for clarification of the award process (below). A similar letter was written by Democratic Leader Pelosi on September 13. (This letter is on page 9.)

As of today's meeting Patriot is scheduled to be debriefed by the MSC on September 14, and plans to file

BARBARA BOXER
CALIFORNIA

COMMITTEES:
COMMERCE, SCIENCE, AND TRANSPORTATION
ENVIRONMENT AND PUBLIC WORKS
FOREIGN RELATIONS

United States Senate
HART SENATE OFFICE BUILDING
SUITE 112
WASHINGTON, DC 20510-0505
(202) 224-3553
http://boxer.senate.gov/contact

September 10, 2004

The Honorable Gordon R. England
Secretary of the Navy
Department of the Navy, Room 4E686
1000 Navy Pentagon
Washington, D.C. 20350-1000

Dear Secretary England:

On September 1, the U.S. Navy's Military Sealift Command (MSC) announced the award of a $23.5 million one-year contract to a Massachusetts company, the American Overseas Marine Corporation (AMSEA), for the operation of nine large ships. The contract contains four one-year options, bringing the total value of the award to $122.6 million.

A California company, Patriot Contract Services, has operated these ships for the last four years. I am told that MSC has been fully satisfied with Patriot's performance. Hundreds of California jobs are at stake, and according to the MSC, these ships "are currently moving combat cargo for the global war on terrorism." A change in who operates these ships at this crucial time should be made with caution.

I understand that Patriot's bid exceeded AMSEA's bid, but previous awards make it clear that cost is not the only factor in the Navy's decision making process. My constituents assert that Patriot's exemplary record was inadequately taken into account and that this contract concentrates the operation of too many ships in the fleet under one company.

Further, I am told that turning over all of these jobs now would wipe out the U.S. merchant marine staffing base on the West Coast, as most of the Patriot crews are drawn from there. Sustained sealift capacity could be placed in jeopardy by a narrow foundation consisting of only a few companies. Sealift capacity could also suffer without a broad base of crews from which to draw.

Please provide me with information on this process, including the criteria that were applied in awarding this contract and why the contract was awarded to AMSEA. I look forward to your prompt reply.

Sincerely,

Barbara Boxer
United States Senator

1700 MONTGOMERY STREET, SUITE 240, SAN FRANCISCO, CA 94111, (415) 403-0100
312 NORTH SPRING STREET, SUITE 1748, LOS ANGELES, CA 90012, (213) 894-5000
501 'I' STREET, SUITE 7-600, SACRAMENTO, CA 95814, (916) 448-2787
1130 'O' STREET, SUITE 2450, FRESNO, CA 93721, (559) 497-5109
600 'B' STREET, SUITE 2240, SAN DIEGO, CA 92101, (619) 239-3884
201 NORTH 'E' STREET, SUITE 210, SAN BERNARDINO, CA 92401, (909) 888-8525

PRINTED ON RECYCLED PAPER

President's Report continued

a protest with the Government Accountability Office. If the GAO determines that the protest has merit, the agency could stay the award until the issue is investigated and resolved. During this period, Patriot, if the stay is granted, will continue to operate the LMSRs on a status-quo basis.

As far as the status of the *Gilliland* and *Gordon* are concerned, reliable sources indicate that MSC has postponed the changeover to 3PSC from October 1 to December 10. The reason is a question if 3PSC is really a small business operator as it is reportedly closely connected to DYN Marine Corporation which is now owned by CSC Corporation, an international company with more than 90,000 employees.

It goes without saying that all SUP members in the LMSRs should continue to live up to the high standards of the Union, remain aboard ship, fill open jobs when necessary and stand in solidarity in this struggle that the Union will exhaust all remedies to win.

MATSON NAVIGATION COMPANY

In August, reported that Matson requested a meeting to negotiate agreements "for the operation of three and perhaps four, 1,100 teu container ships to be built, or time-chartered, for continuance of Matson service to Guam and the Pacific Islands." It was further reported that Matson's quarterly filing with the Securities and Exchange Committee indicated that the company anticipated that the APL/Matson Alliance, which serves Guam and East Asia from the West Coast, would not be renewed when it expires in February, 2006.

The meeting requested by Matson was held on August 18 at Headquarters. The company was represented by Captain Jack Sullivan, Vice President of Vessel Operations and Offshore Labor Relations and Tom Percival, Manager Labor Relations and Vessels Operations. The unlicensed Unions were represented by MFOW President Whitey Disley, Vice President Dave Connolly, San Francisco Business Agent Bill Berger, MFOW Port Agent Tony Poplawski, SIU-A&G Assistant Vice President Nick Celona and your secretary.

Sullivan reiterated at the outset that if the APL/Matson Alliance is not renewed, Matson intends to continue serving Guam plus the Marshall Islands from Honolulu.

Specifically Matson is looking for vessels to replace the three C-9 type vessels, (*Mahimahi, Manoa, Mokihana*) currently on the Guam run with two or three self-sustaining foreign-built ships at a cost of $22 million per vessel. It should be noted that American vessels calling at Guam must be U.S.-flagged and U.S.-crewed but do not have to be U.S.-built.

As for the C-9s, Matson plans to deploy them in the Hawai'i trade once they become 25 years old and retrofit them to carry more automobiles. Since APL has indicated that it is not at present interested in continuing to call at Guam, it seems likely that the *President Grant* and *Wilson* would be withdrawn from service once the Alliance ends.

Sullivan proposed a manning scale of 17 for the new vessels: four sailors, three unlicensed engine personnel, two stewards, one master, three mates and four engineers. The company also proposed changes to the SUP and MFOW Work Rules with the intent of having MFOW members assist in docking and undocking duties.

The Unions asked if Matson intended to apply for Maritime Security Program (MSP) operating agreements or "slots" effective October 1, 2005, for the proposed new vessels. Sullivan indicated that the company was considering it, and added that "we'd be foolish not to apply."

Since Matson proposed *Moku Pahu* wages for the new vessels, the $2.6 million per ship from MSP could, in the judgment of your secretary, significantly alter the economic package regarding crew costs. However, it remains to be seen if Matson applies for MSP and if the Maritime Administration approves its application.

The Unions also warned Sullivan that if Matson was considering time chartering vessels and not using West Coast crews as was the case with the *Great Land* or the threat of doing so with the new *Manukai*-type ships, the Unions would take appropriate action against the company.

Anticipate more meetings with Matson on the Guam service as nothing was agreed to.

ITB MOKU PAHU

Effective September 1, a 4% wage increase became effective in Matson's ITB *Moku Pahu*. Recommend that the wage increase be allocated to wage and wage-related items. New wage scales will be published in the September *West Coast Sailors*. (See page 8.)

SUP WELFARE PLAN REPRESENTATIVE

As reported last month, the employer Trustees of the SUP Welfare Plan (Tim Gill of ASM and Tom Percival of Matson) were reluctant to fill the position of Welfare Representative after the resignation of Rich Reed who decided to return to sea.

After further review and discussion, the employer Trustees withdrew their opposition with the stipulation that the job title be changed to Training Representative. The Union Trustees (Dave Connolly and your secretary) agreed and Steve Messenger turned-to on August 23, 2004.

COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 11, a holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be on Tuesday, October 12.

ACTION TAKEN

M/S to allocate the percentage increase in the *Moku Pahu* agreement to wages and wage-related items. Carried unanimously.

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

Gunnar Lundeberg

Vice President's Report

September 2004

Foss Maritime Company

The Union met with Foss management twice in the past two months, in an effort to resolve outstanding issue. Several issues were satisfactorily resolved through the grievance process, including the stateroom grievance and others. Unfortunately three issues remain: 1) the Company's unwillingness to pay one (1) hour of overtime for the first hour worked; 2) the Company's new insistence on tankerman PIC as a necessary qualification for deckhand; and 3) the Company's refusal to pay the licensed engineer rate of pay for a licensed engineer. On September 2, 2004, SUP co-delegates Tom Tynan, Mike Worth and I, met with the Foss management at the Foss home dock in a final attempt to resolve these issue. The Company remained intransigent, but did agree to arbitrate the issues. We expect to select the arbitrator through the Federal Mediation & Conciliation Service (FMCS) as provided in Section 14 of the Agreement. Will keep the membership informed on the progress of these beefs.

MSC's LMSR Award

The Military Sealift Command has made a serious mistake in the LMSR award. At our meeting in Washington (see President's report) with Vice-Admiral David Brewer, the MSC repeatedly said: "We don't do Unions," meaning that Unions do not enter into the award process. But to ignore the manpower issues that are inextricably related to Unions and their separate labor pools is to be imprudent to the point of recklessness, especially given the impending launch of the Operation Iraqi Freedom 3 (OIF 3). The concentration of government work in one labor pool de-stabilizes the long-term strength of that group of mariners—called the surge mariner pool—so critical to the logistical and therefore operational success of the military. That the federal government would risk the reliability of the supply chain supporting our troops overseas for a smoke-and-mirrors annual savings of less than three percent, ignoring the proven performance of an incumbent operator in the midst of a war, boggles the mind. It suggests that the less rational but far more powerful dynamic of corporate cronyism and political favors is actually at work in the award process. Still, as OIF 3 looms on the horizon, how could the MSC cynically degrade sealift readiness at exactly the wrong time?

When this government award process is not arbitrary, it is discriminatory; in any event, it is uniformly empty of practical considerations. MSC contracting officers have only given nominal recognition to the technical expertise and past performance of Patriot and its crews. MSC admitted they made a limited assessment of the importance of the shortage of qualified mariners, especially those with the special familiarity of the operation of these ship's unique systems. They simply said Patriot was excellent in past performance, but so was AMSEA. But how can any other company receive an equally excellent past performance rating for the operation of ships that we brought out of the shipyard and sailed on their maiden voyages?

The Union is taking decisive action to protect our work in these ships. We're active on the political, legal and contractual fronts and we're having some success in all three areas. Members of Congress and the Government Accountability Office are investigating the matter; already there has been a stay of turnover ordered on the *Gordon* and the *Gilliland*. Another stay was issued after Patriot filed its protest last week. It will be months before there's a decision, and there may be deployments beforehand. We'll consider every available option to overturn this unfair and unwise decision.

In the meantime, consider this: this award wastes the battle-tested experience of SUP crews. It attempts to belittle our professionalism, our training, our immunizations, and our dedication. We reject that devaluation and denounce any suggestion, implicit or otherwise, of the slightest inferiority. We were the ones who dropped everything and manned these ships at a moment's notice, time after time, without a single missed billet, without a single delay. We were the ones that worked around the clock, night after night, without food or rest, raising 'tween deck sections by scissor lift while breathing the fumes of tanks and Humvees as they rolled on board in frozen Philadelphia and rolled off in burning Kuwait. We rigged sideport ramps in the sandstorms, endured months of boredom in Diego Garcia, and knew the tense danger of close quarters with Arab dhows in the Strait of Hormuz. It was SUP crews that scrambled for protective biological suits as Scud missiles arched overhead. We put out the fire in the *Shughart*. And it was one of our own, young Leon Lundberg in his first ship on the voyage home from the war zone that perished in service to the Union and the nation.

SUP crews are second to none. We worked out the kinks in every ship, squared away the gear, and set up the deck. We cannot now accept this contemptible cheapening of our service. We will not now turn away from the fight. Hold fast: we can win if we stand together.

Dave Connolly

Skipper fined for navigating under the influence

Captain Piotr Lozinski, of the Cyprus-flagged bulker *Ual Rodach*, has pleaded guilty in U.S. federal court to operating a vessel while under the influence of alcohol. The court in Houston, Texas, sentenced Lozinski on September 9, to a one-year probation and a $4,000 fine. The Polish national is also banned from operating a vessel in U.S. waters as a master during his probation.

On August 30, 2003, Lozinski's ship struck the moored LPB barge *Kirby 15803* in the Houston Ship Channel. Lozinski was attempting to moor his vessel at the Manchester Terminal when the collision occurred. Marine investigators went aboard the *Rodach* to investigate, suspected alcohol use by the master and order a blood test. Lozinski was over five times the commercial limit of 0.04. The *Rodach* is owned by Hartmann Schiffahrts and operated by Universal Africa Lines.

SUP Branch Reports

Seattle

August 16, 2004

Shipped the following during the period: 2 Boatswains; one to a commercial ship and one to a Navy bottom; these jobs were filled by 1 A and 1 B member; 17 ABs filled by 3 A, 10 B, 2 C members and 2 D registrants; 3 OS jobs filled by 1 C and 2 D's to Navy ships; and 38 standby jobs to 12 A; 15 B; 3 C; 8 D registrants and one MFOW member.

Registered during the period: 8 A cards for a total of 35; 18 B cards for a total of 54; 7 C cards for a total of 33.

Ships checked

President Truman, President Jackson and *President Adams* all back from the Far East with little or no trouble. The *Maui* and *Kauai* were in twice and both checked out okay.

I have been in close contact with East Coast Representative Bud Yost this last month who is doing an excellent and hard working job serving the membership in both the MSC fleet and the tankers running into the Gulf and Eastern seaboard. Bud replaced "Sailor Jack Stasko" who stepped down due to illness; nobody could tell a better "sea story" than Jack and the Seattle Branch wishes him well in retirement.

We are still standing with our sisters and brothers in the UFCW as they enter their fourth month of contract negotiations. The large grocery chain negotiating team seems to recognize that there is a different customer base in the Pacific Northwest that is far more supportive of workers rights than in Southern California, but this battle is far from over.

The Washington State Labor Council has filed an initiative to reform Workers Compensation which is under attack from business lobbying groups who want to shred the safety net for injured workers. This measure articulates the changes necessary to make the system fairer for the injured worker, who has been subjected to a "blame the victim" mentality in the state capital.

This Branch is also active in fighting the Bush Administration's overtime takeaways for workers earning between $23,000 and $100,000 a year, allowing employers to grant a day off to employees, at the employer's discretion, when they accumulate eight hours of overtime instead of paying the overtime. We will note here that the Washington State Republican controlled Senate and Republican gubernatorial candidate Dino Rossi supports this attack on middle class working families. Please consider actions like these that I have mentioned when voting this year. Vote! And vote for your job!

Vince O'Halloran
Branch Agent

Wilmington

August 16, 2004

Shipping for period: bosun 1, AB 10, AB maint. 5, and standbys 40. Total jobs shipped: 56. Registrations: A: 44, B: 29, C: 7, and D: 4.

Ships checked

Manoa—Clarification on look outs and wheel watch, third and fourth man, and meat reliefs leaving Yokohama. *R.J. Pfieffer*—OK. On shifts, guys aboard get paid and guys not aboard don't. Delegate Va'a Tautala. *Ewa*—Joe McDonald delegate, OK. *APL Philippines*—Richard Crowell delegate, captain going into rooms alone to retrieve passports in drawers. Should go with bosun or delegate. Union rules are to be aboard one hour before the posted sailing time. In China, however, they can have you be aboard two hours before sailing time because it is their law. *Mahimahi*—OK. Robert Greene delegate. *Matsonia*—OK. Delegate Paul Barbour. *Manukai*—OK, Jim Clay delegate. *APL China*—Gabe Sipin delegate, 12 x 4 watch working between 12-1300 do sanitary in the house only when not under bosun's supervision, and not in the forepeak, pilot stations, tunnels or anywhere else. *President Wilson*—Steve Crute delegate. Disputes between bosun, delegate, and gang; bosun off in L.A.. *APL Thailand*—OK, in Dutch Harbor, gangway watch is not federal regulations, so $20 per night is not payable for standing it, but OT is. *President Grant*—OK, Rhudean Musgrove delegate.

On July 20, Frank Hart passed away. Frank shipped out of Wilmington and lived in Riverside. He joined the SUP in 1945 and was an active merchant marine from 1942 to 2002 for 60 years. He had many friends during his seagoing years and was known for being a kind man, a gentleman, and an excellent seaman. Smooth sailing, Frank, we'll miss you.

Keith Miller, Branch Agent

San Francisco Business Agent

September 13, 2004

Visited and paid off the following ships:

Kauai—Ed Drake, delegate: Coastwise from Seattle, no disputes.

Lihue—Manny Roxas, delegate: In from the Island, disputed time handling garbage on dock, checking this out.

Lurline—Charlie Brown, delegate: New delegate will be elected this trip; no disputes; van/car carrier.

Mahimahi—Joe Moniz, delegate: Voyage pay off. No disputes. A long stay in San Pedro due to lack of longshoremen.

Manoa—In late from Wilmington. Charles Duke, new bosun; no disputes.

Maui—Chuck Maringer, delegate: Coastwise from Seattle; no disputes.

Moku Pahu— Eric Williams, delegate: Made her twice at Crockett. 1) In from a voyage to Russia. Sailors had a good trip. 2) Sugar run from the Islands. Minor beef otherwise no disputes.

President Adams—Gary Marshall, delegate: Voyage pay off. In from the northwest. No disputes, good gang.

President Grant—Rudy Musgrove, delegate, Jimmy Alarcon, bosun: voyage pay off. Made her Saturday; running smoothly.

President Polk—Nick Hoogendam, delegate, Kim Hoogendam, bosun: In from Seattle; no disputes.

President Truman—In from Seattle. Squared away delayed sailing, otherwise no beefs.

President Wilson—Steven Crute, delegate: voyage pay off. In at 0600, sailed at 1800; no problems.

APL China—Voyage pay off. Some disputed overtime. Mate trying to fill the minimums with extra work, told him no soap.

APL Singapore—Frank Salvatierra, delegate: Voyage pay off Saturday. No disputes. Sailors thanked the captain for the purchase of lottery tickets for Saturday.

APL Thailand—Steve Ryberg, delegate: This isn't a happy ship with this nit-picking mate. Would like to see his overtime—all for him—nothing for the gang.

Also worked in the front office during the month.

Bill Berger

Honolulu

August 16, 2004

During the month of July, dispatched the following: 1 bosun, 2 ABs, 3 AB maints., 3 ABDs, 1 ABD relief and 2 OSs, filled by 3 A members, 6 B members, 2 C members and 1 D registrant. Also shipped 33 standby jobs filled by 3 A members, 10 B members, 13 C members and 7 D registrants, for a total of 45 jobs shipped.

Registered during the period: 7 A members, 5 B members, 1 C member and 2 D registrants. To date registered are: 9 A members, 9 B members, 5 C members and 6 D registrants for a total of 29 registered.

Ships checked

Maui, Lurline, Matsonia, Kauai, Ewa, R.J. Pfeiffer, Lihue and *Manukai*. All with few or no beefs. Paint and rigging gang running smoothly with Monte Kalama as bosun.

On August 17, attended a training conference put on by the Pacific Coast Maritime consortium. Talk of making the Waianae Maritime Academy a two-year curriculum subject to pending government grants.

On August 18, had our monthly Hawai'i Ports Maritime Council meeting. This was the scholarship award luncheon.

On August 22, attended the Waianae Maritime Academy ceremony for the second graduating class of 29 entry-level students.

Mike Duvall, Branch Agent

Jacksonville

August 2004

For the month of August one Bosun and five AB's were dispatched to USNS ships. These jobs were filled with four B's and one C card.

Ships Checked

Chevron Arizona Voyager—Ship boarded in Pascagoula, MS on August 8. Douglas Alexander is the delegate and Scott Oliphant the bosun. No beefs. Crew commented that this ship is a good feeder due to the efforts of Steward July Mountain.

USNS Bob Hope—Boarded in Mobile, AL on August 9. Gordy Klein was the delegate and Mike McGahran the bosun. Running smoothly without any beefs. Preparing to leave the yard and return to ROS in Violet, LA.

USNS Fisher—Boarded in Mobile, AL on August 10. Jonn Reed is the delegate and Doug Olney the bosun. Just entered Atlantic Shipyard and the gang is very busy.

USNS Gordon—Boarded in Norfolk, VA on August 22 and again on August 24. Dennis Belmonte is the delegate and William Cornelius the bosun. Pay off was clean, but crew endured air conditioning outages and toilet problems on return from the Middle East.

USNS Gilliland—Boarded in Newport News, VA on August 23. John Rawlins is the delegate and Lou Hathaway the bosun. No beefs. All members who needed small arms re-qualification have completed the requirements at the Lynnhaven range.

USNS Mendonca—Boarded in Philadelphia, PA on August 25. A number of beefs regarding contractual interpretations were resolved. Gang attending crane training aboard the *Seay*. Darin Loberg is the delegate and Dan Dinsmore the bosun.

USNS Seay—Boarded in Philadelphia, PA on August 25. Crane training ongoing. Paul Harsany is the bosun. Only one AB and one OS aboard due to ROS status.

USNS Yano—Boarded in Baltimore, MD on August 26. John Drolla is the delegate and Steve Huggins the bosun. No beefs. Had a great union meeting with all SUP members present.

USNS Brittin—Boarded in Violet, LA on August 31. The delegate was Joe Jewel and the bosun was Paul Gatewood. Clean pay off and no contractual beefs.

USNS Bob Hope—Boarded in Violet, LA on August 31. Jerry Mastricola is the delegate and Mike McGarhan the bosun. No beefs. Crew glad to see an agent for the second time in a month.

USNS Pililaau—Boarded in Violet, LA on August 31. Jeff Hagedorn is the delegate and Dale Gibson the bosun. No beefs. A great gang of loyal and dedicated sailors.

The news of the bid award came as a shock to all LSMR sailors, but there is no need for "Gloom and Doom". We are still employed, still have a contract and need to be unified and support our Union in their efforts to retain these jobs.

Bud Yost
East/Gulf Coast Representative

Dispatcher's Report

Headquarters—Aug. 2004

Deck	
Bosun	3
Carpenter	0
MM	11
AB	12
OS	1
Standby	26
Total Deck Jobs Shipped	53
Total Deck B, C, D Shipped	17
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	53
Total B, C, D Shipped-All Depts.	17
Total Registered "A"	76
Total Registered "B"	65
Total Registered "C"	7
Total Registered "D"	10