

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, March 30, 2001

Sailors' Union 116th Anniversary



The Sailors' Union of the Pacific this month observed the 116th Anniversary of its founding, March 6, 1885, on the San Francisco waterfront. With determination to gain through collective action what could not be accomplished individually began a record of struggle and achievement that set the standard for American sailors and serves as an inspiration for seafarers around the world.

"Sailors' month" also marks the birthdays of two of the Union's legendary leaders —Andrew Furuseth (March 12, 1854) and Harry Lundeberg as well as the enactment of the Seamen's Act on March 15, 1915.

This year is particularly noteworthy as it is the centennial of the birth of Harry Lundeberg.

Born in Christiana (Oslo), Norway, on March 25, 1901, Harry sailed under nine different flags in both sail and steam before transferring from the Federated Seamen's Union of Australasia to the SUP in 1923. He was elected patrolman in Seattle in 1934, and took a leadership role in the great maritime strike of that year. He was elected president of the Maritime Federation of the Pacific in 1935, secretary-treasurer of the Sailors' Union of the Pacific in 1936, a vice president of the California Labor Federation in 1938, the first president of the Seafarers' International Union of North America, also in 1938, and president of the Maritime Trades Department in 1955..

Under Harry's leadership, the SUP gained recognition and respect. He fought every attempt by the shipowners, the government, and Stalinist elements on the waterfront to break the Union while at the same time significantly improving the conditions of those who go to sea for a living.

A centennial retrospective on Harry's life begins on Page 7.

Good Friday

In accordance with past practice and the collective bargaining agreements with American Ship Management and Matson Navigation Company, all SUP halls will close at noon on Friday, April 13, in observance of Good Friday.

President Bush's proposed maritime budget draws fire

Administration supports Jones Act and cargo preference

The Bush Administration's proposed budget for fiscal year 2002 would severely hamper the development of the U.S. Merchant Marine.

According to the Office of Management and Budget's *Blueprint for New Beginnings*, an abridged version of the Administration's budget request, the Maritime Administration would be eliminated, the Maritime Security Program would be transferred to the Department of Defense and funding of the Title XI Ship Loan Guarantee Program would be eliminated.

In addition to transferring the Maritime Security Program (MSP), the Bush *Blueprint* does not suggest a funding figure for that vital and necessary program that maintains a fleet of 47 militarily useful U.S.-flag ships in the international trades.

President Bush's plan to transfer the administration of the MSP has not been embraced either by the Department of Defense or Transportation. The *Journal of Commerce* reported this month that Defense and the U.S. Transportation Command is not enthused with the idea. Critics of the proposal say that taking MSP away from MarAd would jeopardize future reauthorization of the program.

The SUP along with others in maritime labor, has voiced its strong opposition to these tentative budget proposals to the Bush Administration and members of Congress. Industry-wide opposition is expected if the Administration's proposals are incorporated in the final several thousand page budget request expected to be released on April 3.

Maritime observers indicate that the Office of Management and Budget proposals have not been fully discussed by policy-level officials in the Bush Administration. Those who care about the fate of U.S.-flag shipping still have reason to be con-

fident that the new Administration is more friend than foe. Bush's Chief of Staff, Andrew Card, is a former Secretary of Transportation and was very supportive of maritime in the administration of the first President Bush. Current Transportation Secretary Norman Mineta was a strong backer of the maritime industry when he was in Congress.

In fact, last week Mineta affirmed the Bush Administration's support for the Jones Act and other cargo preference statutes. "The Jones Act is an essential element of the U.S. maritime policy that provides important economic and national security benefits to the nation, such as support of the U.S. shipbuilding and ship repair industries, and maintenance of a labor base of skilled American mariners," stated Mineta.

Phil Grill, Chairman of the Maritime Cabotage Task Force (of which the SUP is a member) thanked the Administration for its continued commitment to a U.S.-flag fleet in domestic waterborne

commerce. "The Bush Administration understands the importance of a healthy U.S.-flag domestic fleet, both in terms of the nation's economic well-being and its national defense capabilities. America's Jones Act fleet is so efficient it transports nearly one fourth of the nation's domestic cargo for only two percent of the freight bill. Jones Act vessels also provide nearly 90 percent of the jobs available to American mariners. In times of crisis, Jones Act ships play a vital role in delivering equipment and supplies to U.S. military forces overseas and provide additional sailors to crew the U.S. Government's own sealift ships activated from reserve or reduced operating status. As long as America maintains the Jones Act as the foundation of the U.S. maritime policy, U.S.-flag vessel operators will efficiently meet the needs of waterborne commerce while sustaining the maritime infrastructure that contributes so significantly to our national defense capabilities."

Former Honolulu Agent Peter Oh dies

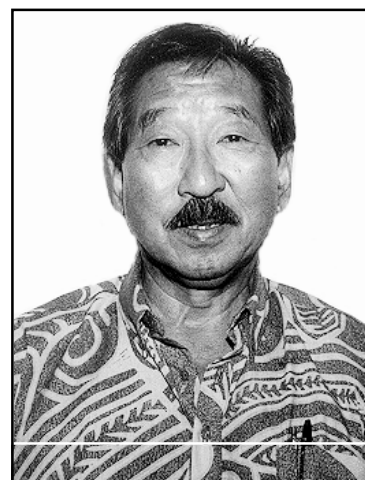
Peter C.H. Oh, Honolulu Branch Agent of the SUP from 1988-2000, died on March 9, after a long illness.

Born in Hawaii on February 12, 1928, Brother Oh joined the SUP in 1950 and sailed in all unlicensed deck ratings before being elected Branch Agent in 1988. He was respected by his shipmates both at sea and ashore.

Memorial services were held on March 17, and in accordance with his wishes, his ashes were scattered at sea.

Peter is survived by his wife Daisy Sutter; daughters Diana Oh and Natalie Winslow; son Anthony Jeffrey; stepson Arthur Garrett; Stepdaughter, Mia Sutter; three grandchildren; brothers Peter and Daniel; and sisters, Mary and Esther. The family requests that memorial donations be made to the American Cancer Society.

Aloha, Pete — you'll be missed. Steady as she goes.



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

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Tom George 100.00
Daniel Gonzales 100.00
Martin Mortensen 50.00

Political Fund

Doug Ahuna 10.00
Joseph Campos 100.00
Randy Coady 100.00
Mike Dirksen 20.00
Michael Duvall 20.00
Robert Garcia..... 10.00
Marvin Glasgow 70.00
Michael Henneberry, in memory
of Red Henneberry 20.00
Hans Jorgensen 50.00
Norman Kurtz 10.00
Mark Lafayette 10.00
Ernesto Legarte 20.00
Peter Leo 50.00
Brian LePrevost 20.00
Gunnar Lundeberg 25.00
Mike McLavy 50.00
Reynold Minoli 10.00
Martin Mortensen 50.00
Harry Naeole 20.00
Vince O'Halloran 100.00
Michael Parenteau 20.00
Eric Partika 40.00
John Peterson 40.00
Milburn Pond 35.00
Gregory Schauf 20.00
Dave Shands 20.00
Augusto Silva 70.00
Grant Wegger 20.00

Wall of Honor (San Pedro Merchant Marine Memorial)

Don Bohle 25.00
John Diaz 10.00
Don Kruse 20.00
Peter Leo 50.00
Joe McDonald 10.00
Remiro Montoya 30.00
Martin Mortensen 50.00
Harry Naeole 20.00
Milburn Pond 35.00
Ivar Thorbjornsen 20.00

West Coast Sailors

Gerald Allen 50.00
Bob Bacon 50.00
Pete Bragg 20.00
Thomas Casynn 100.00
O. Cochrane 10.00
Michael Crehan 20.00
Richard Donner 25.00
James Fernandes 25.00
William Fisher 10.00
Norman Kurtz 20.00
George Lomeli 25.00
Juan Magana 20.00
John McNeill 20.00
Jack Milano 20.00
Reynold Minoli 10.00
Edouard Parlier 30.00
John Perez 20.00
Joseph Piscopo 25.00
Richard Reed 20.00
Richard Walsh 15.00
Chester Williams 20.00
Carl Ziegeler 20.00

Dues-Paying Pensioners

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

Final Departures

Robert E. Nyhan, Book No. 2454. Born in New York in 1922. Joined SUP in 1952. Died in San Francisco, California, February 11, 2001. (Pensioner)

Hans Randrup, Book No. 3088. Born in Denmark in 1908. Joined SUP in 1942. Died in San Francisco, California, February 14, 2001. (Pensioner)

William G. Adams, Book No. 3776. Born in California in 1925. Joined SUP in 1951. Died in Concord, California, February 27, 2001. (Pensioner)

Francis W. Littlewood, Book No. 3216. Born in Canada in 1908. Joined SUP in 1926. Died in South San Francisco, California, February 21, 2001. (Pensioner)

Willard D. Johnson, Book No. 4113. Born in Washington in 1927. Joined SUP in 1943. Died in New Orleans, Louisiana, February 6, 1943. (Pensioner)

Lloyd A. Alsgaard, Book 3781. Born in Canada in 1937. Joined SUP in 1965. Died in Las Vegas, Nevada, December 31, 2000. (Pensioner)

Brrrrr — Winter in the North Pacific



The foredeck of the m/v **President Polk** sheathed in ice in February enroute from Dutch Harbor, Alaska to Yokohama, Japan.

Iron Workers charge Shanghai-based company of violating immigration law

Those oversized cranes sent from China in January are being constructed and installed at the Port of Oakland by Chinese nationals under “appalling, even deadly” safety conditions, for wages of between \$3 and \$10 per day, in violation of U.S. immigration law, according to lawsuits filed by the Iron Workers Union. “There’s absolutely no excuse of this kind of blatant and illegal exploitation,” said Richard Zampa, President of the Iron Workers California District Council. “This is about basic human decency as much as it is about violations of U.S. labor standards or labor rights. And the Port should not be permitting this to happen.”

The Iron Workers filed charges in Alameda County Superior Court charging that Shanghai-based Zhenhua Port Machinery Co., (ZPMC) has forced its employees to work without guardrails and safety shields. Gas systems used for welding and cutting are allegedly being oper-

ated without appropriate safeguards. These are criminal violations of the California Labor Code.

The suit also charges that ZPMC’s wages (\$3 per day for apprentices, \$10 for journeymen) violate state prevailing wage and minimum wage laws. The company’s alleged failure to pay overtime and holiday rates, along with failure to provide Workers’ Compensation insurance, violate the California Labor Code.

The Port of Long Beach is sending a letter to ZPMC saying that when the company delivers the port’s 10 new cranes next year, the port expects it to obey all prevailing wage, safety and immigration regulations.

Support the Sailors’ Political Fund

West Coast Sailors

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Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor

BRANCH OFFICES
Seattle, WA 98134
1253 Sixth Ave S, Ste A (206) 467-7944
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
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Norfolk, VA 23508
1058 West 39th Street (757) 489-3865
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Hoover Chun’s Final Voyage

This Sunday evening (March 4, 2001) in the fading light of the done day, shortly after the sun set over a moderate Pacific Ocean, we scattered the ashes of Mr. Hoover Chun over the waters near the stern of the cargo ship *s/s Lurline*. The vessel was in position 27-02 N 144-03 W, which is approximately 840 miles ENE of Honolulu harbor. Time was 6:05 P.M., + 9 ZT.

The Captain read Psalm 23 from the bible, and added some remarks in honor of this man who was a sailing member of the SUP. Fourteen crew members were present, including the Bosun Jerry AhSam, who knew Hoover personally. We offered our prayers and condolences to his family, relatives, and friends. Jerry also said a few words about Hoover for the benefit of all those present, then we had a few moments of silence in prayer for Mr. Chun.

Jerry had the honor of spreading Hoover’s ashes over the waters below the stern rail, as several crew members threw flowered leis into the foaming wake of the ship. May he rest in peace.

With respect,

Captain B. Rowland
s/s Lurline Voyage 453

Alaska targets cruiseship waste

Alaska Governor Tony Knowles this month submitted a bill to the legislature designed to monitor and enforce cruiseship compliance with the state’s clean air and water standards.

The bill would establish the Alaska Coastal Protection Fund financed by a fee of \$1.00 per passenger per voyage calling at Alaska ports.

Among the key provisions of the legislation are measures providing for monitoring and controlling smoke stack emissions; allowing the state to require solid waste disposal plans; provisions for civil and criminal penalties for violations; and permitting the state to bar entry to vessels with repeat violations.

“We don’t care what flag you fly or where you travel,” Knowles said. “When

you’re in Alaska, you will obey Alaska’s laws and respect our values.”

The effort to improve oversight of the cruise industry, which is dominated by foreign-flag vessels, follows the state’s testing of cruiseship discharges last year, which Governor Knowles termed “disgraceful.”

In a statement, he noted that “from 80 samples of sewage tested only one complied with existing state and federal standards for suspended solids and fecal coliform, an indicator of human waste. In the case of so-called grey water, wastewater from showers, sinks and kitchens that was exempted by a loophole in federal law, several samples looked more like untreated sewage.”

British unions urge parliament to act on port safety and pilotage

British maritime unions told a committee of the House of Commons that “urgent action” is now needed to stem escalating injuries in United Kingdom ports and harbors.

Union representatives blamed deregulation for a decline in safety standards over the past 20 years. Numast, the union representing British officers, said that injury levels on the waterfront are now four times higher than in other industries and even exceed those in the hazardous deep coal mining sector.

Pilotage Exemption Certificates also came under scrutiny with Union representatives claiming that certificates were regularly issued to people with insufficient experience of English language skills.

The unions called for a beefed-up UK port state control to tackle “overwhelming evidence of serious safety problems on a significant proportion of the foreign shipping using British waters (around 70 percent of the ships found to have defects and around seven percent unseaworthy).”

Chipping, painting farmed-out by U.S. Navy: worked deemed “tedious”

The U.S. Navy recently contracted with a civilian firm to chip and paint vessels in San Diego and Norfolk. Chula Vista, California-based Corrosion Engineering Services will also send painting crews to Navy bases in Hawaii, Japan, Florida and Texas.

According to a report filed by the Associated Press, an unnamed former secretary of the Navy stated that the lavish use of manpower to perform this work is intolerable in a time of tight budgets and decreasing crew sizes.

“I don’t think anybody’s self-esteem was ever enhanced by chipping and painting,” said Vice Admiral Pet Nanos, commander of the Naval Sea Systems command. “It’s an absolute burden.”

Admiral Nanos believes that decreasing the amount of chipping and painting by Navy personnel will boost morale and possible reenlistment rates, and allow sailors to spend more time training.

Irish ferry with foreign crew fails safety drill — sailings canceled

Over the St. Patrick’s Day weekend, the crew of the Swansea Cork Ferry Company’s *City of Cork* underwent intensive safety training after failing drills conducted by Ireland’s Maritime and Coastguard Agency. Swansea Cork was forced to cancel all sailings.

The *City of Cork* was formerly the *St. Patrick II*, owned by Irish Ferries. She was bought by Hellenic Lines and refurbished before chartered to Swansea Cork.

While Irish nationals comprise the “hotel” crew, the deck and engine crew and officers are Greek and Polish.

Karaoke pub sings a naughty tune

A man who literally offered “sun, sea and sex” has been jailed for running a brothel on a Singapore operated cruiseship.

Tan Peng Kee, was jailed for 30 months by a Singapore Court for running a brothel at the suggestively named Pinky Pub, on board the cruiseship, *Amusement World*, operated by New Century Cruise Lines.

The Bahamas-registered ship was raided by police December 26 at the Singapore Cruise Center, resulting in the closing of the Pinky Pub.

Mr. Tan employed women from Thailand, Vietnam and China to work as pros-

titutes in the karaoke pub.

The women were reportedly tricked into working as prostitutes having been promised a glamorous life as waitresses on a cruise ship.

New Century said it did not know Mr. Tan was running a brothel onboard the ship having given him and his partner the concession “to run Pinky Pub as a karaoke lounge with good, clean entertainment. As far as the company is concerned, we had no idea about the vice activities going on onboard the ship until the police raided the plan on December 26,” the company said.

SUP on deck in USNS Mendonca



Photo by Military Sealift Command.

The *USNS Mendonca* went on sea-trial last week after formally being delivered to the Military Sealift Command (MSC) at Avondale Shipyard in New Orleans on January 30.

Operated by Patriot Contract Services for MSC, *Mendonca* is the seventh Large Medium Speed Roll-On/Roll-Off (LMSR) delivered to Patriot since it was awarded the operating contract in July 1999. The other LMSRs crewed by the SUP on deck are the *USNS Fisher*, *USNS Seay*, *USNS Shugart*, *USNS Gordon*, *USNS Yano*, *USNS Soderman* and *USNS Gilliland*.

Three more LMSRs, *USNS Pililaau*, *USNS Brittin* and a yet unnamed vessel are being built and are due to be underway within the year.

The *Mendonca*, like the other LMSRs, carries a crew of 30 in Full Operating Status and 12 in Reduced Operating Status. Specialized, MSC-re-

quired training is required of all hands who sail these ships.

Like all other vessels in the LMSR program except *USNS Fisher*, *Mendonca* is named for a Medal of Honor recipient. U.S. Army Sergeant LeRoy A. Mendonca, at age 19, was killed in action in Korea in 1951. According to MSC, “Sergeant Mendonca’s platoon was attacked at night by an overwhelming enemy force. He voluntarily remained exposed to the enemy fire while his platoon withdrew, firing his weapon and hurling grenades into enemy positions. His ammunition eventually exhausted, Sergeant Mendonca fought the enemy in hand-to-hand combat with his bayonet until he was mortally wounded. A report credits Mendonca with an astounding 37 enemy casualties.”

The *USNS Mendonca* and her sister LMSRs will carry gear for this U.S. Army.

APL parent NOL posts record profit

This month Neptune Orient Lines, the parent company of American President Lines Ltd., reported record profits of \$178 million in 2000, up from \$49 million in 1999. The 2000 results are the more impressive considering that the 1999 results included a \$66 million, nonrecurring profit, largely from the sale of APL’s double-stack train operations in the United States.

Flemming Jacobs, NOL’s chief executive, told the *Journal of Commerce* that the results showed the company had regained health, allowing management to build on its strong container business and focus on growth in its logistics business.

SUP-contracted American Ship Management operates nine APL vessels under the Maritime Security Program (four C-11s and five C-10s) plus two vessels (*Presidents Grant* and *Wilson*) that are not covered by the program.

Alaska oil bill would benefit U.S. maritime industry

Senator Frank Murkowski’s (R-AK) bid to lessen U.S. dependence on foreign oil would provide benefits for the maritime industry. Provisions spread over two newly introduced bills in the Senate: S.388 and S.389, propose a broadening of tax benefits to include U.S.-built drilling vessels; various modifications of MarAd’s capital construction fund program including a repeal of alternative minimum tax provisions; and permit drill-

ing in the protected Arctic National Wildlife Refuge which would boost demand for U.S.-flag tanker tonnage. The legislation, termed the “National Energy Security Act of 2001,” drew 13 co-sponsors including Senators Trent Lott (R-MS), Ted Stevens (R-AK), John Breaux (D-LA), Conrad Burns (R-MT) and Ben Nighthorse Campbell (R-CO). The bills were referred to the Senate Energy and Natural Resources Committee.

MarAd extends VISA for another two years

The Maritime Administration has published a notice in the Federal Register, February 20, extending the Voluntary Intermodal Sealift Agreement (VISA) for another two years until February 13, 2003, pursuant to the provision of the Defense Production Act of 1950, as amended. The VISA program is the principal commercial sealift readiness program of the Department of Defense and is sponsored by MarAd.

Its purpose is to make intermodal shipping services, intermodal equipment and related management service available to the Department of Transportation as required for emergency deployment and sustainment of U.S. military forces.

Sailors' Union of the Pacific/ Training Resources Ltd

Schedule of Course Offerings for 2001

STCW 95 Basic Training

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

| | | | |
|-----------------------|----------------|---|------------|
| • Basic Fire Fighting | | • Basic First Aid | |
| • Personal Survival | | • Personal Safety and Social Responsibility | |
| Apr. 9-13 | July 9-13 | Sep. 10-14 | Nov. 5-9 |
| Apr. 30-May 4 | July 16-20 | Sep. 17-21 | Nov. 12-16 |
| May 14-18 | July 30-Aug. 3 | Sep. 24-28 | Nov. 26-30 |
| May 29-June 2 | Aug. 6-10 | Oct. 8-12 | Dec. 3-7 |
| June 4-8 | Aug. 20-24 | Oct. 15-19 | Dec. 10-14 |
| June 18-22 | Aug. 27-31 | Oct. 29-Nov. 2 | Dec. 17-21 |

Military Sealift Command LMSR Vessel Training

This course covers LMSR Vessel Training, Fast Rescue Boat Training, and Small Arms Training.

| | | |
|---------------|------------|----------------|
| Apr. 17-27 | July 10-20 | Oct. 23-Nov. 2 |
| May 29-June 8 | Sep. 11-21 | Nov. 27-Dec. 7 |

Small Arms Training (MSC approved)

| | | | |
|---------------|----------------|------------|------------|
| Apr. 30-May 2 | July 23-25 | Sep. 24-26 | Nov. 5-7 |
| June 11-13 | July 30-Aug. 1 | Oct. 1-3 | Dec. 10-12 |

Survival Craft (Lifeboatman)

| | | | |
|---------------|------------|------------|------------|
| Mar. 26-30 | May 21-25 | Aug. 6-10 | Oct. 15-19 |
| Apr. 9-13 | June 25-29 | Sep. 17-21 | Nov. 12-16 |
| Apr. 30-May 4 | July 16-20 | | Dec. 10-14 |

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before
February 1, 2002

Training Information and Enrollment

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| Jack Mannering, Director Andrew Furuseth School of Seamanship 450 Harrison Street, San Francisco, CA 94105 Jack Mannering, Director Tel: 415-640-3525 Fax: 925-674-1011 E-mail: jmannering@hotmail.com or: planoffice@sailors.org | Rich Reed, SUP Welfare Plan Rep SUP Welfare Plan 450 Harrison Street San Francisco, CA 94105 Tel: (415) 778-5490 Fax: (415) 778-5494 E-mail: supwelfarerep@hotmail.com |
|--|--|

"A naked payoff" to big business

In a big defeat for labor and a victory for business, Republicans in Congress moved swiftly this month to repeal the Clinton administration's regulations aimed at reducing the 1.8 million repetitive-motion injuries sustained every year by American workers.

All 50 Republican Senators—joined by six conservative Democrats—voted to overturn the regulations. When Senator Ted Kennedy (D-MS), asked for a moratorium so that an acceptable bipartisan compromise might be forged, his plea fell on ears deafened by the applause of business leaders.

Though signed in November, the new workplace regulations grew out of ten years of study, which had been initiated by then-Labor Secretary Elizabeth Dole, a member in good standing of the GOP.

The new ergonomic standards would have covered 103 million workers around the country. Government officials estimated the rules would have prevented 4.6 million musculoskeletal disorders, saving \$9 billion every year for the next decade.

AFL-CIO leader John Sweeney denounced it as "a naked payoff to big business contributors."

Welfare Notes

March 2000

Active members

The SUP Welfare Plan now offers a new dental plan. This new plan is aimed at members who live outside of the current existing dental plan coverage areas. This new coverage plan is good for all eligible members through out the U.S. who live outside of a current dental plan coverage area. If these qualifications describe your needs please apply for this new dental benefit. American General Assurance Co. offers this new plan. This new plan is for eligible members only. Eligible spouses and children will still be covered on the direct payment plan.

To obtain an application for this new plan please call, write, fax, e-mail or phone the Welfare Plan Office.

Retirees

This note is a reminder to all SUP retirees who are on the annual medical and hospital allowance benefit. Your annual reimbursements are paid for a 12-month period ending July 31st.

You now have four months remaining before your annual allowance rolls over to another fiscal year. To best maximize and to take advantage of this benefit you may want to take time and plan some of your medical, dental, and eyeglass expenses between now and July 31. If you have questions on the balance in your annual allowance please write or call the welfare plan office.

Rich Reed
Welfare Plan Representative

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

California Labor Federation formulates 10-point plan to resolve state's energy crisis

1. Create a California Public Power Authority to provide adequate reserves of electric generation capacity, including building of state power generation plants. Any plants financed by California taxpayers should be dedicated to serving Californians first. The existing workforce should be used for all operation, maintenance, and construction of power plants.
2. Utility companies must be kept from filing bankruptcy. In the event of financial underwriting or subsidy by taxpayers or ratepayers of utility companies, tax and ratepayers should receive assets in return. Net undercollection costs should be shared by the utilities, independent generators and ratepayers. In the event of bankruptcy or severe service disruptions to businesses, all worker's who lose jobs should be made whole. The State should contract back with regulated utilities to operate any state owned assets. All collective bargaining agreements and successorship clauses should be recognized.
3. Utilities should be regulated, to the extent federal law permits, to provide reliable electric generation, transmission, and distribution.
4. Regulate plant maintenance procedures to coordinate necessary shutdowns and establish an inspection and enforcement mechanism to assure proper and safe maintenance.
5. Maintain the current permitting process, environmental, and labor standards for approval of future power plants. Emphasis should be placed on increasing transmission and natural gas line capacity to all regulated and municipally owned utilities.
6. Revamp voluntary, interruptions policy to protect large customers from insufficient notice and excessive number of interruptions, while allowing for planned and voluntary interruptions.
7. Direct access to unregulated energy marketers should be limited to large non-core users based on a fixed opt-out period. Regulated utilities must be able to plan for their power supply requirements. Pre-existing contracts must continue to be honored.
8. Fill the vacancies on the California Energy Commission with knowledgeable and pro-consumer and environmental appointments.
9. Increase the State's commitment to programs that foster conservation.
10. In the event the energy crisis is not solved in the near future, the State should exercise its power of eminent domain to take control of power generating plants previously owned by the utilities as a way to force power generators to lower prices.

On the coastwise tanker run



Peter Bragg on watch at the header in the g/t *Chevron Colorado* at the Richmond Long Wharf in February. Photo by Bill Henneberry

Panama’s licensing system exposed

The International Transport Workers’ Federation (ITF) has exposed how Panama’s lax certification process allows anyone to bypass years of study and seetime. ITF’s general secretary David Cockroft was able to apply for and receive a First Officer’s Certificate and Sea Book from Panama authorizing him to navigate a ship and deputize for its captain —despite his complete lack of marine training and skills. “Do you want someone like me, with no practical seafaring experience, steering a ship full of dangerous chemicals or radioactive materials off your coast, or plowing through the same sea lanes as oil supertankers and crowded passenger ferries,” ‘First Officer’ David Cockroft asked, as he prepared to reveal his new qualifications. “That is what an under-policed system, that encourages bad operators to undercut good ones, allows. It is courting human and environmental disaster.”

Panama is the world’s largest shipping register, and is one of 29 flags-of-convenience (FOC) countries that flag ships owned by foreign businesses purely for profit. The ITF believes that too often FOC states allow ship operators to slash operating costs by ignoring safety regulations and exploiting crews undercutting responsible operators and registers in the process. David Cockroft stated: “The laugh is on Panama, whose controls are so lax that they hand out a vital document to the head of an organization that for years has challenged the abuses permitted by flags of convenience states such as theirs. It’s like awarding a good conduct medal to Attila the Hun.” He concluded, “Money certainly talks. This just proves — if more proof is needed — that it is time to eliminate the culture of greed and corruption rooted in the FOC system. However good international conventions look on paper, they will never guarantee standards until ship registers which exist solely to make money are driven out of business.”

The Panamanians were again stung after years of allegations of seafarer license discrepancies. The Panama Maritime Authority alleged that this growing scandal may include international inspection companies as well as complicitous behavior by a Panamanian ambassador. Cockroft noted, “In the world of modern shipping, all you need is the money to grease a few palms.”

Panama Canal needs to be widened

The advisory board of the Panama Canal last month endorsed the idea of a third set of bigger locks but said the Panama Canal Authority (ACP) should widen and deepen its feasibility and impact studies first.

William O’Neil, chairman of the board and secretary general of the World Maritime Organization, said: “It would be irresponsible if Panama did not develop plans for the future that would overcome the anticipated capacity problems, taking into account future ocean shipping movements.

“There are a number of issues involving engineering, sociological, environmental and financial matters which must be examined in detail.”

The ACP had to do more in all these areas, he said, especially given the locks’ \$4 billion price tag.

Alberto Aleman Zubieta, Canal administrator, confirmed two projects to increase canal capacity that are prerequisites for a third set of locks.

These are to deepen the artificial Lake Gatun by three feet, providing water for six more lock movements per day, and to excavate the Canal’s Pacific entrance to 46 feet, allowing Panamax-sized bulk carriers to enter fully laden. This would also boost the newly-refurbished port of Balboa. “Some cargo ships lose 20 percent of their capacity because they cannot go through fully loaded,” said Aleman.

The cost would be \$300-400 million and work would begin early next year after the end of the widening of the Culebra cut, the canal’s narrowest point, to allow two Panamax ships to pass each other there.

O’Neil noted that the technology necessary to build the 200-foot gates required for post-Panamax locks might not even exist. “All these questions need to be looked into,” he said.

Ricardo Martinelli, chairman of the ACP board, said, “We Panamanians should not get caught up in emotion. This is a very poor country that cannot afford to make an error of this magnitude. We will wait until we have all the studies.”

SUP Meetings

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

| | Hdq. | Branch |
|-----------|----------|--------|
| April | 9 | 16 |
| May | 14 | 21 |
| June | 11 | 18 |
| July | 9 | 16 |
| August | 13 | 20 |
| September | 10 | 17 |
| October | 9* | 15 |
| November | 13* | 19 |
| December | 10 | 17 |
| | *Tuesday | |

Nationwide defense committees for Charleston Five

Unionists arrested for defending jobs provokes outcry by labor

For defending their jobs, five longshore workers/members of ILA longshore Local 1422 and clerks and checkers Local 1771 in Charleston, South Carolina face possible imprisonment on federal criminal charges.

They and some 150 co-workers planned to picket a ship in their port that was using a nonunion longshore crew when the state responded with a massive contingent of law enforcement officers and an altercation ensued. The five have been indicted for rioting, a felony punishable by up to five years in prison. The South Carolina AFL-CIO, with the help of the national AFL-CIO, has initiated an international campaign to defend them and their locals—one of which, Local 1422, is overwhelmingly African American.

“This is a very compelling case, one that brings together all the issues, voice at work and the right to organize, issues of racial justice and issues of democracy,” said Bill Fletcher, assistant to AFL-CIO President John Sweeney and AFL-CIO liaison to the campaign.

Besides the criminal charges, the stevedoring company that hired the scabs is suing the two Charleston locals, their presidents and 27 members for \$1.5 million in alleged losses it suffered because of the picket line disrupting work. The suit raises the issue of whether workers can be held financially responsible for industrial actions, and raises the specter of bankruptcy for the locals and these individual workers and their families.

The trouble began October 1, 1999 when Nordana Lines notified the ILA locals it was ending its 23-year relationship with the union and would begin using non-union labor to work its ships. The local responded with picket lines. After peaceful pickets resulted in slight delays to two Nordana ships, the state of South Carolina which prides itself on being a right-to-work state and advertises itself to investors as having the lowest rate of unionization in the country decided it was going to break the longshore union’s power.

To protect the “right” of some 20 scabs to work the Nordana ship, *Skoasborg*, January 20, the state sent in some 600 police in riot gear. Some rode on horses and others drove armored vehicles. Helicopters circled overhead and police patrol boats cruised the waterside of the terminal.

“You would think there was going to be a terrorist attack on the State of South Carolina,” Ken Riley, president of Local 1422, said of the police presence.

The police marshaled at the terminal and, for extra provocation, in front of the union’s hall about 150 yards away. The longshore workers stayed away from the terminal, letting the police stay out in the rain and cold by themselves and waste lots of taxpayer money. Later in the evening the workers reassembled at the hall and then went out toward the terminal to exercise their legal right to picket.

According to Riley, the police initiated the clash, pushing back the group of pickets. Trying to calm the situation, Riley and other union officers created a buffer between the police and the pickets. At that point one of the cops ran out of formation and clubbed Riley on the head. Then a fight began.

When it was over the police arrested eight longshore workers on charges of misdemeanor trespassing. At this point State Attorney General Charlie Condon rushed in, took the case away from local law enforcement officials, and raised the misdemeanor charges to felony rioting charges. At a preliminary hearing a judge dismissed the felony charges for lack of evidence, but Condon then went to the Grand Jury and sought and obtained indictments against five of the defendants, on the same charges that had just been dismissed. Condon has made it clear he intends to prosecute the workers vigorously and has said his plan for them includes “jail. jail and more jail.”

At the same time WSI, the non-union stevedoring company that supplied the scab workers, sued Local 1422 and Ken Riley and Local 1771, the Charleston checkers and clerks local, and its president John Alvones for \$1.5 million in alleged financial losses.

The Charleston 5 are under a strict curfew that requires them to stay home between 7 p.m. and 7 a.m. If they are not working or at a union meeting and travel restrictions that don’t allow them to leave the state.

The South Carolina and the national AFL-CIO are mounting a campaign in defense of the Charleston 5. They know they have an uphill fight.

The campaign will seek the acquittal of the Charleston 5 and complete vindication of the 27 targeted workers and the locals and their officers in the WSI civil case while building a strong case for workers’ rights and exposing the racist efforts of the state to limit Black power in South Carolina.

The plans include setting up local defense committees in cities around the country and organizing national days of action.

The case merits such focus because the employers and the state violated many fundamental rights, Fletcher said. They attacked workers’ rights to collective action in many forms, and specifically African American workers rights to a decent living and full political participation.

“What you have in South Carolina is a situation where the police, under the apparent leadership of the Attorney General, are clamping down on workers’ rights to peacefully protest,” Fletcher said. “If they don’t have that right, then effectively workers there don’t have any kind of rights to organize, regardless of what’s on the books.”

Source: The Journeyman

Senate finalizes subcommittees

Aviation

Republicans

Kay Bailey-Hutchison (TX), Chairman
Ted Stevens (AK)
Conrad Burns (MT)
Trent Lott (MS)
Olympia Snowe (ME)
Sam Brownback (KS)
Peter Fitzgerald (IL)
John Ensign (NV)

Democrats

John Rockefeller, IV (WV)
Ranking Democrat
Ernest Hollings (SC)
Daniel Inouye (HI)
John Breaux (LA)
Byron Dorgan (ND)
Ron Wyden (OR)
Max Cleland (GA)
John Edwards (NC)
Jean Carnahan (MO)

Communications

Republicans

Conrad Burns (MT), Chairman
Ted Stevens (AK)
Trent Lott (MS)
Kay Bailey-Hutchison (TX)
Olympia Snow (ME)
Sam Brownback (KS)
Gordon Smith (OR)
Peter Fitzgerald (IL)
John Ensign (NV)
George Allen (VA)

Democrats

Ernest Hollings (SC), Ranking Democrat
Daniel Inouye (HI)
John Kerry (MA)
John Breaux (LA)
John Rockefeller, IV (WV)
Byron Dorgan (ND)
Ron Wyden (OR)
Max Cleland (GA)
Barbara Boxer (CA)
John Edwards (NC)

Consumer Affairs, Foreign Commerce and Tourism

Republicans

Peter Fitzgerald (IL), Chairman
Conrad Burns (MT)
Sam Brownback (KS)
Gordon Smith (OR)
John Ensign (NV)
George Allen (VA)

Democrats

Byron Dorgan (ND), Ranking Democrat
John Rockefeller IV (WV)
Ron Wyden (OR)
Barbara Boxer (CA)
John Edwards (NC)
Jean Carnahan (MO)

Manufacturing and Competitiveness

Republicans

John Ensign (NV), Chairman
Sam Brownback (KS)
Peter Fitzgerald (IL)

Democrats

Ron Wyden (OR), Ranking Democrat
Ernest Hollings (SC)
John Rockefeller, IV (WV)

Oceans and Fisheries

Republicans

Olympia Snowe (ME), Chairperson
Ted Stevens (AK)
Kay Bailey-Hutchison (TX)
Gordon Smith (OR)
Peter Fitzgerald (IL)

Democrats

John Kerry (MA), Ranking Democrat
Ernest Hollings (SC)
Daniel Inouye (HI)
John Breaux (LA)
Barbara Boxer (CA)

Science, Technology and Space

Republicans

Sam Brownback (KS), Chairman
Ted Stevens (AK)
Conrad Burns (MT)
Trent Lott (MS)
Kay Bailey-Hutchison (TX)
Peter Fitzgerald (IL)
George Allen (VA)

Democrats

John Breaux (LA), Ranking Democrat
John Rockefeller, IV (WV)
John Kerry (MA)
Byron Dorgan (ND)
Max Cleland (GA)
John Edwards (NC)
Jean Carnahan (MO)

Surface Transportation and Merchant Marine

Republicans

Gordon Smith (OR), Chairman
Ted Stevens (AK)
Conrad Burns (MT)
Trent Lott (MS)
Kay Bailey-Hutchison (TX)
Olympia Snowe (ME)
Sam Brownback (KS)
Peter Fitzgerald (IL)
John Ensign (NV)

Democrats

Daniel Inouye (HI), Ranking Democrat
John Rockefeller IV (WV)
John Kerry (MA)
John Breaux (LA)
Byron Dorgan (ND)
Ron Wyden (OR)
Max Cleland (GA)
Barbara Boxer (CA)
Jean Carnahan (MO)

House Armed Services Committee

Republicans

Bob Stump (AZ), Chairman
Floyd Spence (SC)
Duncan Hunter (CA)
James Hansen (UT)
Curt Weldon (PA)
Joel Hefley (CO)
H. James Saxton (NJ)
John McHugh (NY)
Terry Everett (AL)
Roscoe Bartlett (MD)
Howard "Buck" McKeon (CA)
J.C. Watts, Jr. (OK)
William "Mac" Thornberry (TX)
John Hostettler (IN)
Saxby Chambliss (GA)
Van Hilleary (TN)
Joe Scarborough (FL)
Walter Jones, Jr. (NC)
Lindsey Graham (SC)
Jim Ryun (KS)
Bob Riley (AL)
Jim Gibbons (NV)
Robin Hayes (NC)
Donald Sherwood (PA)
Heather Wilson (NM)
Ken Calvert (CA)
Rob Simmons (CT)
Ander Crenshaw (FL)
Mark Steven Kirk (IL)
Jo Ann Davis (VA)
Edward Schrock (VA)
W. Todd Akin (MS)

Democrats

Ike Skelton (MO)
Norman Sisisky (VA)
John Spratt, Jr. (SC)
Solomon Ortiz (TX)
Lane Evans (IL)
Gene Taylor (MS)
Neil Abercrombie (HI)
Martin Meehan (MA)
Robert Underwood (Guam)
Rod Blagojevich (IL)
Silvestre Reyes (TX)
Tom Allen (ME)
Victor Snyder (AK)
Jim Turner (TX)
Adam Smith (WA)
Loretta Sanchez (CA)
James Maloney (CT)
Mike McIntyre (NC)
Ciro Rodriguez (TX)
Cynthia McKinney (GA)
Ellen Tauscher (CA)
Robert Brady (PA)
Robert Andrews (NJ)
Baron Hill (IN)
Mike Thompson (CA)
John Larson (CT)
Susan Davis (CA)
James Langevin (RI)

Special Oversight Panel on the Merchant Marine

Congressman Bob Stump (R-AZ), Chairman of the House Armed Services Committee, announced this month the formation of the Committee's Special Oversight Panel on the Merchant Marine. The Armed Services Committee also has oversight panels on Morale, Welfare & Recreation, Department of Energy Reorganization and Terrorism. “These panels have proven invaluable over the past six years, and I expect they will continue to provide important contributions to the Committee's oversight efforts,” said Stump. Committee Ranking Member Ike Skelton (D-MO) added: “I know the panels will help the committee execute its oversight responsibilities on these important issues.” The Special Oversight Panel on the Merchant Marine follows:

Republicans

Duncan Hunter (CA), Chairman
Curt Weldon PA
Jim Saxton (NJ)
Walter B. Jones, Jr. (NC)
Ander Crenshaw (FL)
Jo Ann Davis (VA)

Democrats

Tom Allen (ME), Ranking Member
Gene Taylor (MS)
Adam Smith (WA)
James H. Maloney (CT)

AFL-CIO says Bush tax cut plan is “irresponsible”

The House of Representatives passed President Bush’s \$1.6 trillion tax cut plan this month. It will now go to the upper chamber for consideration where passage by the 50-member Republican and 50-member Democrat Senate is predicted to be much more difficult.

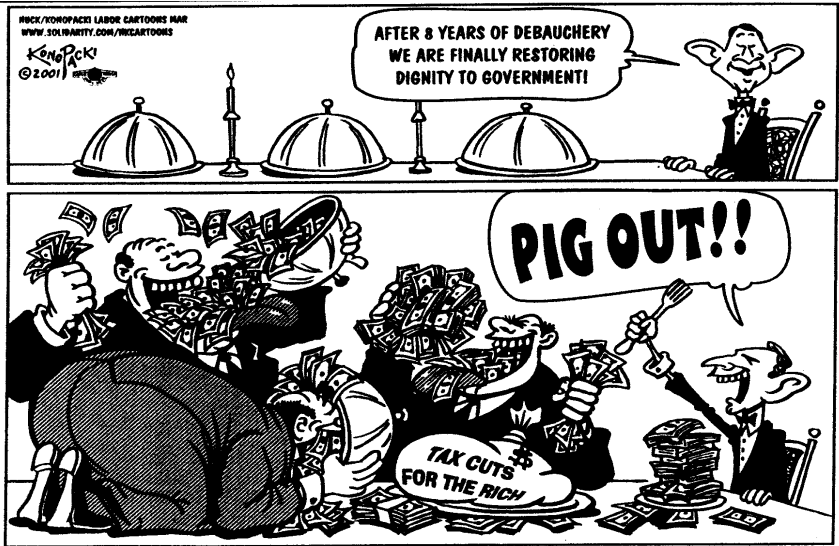
AFL-CIO President John Sweeney said that “the tax cut proposed by George Bush is too big, it is irresponsible and it is dangerously tilted to the wealthy. It would end up costing us \$2.6 trillion total, which would not only devour the entire non-Social Security, non-Medicare surplus, but cost us even more than the current surplus projections.”

He noted that, “We have, at this moment, an unprecedented opportunity to fix the urgent problems facing working families — problems that voters tell us again and again are their top priorities, well ahead of a tax cut— and then still have room for a fair, responsible tax cut.

“But President Bush has it backwards. He would have us squander the surplus on a tax cut that goes primarily to the wealthy, and then discover that we have no ability to improve our children’s schools, to address the staggering gaps in health care, and to strengthen and protect Social Security and Medicare.

Sweeney said that, “We cannot, and together we will not, allow the Bush tax cut to become law. This is a defining moment for this Congress. And together, we will make sure that working families in congressional districts all across this country know exactly how their elected representative vote.

He noted that, “Member of Congress face an historic choice: they can stand with the wealthy special interests for a tax cut that robs us of the ability to meet the priorities of average citizens and recklessly jeopardizes our nation’s economic footing for years to come; or they can stand with the working families who put them where they are.”



Sailors' Union launches new website

The SUP launched its new official website last month. The site, www.sailors.org, contains many new features that will benefit the membership in a variety of ways.

First of all, the site represents a new way of staying in touch with the affairs of the Union regardless of where in the world our members choose to live. It is also means that a powerful new medium of expression is now available to the rank-and-file. Using the Contact Us page, members can email any official at Headquarters and the Branches with the click of a button, twenty-four hours a day, seven days a week. Using the Bulletin Board page, members can discuss whatever interests them in the General Discussion Forum, and can post contact messages for others in the Sailors' Contact Forum. The site also establishes a supplemental platform for the West Coast Sailors, which can now be read at sea and ashore in its entirety in every corner of the world through our servers in San Francisco.

The Political page is both platform and portal. The latest political developments that could impact the membership's interests will be presented and discussed. But the page also acts as a gateway to an enormous amount of powerful information. For example, using the U.S. government's own legislation tracking engine called "Thomas," sailors can follow any bill in Congress from early in the committee stage to debate on the floor and beyond. Moreover, "Thomas" allows anyone to quickly identify the players involved and easily register approval or disapproval through email links. The page also allows access to all of the latest election results, tracks campaign finances, and has applications for absentee ballots in any state.

The History page includes the entire abridged (paperback) history commissioned by the Union some time ago. This page also features excerpts of a speech by Harry Lundeborg at the opening celebrations of the Marine, Cooks and Steward's hall in 1956.

The SUP Welfare Plan has a significant presence on the site, including posting and archiving of the Welfare Representative's "Welfare Notes." Also, the entire Summary Plan Description can be viewed or downloaded at will. The Welfare Plan's administrator or representative is also easily available using email links provided on the page.

The Constitution page posts the preamble and links to the entire SUP constitution while the About Us section describes the operations of the Union and also has links to the USCG's licensing and documentation pages. On the Apparel page, members can place orders for the displayed SUP gear.

The Links page serves as a portal to hundreds of different sites of interest to our members and to seamen everywhere. The USCG's various informational pages on MMD requirements and STCW figure prominently. Links to our affiliates and contracted companies who maintain a web presence are represented, as well as related government agencies such as the Department of Transportation, the Federal Maritime Commission, and the Maritime Administration.

The new site will not appear if you're using the old URL bookmarked or saved as a favorite on your browser. Punch www.sailors.org into the browser window to call up the new site. Many members donated their time and expertise to the project, but special recognition goes to Colin Dewey, the original and pioneering webmaster.

Sea services memorial to be built near Golden Gate Bridge

The San Francisco Lone Sailor Memorial Committee has broken ground on the first-ever memorial in San Francisco and the nation to pay tribute to all four of the sea services —the U.S. Coast Guard, U.S. Marine Corps., U.S. Merchant Marine, and U.S. Navy. The San Francisco Lone Sailor Memorial is especially important since it will honor those who served in the Merchant Marine on par with the other three sea services.

"San Francisco was critical to our war effort in the Pacific with over 1.5 million brave men and women shipping out of here during World War II alone," said Rear Admiral Thomas J. Patterson, USMS (Ret), Member of the San Francisco Lone Sailor Committee. "I am particularly pleased that fellow mariners who sailed in the U.S. Merchant Marine will receive this long overdue recognition for their heroic efforts in defense of our great country and the freedom of the world."

The National Park Service has approved the siting of the Memorial at Vista Point near the Golden Gate Bridge. A seven-foot bronze Lone Sailor statue will stand in the center of the Memorial surrounded by a granite compass rose. The Lone Sailor Statue was selected as a universal symbol of the sailors and marines who said goodbye to their homeland from the San Francisco Bay. Benches will be placed within the Lone Sailor Memorial to allow family and friends to sit and reflect on loved ones who may have served in the four sea services. Each of the sea services will be rec-

ognized with bronze plaques which will commemorate historic events in the nation's maritime history.

The San Francisco Lone Sailor Committee has pledged to raise \$2 million for the Memorial from private and corporate sources. No government funds will be used. Over \$900,000 has been raised to date. The Memorial target completion date is Veteran's Day 2001. All contributions to the Memorial are tax deductible. Those wishing to contribute to the Memorial should send checks made payable to the "U.S. Navy Memorial Foundation" to The San Francisco Lone Sailor Memorial 3450 Sacramento Street #531, San Francisco, California 94118. For mom information, please call (415) 664-8872 or visit the Memorial web site at "www.lonesailor.bigstep.com."

Vice President's Report

March 2001

After months of work and dozens of meetings, Foss negotiations came to a successful conclusion late in the evening of March 3. The concession-free agreement provides for regularly scheduled work under the best wages and conditions in the fuel oil industry. It was the dedication of the rank-and-file Negotiating Committee, who sacrificed large amounts of time and money, and the support of the SUP membership working for Foss who relieved Committee members for meetings, that made such progress possible.

On March 13, 2001, MFOW President Whitey Disley, Secretary Lundeborg and I met with Capt. Saunders Jones and Archibald Morgan of American Ship Management/Patriot Contract Services at Headquarters. Most of the discussion centered on issues specific to the LMSRs, especially the peculiar aspects of the contract with the MSC. As the membership sailing in the LMSRs is well aware, there is no overtime built into the agreement between Patriot Contract Services and the Military Sealift Command when the ships are in Reduced Operating Status (ROS). All costs that are outside of the contractual budget must be bid again to the MSC without recourse of appeal; this is the underlying problem for many issues. For example, on the penalty meal hour, the MSC budget does not provide such a payment and there is no such provision for it in the LMSR agreement. However, the company acknowledged its responsibility to provide an undisturbed hour for meals. A similar situation is the weekend sanitary overtime question, but the company agreed to study the feasibility of re-bidding of weekend sanitary overtime as part of the maintenance budget. Regarding the occasional use of non-member line-handlers to shift the ships, the company agreed to give the SUP first crack at the work in ports that have SUP members available. On the watch-standing issue, the Union proposed a consistent, fleet-wide policy and the company agreed in principle. They promised to submit for our review an implementation plan both at sea and during cargo operations. On the payment of longshore (ILA) holidays in port, when the ships are in ROS, the company agreed to research the practice of other ship management companies working under prior agreements and to use that information as a guiding factor. Longshore holidays are payable when the LMSRs are in Full Operating Status (FOS).

The final issue is the LMSR travel policy. After a series of communications, the Company has agreed to stop the unilaterally imposed policy of garnishing wages for travel

expenses incurred to join the vessel as a punitive measure if a member does not complete his or her four-month tour of duty. Members are reminded, however, that every LMSR job is initially shipped as a minimum four-month assignment. Status changes can alter the assignment period, but in any case no sailor shall quit prior to being properly relieved or laid off. Members taking these jobs are urged to put in their time.

During this meeting the problem of the Chinese visas was also discussed. After much discussion the Union proposed and the company agreed to investigate again the procedure, to facilitate the acquisitions of visas for the membership, and to analyze payment of any costs associated with the process.

On March 19, attended the Joint Legislative Conference of the California Labor Federation in Sacramento. With an anti-labor administration in the White House, and gridlock a possibility in Congress, some observers predict progress for working people during the next four years will come at the state and not the federal level. Along with the Federation, the SUP is backing SB-40, a bill that would raise California's Unemployment Insurance benefit on a weekly basis from \$230.00 to \$380.00 over a three-year period and to index it to one-half the average weekly wage. Also attended various labor law workshops and lobbied key senators on the bunker tax exemption bill (SB-145).

Everyone knows that proper documentation is a precondition of employment within this highly regulated industry. Nevertheless, we are occasionally distracted and forget the essentials: Z-card, STCW, drug screen, and physical exam card. These documents must not only be in your possession they must also be valid, i.e., not expired or soon to expire. Please check the expirations of all your cards and certificates prior to signing on. I also recommend that you carry your Training Record book, certificates of training, and passport.

At the 100th year anniversary of the wreck of the *Rio de Janeiro*, I represented the Union at a wreath laying ceremony at the Golden Gate aboard the fireboat *Guardian*. The *Rio* went hard aground on the rocks at Fort Point on the morning of February 22, 1901, and sank quickly taking 131 lives. She was a Pacific Mail Line (predecessor company of APL) ship in which the entire unlicensed crew were Chinese aliens kept "under bond" and paid nine dollars a month as opposed to a minimum thirty-nine for American seaman at the time. Much of the loss of life was attributed to the confusion and panic on the part of the Chinese who could not understand orders in English. Andrew Furuseth pointed to the tragedy for many years, correctly and prophetically linking safety with pay. It was the worst maritime disaster in San Francisco history, and together with the *Titantic* in 1912, it set in motion the reforms leading to the Seaman's Act of 1915 which changed forever the feudal conditions of sailors. The horrible truth is that disasters at sea are the historical triggers of reform. Who will be sacrificed before all flags are held uniformly accountable to the accepted safety standards (STCW) of today?

Dave Connolly

Record of SUP Shipping February 2001

| | Hdqs | Seattle | Wilm | Hono | Total |
|----------------|------|---------|------|------|-------|
| Bosun | 4 | 1 | 2 | 0 | 7 |
| Maint. Man | 1 | 0 | 0 | 0 | 1 |
| A.B | 9 | 6 | 10 | 8 | 33 |
| A.B. Dayworker | 0 | 0 | 1 | 0 | 1 |
| O.S. | 0 | 1 | 0 | 1 | 2 |
| Standby | 37 | 6 | 67 | 21 | 131 |
| Oiler | 0 | 1 | 0 | 0 | 1 |
| TOTALS | 51 | 15 | 81 | 30 | 177 |

ESU Office Assignments

For the month of April, Thomas Thompson will be in the Baytown office and Jerry Patterson will be in the Benicia office.

ESU NEWS

MARCH 2001

Official Publication of the Exxon Seamen's Union

Holding the line



At the negotiating table in Houston, March 7, 2001, from left to right: ESU President Jerry Patterson, ESU Counsel Sharon D. Groth, and ESU Vice President John Straley.

Strike Authorization!

Why and what it means

As a result of SeaRiver management's continued failure to live up to their responsibilities to their employee's welfare, the ESU Executive Board has determined it necessary to invoke Article VII of the Constitution and By-laws and put a strike authorization vote out to the membership. Article VII provides a means for the rank and file to empower the Executive Board to call a strike action against SeaRiver Maritime if no agreement is reached between the two parties at the expiration of the present contract on September 1, 2001. The Executive Board, of course, does not want to strike and will strive hard to reach an amicable agreement but it has become apparent that strong measures may be necessary to get to that point.

If their past performance is any judge at all then we can only expect the worst from management is yet to come. From the outset of the wage re-opener negotiations in June of last year through to the meeting on March 7, 2001, the SeaRiver negotiating team has operated in a cheap and sometimes deceptive manner. This type of stalling and non-negotiating has convinced the Executive Board that all tools of leverage must be called upon and be made available during the full contact negotiations later this year. A strike authorization is one such tool. An overwhelming YES vote for the strike authorization would provide a clear and unambiguous statement to the company that not only does the Executive Board have the support and confidence of the membership, but also that the membership is equally committed to obtaining fair and just recognition for their labor and sacrifices.

The ballots for this initiative are tentatively scheduled to be mailed out the first week of April. There will be a 60-day voting period and the Federal Mediation & Conciliation Service in Houston, Texas will administer the counting of the ballots and announce the results.

Not since the early 1980's has the ESU called on the membership to authorize a strike action and it is not an unusual action for any union to take. Our brothers in the Sailors' Union of the Pacific have often considered it appropriate and have found it to be a valuable bargaining chip in negotiations. It is especially necessary when entering into negotiations with a management mindset such as the one with which we are presently confronted. It is critical that SeaRiver know and understand that this Union is, indeed negotiating with a mandate from the membership to not accept anything less than a fair and equitable agreement.

The Board asks for the membership's continued support and trust. At no time has the call for solidarity needed to be shouted louder. With everyone working together we can overcome the short-sightedness of the present management, achieve a contract we can all be proud of and bring this company back to the forefront of the maritime industry where it belongs.

ESU rejects SeaRiver's latest trick

Picketing and strike authorization vote to follow

The ESU Board has rejected once again an attempt by SeaRiver management to deny their unlicensed employees a fair wage increase in the 2000 wage reopener negotiations. In what can only be described as a trick, SeaRiver management lured the Union Board back to Houston by leading us to believe that they would continue negotiating on the 2000 wage reopener issue. It later became apparent that their true intentions were to completely sidestep the 2000 wage issue and attempt to undermine the strong bargaining position the ESU will have during the full contract negotiations this summer.

In a good faith effort to resolve the dispute the ESU went to the table with a very reasonable proposal for a 4.5% across the board wage increase and a benefit bearing lump sum of \$1250 to compensate for retroactivity. Management's response was to completely ignore the proposal and ask the ESU Board if they might instead entertain the concept of accepting a wage increase encompassing both 2000 and 2001. In exchange, the Union would have to agree to a one-year extension of the current contract to September 2002. They did not, however, attach any numbers to this concept so the ESU Board smelling a rat, reconvened separately to assess the Company's dubious offer. After a thorough consideration of the matter, the Board informed management that we had come to Houston to address the 2000 wage reopener only and that it would be of no benefit to the membership to renegotiate or extend the present contract until the 2000 wage issue was resolved.

The decision to not consider the idea became a moot point when the Company came back and threw their numbers in the Board's face anyway. Clearly miffed by the ESU's refusal to fall into their trap, management spokesman Ed Cahill scribbled a 7% figure on the conference room flip chart confirming the suspicions that the numbers attached to their proposal were indeed very low. One must keep in mind that the 7% figure was to include two

years' increases and would therefore represent less than 3.5% for 2000 and again for 2001. Incredulously, management went on to say that this amount should somehow compensate for retroactivity since it would go into effect upon ratification. The ESU of course rejected the scheme and the meeting ended shortly thereafter with the Board and the membership having been insulted once again.

The Executive Board met again the following morning, Thursday, March 8, to determine how best to deal with the situation. It was overwhelmingly agreed that in light of SeaRiver management's arrogant refusal to deal fairly with the ESU, the Board's only just recourse was to invoke Article VII of our Constitution and call upon the membership to vote to give the Executive Board the authorization to call for a general strike of SeaRiver Maritime Incorporated should the full contract negotiations fail to reach an amicable conclusion by the time the present contract expires September 1, 2001. It must be emphasized that the ESU Board does not want to strike, but that we must enter into the upcoming negotiations from a position of strength if we are to avoid any more of the Company's cheap skate antics as we have seen in past years. We can no longer simply go in and beg for fair treatment and conditions but should rather make clear to management just exactly what it will take for us to continue to operate the ocean fleet.

In addition to the strike authorization vote the ESU began informational picketing in Houston the week of March 12. The picketing will continue at various locations at unannounced times until our dispute is over. The exact times and locations must remain unannounced so as to not allow management the opportunity to thwart our efforts. The ESU will at first be contacting by phone those members who reside in the Houston/East Texas area to come help man the picket lines but we of course enthusiastically welcome members from anywhere who would like to join in. Sleeping arrangements will be made for those who are coming from out of area or who plan to stay for several days but please call the Baytown office first so that we know you are coming. The Union will also provide a hot lunch to those who attend.

The Union has also been in close contact with our powerful allies in the labor community and we are now exploring the many different avenues in which we might ask them to assist us in our efforts. Many other groups such as pilots and tug assist crews in the different ports are represented by organized labor. We also have supporters in the press and in government offices on whom we will call. In short, we are working very hard to ensure that the Company no longer takes us for granted. We are being fair, our actions are justified and with courage and perseverance we will win.

March 1 new hire group

On March 4th ESU Board Representative Kevin Conroy met with a group of recently hired seamen at the California Maritime Academy in Vallejo California where they were undergoing new-hire orientation. Twelve out of a total of thirteen joined the Union after a short presentation and question and answer period with Kevin. Out of this group five hold engine room endorsements and six have AB tickets. Due to the extreme shortage of qualified personnel (especially ABs), it was disappointing that more seamen with AB and QMED endorsements were not hired but this group although few in numbers, appeared very good due to their maturity and experience. Nearly all them joined vessels immediately upon completing the orientation class.

Please welcome to the ESU: Don Bacon, Steve Baugh, Joseph Bernavich, James Brown, Walfredo Domapias, David Frank, Jennifer Hawk, Terry Ott, Sal Raul Plaza, Roque Salute, Frank Strong and John Valle. We would also be remiss if we did not thank those new members who have recently joined outside of the new-hire classes. Since our last article on new members we have signed up and we welcome aboard: Alvin Philips, Lance Jacobs, Daniel Breaux, Doug Krach and Jay Berry.

ESU begins picketing in Houston

The ESU conducted picketing at the ExxonMobil building on Bell Street in Houston on Thursday and Friday, March 15 and 16 and again the following week on March 22 and 23. This informational picketing was begun in hopes of raising both public and corporate awareness of the ongoing wage negotiation stalemate that our members are presently enduring.

In response to SeaRiver management’s dubious negotiating tactics as described in the article on the previous page, the ESU considered it necessary to mobilize a quick and imposing show of displeasure toward their shabby treatment of our membership. The Union sent out a call for action to those living in the Houston area and the response was truly extraordinary. Among those members who stepped forward in support of the ESU were: Rowan Mallet, Rudy Benavides and family, Charlie Pollard, Marcos Clotter, Michael Harrison, Ricardo Padilla and family, Steve Wilson, Tim Williams, Harley Waters, Danny Broussard and family, Lynn Broussard and Ed Benjamin. Everyone who helped out is to be commended for their loyalty and commitment to the ESU.

These members, their families and representatives of other labor organizations sympathetic to our cause met early each morning with picket signs in hand and took the message to the streets. Many of the ExxonMobil employees who work at the Bell Street Building as well as the news media and passers-by showed great interest in the message being delivered

by our volunteers. That message being, as our picket signs read; ExxonMobil/ SeaRiver Maritime - Billions in Profits and Still Unfair to Labor!

During those first four days of picketing our demonstrations drew the attention of numerous news media concerns including camera crews from the local ABC and NBC television affiliates. Additionally, journalists from the Houston Press and Houston Chronicle conducted interviews with the Executive Board. A representative from the Maritime Administration was also in touch with the ESU and has shown an interest in our efforts to attain fair and equitable compensation.

The Union requested and received help in manning the picket lines from several different organizations including the District 1 Marine Engineer’s Beneficial Association. The ESU sincerely thanks the members of MEBA-1 for their help. Also very deserving of thanks for their assistance are, Mr. Richard Shaw, Secretary-Treasurer of the Harris County AFL-CIO and Mr. Bill Sam, the Texas Field Representative, Department of Field Mobilization, AFL-CIO. The ESU has found our new relationship with the AFL-CIO (made possible as a result of last year’s affiliation with the Sailors’ Union of the Pacific) extremely valuable.

More picketing is being scheduled for future dates. Anyone interested in contributing his or her time to the cause is encouraged to contact the ESU Baytown office at 1-800-213-7236.

S/R Hinchinbrook



ESU crewmembers take a break aboard the S/R Hinchinbrook during a recent port call to the Valero Refinery in Benicia, California: Left to right AB Stuart Smith, Pumpman James Ham, AB Penny Joule and Maintenance Seaman Charlie Polk.

Engine Ratings Endorsement Program (EREP) to resume

The ESU is pleased to announce that after many months of urging and prodding SeaRiver management has agreed to reinstate the Engine Ratings Endorsement Program (EREP) in March of this year. The EREP program was negotiated by the Union to make a path available to interested Able Seamen, which would enable them to acquire the sea time necessary to obtain Coast Guard engine room endorsements.

Able Seamen selected for this program will normally be assigned to a Maintenance Seamen’s billet and they will be required to fulfill the job duties required of the MS. It is important to note that during the Able Seaman’s participation in EREP he or she will continue to be paid at the AB rate of pay. At present, six months of sea time are required to qualify for engine endorsements and the program will normally be completed after three full sea tours.

Upon completion of the program the participant will be slotted onto the QMED-Oiler promotion list according to the date the seaman started. To be maintained on the promotion list the Able Seamen is required to obtain the necessary USCG endorsement(s) within six months of accumulating enough sea time. If for any reason the seaman fails to gain the engine endorsement within the six month period, he or she will be required to request placement on the promotion list in the traditional manner as described within Article IX, Section 2B of the Contract after the endorsements are obtained.

To request placement in the program an AB not already having the necessary engine department sea time must submit a written request to Fleet Manning. Additionally, the individual must submit a letter of recommendation for the program from either a Chief Engineer or Chief Mate. Consideration for placement will not be made until all documentation has been properly submitted. Specific and comprehensive language in regard to the EREP may be found in Article IX, Section 5 of the Contract on pages 40 and 41.

The ESU asks those that do participate in EREP to keep the Union informed of any changes in assignment that may delay their completion of the necessary sea time. The Union remains concerned as to the company’s commitment to the program. In the past management has used their failure to employ a sufficient number of Able Seamen as justification to suspend the EREP. It is the Union’s position that SeaRiver is contractually obligated to employ an adequate number of Able Seamen to adhere to the terms of our Contact.

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

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

701 W. Sterling Ave.
Baytown, TX 77520
1(800) 213-7236
Fax (281) 422-0710
E-Mail: esubay@msn.com

P.O. Box 792
Benicia, CA 94510
1(800) 729-3101
Fax (707) 746-7859
E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley
Secretary/Treasurer Kevin Conroy
Recording Secretary Thomas Thompson III

Deck Trustee Ulrich Baur
Engine Trustee Charlie Pollard
Steward Trustee Gerard Nelson

John Spencer says thanks

Retiree and former ESU President John Spencer recently contacted the Union to request that his heartfelt thanks be extended to those members who sent cards and expressed their concern during his recent illness. We are happy to report that John is well on his way to a full recovery and is back at work at his place of business. It was very good to hear that he is doing so well and we wish him the best of luck in the future.

Ship reports

S/R American Progress

Recently scheduled trip to SF Bay and then to Gulf Coast cancelled mid voyage and the ship rerouted back to the Valdez/Anacortes trade. Stern tube repairs kept ship in Port Angeles several days. Other than long sea tours no beefs.

S/R Baytown

Rumors of Lee Airriess’ demise greatly exaggerated. The ESU welcomes Lee’s decision to delay his plans to retire. Ship running smoothly.

S/R Benicia

An ESU Board officer visited the ship March 10 at the Valero Dock, in Benicia. AB Jay Moritz filling in as Temp. Rep. Ship sent back to Port Angeles for more tank repairs.

S/R Charleston

Vessel visited March 2 in Baytown. No major beefs. Chester Bell back onboard and all going well.

S/R Galveston

Ship visited while at SHORE terminal Martinez on March 4 and again while alongside the Valero dock in Benicia on March 24. George Ruark filling in as Temporary Ship Rep. All running smoothly.

S/R Hinchinbrook

Ship visited at Valero, Benicia on Feb. 21. Great group onboard enduring well despite lousy conditions. AB Roberto

Alps doing a good job as Temp. Rep.

S/R Long Beach

Vessel visited at Chevron Long Wharf, Richmond on March 25. Leo DeCastro filling in as Temp. Rep. Ship running smoothly. Despite Union protest Deck Trustee Rick Baur remained onboard during recent negotiations due to company’s failure to hire adequate number of ABs.

S/R Mediterranean

The *Mediterranean* made recent port call to Port Stanvac, Australia. Company blatantly flies big shots First/Business Class while unlicensed “peasants” fly in back, in direct violation of our contract. Grievance in the works.

S/R North Slope

Union officer boarded the vessel on Feb. 25 at the Richmond Long Wharf. Sean Hughes has everything under control.

S/R Puget Sound

Ship visited March 14 at Benicia. Currently scheduled to head for Long Beach then to Gulf of Mexico via Panama to enter clean product trade. Will Ackley filling in as Temp. Rep. Several guys from the most recent new-hire group joined in San Francisco. They look like a really good bunch.

S/R Wilmington

Visited in Baytown on March 4. Johnny Navarro back onboard. No beefs.



SUP President 's Report

March 12, 2001

FOSS MARITIME COMPANY

After 14 bargaining sessions with Foss at Headquarters, the SUP Negotiating Committee hammered-out a new agreement close to midnight on March 2, for those working in the company’s bunkering operation on San Francisco Bay.

Negotiations began in earnest on February 28 and continued daily during that week until midnight, Friday, March 1, the contract expiration date, when company representatives (Warner Nelson, Vice President Industrial Relations; Scott Merritt, San Francisco Regional Director; and Ern Russell, Marine Superintendent) requested that negotiations be continued the following day. The SUP Negotiating Committee, comprised of rank-and-file members Mike Higa (alternate), Mel Jackson, Newell “Robbie” Robinson (alternate), Mike Scotto, Tom Tynan, Mike Worth, Paul Wuestewald, and Vice President Dave Connolly and your secretary, agreed to extend the old agreement one more day, as there were many unresolved issues left to bargain.

Negotiations came to a head at approximately 10:30 P.M. on March 2, when the company made its best and final proposal. In caucus the SUP Negotiating Committee carefully analyzed changes to the contract that had been tentatively agreed to and after much discussion, voted to recommend the new agreement for membership approval.

While negotiations with Foss had more course changes than a trip around the world the SUP Negotiating Committee was resolute and successful in maintaining schedules and guaranteed work for tankerman and those working in the company’s tug boats as well as improving wages, working conditions and benefits.

On March 5 and March 6, SUP members working for Foss caucused at Headquarters. After a thorough, point-to-point, section-by-section, review of the proposed new agreement, voted unanimously to recommend the contract for general membership ratification.

The highlights of the agreement are as follows:

TERM: March 13, 2001-February 29, 2004 WAGES — First Year

- 2% increase on straight time, overtime and standby rates retroactive to December 1, 2000, for all job classifications.
- 2% increase on tankerman rates effective upon contract ratification.
- .5% increase on tug boat job classifications effective upon contract ratification.
- With these wage increases, base wages, overtime and standby rates will be as follows from 2001 through February 28, 2002.

| | Monthly Base Wages* | Overtime Rate | Standby Rate |
|--------------------|------------------------|------------------|-----------------|
| Engineer | \$3,754.80 | \$33.53 | \$9.23 |
| Engineer, Licensed | \$3,754.80 | \$33.53 | \$9.23 |
| Qualified Deckhand | \$3,479.28 | \$31.07 | \$9.23 |
| Licensed Deckhand | \$3,479.28 | \$31.07 | \$9.23 |
| Deckhand | \$2,852.64 | \$25.47 | \$9.23 |
| Tankerman | \$3,995.04 | \$35.67 | \$9.36 |

*Based on 14 days worked per month.

Second Year:

Effective March 1, 2002, 2.5% increase on straight time, overtime, standby rates and night differential rates.

Third Year:

Effective March 1, 2003 - 2.5% increase on straight time, overtime, standby rates and night differential rates.

Health & Welfare:

Increased contribution to the SUP Welfare Plan from \$522.00 per month to \$628.00 per month or \$44.86 per day worked. In addition, the company agreed to increase this amount by \$10.00 per year in 2001, 2002, and 2003, if the Plan office notifies the company that the premium required to maintain the current level of benefits has increased.

Sick Leave:

Benefits paid on the first day of illness, hospitalization or disability. Under the old agreement sick leave benefits were paid starting on the third day.

Funeral Leave:

Three days in any calendar year. Under the old agreement funeral leave was deducted from sick leave.

Meal Allowance:

Increased from \$4.00 per meal to \$5.50 per meal.

Mileage Allowance:

Increased from 32 miles to 45 miles at the IRS rate.

Shipwreck:

Increased from \$500.00 to \$600.00 for loss of personal gear.

Hiring Hall Fund:

Increased to \$2.50 per manday.

When wages and benefit improvements are calculated together the total economic settlement for the first year of the agreement is over 5.5% for those working in the tugs and over 8% for those employed as tankerman.

WORK RULES

Tug Boat Crews:

The Negotiating Committee rejected the company’s proposal to have tug crews stand six-on/six-off watches with no compensation between watches. The status-quo of 12-on/12-off, week on/week off was maintained.

Tankerman:

The Negotiating Committee was successful in maintaining and protecting scheduled hours of work for “steady” employees while agreeing to some flexible tankerman jobs, if the company so desired to exercise that option. The significant gain in this agreement for both tankerman and tug crews is not only that work is scheduled but pay for those hours is **guaranteed**.

A synopsis of the various tankerman shifts follows:

Day Shift Tankerman (DST):

Shall be assigned to a specific barge, with assignments made by seniority. Straight-time hours are from 0600 to 1800 Tuesday through Monday. If assigned to work on another barge, a DST shall receive one hour at the overtime rate, and one hour at the overtime when they return to their scheduled barge. The DST shall receive the current IRS mileage allowance for actual miles traveled up to 45 miles per day worked and when traveling outside of scheduled hours, one hour travel time at the overtime rate.

Night Shift Tankerman (NST):

The same general provisions as the DST except that the scheduled hours are from 1800 to 0600 Tuesday through Monday. The NST shall call into Foss dispatch for barge assignments at 1500. If the NST does not have a period of 11 hours off by 1500, including travel time, they may defer the call until 1600. If after reporting aboard a barge the NST is requested to shift to another barge, the affected tankerman shall be paid at the overtime rate. In addition to the above the NST shall be paid a \$1.00 per hour shift differential over and above the Day Shift Tankerman’s straight time rate.

Flex Tankerman (FT):

The intent of this provision is to supplement the scheduled (DST & NST) work force with the number of FT to be determined by the company at the start of each month. The company shall be allowed to have one FT for every 3.5 scheduled tankerman. FT shall be called on an as-needed basis, according to seniority, but shall be guaranteed a minimum of 14, 12-hour, straight-time days per month with ten consecutive days off per month. If the FT is required to work between 1800 and 0600, the FT shall receive the same differential as the Night Shift Tankerman.

All other provisions in the agreement for calling for casuals from the hall remain status-quo.

Overall the agreement with Foss was tightened-up and improved, particularly in regards to seniority provisions which were of concern to the Committee. One issue that remains unresolved, despite the Committee’s best efforts in bargaining to do so, is that of tug boat jurisdiction. The company has more barges than tugs assigned to its bunkering operation and has on occasion

used Foss tugs crewed by the IBU to move Foss/SUP barges. The company acknowledged in bargaining that this is a problem and needs to be resolved. Until that occurs, will continue to penalize Foss for jurisdictional breaches and misassignments of work while working on a solution with both the IBU and the company..

Recommend, along with the Negotiating Committee and the membership working for company, that the new collective bargaining agreement with Foss be ratified.

Also would like to thank the rank-and-file committee for its tenacity — it was a pleasure working with them.

PACIFIC DISTRICT PENSION PLAN

At the regular meeting of the board of Trustees of the SIU-Pacific District Pension Plan held on March 7, the Pension Plan document was amended to reflect the following:

Revised definition of a final retirement date:

In October 2000, reported that before 1990, Section 401(a)(9) of the Internal Revenue Code mandated that a participant who was over age 70½ start drawing his pension by April 1, following the year in which he “retired.” The law did not spell out when a participant was considered “retired.” Starting in 1990, the law was changed to add a new requirement: namely that a participant start drawing his pension by April 1, following the year in which he turned age 70½ even if he had not “retired” but was still working (his “required beginning date”). Participants drawing pension benefits because of this in-service distribution rule were/are called “mandatory pensioners.” The Small Business Jobs Protection Act of 1996 eliminated the age 70½ mandatory in-service distribution rule effective January 1, 1997. However, the law maintained the pre-1990 requirement that a participant who has “retired” must start drawing his pension by April 1 of the following year.

In August 1999, the 20th Amendment to the SIU-PD Pension Plan Agreement was adopted and approved by the IRS. It defines a participant receiving a mandatory pension as “retired” if he works less than 62 mandays in any 12-month period and is over 70½.

The Amendment to the Plan document adopted this month further clarifies this policy which is inline with IRS regulations.

In order to address the lack of awareness by participants of the 62-day work requirement, a transitional rule was adopted that states that if a participant worked at least 62 days between July 1996 and June 1999, he will not be considered “finally retired” until January 1, 2000 at the earliest. If the participant also worked at least 62 days in calendar year 1999, he will then come under the new calendar year test (replacing the “rolling 12-month test”) and will not be considered finally retired until he worked less than 62 days after 1999. Those Plan participants who fall under the category described should contact the Pension Plan office at 415-437-6889 to see if they are entitled to an adjustment to their pension benefit.

Participants who turned 70½ from the calendar year 2000 forward and who do not work at least 62 days per calendar year shall be considered to have “finally retired” and will begin receiving a pension benefit on April 1, following the year 70½ is attained.

This is another form of the “mandatory pensioner rule” imposed by the IRS. If a “mandatory pensioner” under this rule does not work at least 62 days in a calendar year, his pension benefit will be locked-in at that level (except for negotiated increases) even if he accumulates additional sea-time.

Chevron Inland Fleet “Break in Service”

The Trustees also amended the Plan to cover those SUP members who were employed by Chevron Shipping Company’s former Los Angeles, Puget Sound and San Francisco Bay Inland Fleets prior to 1997. Under the amendment adopted, time worked in Chevron’s inland fleets will not count as a “break in service” under the Pension Plan rules. Prior to this

SUP President's Report

amendment Chevron Inland Fleet employment was considered a “break-in service” if it lasted over two years. By this amendment, a participant can splice his time together for pension purposes effectively bridging the so-called “dead time” of Chevron Inland Fleet employment.

Five-year Vesting

The Small Business Jobs Protection Act also eliminated the Pacific District Plan’s exemption from ERISA’s five-year vesting requirement. The amendment to the Plan document adopted this month provides for five-year vesting, rather than ten-year vesting, effective August 1, 1999 (the beginning of the first Plan year after the expiration of the collective bargaining agreements that were in effect in August 1999).

Ten-year vesting will continue to apply to participants who left the Plan before accumulating 10 years of service unless and until they return to covered employment for at least one day after July 1999. Thereafter, they are covered by the five-year vesting rule. If a participant has had one or more one-year breaks-in-service since leaving covered employment, he must return and complete one year of vesting service in order to have his prior years of service counted toward satisfying the five-year vesting requirement. If before he returns, he has as many consecutive breaks-in-service as he had years of service, all his prior service is forfeited and he must start over again.

UPDATE: PROPOSED PENSIONER HOUSING BENEFIT

In response to the inquiries of many active and retired members regarding the status of the sale of the SUP Welfare Plan’s parking lot in San Francisco, the following is an update:

As the membership will recall, the lot was sold on August 11, 1999, for \$13 million. The buyer, Atlantic Pacific Companies, put \$3 million down of which the Welfare Plan received \$2,511,639. The remainder of the \$3 million was paid out for real estate commission, taxes, attorneys fees, etc. (See the September 24, 1999 issues of the *West Coast Sailors*). The balance of the purchase price, \$10 million, was due and payable to the Welfare Plan within 18 months after the close of escrow.

The note for \$10 million was due and payable on February 10, however, Atlantic Pacific Companies has not yet made payment to the Welfare Plan.

Mr. Tony Crossley, the real estate broker that is handling this transaction indicates that the buyer will more than likely make that payment by the end of the month. In the meantime, Atlantic Pacific is paying 15% interest on the monies owed.

In the event that Atlantic Pacific does not make good on its obligation, Dana Kozerski, a real estate lawyer, from the San Francisco law firm of Mandel, Buder & Verges, who is representing the Plan in this matter, intends to file a Notice of Default.

As far as the status of the proposal made by the Union Trustees to use the money from the sale of the lot as a housing benefit for current and future pensioners, Charles Both of the Washington, D.C. law firm of Yablowski, Both and Edelman indicated last week that the Internal Revenue Service continues to analyze the proposal.

As the membership will recall, then Vice President Duane Hewitt and your secretary proposed to the employer trustees in 1998, that proceeds from the sale of the lot be paid to current and future SUP pensioners as the money to purchase the lot was derived from the allocation of the entire 1949 wage increase. Background on this issue is in the September 25, 1998 *West Coast Sailors*.

The Union’s proposal is that a “housing benefit” be paid out monthly with the exact amount to be determined by actuarial calculation. The recipients of the benefit as proposed should include the following:

- All SUP members who are currently receiving a regular pension;
- All SUP members who are receiving a mandatory deferred vested pension;

continued

- All SUP members who are receiving a Chevron pension and who were dues-paying members while so employed;
- All future retirees who are now active members, and who qualify under the five-year vesting rule as of the end of fiscal year 1999 (July 31, 2000).

Will continue to keep the membership fully informed as to the status of the parking lot sale transaction and any ruling by the IRS.

SUP BUILDING CORPORATION

The SUP Building Corporation Trustees (Bill Berger, Paul Calais, Norman Christianson, Dave Connolly, and your secretary) met at Headquarters on February 16, to discuss the status of the Union’s property.

As the membership will recall a previous tenant of the old Wilmington Hall stiffed the Building Corporation for nearly \$50,000 in rent and subsequently filed for bankruptcy to avoid paying creditors. The courts in Los Angeles have renewed a judgment against this tenant and the Building Corporation is still pursuing the matter. The current owner of the building has been right on time in making his \$2,174 monthly mortgage payments.

At Headquarters work continues on the waterproofing of the exterior walls. Restoration has been completed on several valuable paintings in the dispatch hall and the installation of protective plexiglass frames around these items. The restoration work was done by the deYoung Museum in San Francisco. It was also reported that additional income will be realized by the installation of more wireless antennas on the roof of the building and the rental of Room 100 by the SUP Welfare Plan for the SUP Welfare Representative, Rich Reed.

Also discussed the length was the lawsuit against the Building Corporation that was reported last month (see the February 23, 2001 issue of the *West Coast Sailors*).

Mr. Frank Conway of the San Francisco law firm of Lynch, Gilardi & Grummer retained by the Building Corporation to defend against this suit made a presentation to the Trustees first on the pertinent facts of the law, and then on the disposition of the case. He stated that the judge assigned to the case is inclined towards a quick settlement and the plaintiffs attorney is not interested in a large amount of discovery that could increase legal costs. After a general discussion on the issue, the Trustees voted unanimously on the recommendation of Mr. Conway to hire an Americans with Disabilities Act (ADA) consultant to survey 450 Harrison Street.

(On February 26, Mr. Conway attended a Case Management Conference in the court of Judge Bernard Zimmerman of the U.S. District Court for Northern California along with the attorney for the Plaintiff and the attorney for System XIX, Inc./Maritime Hall Productions.

Although Judge Zimmerman set a trial date for this matter for March 4, 2002, Mr. Conway indicates that a settlement should be reached before that time. In addition to as yet unknown financial damages, the Building Corporation will most likely have to take remedial action to make handicap accessible the restrooms, etc. in the building. According to Mr. Conway this would not completely insulate the Building Corporation from future access litigation. However, the fact that the Building Corporation performed remediation work under a settlement ok’d by a federal judge may go a long way in defending any future case by showing that all “readily achievable” measures have been implemented to make the building accessible.)

It should be noted again that the Building Corporation has filed a claim against Systems XIX, Inc. given the fact that it leases the auditorium and is obligated under that lease to comply with all laws including the ADA.

In other action taken, the Building Corporation authorized Mr. Tony Crossley, Senior Vice President for Colliers International to continue negotiations with System XIX, Inc. regarding the lease of the auditorium and basement spaces.

WILMINGTON BRANCH AGENT

As reported in the Wilmington Branch minutes in January and February and published in the *West Coast Sailors* for those months, Branch Agent Bill Berger

announced that he desired to be relieved from the job on March 20, and recommended that Brother Mark Hurley #5870 replace him. The membership at the coast-wise meetings in February concurred with the recommendation of Brother Berger and the Wilmington Branch.

Therefore, in accordance with Article XIII, Section 3, of the SUP Constitution recommend that Brother Hurley be elected to complete the 2000-2002 term of office as Wilmington Branch Agent.

The membership owes a vote of thanks for a job well done to Bill for taking the job in October of last year under difficult circumstances.

TRAINING: STCW & LMSR

All hands are reminded that the deadline for full compliance with the amended international STCW (Standards of Training, Certification and Watchkeeping) convention is less than one year away.

In order to continue sailing after February 1, 2002, you **must** have an STCW 95 certificate.

Members who do not hold an STCW 95 certificate should enroll in one of the training sessions scheduled for this year. A complete schedule of the five-day training course will be printed in this month’s *West Coast Sailors*.

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

There is no cost to any SUP member who takes this necessary training: just his or her time. Tuition, transportation, lodging and subsistence expenses are borne by the SUP Welfare Plan’ Training Fund.

Also those members interested in and committed to working in SUP-contracted Patriot Contract Services’ LMSRs on deck are urged to enroll in the next class which begins on April 17. All costs are covered as in the STCW training program.

ACTION TAKEN

M/S to accept Foss Agreement. Carried unanimously.

M/S to concur with the recommendation to elect Mark Hurley to complete the 2001-2002 term as Wilmington Branch Agent and a vote of thanks to Bill Berger.

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

Gunnar Lundeberg

Letter to the editor

March 15, 2001

The new LMSR/Patriot contracts have come with the inevitable situations and confusing times that necessitate a union agent. The majority of the unlicensed crew are unfamiliar to either SUP/MFOW style and contract. In addition, Patriot Contract Services has had to re-coordinate with MSC and our Unions to clarify contract and practices. The crews of the *Yano*, *Shughart* and *Gordon* have felt lucky to have Jack Stasko move to the East Coast to facilitate these transitions and work as a port representative.

Every Thursday we get at least a drive-by hello from Representative Jack to remind us he’s there to help us. He’s handed out business cards, like candy, to expand his availability. When he hasn’t answered questions or addressed problems on board, he’s answered calls in a timely manner to deal with them. When grievances and conflicts have arisen, he’s done his best to speak with crew, officers, Headquarters, other port agents, and Patriot as appropriate in a prompt and graceful manner. Jack has been there to clarify the jobs of new bosuns and delegates. Keeping crews on board and happy, has been difficult at times, yet Jack has don it, even with a few health issues.

The crews of the *Yano*, *Shughart* and *Gordon* wish to express hats off to Jack. We strongly feel his presence has greatly eased our work situation in face of confusion.

The crews of the *Yano*, *Shughart* and *Gordon*

SUP Branch Reports

Seattle

February 20, 2001

Shipped the following during the period: 1 Bosun return and 1 Bosun to USNS ships; 10 AB's filled by 7 A-cards to APL jobs and 3 C-cards to USNS ships; 1 oiler and 1 utility to Chevron both registrants; 6 standby's taken by one A-card, 4 B-cards and one MFOW member.

Registered during the period: 9 A cards for 21 total, 7 B cards for 24 total, and 6 C cards for 16 total.

Ships checked

APL Singapore, APL Korea, APL Thailand and APL Philippines found with little or no trouble. R.J. Pfeiffer and Kauai doing fine. Rigging loft checks out okay. Chevron Mississippi at Anacortes running smoothly.

Attended the Maritime Trades Ports Council meetings and the King County Labor Council meetings.

I met with U.S. Congressman Rick Larsen who has been appointed to the Committee on Transportation and Infrastructure. Along with discussing the Jones Act and the Passenger Services Act, we urged support of opening the Artic National Wildlife Refuge to responsible oil

exploration, which is an important issue to the U.S. maritime community.

The Sailors and Marine Fireman stood with Carpenters Local 131 when a non-union contractor illegally fired workers for discussing union benefits.

If you have not registered for STCW class give Rich Reed a phone call now at 800.796.8003 as classes towards the end of the year are filling fast.

Vince O'Halloran
Branch Agent

Wilmington

February 20, 2001

Shipped during the period: 6 bosuns, 13 ABs, 3 AB Maint., and 88 standbys, for a total of 110 jobs shipped.

Registration stands at 41 A cads, 33 B cards, 13 C cards, and 12 D cards.

Ships checked

Lurline, President Adams, President Grant, Lihue, Manulani, President Polk, Maui, Mokihana, Manoa, President Jackson, Mahimahi, APL Korea, President Wilson, and APL Thailand.

Bill Berger
Branch Agent

Honolulu

February 20, 2001

During the month of January, dispatched the following jobs: 5 ABs, 2 AB reliefs. These jobs were filled by: 2 A members, 3 B members, 1 C member and 1 D registrant. Also shipped 23 casual standby jobs filled by: 8 B members, 5 C members, and 10 D members. A total of 30 jobs were dispatched in January.

During the month of January, registered the following members: 8 A members, 8 B members, 2 C members, and 4 D registrants. To date, we have 14 A members, 7 B members, 6 C members, and 8 D registrants for a total of 35 registered.

Ships checked

Maui, Chief Gadao, Lurline, Manulani, Matsonia, Lihue, Kauai, and the Cape Girardeau, all with few or no problems. The Cape Girardeau was in Pearl Harbor three times running smoothly with Danny Foster as bosun.

Paint and Rigging gang also running smoothly with George Lua as bosun.

Attended the Honolulu Port Council meeting on February 1. On February 13, Hoover Chun, a retired member, passed away. He was a good friend of the SUP. We will miss his laughter at the hall. He was cremated and will be buried at sea aboard the Lurline. Thank you Captain Rowland. Smooth sailing Hoover.

Mike Duvall, Branch Agent

SUP members join pension ranks

The following SUP members join the rank of pensioner, bringing the total number of SUP members to 1,079.

Richard A. Jones, 67, Book #4305, joined SUP in 1956, 20 years seetime.

Charles H. Wall, 73, Book #3420, joined SUP in 1945, 50 years seetime.

Norfolk Office

February 2001

The past two weeks in the Port of Norfolk has been extremely busy. The USNS Yano returned from sea trials and went into ROS. Bosun Jim Bailey did an excellent job and is now busy with COI inspections and trying to get her ready for sea duty. The USNS Seay also is busy with sea trials, and will head for Baltimore and tie up alongside the USNS Fisher, Robin Colonas, Bosun.

All of this past week I have been working with Branch Agents both SUP and MFOW, gearing up for the turnovers to be filled as our first wave of members will have 120 days in and have chosen to take a break. I must say "Job well done."

On the USNS Shughart, Bosuns Chris Rodgers and then Rodelio Santos did a first class job. Linda Cramp, Deck Delegate, SUP style. The USNS Gordon, Bosun Mark Littlejohn along with Deck Delegate Rand Valdez, have kept this ship "running like a Singer sewing machine," quiet and smooth. The USNS Gilliland is another quiet ship, with Bosun Steve Cary in full control at NIT dock. The USNS Mendonca is still down in the Big Easy and will head up to the Norfolk area around the end of May. Bosun Errol Brown and David Johnson delegate.

I also made the Chevron Arizona in Ft. Lauderdale. As always in tip-top shape with Bosun Scott Oliphant and Paul Seager, delegate.

In the last two weeks shipped 1 bosun, 5 AB's, 2 OS's. Jobs filled by 1 B and 6 C cards.

The Norfolk office and members observed a moment of silence for Peter Oh. We were shipmates many times, also good friends. Smooth sailing, Aloha.

Jack Stasko
Norfolk Rep SUP/MFOW

Attend your Union Meetings!

Dispatcher's Report

Headquarters—Feb. 2001

| | |
|---------------------------------------|----|
| Deck | |
| Bosun | 4 |
| Carpenter | 0 |
| MM | 1 |
| AB | 9 |
| OS | 0 |
| Standby | 37 |
| Total Deck Jobs Shipped | 51 |
| Total Deck B, C, D Shipped | 5 |
| 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. | 51 |
| Total B, C, D Shipped-All Depts. | 5 |
| Total Registered "A" | 91 |
| Total Registered "B" | 86 |
| Total Registered "C" | 12 |
| Total Registered "D" | 14 |

San Francisco Business Agent

March 12, 2001

Chief Gadao - Tom Koppel relieved Ian McLeod as delegate; no problems.

Ewa-Called a shift gang; still in lay-up.

Kauai - John Kerlin, delegate: All in good order.

Manoa - Vince Estrada, delegate: This chief mate has apparently fallen under the thrall of Captain James Dykes in interpreting the contract on port prep. Collected the time and reiterated the need to avoid misassignments of sailor's work, and the need to clear decks for the safety of all hands after sailing from ports where cargo has been worked.

Matsonia -Jon Morrell, delegate: routine.

Mokihana - Dean Smith, delegate: Gang was involved in weight testing the port lifeboat from 6:30 A.M. the morning I was aboard. The sailors had to set original lashings on departure Japan and also Los Angeles.

Moku Pahu - In lay up.

R.J. Pfeiffer - Jim Clay, delegate: In good order.

Chevron Colorado - Peter Bragg, delegate: In good shape.

Chevron Mississippi - Will

Williamson, delegate: Great ship, good gang, being on board reminds one of how much better the life at sea was when the ships carried larger crews.

Chevron Washington - Richard Ziemba, delegate: Mike Nielsen came over from the Colorado to relieve Mike Fox as bosun, due to a family emergency.

Ready Reserve Fleet-Alameda-Danny Foster, delegate: All in good order.

Cape Girardeau - Thanks to Tio Rojas for the first class job of staying on top of the operation during the recent break out, and bringing her in clean. This vessel just back form underway replenishment exercises with the U.S. Navy. The SUP gang performed well—ship go good marks from top to bottom for the job. One of the ships that was replenished was the new carrier Abraham Lincoln which has a non-SUP crew, but the work went smoothly any way.

ASM Shore Gang - All in good order.

President Adams - Richard Stinson took over the delegate's job from Phillip Howell. All in good order.

President Grant - Joseph Wolf, del-

egate: Good trip in spite of tight fisted mate.

President Jackson - Dennis Tinsley, delegate: Top ship.

President Kennedy - Did not call Oakland this trip as she was reassigned to the C-11 string.

President Polk - Charles Duke, delegate, Joe McDonald, bosun: All is well on this very fine vessel.

Foss Maritime - Tom Tynan and Mike Worth, co-delegates: Just concluded a new contract after long hard bargaining.

San Francisco Bar Pilots - Roy Tufono, delegate: All hands seem to be adjusting to the new boat very well.

Bill Henneberry

