



West Coast Sailors

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Friday, September 23, 2005

Bush administration uses Hurricane Katrina disaster to implement anti-worker agenda

The floodwaters in the Gulf Coast had barely begun to recede after Hurricane Katrina when the Bush Administration began to use the human crisis to push an anti-worker, right-wing agenda that it has been unable to move otherwise, according to AFL-CIO President John Sweeney.

On September 8, President Bush suspended the application of the Davis-Bacon Act, the federal law that sets a minimum pay scale for workers on federal contracts by requiring employers to pay the prevailing wage in the region. The 1931 law was designed to protect workers in desperate need of employment from profiteering contractors who could take advantage of their vulnerability. By shelving Davis-Bacon in parts of Louisiana, Alabama and Mississippi, Bush's priorities have been revealed, ultimately ensuring that contractors responding to the regional economic nightmare will be allowed to slash wages and exploit workers in the very manner the Davis-Bacon's authors sought to prevent.

As Congressman George Miller (D-CA), a former member of the Sailors' Union of the Pacific, stated, "If the President wants to help storm victims, he should rescind his executive order immediately."

In addition to Davis-Bacon, the administration already has awarded no-bid relief and recovery contracts to companies with strong ties to the administration and the Republican party. It's also deferred affirmative action requirements for contractors and weakened preferences for small and minority-owned businesses.

Bush allies are crafting plans to push vouchers for private schools—a longtime ultraconservative goal—as the way to get displaced students back into classrooms and they're pandering to antigovernment ideologues by cooking up a mix of vouchers and tax breaks as the answer to health care coverage for hurricane survivors.

As Sweeney stated, "Don't be surprised when they want to replace other critical aid for survivors—from food stamps to job retraining—with minimal vouchers rather than funding existing government programs to meet real needs. "They're even trying to use Katrina to justify privatizing Social Security. A Bush spokesman recently said the high cost of the hurricane's impact means we will have to "change Social Security, which threatens to strain the budget in coming years." Keep in mind Bush's privatization

plan would cost us—individuals and the government—much more than it would save.

According to Senator John Kerry (D-MA), "The plan they're designing for the Gulf Coast turns the region into a vast laboratory for right-wing ideological experiments."

Jones Act foreign tanker exemption revoked — farmers now want a waiver

In the wake of Hurricane Katrina, President Bush suspended the Jones Act on September 1, to allow foreign-built, foreign-flagged and foreign-crewed tankers to carry cargo between American ports to "help distribute oil and gasoline where it is needed." His rationale was the lack of U.S.-flag tonnage and the disruption of the Colonial and Plantation Pipelines which carry petroleum products to the East Coast.

The Jones Act, a provision of the Merchant Marine Act of 1920, mandates that only U.S.-built, U.S.-flagged and U.S.-crewed vessels can carry cargoes between American ports.

Homeland Security Secretary Michael Chertoff said the waivers were "necessary in the interest of national defense" and that oil production losses and distribution disruptions of petroleum products of the U.S. Gulf states had caused "threatened or actual shortages of gasoline, jet fuel and refined products" and "threatened rationing" of these products.

In a September 15 letter to Secretary Chertoff by Phil Grill, Chairman of the Maritime Cabotage Task Force (which the Sailors' Union is a member), said that while the Task Force "respected the President's decision to waive the Jones Act on a temporary basis" time had come to lift the waiver. Grill stated that, "The Colonial and Plantation

pipelines resumed operations within a few days after the waiver was issued. According to public information made available by the Association of Oil Pipe Lines, the Colonial and Plantation pipelines are now 100 percent operational. The volume carried by these pipelines will be affected by the continued shutdown of refining capacity in the Gulf. This shutdown in refining capacity, coupled with the resumption of service in the pipeline system, means that where three weeks ago there was a critical shortage of transportation capacity, there is now excess U.S. flag vessel capacity available to transport refined petroleum products out of the Gulf region. In fact, there are more than 80 U.S.-flag tank barges serving the coastal Jones Act clean product trade on the Atlantic and Gulf coasts with a total carrying capacity of more than six million barrels. More than 30 of these barges, with an aggregate capacity of over two million barrels, are currently available in the spot market.

"In short, the waiver issued by the Department was very properly made temporary, because the circumstances that justified it have now reversed themselves. American vessels operated by taxpaying American companies and crewed by American citizens are more than capable of handling domestic waterborne transportation re-

quirements on a going forward basis, as we always have. We are not aware of any circumstances that would justify extending the waiver, or issuing a new waiver covering any particular market. Moreover, there is a process, already in place for many years, for waiving the Jones Act on a case-by-case basis if isolated requirements or incidents arise involving the energy sector. That process requires sign-off from the Customs and Border Protection, the Department of Energy and the Maritime Administration (which will confirm that U.S. flag tonnage is not available), and can be completed on an expedited basis, within a single day if necessary.

"The Maritime Cabotage Task Force requests that you allow the temporary waiver to expire as scheduled on September 19."

The waiver was lifted on September 19, but Chertoff said that he would exercise his discretion and authority to waive the Jones Act for transportation of petroleum from the Strategic Petroleum Reserve in response to the circumstances arising from Hurricane Katrina.

However, farmers are now demanding a waiver of the Jones Act until the end of the year for grain barges and dry bulk tonnage.

American Farm Bureau President Bob Stallman said the U.S. inland waterway system handles about 75 percent of American grain, corn and soybean exports and that this system "has been largely washed away." He also mentioned the "danger" of losing business to foreign interests.

Congressional sources have informed the SUP that a waiver is highly unlikely and that it does not make commercial sense as European barge owners would find it pointless to tow their barges across the Atlantic for a few weeks work.

Sailors' Union nominations for officer positions closed: Declarations due by October 14

Following the procedures required by the Sailors' Union of the Pacific Constitution, 46 members were nominated at the September coastwise Union meetings to fill the regular officer positions of the Union for the upcoming SUP election for the 2006-2008 term. The names of those nominated are on page 5.

Those nominated who desire to run for office must declare themselves as candidates by Friday, October 14, 2005, by accepting the nomination and having the necessary qualifications. Letters of acceptance must be received by the Committee on Candidates at Headquarters (450 Harrison Street,

San Francisco, California, 94105) prior to midnight on Friday, October 14, 2005.

The acceptance shall be by letter which shall be dated and shall contain the following: The name of the candidate; his or her home address and mailing address; his or her membership number and

continued on page 4



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

Pete Benavidez	100.00
John Benson	30.00
Michael Binsky	30.00
Brendan Bohannon	20.00*
Frank Dufek	40.00*
Diane Ferrari	50.00*
Juan Gonzalez	20.00*
Paul Harsany	40.00*
Paul Herriott	40.00*
Mark Littlejohn	40.00*
Volkert Lollies	10.00
Michael McLavy	50.00
Matthew Montalbo	10.00
Thomas Riley	40.00
Whitey Secrest	100.00
Gino Segreti	20.00*
Martin Smith	20.00
Ernest Stimach	20.00*
Morris Thibodeaux	50.00
Tim Thomas	50.00
Tonya Viar	20.00*
Steven Zachmann	20.00

*In lieu of dues increase.

Political Fund

Ismael Belleza	20.00
Pete Benavidez	100.00
Brendan Bohannon	50.00
Charles Bulmer	20.00
Brian Burns	20.00
Robert Darcy	20.00
John Farley	30.00
Paul Harsany	40.00
Paul Herriott	30.00
Sedek Idris	20.00
Gunnar Lunedeberg	100.00
Gary McDevitt	40.00
David McKeithen	20.00
Remigio Noble	60.00
Vince O'Halloran	100.00
Mike Orosz	30.00
John Perez	25.00
Rich Reed	20.00
Ron Reed	40.00
Ralph Senter	70.00
Morris Thibodeaux	50.00
Tim Thomas	50.00
Pat Tite	10.00
Colin Walker	20.00

Dues-Paying Pensioners

West Coast Sailors	
Pete Benavidez	100.00
Michael Binsky	10.00
Joseph Bracken	25.00
Stanley Branch	25.00
Cal Cunningham	25.00
Michael Fox	20.00
Paul Herriott	30.00
Mike Orosz	30.00
John Reed	25.00
Victor Saltarelli	25.00
Edward Schaffer	25.00
Bruce Thompson	10.00
Bruce Thompson	25.00
Rafael Cooper	Book #4687
Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
John McKeon	Book #6456
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430

Coast Guard speeds post-Katrina merchant mariner documentation

The U.S. Coast Guard is moving quickly to restore vital services to merchant mariners in the New Orleans area.

Regional Examination Center (REC) Houston, previously reported as having incurred a loss of communications has been restored to full operating capability.

Hurricane Katrina caused the Coast Guard's REC in New Orleans to close its doors as employees evacuated the city. This REC is the largest in the country and regularly issues 20 percent of all mariners' credentials issued nationwide. Mariners serving on most commercial vessels are required to hold credentials that provide identification and attest to the mariners' qualifications. Many mariners in the hurricane devastated area lost their credentials in the subsequent flooding. These mariners, as well as those seeing routine renewal of expiring credentials, need Coast Guard services before they can return to shipboard employment.

Short-term plans include the augmentation of staffs at RECs surrounding REC New Orleans' area, including Houston, Memphis, Charleston, and Miami, with personnel who formerly staffed the REC in New Orleans.

Additional space has been identified in Memphis and inquiries for additional space are being made in Houston. Miami and Charleston will absorb new staff within their existing work areas. In addition, the Coast Guard will establish REC representatives at the Marine Safety Office, Morgan City, Louisiana, to provide limited services to mariners including fingerprinting and identification. The Coast Guard is also looking to establish similar services in a Gulf Coast location to the east of New Orleans.

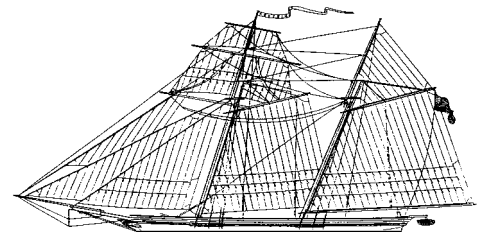
Mariners who lost their credentials as a result of the hurricane may apply for duplicate credentials at any REC. Even though the REC in New Orleans was heavily flooded and remains inaccessible, centralized, electronic records will allow the Coast Guard to quickly identify the qualifications currently held by the mariner and to issue replacement credentials.

Many mariners have already contacted

an REC to inquire about the status of their records or transactions that were in process in New Orleans at the time of the evacuation. The remaining RECs have already received information about processing these applicants. In many cases, records that existed in REC New Orleans may be recovered through copies, identified through letters sent to applicants, or verified from information in centralized mariners' records. Mariners who had an application pending in New Orleans should contact another REC and provide that REC with copies of the documents submitted to the New Orleans REC along with any correspondence received in response to the application.

Telephone numbers of U.S. Coast Guard RECs:

- Anchorage (907) 271-6736
- Baltimore (410) 962-5132/5147
- Boston (617) 223-3040/3041/3042
- Charleston (843) 720-3250 or (800) 826-1511
- Guam (671) 339-2001
- Honolulu (808) 522-8264
- Houston (713) 948-3350/3351
- Juneau (907) 463-2458
- San Pedro (310) 732-2080
- Memphis (901) 544-3297 or (866) 777-2784
- Miami (305) 536-6548/6874 or (800) 982-9374
- New York (212) 668-7492/7864/4970/6395
- Portland, OR (503) 240-9346
- Oakland, CA (510) 637-1124
- San Juan (787) 729-2376
- Seattle (206) 220-7327
- St. Louis (314) 539-3091
- Toledo, OH (419) 418-6010



Final Departures

Gordon Dee Ferrell, Book No. 2187. Born in Oregon in 1927. Joined SUP in 1946. Died in King City, Oregon, August 7, 2005. (Pensioner)

Dean R. Williams, Book No. 3624. Born in California in 1952. Joined SUP in 1969. Died in Clearlake, California, August 13, 2005.

James E. Sparks, Jr., Book No. 7294. Born in Texas in 1926. Joined SUP in 1947. Died in Lancaster, California, August 11, 2005. (Pensioner)

Henry Johansen, Book No. 3805. Born in Norway in 1922. Joined SUP in 1942. Died in Louisiana, September 8, 2005. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2005:

	Hdq.s.	Branch
October	11*	17
November	14	21
December	12	19

*Tuesday



Eunice and Henry Johansen. File photo from the 1980's.

Former SUP official Henry Johansen dies

Former New Orleans Branch Agent Henry Johansen died in Louisiana on September 8.

Born in Norway on February 9, 1922, Brother Johansen joined the Sailors' Union in 1942 and sailed in harm's way during World War II.

In the 1950's Henry was Leaderman for the Pacific Far East Lines standby gang. Elected New Orleans Agent in 1964, he served with distinction until 1995, when due to lack of shipping, the Branch was closed. Henry resumed sailing until retiring in 1999.

Brother Johansen is survived by his wife Eunice, two sons, Vern and Alvin; three daughters, Paula Johansen-Riley, Nancy McIbbin and Claudia Arago; one sister Alphild Kasti and six grandchildren.

West Coast Sailors

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European Union may drop proposal for mariners to load and discharge

The European Union is facing renewed pressure to scrap radical proposals to allow ships' crews to load and unload cargoes, including containers, in order to win lawmakers' support for its controversial plan to reform port services.

The so-called "self-handling" clause has been deleted from a draft report on access to port services that was recently presented to the European Parliament. The body is due to vote on the reform package in 2006.

The Parliament narrowly rejected the original reform plans in November 2003, following a wave of strikes by longshore workers in major north European ports against the plan they said would result in massive job losses and compromise safety on the waterfront.

The European Commission, the EU's executive, tabled a new reform plan that was virtually unchanged from the rejected proposals, prompting a warning from unions of further strikes starting in September if self-handling isn't dropped.

Lawmakers responsible for piloting the proposals through the European Parliament claim self-handling, which would also allow shipowners to hire casual non-Union labor instead of registered longshore workers, will not further the commission's goal of improving access to port services.

Self-handling legislation is unnecessary, according to the draft report, as the reform package applies mainly to larger seaports that deal primarily with the transshipment of containers where self-handling by seamen isn't possible because there is no equipment on board.

The Commission says it never intended self-handling to apply to containerships but insists it must remain in the reform plans to allow crews of smaller vessels to handle cargoes, particularly in ports

with low productivity levels. The European Parliament's draft report argues, however, that this should be left to EU governments to regulate.

Opponents of the plan note self-handling already exists in several EU countries, including Italy—once a hotbed of labor militancy—and that making it obligatory across the 25-nation bloc would only lead to new strikes.

The Commission will consider the European Parliament's suggestion in the coming weeks. There is growing speculation it is ready to back off on self-handling to salvage its reform package which has also drawn fire from port authorities and terminal operators, and only lukewarm support from shipowners. This would be a major reverse as the EC had insisted self-handling was non-negotiable.

The Commission claims its reforms would slash cargo-handling costs by as much as 30 percent in some ports by dismantling stevedoring monopolies and driving out subsidies that distort competition between ports. Its plan calls for at least two stevedores in each cargo sector; sets time limits on operating concessions; compels ports to open up their books and submit all projects to public tender; and ends pilots' monopoly over guiding ships in and out of port.

The Commission has signaled, however, it might drop the entire reform package if it faces further resistance from the Parliament and EU transport ministers who have the final say.

But EU officials are warning that if the reforms are shelved, they will likely use the bloc's competition rules to break up stevedoring monopolies. Regulators are said to have urged carriers, shippers and terminal operators to file complaints against cargo-handling monopolies and other waterfront practices.

Islam phobia hurts Malaysian mariners

Malaysian seafarers are finding it extremely difficult to obtain jobs on foreign ships because of "Islam phobia," the president of the Malaysian Seafarers' Association, Zaidi Mohd Shah, has complained.

Malaysia is an Islamic state, but permits other religious practices. Since Sep-

tember 11, Malaysian mariners, including graduates of the Maritime Academy of Malaysia, are said to be struggling to find jobs.

"About 50,000 seafarers are affected," Zaidi said. The inclusion of "bin" in Malaysian names, which means "son of" has put off a number of prospective Western employers, he said, declining to reveal company names. Jobs have also been hit because of the Malaysian shipowners' practice of recruiting cheaper Indonesian and Filipino crew, Zaidi added. According to the Maritime Institute of Malaysia, out of 12,755 crew members employed on Malaysian-flag ships in 2004, over 7,500 were foreigners.

"If local seafarers cannot find jobs, the government might as well close down the maritime institute," Zaidi said hitting out at the marine department for what he called "laxity" in enforcing rules providing for local recruitment.

Matson implements shipping rate increase

Effective August 21, Matson Navigation Company raised its rates for its Guam, Rota, Tinian service by \$100 per container. The rate increase reportedly helps offset rises in Matson's operating costs and support ongoing investments in the company's Guam/CNMI service.

Matson will be investing \$365 million in vessel, container and terminal assets to launch a new Guam and China service beginning next February.

U.S. Coast Guard funding bill passes House of Representatives

By a unanimous vote, the House of Representatives approved the Coast Guard and Maritime Transportation Act of 2005 (H.R. 889).

A variety of amendments were added, including an authorization for an additional \$60 million for Hurricane Katrina relief operations; a requirement to notify the Coast Guard if an object that creates an unauthorized obstruction to navigation is released into the water; a phased increase in limits of liability from tank vessel for oil spills; a program to detect, monitor, and evaluate the effects of submerged oil; and establishment of a Delaware River and Bay Oil Spill Advisory committee. Passage of the legislation was accompanied by numerous speeches by members lauding the work of the Coast Guard in the Hurricane Katrina response effort. The measure now goes to the Senate for consideration.

Striking machinists in three states shut down Boeing Co.; IAM emphasizes retirement benefits, not wages, as priority

Members of the International Association of Machinists September 2 struck the Boeing Company, shutting down production in Seattle, Washington, Portland, Oregon, and Wichita, Kansas, after rejecting what the company called its final offer for a new three-year contract to cover 18,400 workers.

Throughout negotiations, which opened June 10, IAM said retirement benefits, not wages, were its top priority. The average machinist in the Seattle unit is 49 years old and "everybody is at the maximum" in each labor grade, earning average pay of \$27 an hour, Connie Kelliher, spokeswoman for IAM District 751 in Seattle, said September 2. The 10 percent increase in retirement benefits Boeing proposed fell far short of union expectations, she said.

Boeing said it will not attempt to produce airplanes without its IAM-represented production employees. It said that the defined benefit pension proposal would increase benefits from \$60 to \$66 per month per year of service, an increase the bargaining committee said is the lowest percentage increase since the plan was established in 1955. The company proposed to continue its 50 percent matching of employee contributions under the Section 401(k) voluntary investment plan up to 8 percent of annual pay. Future retirees would receive no cost-of-living increases.

In its "last and final offer," Boeing proposed less than it offered in 2002, "when it was the worst of times" following the terrorist attacks of September 11, said Kelliher. Concessions were needed, and 8,000 workers were laid off. Boeing profits tripled in the past three years, with its after-tax profits reaching \$1.8 billion in 2004, she said, and this year Boeing has been recalling workers weekly. Nonetheless, Boeing bargained as if it was struggling, she said.

The Machinists last struck Boeing in 1995, a strike that lasted 69 days before a contract acceptable to members could be reached. One of the top issues at that time was health care, Kelliher said.

Teamsters and CWA agree to jointly represent passenger service agents at merged US Airways and America West

The Communications Workers of America and the International Brotherhood of Teamsters announced on September 12, a proposed alliance to jointly represent passenger service agents at US Airways when the merger of America West and US Airways is completed.

The proposal to create a new Airline Customer Service Employee Association-IBT/CWA will be presented to members of the two Unions for their approval, reported Teamsters President James Hoffa and CWA President Larry Cohen.

CWA represents 6,000 passenger agents at US Airways currently, and IBT represents 3,500 agents at America West. The employees work as reservations, ticket and gate agents, and also staff hospitality clubs at airports and assist handicapped passengers.

"By working together, we can build a strong, unified passenger service group and protect and improve conditions for employees that both Unions represent at US Airways," said CWA's Cohen.

"This joint effort will result in strong representation for all workers at the newly merged airline," Hoffa said. "As the industry endures continued economic uncertainty, this agreement will ensure that nearly 10,000 workers are united in their fight for fair treatment and job security."

CWA currently has a contract at US Airways whose conditions remain in effect by law, while the IBT now is in bargaining for a first contract at America West, where employees Unionized last year.

The future goal of the association is to improve salaries and conditions for America West and US Airways employees.

In day-to-day representation, CWA will continue to represent workers in the eastern, largely US Airways locations, and the Teamsters will represent those in the western states where America West mainly operates.

The pact calls for the presidents of the two Unions to alternate in heading up the association, with Cohen initially serving as director for the first year and Hoffa as vice director. CWA and IBT will each designate an equal number of representatives from their local Unions to form a US Airways Representation Committee to meet at least four times a year on workplace issues and policies of the association. All policy questions must be jointly approved.

Timely Reminder Fourth quarter 2005 dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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

Maritime Unions from five countries begin ferry campaign

Maritime Unions from five countries are organizing a campaign to address what they see as problems with pay, conditions and lack of Unions rights in the European ferry industry.

The International Transport Workers' Federation coordinated initiative was launched in Swansea in early September, with participants from Britain, Ireland, France, the Netherlands and Belgium.

Union officials and activists are demanding minimum pay rates and the application of UN human rights conventions.

The meeting heard Union claims about conditions on Superferry, a ves-

sel operated by Swansea cork Ferries. The ship "employs eastern European crew on pay rates and working conditions that fall well short of decency levels," the Unions allege.

Bob Crow, General Secretary of Britain's Rail, Maritime & Transport Worker's Union, said, "We believe it is morally indefensible for employers to take advantage of workers like this, and I am delighted that trade Unionists from so many countries are united in calling for minimum standards that apply to shore-based workers to be imposed on ferry operators."

Nations unite on Malacca security pact

Thirty-four states agreed on September 8, to cooperate on ensuring safe navigation and security in the Malacca Strait and to explore burden sharing with certain states keen to play their part. In the Jakarta Statement on the enhancement of safety, security and environmental protection in the straits of Malacca and Singapore, the 34 countries pledged to deepen their cooperation with the littoral states of Malaysia, Singapore and Indonesia.

The statement was the culmination of a two-day International Maritime Organization cosponsored meeting in Jakarta.

In the key area of maritime security, the 34 said they would "promote, build upon and expand cooperative and operational arrangements of the three littoral states, including the Tripartite Technical Expert Group on Maritime Security (and) coordinated maritime patrols in the straits". This would be done through security training programs and cooperation such as joint exercises.

The meeting was prompted by increasing concern over the level of piracy in the straits and the potential threat of maritime terrorism.

United States passport deadline extended for Western Hemisphere travel until 2008

U.S. citizens travelling in the Western Hemisphere will be required to possess passports effective January 1, 2008. Originally announced in April, the Western Hemisphere Travel Initiative first set a deadline of December 2005, for U.S. citizens travelling by sea or air to the Caribbean, Bermuda, Central and South America to be in possession of passports.

That deadline has been pushed back to December 31, 2006, but travellers crossing land frontiers have until December 31, 2007 to obtain passports.

Sperm ships for fertility seekers?

British people may soon be able to board ships anchored off the coast to obtain fertility treatment forbidden in the United Kingdom, such as anonymous donor sperm.

Some fear the removal of anonymity from sperm donors in April will exacerbate the shortage of donors, affecting infertile couples.

Ole Schou from the international sperm bank company Cryos, based in Denmark, is consultant to the ship scheme. Ships would be governed by the laws of the country whose flag they flew. He envisages that the ships would be equipped with operating theaters and clinics which could be staffed with UK doctors.

Schou, who is advising business planners outlining the cost of such enterprises, believes there could be a market for hundreds of ships in Europe, and all would be completely legal. As the fertility ships would be governed by the laws of their own country, people from many different countries would be able to sidestep their own nation's fertility laws.

In Denmark for example, it is illegal for fertility doctors to assist lesbians and single people in their quest for a baby. Danish couples are also unable to keep IVF embryos frozen for more than two years, which Schou said can put big time stresses on them when trying to plan a family.

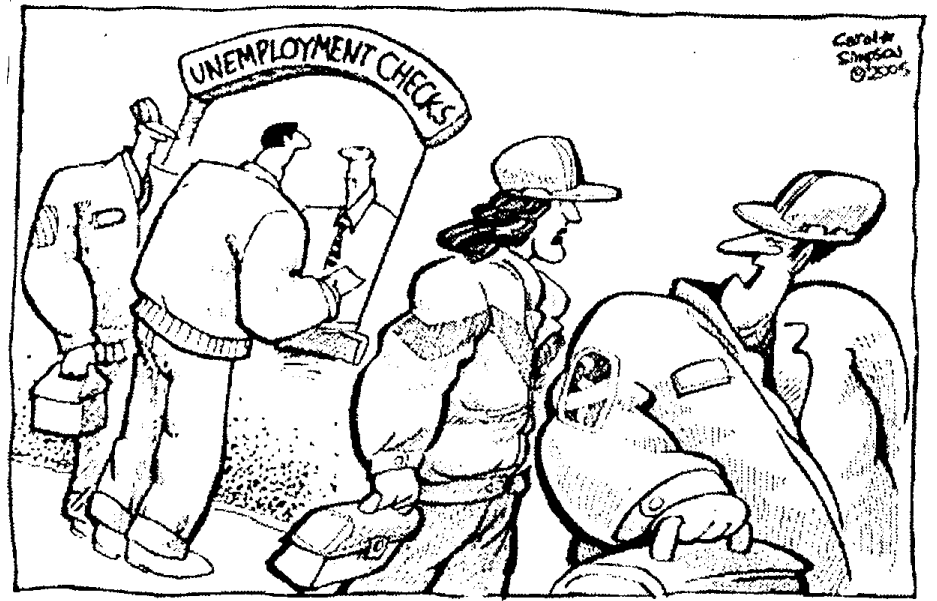
The concept is not new. In 2001, a Dutch ship was docked in Dublin, Ireland, and offering abortions onboard.

Schou said: "It is important that we find a solution for people. These very restric-

tive legislations leave patients in a bad situation, unable to find help for their needs." He said it was a question of marketing. "If you have different regulations on treatments then you will have trading across borders." Cryos already supplies anonymous donor sperm to people in the UK upon a UK doctor's request.

Infertility Network UK said it had been getting more calls from people interested in going abroad to seek fertility treatment because of long waiting times in the UK due to donor shortages. Chief executive Claire Brown said: "We do have a massive shortage of both sperm and egg donors. "With the removal of anonymity there are some couples who did not agree with that and do not want their donor to be known. I can see why couples may consider it but they need to be very careful." She said it was important for any person seeking treatment to be sure that the service they opted for was safe and legal.

A spokesman from the Human Fertilization and Embryology Authority, which regulates and inspects all UK clinics providing IVF, donor insemination or the storage of eggs, sperm or embryos, said such ships would fall outside of the authority's regulation. "Our job as the UK regulator is to provide guarantees for people in terms of the safety and the appropriateness of the treatment they are receiving. We are not saying people should not make this choice, but you can't be sure what you are getting." He said there was also a question mark over who would provide after care if things went wrong.



"I always wanted to retire somewhere in the tropics...
Too bad my job got there first."

SEIU and AFSCME form a two-year pact; will not raid each other

Two big Unions announced a two-year pact to support each other's organizing efforts. The Service Employees International Union (SEIU) and the American Federation of State, County and Municipal Employees (AFSCME) said they wouldn't raid each other or otherwise interfere with existing representation rights. That puts aside for now concerns that the split between the two groups would cause a fight over dues-paying members.

"The pact will immediately remedy some past conflicts with AFSCME," said SEIU President Andrew Stern in a letter to its 1.8 million members, which include health-care workers, janitors and security guards. AFSCME has 1.1 million members, most of them government employees.

When the SEIU, the International Brotherhood of Teamsters, the United Food and Commercial Workers and Unite Here, which represents food and apparel workers, disaffiliated from the AFL-CIO, it created a division between AFSCME and the SEIU. The leaders of the dissident Unions argued that more resources should be directed toward or-

ganizing new members, rather than supporting political efforts.

Many labor experts said the renewed emphasis on organizing could lead to an increase in raiding, in which Unions grab members from other Unions. In fact, there had been a simmering dispute in which AFSCME had accused the SEIU of trying to raid homecare workers who were represented by AFSCME in California.

Under the new pact, the 26,000 homecare workers in the state who are represented by either of the Unions but not currently covered by a collective bargaining agreement will be jointly represented by SEIU and AFSCME in the newly created California United Homecare Workers Union, AFSCME/SEIU. The two Unions also agreed to collaborate on organizing home-based childcare, workers in Pennsylvania and California.

"We've always believed that it's a waste of very necessary resources to raid members that are already in existing Unions," said Gerald McEntee, AFSCME's president. McEntee said he would seek pacts with the other Unions that have left the AFL-CIO.

Sailors' Union nominations

continued from page 1

the title of the office sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention. Nominees who fail to comply with stated procedures shall be regarded as having declined the nomination.

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

The 2006-2008 secret mail balloting for regular SUP officers will run for two months from December 1, 2005 through January 31, 2006. Ballots will be counted on February 1, 2006.

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

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 1 for inclusion in the election supplement.

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

SUP Election

Report of the Committee on Candidates

September 20, 2005

In accordance with the Sailors' Union of the Pacific Constitution, the following members were nominated for regular officers of the Union at the September Headquarters and Branch meetings. As per Section 5 (3) b of Article XII, the names of nominees appear as they do on the membership records at Headquarters.

President/Secretary-Treasurer

William Berger #4642
Paul Calais #4781
David Connolly #4792
Jack Dalton #2550
Gunnar Lundeberg #4090
Vincent O'Halloran #2463
Burrwood Yost #18909

Vice President/Asst.

Secretary-Treasurer

William Berger #4642
Norman Christianson #4770
Robin Colonas #4797
David Connolly #4792
Verness Johansen #4316
Vincent O'Halloran #2463

Seattle Branch Agent

Robert Anderson #3807
Robert Bacon #4736
Norman Christianson #4770
Vincent O'Halloran #2463
Charles Schroeder #7427
Dennis Sparta #7412

Wilmington Branch Agent

Robert Burns #5736
Paul Calais #4781
Robin Colonas #4797
Jack Dalton #2550

Barry Fisher #1944
Onofrio Folcarelli #2069
Michael France #2243
Michael Freng #2246
William Henneberry #5815
Mark Hurley #5870
Verness Johansen #4316
Thomas Larkin #4065
Gary McDevitt #6523
John Makaiwi #6496
Jose McDonald #6505
Keith Miller #6497
Harry Naole #2461
Duane Nash #2437
Charles Schroeder #7427
Grant Wegger #3637
Carl Ziegler #267

Honolulu Branch Agent

Paul Barbour #5734
Paul Calais #4781
Michael Duvall #2732
Montegue Kalama #3178
Maea (Jay) Loe #18356
William McAndrew #6506
John Makaiwi #6496
James Meador #6507
Keith Miller #6497
Trevelyn Motlow #6493
Richard Reed #3181
Michael Soper #18334

Dennis Sparta #7412
Ronald Valdez #18301
Patrick Weisbarth #3644

San Francisco Business Agent

William Berger #4642
Barry Fisher #1944
Verness Johansen #4316
John Makaiwi #6496
Keith Miller #6497
Trevelyn Motlow #6493
Vincent O'Halloran #2463
Frank Portanier #3835
Richard Reed #3181
Dennis Sparta #7412

Building Corporation Trustees

Robert Anderson #3807
Paul Barbour #5734
William Berger #4642
Paul Calais #4781
Norman Christianson #4770
Robin Colonas #4797
David Connolly #4792
Robert Ferguson #2248
Paul Fuentes #2239
Mark Hurley #5870
Verness Johansen #4316
John Kilgroe #C1646
Montegue Kalama #3178

Thomas Larkin #4065
Gunnar Lundeberg #4090
John Makaiwi #6496
Charles Maringer #6489
Gary McDevitt #6523
Trevelyn Motlow #6493
Duane Nash #2437
Vincent O'Halloran #2463
Terrance O'Neill #2468
Frank Portanier #3835
Charles Schroeder #7427
Michael Soper #18334
Dennis Sparta #7412
Grant Wegger #3637

SIUNA Convention Delegates

Paul Barbour #5734
William Berger #4642
Norman Christianson #4770
David Connolly #4792
Mark Hurley #5870
Montegue Kalama #3178
Gunnar Lundeberg #4090
Duane Nash #2437
Vincent O'Halloran #2463
Terrance O'Neill #2468
Grant Wegger #3637
Burrwood Yost #18909

This duly elected Committee on Candidates convened on September 20, 2005 to compile this list and determine the eligibility of all nominees according to these criteria. Article XII, Section 3 of the SUP Constitution states that "Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she possesses the following qualifications:

- He/she is a member in good standing at the time of nomination;
- He/she achieved B seniority as defined in the SUP Shipping Rules; and
- He/she is not disqualified by law."

After full investigation and inspection of the records, the Committee found that John Kilgroe C #1646, (nominated for Building Corporation Trustee) has not achieved B-seniority as defined by the Shipping Rules and was therefore ineligible. Pending self-certification of Landrum Griffin compliance, all other nominees were found eligible and were duly notified by letter on this date of their nomination or disqualification by the committee.

As per Section 5 of Article XII, all those "nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Committee on Election (c/o SUP, 450 Harrison Street, San Francisco CA 94105) prior to midnight October 14, 2005. The acceptance shall be by letter which shall be dated and shall contain the following:

- The name of the candidate;
- His/her home address and mailing address;
- His/her membership number; and
- The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

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

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

Fraternally,
Committee on Candidates

Sonny Cooper #4687
Sonny Cooper #2593

Romaine Dudley
Romaine Dudley
Arthur J. Thanash 3249
Art Thanash

William Berry #5719
William Berry

Kaj E. Kristensen 3120
Kaj E. Kristensen



ESU Office Assignments

For the month of October, Thomas Thompson will be in the Seabrook office and Robert Knight will be in the Benicia office.



SEPTEMBER 2005

Official Publication of the Exxon Seamen's Union

SeaRiver's de-minimus mentality Company again fails to pay war zone bonus

On September 15, 2005, the ESU bargaining committee and Union Attorney met with SeaRiver management in Houston, Texas, to attempt to renegotiate the war zone bonus payment due to those ESU members who sailed in the designated war zone from March 15, 2003, until May 1, 2003.

The Exxon Seamen's Union filed a grievance against the company in June of 2003, contending that the Company did not, in good faith, negotiate a War Zone Bonus. After many scheduling delays the original arbitration of the war zone payment issue was held on February 16, 2005 at Seabrook, Texas. The arbitrator was Ms. Diane Dunham Massey of the American Arbitration Association (AAA).

On May 13, 2005, Ms. Massey notified the Union she had ruled that SeaRiver Maritime, Inc. violated Article IV, Section 15 of the Collective Bargaining Agreement (CBA) titled, "War Zone".

The decision required SeaRiver Maritime, Inc. to re-enter into negotiations, in good faith with the Exxon Seamen's Union in order to negotiate a War Zone Bonus for those ESU members that served aboard the *S/R Mediterranean* during the stipulated time period and government designated zone during Operation Iraqi Freedom.

Accordingly, the ESU and SeaRiver Maritime agreed to meet on September 15, 2005 to enter into negotiations in an attempt to finally put this long-standing issue to rest.

The ESU gave the company every option to settle this matter in a just and amicable manner and hoped that they would do the right thing because there wasn't a lot of money involved in the first place. Sadly, the company again refused to make a viable offer and instead attempted to diminish the fact or even acknowledge that a danger existed. The ESU reminded the company and strongly emphasized, that the reason a war zone existed in the first place was because the US Government recognized that a danger existed in the declared zone.

Despite the strong compelling argument that the ESU presented, the company once again showed that they could care less about the welfare and contribution of their employees. SeaRiver management stated that the danger to those that were put in harm's way was de-minimus. One wonders how many chair-borne office managers would accept such an assignment in the absence of compensation and insurance.

The final insult to the ESU was in the company's last offer which consisted of offering those who sailed in the declared zone a letter of recognition to each employee thanking them and then a choice of a \$100.00 ExxonMobil gas card or depositing 100 safety cents in their respective accounts. This is the value that they put on the lives of their employees that they put in harms way.

The Union reminded the company that safety points were awarded to employees for safe job performance and a bonus for being present in a war zone had to be a monetary dollar amount which recognizes that our members are being subjected to danger. Sadly, all the efforts and arguments put forth by the Union fell on the deaf ears of an uncaring and insensitive management.

At this time the Arbitrator retains jurisdiction in the case and the Union will review our options carefully.

Membership votes Yes for 3-year contract

On the August 29, 2005 the American Arbitration Association notified the ESU Seabrook office of the vote results for the 2005 Contract. The results that were duly certified by the American Arbitration Association are as follows: A total of 160 ballots were received. Of those, 122 were for ratification and 38 were against. This represents an 80% membership vote turnout—76% for and 24% against. There were no blank or voided ballots for this referendum. This pay increase is effective on September 1, 2005 and should appear on your September 30, 2005 pay voucher. Please refer to the charts for the new monthly, daily and hourly rates of pay for Base and CSB.

NOTE: The 4% increase did not include overtime or SSHOT and the current amounts will remain the same. The rate tables below do not include SSHOT (Saturday, Sunday, Holiday, Overtime) pay.

Total Monthly Wages: Base + CSB Effective September 1, 2005 (per ratification)

RATING	START	1	2	3	5	10	15	20	25	30
451 Pumpman	3582	3805	3956	3985	4064	4215	4252	4285	4323	4361
452 MM/2nd Pumpman	3380	3590	3733	3761	3834	3972	4007	4044	4081	4118
465 QMED-Oiler	2953	3137	3267	3292	3357	3486	3519	3549	3578	3610
481 Maint. Man/AB	2539	2697	2801	2823	2874	2975	3002	3029	3056	3084
442 Able Seaman 1	2546	2709	2815	2839	2897	3005	3033	3059	3086	3113
441 Able Seaman	2251	2390	2488	2508	2557	2656	2678	2703	2725	2751
468 Maint. Seaman	1998	2124	2210	2234	2279	2373	2394	2416	2438	2462
476 Fleet Chef	3373	3574	3710	3735	3807	3940	3973	4008	4039	4073
478 Cook	2521	2672	2772	2792	2844	2947	2972	2997	3022	3048

Daily Wages: Base + CSB Effective September 1, 2005 (per ratification)

RATING	START	1	2	3	5	10	15	20	25	30
451 Pumpman	119.44	126.88	131.92	132.88	135.52	140.56	141.76	142.88	144.16	145.44
452 MM/2nd Pumpman	112.72	119.68	124.48	125.44	127.84	132.40	133.60	134.80	136.08	137.28
465 QMED-Oiler	98.48	104.64	108.96	109.76	111.92	116.24	117.36	118.32	119.28	120.40
481 Maint. Man/AB	84.64	89.92	93.44	94.16	95.84	99.20	100.08	101.04	101.92	102.80
442 Able Seaman 1	84.88	90.32	93.84	94.64	96.64	100.24	101.12	102.00	102.88	103.84
441 Able Seaman	75.04	79.68	82.96	83.60	85.28	88.56	89.28	90.16	90.88	91.76
468 Maint. Seaman	66.64	70.80	73.68	74.48	76.00	79.12	79.84	80.56	81.28	82.08
476 Fleet Chef	112.48	119.20	123.68	124.56	126.96	131.36	132.48	133.60	134.64	135.84
478 Cook	84.08	89.12	92.40	93.12	94.80	98.24	99.12	99.92	100.80	101.60

Hourly Wage Table: Base+CSB Effective September 1, 2005 (per ratification)

RATING	START	1	2	3	5	10	15	20	25	30
451 Pumpman	14.93	15.86	16.49	16.61	16.94	17.57	17.72	17.86	18.02	18.18
452 MM/2nd Pumpman	14.09	14.96	15.56	15.68	15.98	16.55	16.70	16.85	17.01	17.16
465 QMED-Oiler	12.31	13.08	13.62	13.72	13.99	14.53	14.67	14.79	14.91	15.05
481 Maint. Man/AB	10.58	11.24	11.68	11.77	11.98	12.40	12.51	12.63	12.74	12.85
442 Able Seaman	110.61	11.29	11.73	11.83	12.08	12.53	12.64	12.75	12.86	12.98
441 Able Seaman	9.38	9.96	10.37	10.45	10.66	11.07	11.16	11.27	11.36	11.47
468 Maint. Seaman	8.33	8.85	9.21	9.31	9.50	9.89	9.98	10.07	10.16	10.26
476 Fleet Chef	14.06	14.90	15.46	15.57	15.87	16.42	16.56	16.70	16.83	16.98
478 Cook	10.51	11.14	11.55	11.64	11.85	12.28	12.39	12.49	12.60	12.70

The above tables represent only this year's pay increase. SSHOT, Overtime and penalty rates remain the same. In the second year of the agreement a 3.5% increase in base wages, CSB, SSHOT and overtime will apply. In the third year of the agreement another 3.5% increase in base wages, CSB, SSHOT and overtime will occur. The complete wage tables for the entire contract package will appear in the new contract books. The ESU will also print and distribute copies of the complete wage tables to each Ship Representative and a copy to be posted.

Fall elections deadline nears

The Union has sent to all members a notice of the upcoming ESU Officer Elections scheduled for this fall. Besides the two Executive Board positions of President and Recording Secretary the Ship Representative positions aboard the *SeaRiver Baytown*, *SeaRiver Columbia Bay*, *SeaRiver Galena Bay* and *SeaRiver Wilmington* will be open for nominations. Additionally, the Union has determined that in consideration of the official announcement that the Company has acquired two ATC vessels, to be renamed the *Kodiak* and *Sierra*, inclusion of these two vessels in the Ship Representative election would be appropriate, as well.

The Executive Board positions require that the nominee must be a qualified driver possessing a current, valid auto driver's license, must be a member in good standing and have two years of continuous service with the company and has been a member of the Union for one year and obtain 25 signatures from members in good standing. Nominees for positions other than the Executive Board must be members in good standing and obtain 15 signatures from members in good standing. All nominees are urged to submit a campaign statement with their nomination forms. All nominations are due in the Seabrook office by October 1, 2005.

Demotion arbitration monies paid

The six remaining members that were wrongly demoted in July of 2004 have been reinstated to their previous ratings and reimbursement to them for loss wages as a result of the wrongful demotions has been paid. The reclassification and the payments are a result of the successful arbitration ruling on the grievance the Union lodged against the Company in July 2004.

Additionally, the Union and company settled, on a non-precedent setting basis, the cases of three former members that left the Company as a result of the unjust demotions. The settlement for the three individuals that the company and Union were still at odds over was made possible by the Union's attorney working through the Arbitrator to clarify her ruling and the remedy as it pertained to these three individuals. The three former members that were affected were happy with the settlement and were glad to put this behind them. They thanked the Union and membership as well as our attorney for standing behind them throughout this long ordeal.

At this time the Union still has no information as to the Company's intention with regard to any surplus that these reclassifications may create.

ESU News

ESU members and retirees offer helping hand to members affected by Hurricane Katrina disaster

People watched the news in disbelief as dawn broke in New Orleans, LA on Monday morning August 29, 2005 as the Hurricane Katrina disaster began to unfold. The ESU immediately began to receive calls from people with concerns for their fellow shipmates and their families as well as inquiries about retirees and former employees. Not only were they voicing their concerns, they were offering help, monetary and otherwise. An example of this was former Pumpman, Albion Beverage offering to house any member and their immediate family who had been displaced. Additionally, AB Phil Spinao made a similar offer even though he was nearing the end of his paid leave. Those that called offering money were directed to call their respective manning contacts because the ESU would be unable to track or distribute monetary donations. Currently, most of the affected employees have been contacted and their whereabouts and conditions are improving slowly. While a few of our members have weathered the storm with minimal damage, some members have suffered major losses. The ESU will continue to do everything we can to help and relay

phone messages and to direct them to the appropriate contacts that can help with their immediate needs.

Those that have been contacted as of September 6, are: Walter Figueroa, (Covington, LA)-Home OK, does not yet have power; Melvin Barnes, New Orleans, LA-staying with family in Donaldsonville, LA; Home probably has significant damage. Delmer Bodden (Marrero, LA)-Staying at hotel in Galveston, TX. Home probably has significant damage. Auberto Munoz (Kenner, LA)-Going home today to assess damage, home probably has significant damage. Rigoberto Bonilla (Harvey, LA) -Staying at hotel in Livingston, TX. Don't have information on home damage. Donald Picou (Slidell, LA)-Traveling home. Don't have information on home damage. James Byrd (Summit, MS)-Home is OK but without power. Eric Bush (Mobil, AL)-Has home damage. Francis Williams (Semmes, AL)-OK. Family contacted. Dennis Smith (Covington, LA)-Minor home damage. Levy Ponce (Westwego, LA)-Out of the country. Family OK. Alvin Phillips (Meridian, MS)-Contacted, OK.

Pereira elected Steward Dept. Trustee

Fleet Chef's Jose (Joe) Pereira has been elected the Steward Department Trustee in a special election that was held along with the contract ratification vote. The election was mandated by the terms of the Union's Constitution and By-laws (Vacancy) with the resignation of Trustee Gerard Nelson.

Fleet Chef's Gordon Gibau and Jose Pereira fulfilled the requirements necessary to be considered for this election. The vote count was: Pereira 92 and Gibau 66 and two blank/voided ballots.

The Union extends a sincere thank you to both Gordon and Joe for their interest and participation in filling this important position.

Ship reports

SR American Progress

Vessel departs Keppel shipyard on or about September 16, and will lift cargo for Japan, then back load for U.S. WC. Temporary Ship Rep. Tim Williams continues doing a good job keeping both ESU offices informed. And reports all going reasonably well.

SR Baytown

Union Representative visited the SeaRiver Baytown at the Conoco-Phillips dock in Rodeo, CA, on September 1. Ship Representative Martin Sanderson doing a fine job filling in for Mark Myser who is on a leave of absence. Martin reports ship running smoothly.

SR Columbia Bay

Executive Board Officer visited ship at Valero docks at Benicia, CA., on September 17, and briefed Ship Representative Thor Floreen on meetings with management in Houston, TX, from September 13 to September 15. Thor reports no beefs and expects to get off next time in Los Angeles, CA. Thanks for a job well done Thor.

SR Galena Bay

Board Officer visited vessel on August 13, at the Valero dock in Corpus Christi, TX. Stephen Bowles filling in as Ship Representative and reports everything going well. Vessel continues

on cross-Gulf trade between Corpus Christi and Tampa. Board officer will travel to Corpus Christi around September 21, to board vessel. Unable to visit earlier because of meetings with management from September 12 to September 16.

SR Hinchinbrook

Vessel continues on the Puget Sound to VMT run. Regular Ship Representative Danny Jones reported in before going on P/L and reported everything was running reasonably well. Mario Guarcello was elected to fill in as Temporary Ship Representative.

SR Long Beach

Vessel left Singapore on September 14, eastbound and is expected at the VMT around October 1. Ship Representative Joe Graca reported problems with mail service in Singapore. ESU Board worked with XOM in Brookhollow and the agents in Singapore to resolve mail issues.

SR Wilmington

Currently, regular Ship Representative Charlie Pollard on board vessel. No beefs reported. After departing New York ship will make two ports in Puerto Rico around September 21, and then on to Baton Rouge, LA by the end of the month. Board Officer will board Vessel the first part of October in Baytown, Texas.

S/R Long Beach Gang in Singapore



Front row, left to right: AB Ernesto Evangelista, Ship Representative AB Joe Graca, and AB Kevin Conroy. Back row, left to right: AB David Reinking, Maintenance Man Cory Conroy, AB Allen Roberts and Pumpman Jim Byrd

On The Blocks in Singapore



The SeaRiver American Progress sits on the blocks in the drydock at Keppel Shipyard in Singapore.

BCBS Medical Renewal—No Increase

The ESU met with Blue Cross Blue Shield and SeaRiver Management on Wednesday September 14, in Houston, Texas to review the Medical plan for the coming year. The Union was informed that while entire set of numbers hadn't been received, it had been determined that the overall claims experience for the previous year was below predictions and that a rate increase would not be necessary for the coming year. Additionally, company contributions will increase for the Medical plan because the officers are receiving an increase to the company contribution for their plan. This increase for the unlicensed employees is provided

for in the collective bargaining agreement. Per the Contract, under Article XVIII, Section 2, which states in part, "During the term of this contract, subsidy levels for all unlicensed employees will be automatically adjusted (upward only) to reflect subsidy levels provided to the COMPANY's Deck and Engine officers." Additionally, the prescription drug portion will include a welcome change, you will be able to order a 90 day supply with one co-pay.

The complete details will be published in the October issue of "The ESU News". The new plan will go into effect on January 1, 2006.

Engine skills course cancelled

It is unfortunate that the engine skill course had to be cancelled. The company notified the ESU September 1, that the course was being cancelled due to vessel assignments and non-participation. The ESU through the Joint Union Management Training Committee strives to maintain quality training for the unlicensed members and urge you to participate in the future to prevent losing this valuable training course.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Robert Knight

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee William Ackley

Steward Trustee Gerard Nelson

Hang loose, brothers!



Resanded and varnished nameboards being installed by A.B. Remoni Tufono, Bosun Art Thanash and A.B. Rich Reed, in the *R.J. Pfeiffer* on September 4, 2005, in Honolulu. Photo submitted by: Spike Marun.

Ship manning levels must change to reduce crew fatigue but shipowners balk

The way manning levels are determined needs to be changed if crew fatigue is to be reduced, believes Dr. Arthur Bowring of the Hong Kong Shipowners Association.

On September 13, Bowring said that good owners recognize that minimum manning levels are inadequate, and that goal-based standards for setting manning levels do not work. He called for a return to prescriptive manning regulations, saying this would solve what he termed "loopholes" in present legislation. But Tim Springett, from the United Kingdom's (UK) Chamber of Shipping and a member of the UK's delegation at the International Maritime Organization (IMO), responded that prescriptive levels would soon become out of date and would inhibit technical developments and innovative operating systems. He argued that fatigue could be reduced by applying existing regulations. "It is not sensible to regulate globally a matter that is best determined locally," he insisted.

Demand for profits spurs massive summer layoffs in the United States

As President Bush continues to talk positive about the economy, workers are falling victim to Wall Street's hunger for profits and major corporations fed that hunger by announcing major layoffs this summer.

Even some employment analysts were surprised by figures showing that employers cut nearly 111,000 jobs in June—the highest monthly loss since January 2004. Eastman Kodak (10,000 job cuts), Hewlett-Packard (14,000) and Kimberly-Clark (6,000) were among blue-chip companies putting workers on the chopping block. In addition, the U.S. auto industry shed 45,378 jobs, while retail cuts amounted to 24,065.

"We're beginning to see some of these icon companies topple a bit," said John

Challenger, CEO of employment research firm Challenger, Gray and Christmas, which compiled the June layoffs report. "It's not visible too much yet, but these are signs and suggest the next six months to a year are going to be tougher times for the economy."

With the continuing decline in manufacturing and millions of "discouraged" workers dropping off the official unemployment rolls, AFL-CIO President John Sweeney said, "Our nation is on the wrong track economically. We must reverse the misguided policies that are undermining our economic security and put America back to work, producing more of what we consume and providing the good jobs we need to raise our families and build strong communities."

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

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450 Harrison Street
San Francisco CA 94105



Welfare Notes

September 2005

Some participants have expressed concerns that if they work certain jobs, it will negatively affect their eligibility. If you are in Group One eligibility, you will not be moved into Group Two or Group Three as long as you work the required Group One days within your eligibility period.

As an example: a participant with Group One eligibility who has a current eligibility period of May 1, 2005 through April 30, 2006 must work 60 Group One days within that time to keep their Group One coverage on a rolling 12-month basis. If you work a Group Two or Group Three job during that time frame, you will not be transferred to Group Two or Group Three as long as you work the required Group One days during that period.

A participant with Group Two eligibility who has a current eligibility period of May 1, 2005 through October 31, 2005 must work 60 Group One or Group Two days within that period to keep their Group Two eligibility on a rolling six-month basis. If you work Group Three days during that time frame, you will not be transferred to Group Three as long as you work the required Group Two days during that period. Group One time will also be counted towards the required days for participants with Group Two eligibility.

Group Three eligibility covers only the participant.

- Michelle Chang, Administrator
- Patty Martin
- Brian Farmer
- Virginia Briggs
- Michael Jacyna

Training Representative, Steve Messenger 415-957-1816

SUP Welfare Plan

730 Harrison St., Ste. 415, San Francisco CA 94105

Telephone Numbers:

- Main (415) 778-5490
- FAX (415) 778-5495
- 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

SIU-PD Pension Plan

SIU-PD Supplemental Benefit Plan

730 Harrison St., Ste. 400, San Francisco CA 94105

Telephone Numbers:

- Main (415) 764-4990
- Accounting (415) 764-4907
- Pension (415) 764-4987
- Supplemental Benefits (415) 764-4991
- Administrative (415) 764-4993

Liberian-flag tanker detained in Britain due to "appalling conditions" onboard

The Liberian registered products tanker *Oil Ambassador* was detained by the UK's Maritime & Coastguard Agency at Purfleet on the River Thames on August 31, after failing to meet port state requirements. An MCA statement said its inspector had found the ship's radio equipment was defective, the cleanliness of the engine room and galley were poor and fire doors didn't work correctly.

A further inspection on September 2, revealed serious deficiencies in on-board safety management, and the vessel was detained because the crew were unable to operate the planned maintenance system and could not conduct a satisfactory emergency drill. Other deficiencies listed prior to departure included cockroach infestation, cold room over temperature and dirty, provisions were rotten, no hot water in the galley and accommodation and widespread deck corrosion.

The 1981-built, 22,300 dwt *Oil Ambassador* is owned and operated by China Chance Shipping of Hong Kong, which also operates two crude oil carriers, the *Higher Fidelity* and the *Xinhai Shun Fa*. The *Oil Ambassador* had been inspected in June in Amsterdam where 27 deficiencies were found.

Record of SUP Shipping August 2005

	Hdqs.....	Seattle.....	Wilm.....	Hono.....	Total
Bosun.....	13	0	2	2	17
Maint. Man.....	5	0	0	1	6
A.B. Dayworker	0	0	5	4	9
A.B.....	12	4	13	5	34
O.S.....	6	2	2	0	10
Ship Utility.....	0	1	0	0	1
Standby.....	28	2	97	41	168
TOTALS.....	64	9	119	53	245

Japanese line trains Russian mariners

Mitsui OSK Lines (MOL) has opened a new training center for seafarers on the campus of Russia's maritime state university at Vladivostok. The facility is required because of its intention to use more Russian seafarers aboard its container, car carrier and bulkier fleets. It has deck and engine room simulators, specimen engines and a reefer container, and will cover all major training disciplines including STCW.

Shigeru Horie, manager in MOL's Ship Management division, said the center is the next step in MOL's involvement in Russia, which began with the opening of offices in Moscow and Vladivostok in June. The company currently employs about 150 Russian sea staff on 12 vessels and the new training center is expected to have a throughput of around 100 trainees a year. Horie said MOL intends to "position Vladivostok as a major manning center," along with existing facilities in the Philippines, India, Montenegro, Indonesia and Japan.

Guardians of the Golden Gate



The SUP gang in the Pilot vessel *P/V San Francisco* before heading outbound past the bar on September 13: From left: Louie Urbano, Lance Leavey (behind) Ray Pinochi, Klaus Lange, and Roy Bradshaw. Photo by Dave Connolly.

Ballast bugs still threaten U.S.

Invasive species from ballast water exchanges continue to threaten U.S. waters, according to a federal study, which notes that individual states are now moving to fight the problem.

The report from the Government Accountability Office, that was delivered this month to the House Regulatory Affairs Subcommittee, says that at least 160 non-native aquatic species have already established themselves in the Great Lakes. Despite legislation passed by Congress in 1990 and amended in 1996, the GAO says the Coast Guard—the agency charged with enforcing the law—has had some success but has not been able to eradicate the problem. Among enforcement shortcomings are: many ships are exempt from current ballast water exchange requirements; the USCG has not established alternative discharge zones that could be used by ships unable to conduct ballast water exchange for various reasons; and perhaps most important, ballast water exchange is not always effective at removing or killing potential invasive species.

The report notes that the zebra mussel alone has caused up to \$1 billion in costs between 1989 and 2000. Not contained in the report was any reference to the August 31 announcement by the Coast Guard of its new No Ballast Onboard (NOBOB) policy that it launched to reduce the introduction of aquatic non-indigenous species into the Great Lakes.

On the Matson Island run



Manulani gang from left to right: AB Alex Capistrano, AB Steve Foster, AB Charlie Bulmer, DM Jim Meador, DM Andy Meake, MFOW electrician Michael Soper, AB Bob Darcey. Submitted by Mike Soper. August 2005

Moku Pahu Wage and Overtime Rates

Effective September 1, 2005

RATING	Money Purchase Plan
Bosun	
Monthly Base Wage	\$3,817.65
Daily Base Wage	127.26
Daily Supplemental Wage	46.96* \$21.00
A.B.	
Monthly Base Wage	\$2,580.79
Daily Base Wage	86.02
Daily Supplemental Wage	36.87* \$17.00
Overtime	\$24.20
CARGO RATES	
Straight Time Hours:	\$18.15
Overtime Hours:	29.91
FUEL OIL SPILL CLEANUPS	
All Ratings: Straight Time	\$14.12

*Supplemental wages at 10 days per month.

Correction to the rates published in August.

American Ship Management and American President Lines Wage Rates effective July 1, 2005*

Maintenance Agreements

RATING	Money Purchase Pension Plan Daily
Rigging-Splicer and Sail Maker	
Straight Time	\$28.00 \$25.00
Overtime	45.35
Rigging-Wire Splicer's Helper	
Straight Time	\$25.76 \$25.00
Overtime	42.12
Rigging-General Maintenance Work	
Straight Time	\$24.69 \$25.00
Overtime	40.41
Spray Painting, Sandblasting, Steam Cleaning and Welding	
Straight Time	\$26.79 \$25.00
Overtime	43.58
Storekeeper-General Maintenance	
Straight Time	\$26.02 \$25.00
Overtime	42.31
Bosun	
Straight Time	\$29.91 \$25.00
Overtime	47.98
Bosun's Mate or Leaderman	
Straight Time	\$28.00 \$25.00
Overtime	45.35
Carpenter	
Straight Time	\$27.42 \$25.00
Overtime	44.60
Spraying, Sandblasting enclosed spaces additional per hour	\$1.65

*American Ship Management/American President Lines wage rates reflect the 2004 status-quo.

Missing cargo ship surfaces after more than three years

Missing for more than three years, the general cargo ship *Natris* has been located in Malaysian waters. The ship was hijacked on November 17, 2002, and never seen again. Malaysian marine police arrested the crew of 20 Chinese nationals after storming the vessel, in late August, following a chase through the Malacca Strait.

According to the Piracy Reporting Center of the International Maritime Bureau (IMB), the Center had tipped off the Malaysian police regarding the ship's movement. A spokesman said that the IMB had tracked the vessel and alerted the Malaysian police after receiving information that the ship would be passing through the Strait on the way to Vietnam. The name of the ship had been changed to *Paulijing*. The registry had also been switched from Panama to Belize.



SUP President's Report

September 12, 2005

AMERICAN PRESIDENT LINES

The Union has been notified by American President Lines and American Ship Management when and where ASM managed vessels will be turned over to APL's subsidiary, APL Marine Services, Ltd. (APLMS).

The tentative schedule is as follows:

President Grant: September 30 at Naha

President Wilson: October 1 at Yokohama

APL Thailand: October 1 at San Pedro

APL China: October 3 at Yokohama

APL Philippines: October 3 at Dutch Harbor

President Truman: October 3 at Kaohsiung

APL Korea: October 4 at Kaohsiung

President Adams: October 6 at San Pedro

APL Singapore: October 8 at San Pedro

President Jackson: October 10 at Kaohsiung

President Polk: October 13 at San Pedro

Sailors in vessels in East Asia ports are advised that on the date the transition occurs, the Shipping Articles will be broken — with ASM closing its books. New Articles will then be signed for the return voyage to the West Coast.

Last month the membership ratified an historic agreement whereby APL assumed and adopted the October 1, 2005-September 30, 2015 collective bargaining agreement negotiated with ASM in January of this year.

In 1997, the reverse occurred. After first threatening to flag-out its entire fleet and our work in the year previous, APL, after contentious bargaining with the SUP and the other seagoing Unions, decided to participate in the Maritime Security Program in December 1996. However, in April 1997, the company was purchased by Singapore-based Neptune Orient Lines, Ltd. Under the provisions of the Maritime Security Act of 1996, only Section 2-U.S. citizens as defined by the Shipping Act of 1916 could hold MSP operating agreements.

To overcome this seawall, which threatened our work, American Ship Management was formed by three soon-to-be former APL senior employees (Jordan Truchan, Saunders Jones and Judy Davis) which complied with the citizenship provisions of the law. In October 1997, ASM assumed and adopted the APL collective bargaining agreements.

Under the new Maritime Security Program enacted in July 2004, Section 2 citizenship was not a requirement for participation in the program giving APL a range of options (including Unions) as to who would operate its vessels after September 30. After over a year of speculation, APL after intense lobbying efforts by the SUP and the other Unions, decided to operate the vessels directly. Again, our historic work with APL was retained.

MATSON NAVIGATION COMPANY

With the collective bargaining agreement covering the ITB *Moku Pahu* set to expire on August 31, SUP Vice President Dave Connolly and MFOW President Anthony Poplawski met with Captain Jack Sullivan, Vice President, Vessel Operations & Offshore Labor Relations, and Tom Percival, Manager, Labor Relations & Vessel Operations, on August 23, to negotiate amendments to the original June 15, 1999 agreement.

The parties agreed to the following terms and conditions which are subject to membership approval:

Term of the Agreement:

September 1, 2005 through August 31, 2008

Wage Increases:

- Effective September 1, 2005, a 2.8% increase in wages and wage-related items
- Effective September 1, 2006, a 2.8% increase in wages and wage-related items
- Effective September 1, 2007, a 2.5% increase in wages and wage-related items

SUP Money Purchase Pension Plan:

- Effective September 1, 2005, the contribution for the

Bosun shall increase by \$1.07 to \$21.00 per manday. On September 1, 2006, the amount shall increase by \$1.00 to \$22.00 per manday. On September 1, 2007, the amount shall increase by \$1.00 to \$23.00 per manday.

- Effective September 1, 2005, the contribution for the ABs shall increase by \$1.72 to \$17.00 per manday. On September 1, 2006, the amount shall increase by \$1.00 to \$18.00 per manday. On September 1, 2007, the amount shall increase by \$1.00 to \$19.00 per manday.

SUP Training Fund:

- Effective September 1, 2005, the company will contribute \$2.00 per manday.
- Effective September 1, 2006, the company will increase the contribution to \$4.00 per manday.
- Effective September 1, 2007, the company will increase the contribution to \$5.00 per manday.

SUP Welfare Plan:

In order to make the *Moku Pahu* more competitive, Matson proposed that contributions to the SUP and MFOW Welfare Plans be rolled back to pre-January 1, 2005 rates. The Unions agreed but with the caveat that *Moku Pahu* mandays continue to be recognized in future actuarial reports as Matson mandays. This strategy should effectively shift the maintenance of benefits obligation of the company to the rest of the Matson fleet while lowering fixed costs for this particular vessel, which will assist the company in marketing this integrated tug and barge for bulk cargo contracts.

Recommend membership ratification of the ITB *Moku Pahu* amended agreement.

BANE & TULENKEN v. SUP

As reported in June, SUP members Sefuluono F. Bane and Ruta A. Tulenken filed charges with the National Labor Relations Board in Honolulu on May 31, alleging dispatching irregularities by Honolulu Branch Agent Mike Duvall. On June 20, Ms. Tulenken withdrew her charges and on August 22, Ms. Bane did the same.

However, in July Ms. Bane filed charges against the Union with the Hawai'i Civil Rights Commission and the U.S. Equal Employment Opportunity Commission (EEOC) alleging discrimination by the Union against her based on sex and national origin. Ms. Bane amended her complaint to the EEOC on August 15, and Ms. Tulenken filed similar charges with the agency on August 17.

On August 22, the Union was notified that the EEOC was "terminating its processing" of the charges by Ms. Bane and Ms. Tulenken, but gave them the right to sue the Union under Title VII of the Civil Rights Act of 1964.

On September 7, Ms. Bane and Ms. Tulenken filed suit against the SUP with the United States District Court for the District of Hawai'i basically alleging that both were discriminated against in the dispatching process by the Honolulu Branch because both of them are Samoan women. In addition to a demand for a jury trial, Ms. Bane and Ms. Tulenken are asking the court to be awarded compensatory damages, special damages and attorney's fees. A schedule and status conference on the lawsuit is scheduled for December 9, in Honolulu before Magistrate Judge Barry M. Kurren.

The SUP denies the allegation in the lawsuit and will fully defend its interests in court. Honolulu attorney Charles K.Y. Khim who represented the Union before the NLRB and EEOC will continue to handle this case.

It should be noted that the Union has already spent over \$10,000 in legal fees to refute the charges of Ms. Bane and Ms. Tulenken.

HURRICANE KATRINA

In the wake of the devastating consequences of Hurricane Katrina, the Union has received many inquiries as to where donations can be sent to aid the victims.

Suggest that contributions be sent to the AFL-CIO Special Hurricane Relief Fund which will assist affected Union members on the Gulf Coast. A tax-deductible

contribution can be sent to:

Union Community Fund

Hurricane Relief Fund

P.O. Box 27306

Washington, D.C. 20038-7308

The SUP became an active part of the relief effort when the *s/s Cape Flattery*, a Ready Reserve Force LASH ship operated by Patriot Contract Services for the Maritime Administration, called for a full crew to turn-to in Orange, Texas, on September 9. According to Patriot, the vessel is tentatively slated to carry supplies to New Orleans. Patriot also indicated that other RRF ships managed by the company could be activated.

The ineptness of the Federal government's initial response to the hurricane victims has been widely reported in the press, however, the Bush Administration — by Executive Orders and Proclamations — has taken actions that directly affect American workers.

On September 1, President Bush suspended the provisions of the Jones Act, which requires the cargoes transported between U.S. port be carried in U.S.-built, U.S.-owned and U.S.-crewed vessels, regarding the transportation of petroleum products and gasoline. Bush said the waiver, which would be limited in scope and time, was necessary because of downed pipelines in the Gulf region. In normal circumstances, the Maritime Cabotage Task Force, which the SUP is a member, would vigorously oppose such a waiver. However, given the scope of the crisis, the Task Force has decided to take no action as the waiver is due to be lifted on September 19. In addition, the government chartered three foreign-flag cruiseships to house the homeless in New Orleans.

While Bush's corporate cronies at Haliburton and Bechtel, etc. are slated to make millions in profits as a result of no-bid contracts awarded by the government, the President — adding insult to injury to workers in the South — suspended the Davis-Bacon Act on September 8, which requires employers to pay the locally prevailing wage to construction workers on federally financed projects. The suspension applies to parts of Louisiana, Mississippi, Alabama and Florida. By any standard of human decency, condemning many already poor and now bereft workers to sub-par wages — thus perpetuating their poverty — is unacceptable.

Bush's ostensible reason for suspending the law is to reduce taxpayer's costs. But the suspension does not require contractors to pass on the savings they will get by cutting wages from current low levels. According to the *New York Times*, around New Orleans, the prevailing hourly wage for a truck driver working on a levee is \$9.04; for an electrician, it's \$14.30.

If Bush does not rescind his proclamation voluntarily, Congress should pass a law forcing him to do so.

Another anti-worker measure announced by the White House was the suspension of rules on how many hours a teamster can drive when transporting fuel.

More on the Bush Administration's attack on American workers after the hurricane will be in this month's *West Coast Sailors*.

SUP ELECTION: NOMINATIONS

In accordance with Article XII of the SUP Constitution, nomination of regular officers of the Sailors' Union of the Pacific for the 2006-2008 term shall commence at today's Headquarters' meeting and conclude at next week's Branch meetings. Written notice of this fact was published in last month's *West Coast Sailors* and posted at all Union halls.

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

continued on next page

President's Report continued

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

President/Secretary-Treasurer

Vice President/Assistant Secretary-Treasurer

Seattle Branch Agent

Wilmington Branch Agent

Honolulu Branch Agent

San Francisco Business Agent

SUP Building Corporation Trustees (5)

SIUNA Convention Delegates (3) and an alternate delegate (1)

All nominees shall be notified by mail of their nomination. A list of names and nominees for each office shall be conspicuously posted in each Union hall and will be published in the September issue of the *West Coast Sailors*.

A Committee on Candidates will be elected at today's Headquarters' meeting and will meet on Tuesday, September 20, to review the list of nominees and mail notification of their nomination.

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

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

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

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

All nominees who desire to become candidates shall have the necessary qualifications and acceptance of the nomination in the office of the Committee on Candidates at Headquarters prior to midnight, Friday, October 14, 2005.

The election itself shall be conducted by secret mail ballot from December 1, 2005, through January 31, 2006. In addition to the election of officers, the ballot will include a referendum on three proposed amendments to the SUP Constitution.

[The Chairman then called for nominations for regular officers, trustees and delegates for the 2006-2008 term of office.]

COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 10, a holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be on Tuesday, October 11.

ACTION TAKEN

M/S to ratify the *Moku Pahu* agreement. Carried unanimously.

Committee on Candidates: The following members were elected to the Committee on Candidates to convene on September 20: Steve Messenger, Terry Lane, Art Thanash, Romaine Dudley, Kaj Kristensen and Sonny Cooper as an alternate.

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

Gunnar Lundeberg

Hurricane assistance for mariners

The Seamen's Church Institute is making grants and interest-free loans to active mariners and immediate family members affected by Hurricane Katrina. You may refer a mariner for assistance by calling (212) 349-9090 (for deep-sea mariners) or (270) 575-1005 (for inland waterway mariners). You may contribute to the Mariners' Assistance Fund via the internet site or by calling (202)-349-9090.

Indonesia detains ships and crew for smuggling

Indonesian authorities have impounded 17 ships, including at least five foreign-flagged vessels, since February in anti-fuel smuggling operations, according to police reports.

About 6,000 tons of fuel has been confiscated, including 3,000 tons on August 27, from the Korean-flagged oil tanker *Tioman*. Other foreign ships impounded include the Singapore-flagged tanker *Eagle Memphis* and the Panama-flagged tanker *Niria*. Five foreigners are among 58 people detained, all believed to be captains or crew. Indonesian officials have not released further details.

Indonesian president Susilo Bambang Yudhoyono said in a recent speech that fuel smuggling had resulted in losses amounting to \$8.75 million each year. He indicated that officials from state-owned oil and gas giant Pertamina could be involved. Smugglers have siphoned fuel from Indonesia for decades, but the problem has received increased attention because of the moves to cut fuel subsidies and hike prices by at least 40 percent beginning October 1.

French sailors to strike after taking direct action on state-owned ferries

Seafarers employed by state-owned French Mediterranean ferry operators Societe Nationale Maritime Corse Mediterranee (SNCM) finally released the company's chief executive in Marseille on September 21, nearly 24 hours after taking him captive to protest over the French government's plans to consider offers for the company from two investment funds.

The seafarers, who said they will oppose any attempt to privatize the company, responded to calls from the local prefect and the French government to release chairman and chief executive Bruno Vergobbi and his deputy Joseph Moulin, who they had been detaining aboard the car ferry *Mediterranee*.

Some 1,000 passengers and 750 vehicles were reported to be waiting at the port to embark on the *Mediterranee*, which had been due to sail for Algiers on September 20. A second vessel, the *Napoleon Bonaparte*, which had been due to sail to the Corsican port of Bastia on the 20th, was also being detained in the port of Marseille.

The local prefect called on the public prosecutor to start proceedings against the seafarers on the *Mediterranee* for sequestration and advised passengers bound for Algeria to go to Toulon and other French Mediterranean ports to which SNCM vessels returning from Corsica were being diverted. He added that he had asked Algerian national carrier ENTMV to send ships to transport the stranded passengers.

The explosion of anger among SNCM seafarers follows the announcement by the government that it is considering offers for the company from two French investment funds, Butler Capital Partners and Caravelle. SCNM workers had been expecting specialist passenger transport operator Connex to take a stake in the company.

But Connex announced that it had decided not to invest in SNCM because of the absence of adequate assurance regarding the financing of redundancies at the company. Union representative reacted negatively to the withdrawal of Connex in favor of the two investment funds, claiming the government had orchestrated the operation so as to hide its real intentions regarding SNCM until the last moment.

"Everything is happening as if they had wanted to hide the real process and leave us with a 'fait accompli'," said one after being given the news by the prefect, arguing that the investment funds were almost certainly looking for a company in difficulty which they could sell for profit in the short term.

On September 22, the Unions representing workers for SNCM called for an indefinite strike against the company beginning on September 28. A Union spokesman said, "We are determined to use all possible means to prevent the sale of the company to private interests and the potential loss of 700 jobs."

Vice President's Report

September 2005

California Election

The Governor of California has declared war on Unions with Proposition 75. In a recent speech he acknowledged his plunging popularity and blamed it on Unions. "This is a battle of the governor of the state of California against...Unions," said the Terminator. If passed, the proposition will require government employees to sign a form each year allowing Union dues to be used for political activities, a restriction that will apply only to public employees and not to private sector employees or corporate contributions.

The membership may recall the Herculean effort required to defeat the similar Proposition 226 in 2000—when the state's Union members turned out in record numbers making up more than 25% of the total voters.

Proposition 75, like 226 would not affect the SUP: our dues money is not spent on political activity. But it is nevertheless a first step in the reduction of Union power in California, and so we are all affected. Anyone interested in fighting back can help man the phone banks at the Alameda, San Francisco, or Los Angeles labor councils or another labor council near you. In Alameda County phone banks are open every night Monday-Thursday 5:30 – 9:00 p.m, in Oakland at 100 Hegenberger Road, Suite 150. Contact me for details and other activities.

Ships checked

Cape Jacob: Paul Harsany, delegate. Call from overseas indicates most things in good shape with Donn Reed as serang. Three o'clock knock off in port does not apply in military ships for several reasons, the most relevant of which is that it was not bought and paid for in military contracts as it has in bargaining (twice) the offshore commercial contracts. Also, the contract does not provide for "safety" watches—only security and gangway watches. If a safety watch monitoring alarms on the bridge is necessary at anchor with sea watches broken then the normal daywork rules apply—straight time between 0800 and 1700 and overtime between 1700 and 0800. In this important ship, the gang is pulling together SUP style. Will begin training for reliefs in October. Contact Steve Messenger, SUP Training Representative, for schedules and applications.

Cape Florida: delegate Dale Gibson. Securing for Hurricane Rita with a full crew in Orange TX.

Cape Flattery: Eric Williams, delegate. Call for gangs for Katrina relief. Headed back into layup.

Colorado Voyager: Lee Crandley, delegate. At the Long Wharf in good shape with a good gang. Clarification on USCG policy. Began gathering input on next contract negotiations beginning in 2007.

APL China: Dmitri Seleznev, delegate. Fighting like hell for our contractual rights.

Manukai: Dave Sylstra, delegate. Captain and mates should avoid discussing work and doing business during rest periods and breaks.

Mokihana: Jimmy Alarcon, delegate. Conversation with Tom Larkin and Julio Nunez indicates most things in line.

Foss Maritime Company: Mike Worth, Tom Tynan, delegates. Dock bosun a possibility as proposed by the Union in April. Working on the formula for apportionment of work under jurisdictional sharing arrangement.

San Francisco Bar Pilots: Terry O'Neill, delegate. Continuing caucuses and discussion on scheduling and a variety of issues. Proposals for 2006 negotiations welcome anytime.

Dave Connolly

Some day, there will come the brotherhood of man. Some day, industrial warfare, as well as warfare between nations, will be seen to be ridiculous and a waste of life and money. Some day, men will work together in a grand cooperative scheme. But until that day, the trade union must stand as the only safeguard of the working man; the only instrument by which he can maintain himself and his family.

Clarence Darrow

SUP Branch Reports

Seattle

August 15, 2005

Shipped during the period: 2 Boat-swains: 1 B-card shipped to a steady job and 1 B to a relief; 2 Able-seaman: 2 A-cards to returns; 7 standbys filled by 3 A-cards, 3 B-cards and 1 D registrant

Registered during the period: 6 A cards for a total of 19; 8 B cards for a total of 24; 6 C cards for a total of 21.

Ships Checked

Maui and *R.J. Pfeiffer* called twice and running smooth. Along with ILWU Local 19 President Herald Ugles and Local 19 political activist John Munson met with Seattle City Councilman Jim Compton and urged him to vote no on the City's proposed changing of waterfront zoning. Councilman Compton sailed with the Sailors' Union from 1962 until 1965 and was impressed with the arguments we put forward; whereby we contradicted the claims of the port that it did not need more cargo space on port properties. After the meeting Brother Ugles informed me that while in discussions with Matson's Terminal 25 operators, he secured for the Sailors' phone access within the foreman's office and help with parking. I attended the Washington State Labor Convention which was opened with a very fine speech by MEBA President Ron Davis addressing the issue of Labor unity among other topics. I attended the King County Labor Council meeting. And I met with the new Captain of the Port, Sector Seattle, Captain Steven Metrock and requested that he meet with labor leaders that are affected by his command, which he readily agreed to do. He asked the Sailors' to facilitate this meeting and we are working on this as I write.

Vince O'Halloran
Branch Agent

SUP member joins pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 764:

Douglas Ahuna, 65, Book No. 3806, joined SUP in 1980, 10 years seetime.

San Francisco Business Agent

September 12, 2005

Visited and paid off the following ships:

Lihue— Came in with boiler problem. Laid up in Oakland. Will recrew in September.

Lurline— Phil Howell, delegate: Time up in Honolulu; Jim Savage bosun.

Mahimahi— Delegate Chris Bright: Voyage pay off. No disputes.

Manoa— Harry Naole, delegate: Voyage pay off. No disputes.

Manukai— Lee Dancer, delegate: Running smoothly, no problems.

Maui— Duke Maringer, delegate: In from Seattle; no disputes.

Mokihana— Randy Runyan, bosun: Clean and clear.

R.J. Pfeiffer— Rick Reed, delegate: Same old beef on washdown, otherwise

Wilmington

August 15, 2005

Shipped the following during the period: 3 bosuns, 10 ABs, 5 AB maints., 1 OS and 91 standby jobs for a total of 110 jobs shipped. Registration: 55 A members, 55 B members, 12 C members and 3 D members.

Ships Checked

Manoa: Robert Green, delegate; *President Polk*: Jose Angeles, delegate; *Manukai*: Lee Dancer, delegate; *Mahimahi*: Manny Roxas, delegate; all OK. *APL Thailand*: Dave Hiebert, delegate: If it is a holiday or weekend, and the ship arrives on it, and the watches are not broken, you only get paid if you work on watch or off watch. After the tie up, there is one retained man for operation duties, and he gets no less than one hour overtime. *Maunawili*: Rob Morgan, delegate; *Matsonia*: Art Pond, delegate; *President Truman*: Larry Gately, delegate; *APL Korea*: Rick Goen, delegate; *President Jackson*: John McNeill, delegate: All OK. *APL China*: Dmitri Seleznev, delegate: No deals to be made for overtime in lieu of operational necessary overtime such as washdown. If you do, don't beef if washdown takes two weeks, unless it's a safety issue.

On July 14, 21, 28 and August 4, attended Labor Day Parade meetings at our hall.

We were pleased to have President Lundeberg present at our meeting. He read his report in full about the Matson and Patriot RRF ship agreements, and the APL agreement. This was another long, good, thorough meeting in which many question were asked and answered to our satisfaction. All agreements were ratified unanimously.

Lundeberg also talked about the MTD and AFL-CIO Conventions he attended in Chicago.

Eric Hands was admitted to A members at the meeting. He is a good shipmate and I was happy to swear him in. Congratulations, Eric.

Took care of the duties and responsibilities of the port for the membership during the period.

Keith Miller
Branch Agent

Honolulu

August 15, 2005

During the month of July, dispatched the following: 1 bosun relief, 2 ABs, 2 AB returns, 2 ABD, and 2 ABD returns. These jobs were filled by 7 A members and 2 B members. Also shipped 36 standby jobs filled by 1 A members, 7 B members, 27 C members, and 1 MFOW for a total of 45 jobs shipped.

Registered during the month of July: 6 A members, 8 B members, and 1 C member. To date, registered are: 14 A members, 17 B members, 6 C members and 1 D registrant for a total of 38 members registered.

Ships Checked

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

On August 4, attended a fundraiser for Neil Abercrombie. Large waterfront Union turnout for this pro-maritime Congressman.

On August 17, held our Hawai'i Port Council meeting. Presented our annual scholarship award. No new business discussed due to confusion on the status of affiliates who pulled out of the AFL-CIO.

Pensioner John Gouveia is in the Convalescent Center of Honolulu and has improved greatly.

Mike Duvall, Branch Agent

Jacksonville

August 2005

For the month of August, one Able Seaman, and two Ordinary Seamen were dispatched to the *Cape Jacob* and *Cape Florida*. These jobs were filled by two C-cards and one D.

The month of August and into the beginning of September has been very difficult for travel due to the number of tropical storms both in the Eastern Pacific and East/Gulf Coasts. Although unable to get to the ships I have been in contact with members aboard the *Jacob*, *Florida* and *Chevron Arizona Voyager*.

As everyone is aware, the aftermath of Hurricane Katrina has left devastating effects for our members and their families residing on the Gulf Coast as well as some in Florida. Certainly our hearts go out to the unfortunate members both aboard ships and at home for their losses. Hopefully, all SUP members will keep these brothers and sisters in their prayers and donate to charities to assist with the recovery of those who have lost so much.

Bud Yost

SUP East/Gulf Coast Representative

Dispatcher's Report

Headquarters—August 2005

Deck	
Bosun	13
Carpenter	0
MM.....	5
AB	12
OS	6
Standby	28
Total Deck Jobs Shipped	64
Total Deck B, C, D Shipped	20
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. ...	64
Total B, C, D Shipped-All Depts. ..	20
Total Registered "A"	72
Total Registered "B"	58
Total Registered "C"	11
Total Registered "D"	11

SUP Members

Is your current address on file at Headquarters? If not, mail, fax or email it to:

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Fax: 415 777-5088
email: editor_wcs@msn.com

Ballots for the 2006-2008 SUP election will not be mailed to the Union halls.



Bosun Steven Zombro and San Francisco Business Agent Bill Berger aboard the *Cape Orlando* in Alameda, California, on September 2. Photo by Dave Connolly.