



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIII No. 4 583

SAN FRANCISCO, CALIFORNIA

Friday, April 21, 2000

## Chairman of Joint chiefs says U.S. merchant marine vital to defense

General Henry H. Shelton, chairman of the Joint Chiefs of Staff told gathering at the U.S. Merchant Marine Academy at Kings Point this month that the armed forces depend on U.S.-flag ships and American merchant mariners to provide the nation's "fourth arm of defense."

"Quite simply stated, our National Security Strategy depends on a vital U.S.-flag merchant marine, and the Joint chiefs and I know it and so do our other leaders in Washington," General Shelton said.

"Ask any officer from any of the services who has had the opportunity to serve on a joint task force in the myriad of hot spots around the globe," he added. "Just ask any of them if the U.S. merchant marine is important to their operations. You will not only get a 'yes,' but a resounding 'yes-and-can-we-have-more!'"

"In addition to America's commercial interests, which included the movement of more than 2 billion tons of domestic and foreign commerce through U.S. ports last year, our military depends on sealift to move 95 percent of the materiel required for a major theater war," General Shelton stated.

"In Desert Storm, nearly 9,800 merchant mariners and 200 midshipmen served on merchant ships that helped move 95 percent of the cargo required for our operations," he added. During the Persian Gulf War, General Shelton served as Assistant Division Commander for Operations of the 101st Airborne Division.

"The vital national importance of a robust merchant marine must be emphasized to all Americans, General Shelton stated.

## Crew members in APL foreign-flag ship jailed for immigrant smuggling

Three crew members from the American President Line foreign-flag containership *APL Turquoise* where sentenced in Singapore this month for attempting to smuggle 47 Chinese illegal immigrants to the United States in December.

The 47 Chinese men paid an "agent" \$2,500(US) each to get them to the U.S. aboard the *Turquoise*.

Through an arrangement between the agent and the vessel's chief mate, Law Voon Yam, the men boarded the *Turquoise* in Laem Chabang, Thailand on December 27, 1999 as stowaways for the trans-Pacific voyage to San Pedro.

Prior to department Thailand, chief mate Law left the vessel and turned over the responsibility for the stowaways to second mate Mohamed Zakir Mohamed Ali. If the plan had succeeded, Mohamed Zakir stood to gain \$50,000 while deck cadets Thang Chiam Hoe and Chee Ken Ming would have made \$2,500 each for bringing the stowaways food and water.

However, the chief mate that relieved Mr. Law discovered the stowaways but waited until the ship arrived in Singapore on December 29 to report the incident as it is believed according the *Lloyd's List* that he feared for his safety had he reported the inci-

## Maritime industry group lists initiatives to grow U.S.-flag fleet

The working group on maritime policy, formed by Military Sealift Committee of National defense Transportation Association (NDTA) in cooperation with the Maritime Administration has recommend that the United States must make the U.S.-flag registry more attractive for private investment and growth to insure that the nation continues to have access to a strong commercial fleet and maritime employment base to meet defense needs.

The "Maritime Policy Initiatives 2000" report issued by the working group this month outlines a number of policy steps aimed at ensuring that the United States continues to sustain a U.S.-flag merchant fleet of sufficient size to carry out its defense missions.

The group's chairman was Vice Admiral Albert J. Herberger, Jr. USN (ret.), former Maritime Ad-

ministrators and Deputy Commander in chief of the U.S. Transportation Command (US-TRANSCOM), and the group's participants included representatives of major U.S.-flag ocean carriers, maritime labor unions and maritime associations.

"A strong U.S.-flag commercial merchant fleet is absolutely essential to ensuring U.S. national defense and economic security interests in the 21st Century," the report said.

"Military force reductions following the end of the code War and drawdowns in the numbers and capabilities of forward-deployed forces have placed increase emphasis on the need for strategic mobility, including sufficient U.S.-flag commercial merchant shipping to sustain U.S. forces deployed overseas in combat and to provide the experienced seafarers needed to crew the U.S. government-owned sealift ships used to deploy these forces from bases in the United States," the report continued.

After conducting a review of the current state of the U.S.-flag commercial fleet and the trends in both U.S. and international maritime policies, the working group formed recommendations based on a three part approach maintaining those elements of present U.S. maritime policy which have proven effective, taking action to ensure that existing policies lay the groundwork for future growth, and implementing broad, long-term policy initiatives to attract more private investment and growth in the U.S.-flag fleet.

"Although U.S. military planners have yet to release their requirements for surge and sustainment dry cargo shipping or for petroleum product tankers, substantial changes must occur in U.S. maritime policies to ensure a U.S.-flag fleet capable of transporting five to ten percent of this country's international waterborne commerce by 2010 and at the same time meeting the increasing needs of the Department of Defense for U.S.-flag commercial shipping to support U.S. armed forces deployed worldwide in peacetime and for contingency

operations," the report said.

Action areas outlined in the working group's report include changing U.S. tax and investment policies as they apply to the maritime industry, particularly in the foreign trades, to address the competitive advantages that foreign-flag fleets enjoy over their U.S.-flag counterparts.

"The evidence is clear that other maritime countries — including those for whom national flag fleets are viewed as instruments of broader national economic policy— do not intend to change those policies to conform to the U.S. view of how the international shipping industry should operate," the report said.

"U.S. maritime policy must realistically address what is necessary for U.S.-flag shipping to compete in international shipping markets as they exist today, and the United States must be willing to employ the tools available to it, including federal tax and fiscal policy, to that end," the report continued.

The maritime industry worldwide presents many disincentives for private investment, including chronic overcapacity, limited returns and volatile markets, the report said. Other countries are acting aggressively to address this by providing incentives to register tonnage under their national flag, and the United States must do the same to retain its commercial fleet.

"Only by increasing the attractiveness of the U.S.-flag industry for private investment in new ships can the U.S.-flag fleet achieve the growth necessary to: 1) continue to meet the need for safe, reliable and efficient marine transportation in the growing U.S. domestic economy; 2) provide a viable U.S.-flag presence in U.S. international waterborne commerce; and 3) meet the increasing needs of the U.S. military to rely on U.S.-flag commercial shipping and crews for national defense sealift."

This is the first in a series of articles examining the maritime policy initiatives recommended by the working group.

Source: American Maritime Congress



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

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

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(San Pedro Merchant Marine Memorial)

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Frank Parks	Book #3798
John Perez	Book #3810
Charles Rafael	Book #3141
Kai Sorensen	Book #7479
William Tice	Book #3239

## More officers needed for world shipping fleet

A report published April 4, by Bimco and the International Shipping Federation, estimates worldwide demand for seafarers in 2000 at 420,000 officers and 599,000 ratings. In supply are 404,000 officers and 823,000 ratings.

The five-year manpower survey implies a shortfall of four percent in officer numbers and 27 percent above requirements of ratings.

The current moderate shortage for officers will worsen unless training is increased or measures are taken to address the rate at which seafarers leave the industry. Over 40 percent of the officers are over age 50 and 18 percent over 55. An adequate amount of well trained and experienced replacements are needed or the impact on the industry could be severe.

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2000:

	Hdqs.	Branch
May	8	15
June	12	19
July	10	17
August	14	21
September	11	18
October	10*	16
November	13	20
December	11	18

\*Tuesday

## SUP Welfare Plan: Important announcement

### New dental plan will replace Naismith dental plan

The Board of Trustees of the SUP Welfare Plan is pleased to announce a new dental plan for eligible employees and dependents in Northern California. Pacific Union Dental Plan will replace the Naismith Dental Plan effective June 1, 2000. Members who are currently enrolled in DeltaCare PMI may also change to Pacific Union Dental Plan at this time if they wish. Employees and dependents must enroll in the same dental plan.

The Pacific Union Dental Plan has a large selection of dental offices throughout Northern California. The new plan will provide preventive dental care and routine fillings at no charge and other services at low fixed copayments. The SUP Welfare Plan will reimburse copayments incurred by employees only; dependents' copayments are not reimbursed by the Plan. Plan participants were sent an information packet including a benefit summary, list of participating dentists and enrollment form. **You must complete the enrollment form and select a dentist from the list of participating dentists before you can use the plan.**

All family members must use the same dentist. You may change your selected dentist at any time by calling the Pacific Union Dental customer service toll free telephone number: 1-800-999-3367. You can also call this number if you need any help in selecting a dentist or filling out the enrollment card.

**It is very important that you complete and sign the enrollment form, select a dentist and return the form to the SUP Welfare Plan Office by May 12, 2000. This will allow Pacific Union Dental to verify your eligibility to the dentist when you seek dental care on or after June 1, 2000.**

Note to Dental Care PMI Members: If you wish to remain in the DentalCare Plan, you do not need to do anything. Only fill out the enrollment form if you want to change plans.

If you have any questions, please call the Fund Office at (415) 778-5490 or Pacific Union Dental customer service at 1-800-999-3367.

## World Trade Union website launched

A new website—w.ww.global-unions.org—was launched this week as a “tool with which the trade union movement will begin the building of a world wide coalition to fight for social justice, democracy and equity in an era of globalization,” announced the International Confederation of Free Trade Unions (ICTFU).

The new site on the world-wide web is owned and operated jointly by 14 trade union organizations. It is intended to provide information and other resources to unionists around the world in their struggles for workers rights.

The organizations supporting the web site are:

- Education International (www.ei-ie.org)
- European Trade Union Confederation (www.stuc.org)
- International Confederation of Freed Trade Unions (www.ictfu.org)
- International Federation of Building and Wood Workers (www.ifbww.org)
- International Federation of Chemical, Energy, Mine, and General Workers (www.icem.org)
- International Federation of Journalists (www.ifi.org)
- International Metalworkers' Federation (www.imfmetal.org)

· International Textile, Garment and Leather Workers' Federation, International Transport Workers' Federation (www.itf.org.uk)

· International Union of Food, Agricultural, Hotel, Restaurant, Catering, Tobacco and Allied Workers' Union (www.iuf.org)

· Public Services International (www.world-psi.org)

· Trade Union Advisory Committee to the OECD (www.tuac.org)

· Union Network International (www.union-network.org)

## Timely Reminder Second quarter 2000 dues are due and payable now!

### West Coast Sailors

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

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## Final Departures

**Nicola Sepe,** Book No. 6674. Born in Ohio in 1920. Joined SUP in 1943. Died in Montebello, California, March 23, 2000. (Pensioner)

**Walter Mowinckel,** Book No. 4075. Born in Norway in 1910. Joined SUP in 1929. Died in San Francisco, California, January 16, 2000. (Pensioner)

**Ernest John Geering,** Book No. 2943. Born in New York in 1928. Joined SUP in 1951. Died in Burien, Washington, April 4, 2000. (Pensioner)

## U.S. Coast Guard reports on foreign crews safety

Vessels in Caribbean Cruises, Ltd, and Nowegian Cruise Line failed recent U.S. Coast Guard inspections and were detained in port.

According to the U.S. Coast Guard's February 2000 list of detained ships, the Royal Caribbean's Liberian-flag *Viking Serenade* was detained because its crew was unfamiliar with procedures to run an emergency fire pump off the emergency power system.

Norwegian Cruise Line's Bahamas-flagged *Norwegian Sea* was detained after Coast Guard inspectors found the ship's foreign crewmembers did not know how to operate the small cranes used to lower the lifeboats and failed the abandon ship drill.

## Stowaways detectors used in Hong Kong

Wharf Holdings-controlled Modern Terminals has become the first Hong Kong terminal operator to purchase the U.S.-made CO<sup>2</sup> detectors. The detectors can be used by inserting a probe into the gasket of a container door to obtain carbon dioxide emission readings which will show the presence of any human inside the container.

Investigations showed that containers transported by two separate OOCL vessels had been used for human smuggling originating from Hong Kong. As a result, the United States accused Hong Kong of being used as a base for smuggling mainland Chinese to North America in the boxes.

## CLF wants to raise workers' comp benefit levels

Tom Rankin, president of the California Labor Federation, AFL-CIO, urged employers and insurers "to do the right thing" and support legislation that would increase workers' comp benefits for the state up to \$1.3 billion.

Speaking at the California Workers' Compensation Institute's annual meeting held the first week of April, he said employers are "paying less for workers comp than they have in decades."

"How many of you have gone five years (or more) without pay increases?" he asked. He said the state legislature has not approved changes in benefits since the 1993 workers' comp reform package that became effective in 1995.

"Why are employers so concerned about the rise when a \$2 billion increase would represent only 2 percent of overall employer payroll," he said.

The California legislature passed a \$2.2 billion benefits increase measure, which Gov. Gray Davis subsequently vetoed.

## U.S. Navy turns to the U.S. merchant marine for sailors

In a dramatic change of manning policy, the U.S. Navy is for the first time employing civilian mariners aboard a combatant ship. The fast combat support ship USS Supply is the test ship for an historic pilot program that replaces a 24-man Navy Steward Department with 17 merchant mariners from the Military Sealift Command.

The Military Sealift Command's March newsletter Sealift reported that the pilot program will last one year and will be implemented on other fleets only after a thorough analysis. During that time, the MSC mariners will undergo extensive pre-deployment training aboard the USS Supply and then deploy to the Mediterranean with the George Washington Battle Group in July. The USS Supply can carry more than 177,000 barrels of oil, 2,150 tons of ammunition, 500 tons of dry stores and 250 tons of refrigerated stores to resupply U.S. Navy battle groups while underway at sea.

Since its inception, the U.S. Navy has rotated Steward Department work among the sailors aboard ship. The various ratings are typically required to spend 90 to 120 days handling food and doing laundry. In the USS Supply, however, a Chief Steward and 16 steward utilitymen from the Military Sealift Command will now provide cook, messman, and laundry services.

The MSC can crew the department with fewer sailors because those mariners work exclusively in that rating, reducing the time spent on training a continually rotating workforce. Also, the MSC's shore-based steward utilityman personnel pool can provide ready relief for mariners who are temporarily unavailable due to leave, training or sickness. A relief pool that can quickly respond to changing situations ultimately translates into fewer crew members annually on ships crewed by merchant mariners.

"It's an opportunity for the crew to focus on their areas of professional expertise," said Comdr. Laurie McKee, SC, USN, the ships' supply officer. "The hope is that this is the opportunity to return the sailors to working in their specialty, and the amount of time they would normally spend as food service attendants can be spent fine-tuning their technical skills."

Underlying the initiative is the Navy's extreme shortage of sailors. It is apparent that if the time spent by sailors performing steward department tasks can be reduced by employing civilian mariners then the hard-to-reach goals of Navy recruiters are considerably more realistic. Currently the Navy is offering a \$5,000 signing bonus to attract sailors.

## Former TRANSCOM director nominated for top Navy post

Admiral Vern E. Clark currently commander of the U.S. Atlantic fleet and a former senior staff director at the U.S. Transportation Command (TRANSCOM) was nominated this month to become the next Chief of Naval Operations (CNO). Upon confirmation by the Senate, Admiral Clark will succeed Admiral Jay Johnson.

Admiral Clark's elevation to the highest position in the Navy should be beneficial to the U.S. merchant marine because his experience at TRANSCOM provided constant contact with civilian merchant marine issues and allowed him to be involved in the development of the military-civilian partnership that is the keystone of TRANSCOM's maritime policy.

World piracy declines for the first quarter of 2000

Quarterly figures published by the International Maritime Bureau show that the incidence of piracy is down for the first three months of this year, 56 incidents compared to 66 for the same period last year. Monthly figures are also falling steadily. January this year saw 27 incidents, which fell to 18, then 11, over the next two months. Indonesia remains the biggest piracy hotspot, and there has been a marked rise in incidents off the coasts of India and Bangladesh. Ships at anchor continue to be the most at risk from robberies and similar incidents.

The IMB also report a mystery hijacking which is said to have occurred on February 6 in the Andaman Sea. A Russian taker responded to distress signals and rescued 12 men in a capsized life raft. The men said that they were members of the crew of the Thai vessel *Pilin 21*, and that armed pirates had boarded their ship and forced them onto life rafts at gun point. However, the IMB could find no records of such a ship existing and no official report was ever made to its

Foreign-flag cruiseship workers fined for pollution

Three employees of foreign-flag cruise operator Holland America Line have each landed a US\$10,000 criminal fine and placed on two years unsupervised probation for negligence by a U.S. court. The case centered around a discharge of oily bilge water into the Alaskan Inland Passage six years ago when the company's cruise ship Rotterdam (since sold to Premier Cruises and renamed the Rembrandt).

Two of the ship's Dutch second engineers, Hantje deJong and Dirk Smeenk, were sentenced for failing to sue the ship's oily water separator before discharging bilge water. The firm's shore-based director of technical operations Nanne Hogendoorn became the first ever landside cruise employee to receive a criminal sentence in a case of this kind.

The court decreed that he knew that the ship's separator was not working but did not order the system to be repaired despite knowing that this was illegal under the Federal Water Pollution Control Act. All three pleaded guilty to the charges. Holland America, a subsidiary of Miami-based Carnival Corp, paid US\$2m in damages in 1998 for the spill.

Indian dockers set to strike

The All India Port and Dock Workers Federation has called for an indefinite strike on April 30, to demand implementation of promises the government made in January.

Union president S.R. Kulkarni said the strike will affect 12 major ports in India.

Kulkarni said representatives of five federations of port and dock workers have written to Prime Minister Atal Behari Vajpayee, seeking his intervention to stop the strike.

More than 100,000 port and dock workers struck in January to press for a charter of demands that included higher pay and benefits. That strike was called off after five days following an agreement with Surface Transport Minister Rajnath Singh.

Singh agreed to obtain a government decision by March 31, on worker demands for pay increases every five years and payment of housing allowances.

Trade union leaders said the issues remain to be resolved, and that negotiations have produced no results.

## United Transportation Union splits from AFL-CIO

The United Transportation Union disaffiliated from the AFL-CIO March 15. The break stems from a two-year effort by the UTU to represent 8,000 member of the Brotherhood of Locomotive engineers at the Union Pacific Railroad. Since the UTU and BLE were both AFL-CIO affiliates, hostile raiding activity is considered illegal by Article XX of the constitution.

Merger talks between the two unions failed and in May 1999 UTU refiled a national Mediation Board election petition to combine its up unit with the BLE's. The BLE then refiled its Article XX claim. The AFL-CIO determined that UTU had committed "a major—perhaps unprecedented— violation of BLE's established rights under Article XX." The UTU refused to withdraw its election petition in spite of the federation's finding and the disaffiliation, the second for the UTU in the past two decades came about.

## Record of SUP Shipping March 2000

	Hdqg	Seattle	Wilm	Hono	Total
Bosun	5	3	4	0	12
Maint. Man	7	0	0	0	7
A.B. Dayworker	0	0	6	0	6
A.B	16	15	5	2	38
O.S.	2	4	0	1	7
Standby	29	17	45	25	116
Cook	1	0	0	0	1
<b>TOTALS</b>	<b>60</b>	<b>39</b>	<b>60</b>	<b>28</b>	<b>187</b>

**EXXON SEAMEN'S UNION**

Founded March 28, 1941

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**ESU NEWS**

MAY 2000

Official Publication of the Exxon Seamen's Union

**John Herbstritt's Farewell Letter**

I wish to thank all the members for electing me Ship's Rep. on the *S/R Baton Rouge*. It has truly been a great experience. I learned a lot about both the Union and the membership. I know I was new at this job and wish to thank all the people with more experience than me who helped me out with all the tough questions. I feel very fortunate to have worked with Bud before his retirement and will miss him, as I know we all will.

I look forward to the future of the Exxon Seamen's Union and the SUP together and know the change will be for the better. I was fortunate to sail with you all and hope to see you again soon. Thank you for making this a great experience.

John Herbstritt Ship's Rep.  
*S/R Baton Rouge*

**S/R Baton Rouge Retires-Again**

At the time this article was being written the crew of the *S/R Baton Rouge* was busy gas freeing and cleaning tanks aboard the ship that would just not die. They were once again preparing her for a possible transfer to new owners after a brief return to service this winter on the Alaska-West Coast route.

The ship, which was brought back in December after a short yard period in Singapore, was at anchor in Puget Sound undergoing yet another final clean-up before her lay-up. Although no one likes to see the loss of jobs that go with the loss of any ship, there will not be many tears shed over the departure of the *Baton Rouge* this time around. She had sadly become the dog of the fleet after years of punishment in the brutal waters of the Gulf of Alaska. The poor design and even poorer performance of the winches on her and the other 75's was the object of curses and obscenities from most every AB who ever sailed aboard her.

Following all the fanfare and ado upon her first lay-up in June of last year, it

would be a bit pointless to do so again now. The 75's were designed and built with maximum attention toward cost savings and little regard for crew comfort. Every unlicensed berthing space was tiny and located on the main deck where the pounding seas would often startle a sailor completely out of his or her rack. A few of the rooms were situated directly above the hydraulic power packs making sleep a rare commodity when entering or leaving port. There were shared heads and showers, plumbing problems and frequent losses of power. It is really a wonder that more people didn't call it quits after a miserable winter tour aboard the *Baton Rouge*. The ESU salutes all our members who sailed aboard her and endured those hardships. We would particularly like to thank John Herbstritt for the fine job he did as the last Ship's Rep. aboard that vessel. His farewell letter as Rep. is printed below. Due to OPA 90 regulations the *Baton Rouge's* final drop dead date as a tanker in US waters is midnight on March 24.

**Mail Delivery Problems**

We have recently experienced a rash of problems concerning the timely delivery of mail and in some instances lost mail. The members who sailed on the *Baton Rouge* recently received no mail at all. Other Ships that were affected were the *SeaRiver Charleston*, *The SeaRiver Long Beach*, and *the Sea River Benicia*. The ESU spoke with Mr. Doug Brotherton, supervisor of mail operations and Mr. Oscar White, The mail room manager to try and get the problem corrected. Oscar stated that the problem with the people that transferred off the *Baton Rouge* not receiving their mail was that Fleet Manning had provided him with the incorrect labels. This particular problem has since been corrected. It has been exactly one year and three months since our Former President Mr. Bud Yost visited the mailroom and identified some of the problems and had them corrected. The mail situation improved for a while, but as of late has deteriorated. ESU President Jerry Patterson has spoken with Mr. Doug Brotherton at length on three occasions in the past week. Mr. Patterson informed Mr. Brotherton that the seagoing mail delivery is deteriorating again. Mr. Brotherton promised to personally coordinate the mail operations over a period of two days and to identify and correct these ongoing problems. We have already received positive feedback from

The new hire group, which came in on March the 1st that was previously mentioned in this newsletter are experiencing pay problems already. *SeaRiver Maritime* sure knows how to make a good fist impression. virtually everyone of them was hsorted on the trianing overtime that was promised, but never got entered into their pay. The good news is that the problme was identified and corrected. The bad news is that it will show up on the April 1 pay. The reason given was that the person that has to signe the approval is out of the office this week. then they have the effrontery to call themselves managers. They tend to trivialize colossal mistakes s long as it doesn't involve them. I guess it must be their hubristic

**American Progress Issue Settled**

A fter numerous Union/ Management communication meetings and consultations with the SUP over the past few months an understanding has been achieved regarding the transfer of the American Progress into the *SeaRiver Fleet*. As stated in the March 24d' issue of the "West Coast Sailors / ESU News," the ESU Board met with *SeaRiver Management* at the Wyndam Greenspoint Hotel in Houston, Texas on nd March 22, 2000 to bargain this issue. The Board is cognizant of the fact that we have strong language in the contract that specifies exactly how people are placed when they come into our bargaining unit. Our attorney Ms. Sharon Groth did some extensive research and her recommendation was that we bargain the issue and try to gain something for our membership and the AP unlicensed personnel. If negotiations reached an impasse then we would insist that the company adhere to the contract. On March 22 d after an arduous day of negotiations an agreement was reached in the afternoon. What was negotiated? What will it involve? What will we gain? First and formost, we realized that any agreement that we reached regarding this issue had to include strong language that this would not set a precedent for any future assets or employees to the Company and is a one

time occurrence associated with the Exxon-Mobil Merger. It will cause a ripple effect that will set in motion a signifant upward movement on all the seniority lists. We will gain an unprecedented 27 promotions across the board. We believe full consideration by the membership will verify this MOU has resulted in the guarantee of promotion to higher paying jobs to more than ten percent (10%) of our membership. We will see a tremendous upward movement on the promotion lists of all members that were not actually promoted. A sensible and fair means to recognize the seniority of the former Mobil employees, who are by membership in the SUP, our Union Brothers and Sisters. Some members have expressed an opinion that the Mobil employees should be brought in at the bottom of the Maintenance Seamen's List. This opinion was voiced both verbally and in writing. In fact, the Union had requested a legal opinion from our attorney and that opinion confirmed that the Contract language did in fact support an argument to transfer these people in just such a manner. The Executive Board entered into discussions with the Company and made clear to the Company that this was in fact our contractual interpretation and that if an acceptable agreement in the opinion of the ESU could not be reached, this

would be the position that the ESU would stand on. Additionally, the Union never lost sight of this being our fallback position. The Union was concerned what impact this might have on our contract in the future if a similar situation occurred. The Boards concerns were satisfied, as this MOU specifically describes this agreement as a one-time accommodation, and in our attorney's opinion is non-precedent setting. Two other significant accomplishments, were the resolution of the outstanding Non-promotion grievance and a verbal commitment by the Company to make future promotions in a more expeditious manner. The favorable resolution of the non-promotions grievance accomplished what otherwise would have been accomplished only after a lengthy grievance procedure and possibly, an expensive arbitration process. Although we have received a tremendous amount of support from the membership, we realize that there will be some among you who are opposed to this agreement. We can only say to those members that we brokered the best deal possible for the entire membership, and gave fair recognition to our Affiliate brothers and sisters at the SUP. We can take solace in the belief that we have done the right thing.

**Document renewals**

It has been brought the Union's attention that several members have incurred difficulties in regard to the renewal of their Seamen's Documents. The two problems that we are aware of at this time are members not acquiring a fire fighting certificate within the five (5) years prior to applying for renewal of their documents, and longer than anticipated administrative delays by the Coast Guard in issuance of the new documents. The Union strongly recommends that members who will need the company sponsored fire-fighting course not delay

in enrolling in one. It is important to understand that these courses are subject to cancellation, making waiting until the last minute unwise. In addition, we recommend that you start the process 12 months ahead of time. Dealing with the various Coast Guard centers can be a bureaucratic nightmare and you want to insure that you have your new documents before the old ones expire. There is no grace period. The Executive Board will be providing more information in the near fu-

**Waivers**

The waiver systme is not working. It is being abused. Waivers are not an entitlement. Every time that we issue a waiver we are entinering into an agreemee with management to temporarily invalidate certain tenets of the contract. We have to negotiate an entire contract next year and when this system is abused it undermines our effort to gain shorter sea tours and longer paid leave, it also effects the Fleet Manning Factor. A waiver hould be used only when absolutely necessary. We need to make some adjustments on the waiver systme, and we are asking for your help to acomplish this sensitive undertaking. Please hold meeting and discuss this issue. We await your comments.

## ID cards

The ESU spoke with Mr. Doug Brotherton concerning the long standing issue of our members not receiving Company ID cards. We were told that the reason for the delay was a software problem that has not been corrected. He assured us that the members aboard the SeaRiver wilmington would receive their ID cards before the ship leaves the shipyard in Mobile, Alabama. His intention is to set up a procedure in Baton Rouge, LA, and in Benicia, CA, where the agent boards the ship and takes the photo with a digital camera. The photo chip will then be sent to Houston and the ID cards will be mailed out to each individual. He assured us the entire process would be completed in two months.

## SeaRiver Maritime Inc./Exxon Seamen's Union Memorandum of Understanding

This Memorandum of Understanding, agreed to this day, the 22<sup>nd</sup> day of March 2000, accurately sets forth the complete agreement reached by the Exxon Seamen's Union (ESU) and SeaRiver Maritime, Inc. (SeaRiver) regarding issues associated with the transfer of the American Progress (AP) and its crew into SeaRiver and the transfer of AP unlicensed employees (currently represented by the Sailors Union of the Pacific (SUP)) into the bargaining unit represented by the ESU. The parties agree that this Memorandum of Understanding shall not set a precedent for any future addition of assets or employees to the Company and is entered only as a result of the above referenced issues associated with the Exxon-Mobil merger.

### 1. Seniority Lists:

A. Recognizing vacancies exist on various Seniority Lists, the COMPANY agrees to promote, in a manner consistent with our Agreement, qualified SeaRiver employees. At this time, it is understood that the basis for determining the number of promotions required is a manning factor of 1.8 with a nine-vessel fleet. Currently, the number of vacancies by rating is: AB 8, QMED 3, PM 3, FC 2. Twenty-seven (27) SeaRiver employees will be promoted as a result of this action.

B. The effective date for promotions associated with I A above will be the actual date the AP unlicensed crewmembers are placed in the SeaRiver payroll and benefit system, on or about June 1, 2000.

C. In resolution of an existing grievance relating to promotions, the Company agrees to promote effective April 1, 2000, nine of the promotions noted in IA. Seniority Lists impacted by this action include: QMED (I -promotion), Pumpman (2-promotions), 2<sup>nd</sup> Pumpman (2-promotions), AB (3-promotions), and Fleet Chef (I -promotion). The Company will comply with the Agreement in future promotions.

D. In addition to the promotions noted in IA, the Company agrees to promote AB B. Johnson to Cook, effective with the date noted in I B.

E. After listing promoted SeaRiver employees on their respective Seniority Lists, the Union and Company agree to list on Seniority Lists the AP employees as follows:

Able Seamen: AP ratings Able Seamen and Bosun, will be placed at the bottom of the AB Seniority List to the extent that their Mobil employment date is earlier than the request date of the SeaRiver employee listed at the top of the AB Promotion List. Otherwise, the AP individual will be placed in the Maintenance Seaman Seniority List in a manner consistent with our Agreement, taking into account his/her Mobil company service.

QMED: AP rating QMED will be listed on the QMED Seniority List or Maintenance Seaman Seniority List in the same manner as described above for Able Seamen.

Cook: AP ratings Steward and Cook will be placed at the bottom of the Cook Seniority List to the extent that their Mobil employment date is earlier than the request date of the SeaRiver employee listed at the top of the Cook Promotion List. Otherwise, the AP individual will be placed in the Maintenance Seaman Seniority List in a manner consistent with our Agreement, taking into account his/her Mobil company service.

Other: Other AP ratings (i.e., Wiper, MM, GPM) not included above will be placed in the Maintenance Seaman Seniority List in a manner consistent with our Agreement, taking into account their Mobil company service.

F. It is understood that the AP employees with less than 12 months Mobil service will be considered as probationary employees until such time as their total company service (Mobile and SeaRiver combined) exceeds one year.

2. It is understood and agreed by the Union that due to payroll system issues, there will be an interim period between the actual date of asset transfer and date the AP employees are on the SeaRiver payroll and benefit systems. Until such payroll system issues are resolved, the AP employees will remain in their current Mobil payroll and benefit systems and will be governed by their current SUP Agreement. The AP employees will continue to be represented solely by the SUP until the date the AP employees enter the SeaRiver payroll and benefit system.

3. It is understood that until the AP employees are part of SeaRiver's payroll and benefit system, the Company does not intend to assign ESU bargaining unit personnel to the AP. Once the AP employees are included in the SeaRiver payroll and benefit plans, the ESU will be the exclusive bargaining representative for those employees. It is also understood that the ESU will pick a Ship Representative for that vessel as soon as practical after that date, in a manner consistent with the ESU Constitution and By-Laws.



# SUP President's Report

April 10, 2000

## MATSON NAVIGATION COMPANY

Last month Matson decided to withdraw its December 17, 1999 application to the Maritime Administration to operate two C-9 type vessels in service between Vancouver, British Columbia; Seattle; Oakland; and Honolulu (see the February *West Coast Sailors*). The vessels in question were built with Construction Differential Subsidy (CDS) and normally would be excluded from the Jones Act trade, but Matson contended that the planned schedule would have qualified under the "Fourth Exception" (Section 506 of the Merchant Marine Act of 1936) making the vessels eligible.

While Matson argued that its inclusion of a call at Vancouver would make it a "bona fide voyage in the foreign commerce of the United States," other carriers, including American President Lines vehemently opposed Matson's application stating that the Vancouver call was a ploy to circumvent the Jones Act.

Matson's C-9s, the *Mokihana* (built in 1982), *Mahimahi* (built in 1982) and *Manoa* (built in 1982) are time-chartered to APL until February 2006 and run from the West Coast via Guam to the Far East, in conjunction with APL's J-10 type vessels, *Presidents Grant* and *Wilson*.

If Matson's application had been approved, the company would have reflagged two foreign-flag vessels to U.S. registry to replace the C-9s.

In withdrawing its request, Matson's Senior Vice President and General Counsel Kevin O'Rourke told MarAd that, despite its withdrawal, the company believes that its contemplated service is "clearly permissible" and would serve the policy objectives of the Merchant Marine Act.

O'Rourke said Matson's decision was driven by the knowledge that final confirmation of its legal position could come only after protracted proceedings. According to Capt. Jack Sullivan, Director Vessel Operations Offshore Labor Relations, Matson is still evaluating other operational alternatives that don't involve the redeployment and replacement of the C-9s.

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The Union was notified by Matson this month that its bid to operate and maintain eight Fast Sealift Ships (FSS) for the Military Sealift Command (MSC) was rejected. (See the November and December 1999 and January 2000 *West Coast Sailors* for background.)

According to Capt. Sullivan, MSC advised Matson that the company's bid was found to be "technically acceptable" but not within the "competitive range."

Wages were not a determining factor in Matson not being in the "competitive range" as the unlicensed and licensed unions submitted the same total crew costs per job to all companies that were bidding for these vessels.

Encouraged by MSC to bid for other government work, Matson notified the SUP, MFOW, and SIU-Marine Cooks on March 30, that it intends to respond MSC's latest Request For Proposal to operate and maintain the *USNS William A. Soderman*

and the *USNS LCPL Roy M. Wheat*. The *Soderman* is a Large Medium-Speed Roll-on Roll-off vessel that was awarded to Patriot Contract Services, a division of American Ship Management, last year but is scheduled to be converted for the U.S. Marine Corps at NASSCO Shipyard in San Diego. The *Wheat* is a roll-on, roll-off vessel built in the Ukraine and undergoing conversion at Bender Shipbuilding in Mobile, Alabama. Both vessels are intended to be prepositioned in the Western Pacific or Indian Oceans and will be in Full Operating Status (FOS).

In order to go forward on this project, Matson has requested each Union to sign a Letter of Intent to negotiate a labor agreement for these vessels and to meet all terms and conditions required by the MSC (training, etc.).

Request membership approval to sign the Letter of Intent requested by Matson.

=====

On April 4, received a call from Captain Saunders Jones, COO of Patriot Contract Services who stated that Patriot was also going to respond to the MSC RFP for the *Soderman* and the *Wheat*.

Request authority from the membership to negotiate with ASM for these vessels.

## APL CHINA AND APL JAPAN

As the membership will recall, the SUP, MFOW, SIU Marine Cooks and the Masters, Mates & Pilots, wrote to MarAd in late January requesting that the Agency extend the window for these two vessels to be enrolled in the Maritime Security Program if slots in that program became available prior to September 30, 2005. Under a MarAd ruling in 1997, American President lines would only be obligated to offer these vessels for MSP participation until March 11, 2000.

On March 10, Maritime Administrator Clyde Hart, Jr. wrote to APL CEO Tim Rhein seeking a response to the Unions' request as APL's Washington office failed to answer MarAd since the Union's proposal was made. Hart stated that "we will keep this matter open until MarAd reviews your response and renders a decision."

On March 16, APL replied to MarAd and stated the company's "agreement identified in the notation in MarAd's October 16, 1997 action has now expired. That agreement was, by its terms, limited to a three-year period ending March 11, 2000. Being contractual in nature, it cannot be extended by the unilateral action of the Maritime Administrator, as the SIU-PD appears to request."

The Unions will continue to pursue this matter with MarAd.

## AMERICAN PROGRESS

On March 21, traveled to Houston to meet with Exxon Seamen's Union President Jerry Patterson and members of the ESU Executive Board. The purpose of the meeting was to prepare for the ESU's March 22 meeting with representatives of SeaRiver Maritime regarding issues associated with the transfer of the *American Progress* from Mobil Oil to the SeaRiver fleet. The role of your secretary in Houston was to pursue interests of SUP members in the *American Progress*, as well as serve as an advisor to the ESU Board.

Central to the concerns of the SUP and the ESU was the manner in which the deck, engine, and steward departments employed in the *American Progress* would be slotted onto the SeaRiver seniority list. More specifically, the problem revolved around a number of ESU members who have remained in the Maintenance Seaman's (which is equivalent to a ship's utility rating) despite sailing in, and being eligible for example, the Able Seaman rating for several years. These sailors, through no fault of their own, were kept in a lower rating because of SeaRiver's unwillingness to make the required promotions to fill AB vacancies. (The ESU had filed a grievance over the failure to promote and at the time of this meeting that grievance was unresolved.)

Given this situation, new employees from the *American Progress*, if slotted in simply by rating without recognition of accumulated Mobil service, could unfairly disadvantage the SeaRiver Maintenance Seaman who were eligible for promotion.

All parties were able to come to a fair and equitable agreement on March 22, 2000. The specifics of that agreement are as follows:

The SUP will continue as bargaining representative for those employed in the *American Progress* through June 1, 2000.

After June 1, 2000, unlicensed personnel in the *American Progress* will be offered jobs with SeaRiver.

The Mobil service of *American Progress* sailors will be recognized by SeaRiver.

SeaRiver will make 27 promotions and agrees to future compliance with the Agreement with the ESU regarding promotions.

*American Progress* ratings with a hire date later than the request for promotion date of eligible SeaRiver Maintenance Seaman will be placed in the Maintenance Seaman Seniority List in a manner consistent with the ESU—SeaRiver Agreement, taking into account his/her Mobil company service.

The same system that applies for Able Seamen, outlined above, shall also apply to the Stewards, Cooks, and QMED's.

In summary, SUP/Mobil employees will be given fair recognition for their time with Mobil, with the ESU resolving its long-standing promotion grievance. Moreover, the affiliation between the ESU and SUP withstood an important first test during these complicated negotiations and as such foreshadows a strong and lasting relationship. SUP Vice President Dave Connolly will meet the *American Progress* in May to discuss the impact of these changes.

## SAN FRANCISCO BAR PILOTS

On April 3, Leo Moore (dock bosun), Vice President Dave Connolly and your secretary met with Captain Russ Nyborg, Port Agent, and Captain Steve MacLaclan to discuss outstanding issues raised by the Pilots regarding the operation of the *p/v Pittsburg* which is stationed in Pittsburg, California, to handle river moves to Sacramento and Stockton. Items clarified included the definition of the straight-time work day and overtime payments all of which are consistent with the collective bargaining agreement and past practice.

Also the Union proposed an Addendum to the agreement to clarify the training requirements for potential Pilot boat operators.

Currently, outlined in Section 2, paragraph G(1)(a) of the Agreement with the Pilots, new deckhands will be hired on a temporary basis only upon proof of a clean drug screen, passing physical, Able Seaman's certificate and possession of a valid California drivers' license. Section 2, paragraph G(1)(c) states that following the six-month temporary period during which a new deckhand is to attain at least an Ocean/Near Coastal Operator's License. In the previous sub-heading, Section 2, paragraph G(1)(b), establishes a First Aid Certificate and Basic Lifeguarding as necessary criteria, and then refers to the jointly developed training program for new operators. To re-affirm our long-standing practice of training for deckhand position, the Union proposed the following language be inserted in that paragraph:

**"The course will begin following the six-month temporary period outlined above. All deckhands shall be considered Relief Operator candidates for a period of one year, not to exceed two years. Training requirements will include proficiency in all aspects of run boat and station boat operations. Additionally, candidates for Relief Operator will demonstrate minimum proficiency in station boat operations within eight (8) trips. Successful completion of the training shall be determined by the consensus of the SUP and the SFBP, and shall establish the deckhand as a Relief Operator. Failure to complete such training shall be understood to be just cause for replacement by a new Relief Operator candidate should such candidate(s) be available."**

This Addendum was formulated by those SUP members employed by the Pilots and was agreed to by Captain Nyborg. On behalf of the Union, signed the Addendum, pending full membership approval.

## FOSS MARITIME COMPANY

In response to a proposal made by Foss to the SUP and the San Francisco Region of the Inlandboatmen's Union of the Pacific (IBU) to resolve outstanding jurisdictional issues, SUP members employed by the company caucused at Headquarters on March 27 and 28. In attendance were John Crockett, Tom Farola, Mel Jackson, Mike Higa, Don Nicholas, Eric Partika, Mike Potenti, Stu Putske, Gary Rymel, Tom Tynan, Mike Worth, Paul Wuestewald, Business Agent Bill Henneberry, Vice President Dave Connolly and your

## SUP President's Report *continued*

secretary. IBU San Francisco Regional Director Marina V. Secchitano also participated in the meeting on the 27th to provide input from her organization.

Although a couple of counter-proposals were formulated at the meetings, nothing definitive was arrived at that was satisfactory to both the SUP and IBU. Will continue to work on this problem with the membership employed by Foss and in solidarity with the IBU.

### ASM: MONEY PURCHASE PLAN

In late February, was informed by then Wilmington Branch Agent Bill Berger that American Ship Management was not making contributions to the SUP Money Purchase Pension Plan for those employed as casuals under the Supplemental Memorandum to the 1999-2005 Maintenance Agreement (with ASM) Regarding Extra Maintenance Crew Personnel.

Immediately contacted the company to demand why these payments were not being made. The company's response was that they were unaware they were required to contribute to the Plan and requested "proof" of why they were required to do so. The Union then provided ASM with a chapter and verse breakdown of how the SUP Money Purchase Pension Plan was applicable to casual standby workers and how the monies for the \$25 per day contribution was derived from allocations made by the membership from wage increases in 1990, 1994, 1995, and 1997.

Apparently and incomprehensibly ASM had not been remitting to the Plan office contributions for casuals since the company began operations on November 12, 1997!

On March 21, the company determined that an "accounting error resulted our failure to make contributions" for casuals and sent a check to the Plan office for \$60,175, plus a list of members who did not properly receive the contribution they were entitled to.

After a preliminary, but ongoing investigation, the current Plan Administrators, Zenith Administrators, have found that some members who worked as casual standbys were credited for days worked while others were not. Therefore, Zenith is researching the work history of every sailor employed as a casual since November, 1997, to determine whether the employment days were posted to each individual's account. Plan auditors, Thomas Havey & Company will also audit the Plan's books and ASM's books in Walnut Creek.

After this work is completed, which will take at least a month, will publish the name of those members whose accounts were not properly credited and monies belatedly remitted by ASM. Have also instructed the Plan, once all calculations have been made, to bill ASM for the interest due on the money so that it can be credited to the accounts of the affected participants.

### SUP WELFARE PLAN

Since last month's report to the membership regarding the termination for cause of Vern Johansen as SUP Welfare Plan Administrator, the following has transpired:

On April 13, the Plan office received a certified check for \$20,000 from Johansen for funds "borrowed" from the Plan without Trustee authorization. During the past month, Plan auditors Thomas Havey & Company have continued to audit the Plan and are still in the process obtaining backup for credit card charges incurred by the former Administrator.

The temporary administrators (Zenith Administrators), the auditors and Plan counsel have scheduled a meeting with former Administrator Johansen this week to clarify and resolve all outstanding issues regarding funds owed to the Plan.

It is anticipated that the final audit will be completed this week. Will keep the membership fully informed.

### LMSR TRAINING

As a reminder to the membership, the next training class for those interested in working in the Large Medium-Speed Roll-On/Roll-Off (LMSR) vessels operated by Patriot Contract Services (PCS) for the Military Sealift Command is scheduled to begin on May 16.

The training classes are conducted by the SUP's Andrew Furuseth School of Seamanship in San Diego and last approximately three weeks. Application to attend are available at every SUP hall, the Andrew Furuseth School at Headquarters and the SUP Welfare Plan.

Tuition, lodging, subsistence and transportation costs are paid for by the SUP Training Fund. No one can be shipped to the LMSRs without taking the Military Sealift Command required training.

The *USNS Fisher* and the *USNS Seay* are currently operating and are in good shape with only occasional minor beefs that have been squared away. The *Fisher* remains in Norfolk while the *Seay* is being outfitted at Avondale Shipyard. Both vessels are projected to sail for Baltimore some time this month.

Patriot informed the Union this month that the delivery date of the *USNS Mendonca*, originally scheduled for July, has been pushed back until February 2001 due to shipyard problems. It is anticipated that this delay will presumably affect the delivery of the *USNS Pililaau*, *USNS Brittin* and unnamed LMSR. *Pililaau* was scheduled for January 2001, *Brittin* for July, 2001, and the third vessel for January 2002.

However, the *USNS Shugart*, *USNS Gordon*, *USNS Yano*, *USNS Gilliland* and *USNS Soderman*, which are currently operating with SIU-A&G crews are still scheduled to be delivered to Patriot by January 2001.

It is, therefore, imperative that the SUP, as well as the other unions that have contracts with Patriot for these vessels, have the necessary pool of qualified and trained people to cover these jobs.

### MFOW TRUSTEES MEETING

At the invitation of MFOW President/Secretary-Treasurer Whitey Disley, Vice President Dave Connolly, Andrew Furuseth School of Seamanship Director Jack Mannering and your secretary attended the annual MFOW Board of Trustees in San Francisco on March 16. We extended fraternal greetings to the MFOW Trustees and pledged to continue the close working relationship between the SUP and the Firemen. Discussed raining requirements and the SUP training program for government vessels and other issues of mutual interest to both Unions.

### LAWSUIT: AMO v. MSC

As reported in February, the American Maritime Officers (AMO), formerly District 2-MEBA, filed suit in October 1999, in the United States District Court for the District of Columbia against the Military Sealift Command (MSC) and the Department of Labor seeking to void the award made to Patriot Contract Services for the operation of one Large Medium-Speed Roll-On, Roll-Off (LMSR) vessels.

Additionally, the AMO filed a motion for a preliminary injunction with the Court to block the award. The essence of AMO's argument is that the government violated the Service Contract Act in awarding the ships to Patriot. In fact AMO is basing its claim on the October 1, 1999, ruling of Judge William B. Bryant of the District Court nullifying the Ready Reserve Fleet awards. That suit was also initiated by AMO. Judge Bryant is also presiding over this case.

The SUP firmly believes that AMO's contention is without merit and has accordingly filed a motion in the same District Court opposing the AMO motion for a preliminary injunction and requesting that Judge Bryant allow the SUP to intervene as a defendant in the case. The Masters, Mates, and Pilots have filed the same motions. Both unions have retained the Washington, D.C. law firm of Zuckert Scoutt & Rasenberger LLP to fight this important case.

Patriot, and the Federal government both filed motions to dismiss AMO's suit as well as motions to remove Judge Bryant from the case.

On April 6, Judge Bryant heard oral arguments on the pending motions at the District of Columbia courthouse in Washington, D.C. Presenting the positions for the government were attorneys for the Department of Justice (U.S. Attorney's Office), the Military Sealift Command, and the Department of Labor. The SUP and MM&P were represented by Frank Costello of the

Zuckert Scoutt & Rasenberger Law Firm. Patriot was represented by Dennis Herrera.

AMO was represented by Edward Henneberry and Karen Manos of the Washington Law Firm of Howery & Simon.

In attendance to witness the courtroom proceedings were Jerome "Jerry" Joseph, AMO National Executive Vice President, Ed Kelley, AMO National Vice President-at-large, Jordan Truchan, CEO of Patriot, Donald Marcus, Executive Assistant to MM&P President Tim Brown and your secretary.

Judge Bryant in the course of the afternoon heard arguments from both sides without making a decision one way or the other but stated that he would issue a decision soon.

Will keep the membership informed on this important case. It should be noted that legal fees for SUP and MM&P representation in this case have exceeded \$20,000 and will be shared evenly by both unions.

### QUARTERLY FINANCE COMMITTEE

As per Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the first quarter of 2000, and report back to the membership at the May coastwise meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit of the Union's funds is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will meeting on Friday, May 5 at 9:00 A.M.

### GOOD FRIDAY

All SUP halls will close at noon on April 21, in observance of Good Friday. All American Ship Management and Matson vessels in port and SUP shoregangs shall be granted a three-hour holiday between noon and 3:00 P.M. If required to work during those hours, overtime is payable.

### ACTION TAKEN

M/S to approve the Letter of Intent requested by Matson. Carried unanimously.

M/S to authorize the president to negotiate with patriot Contract Services.

M/S to accept San Francisco Bar Pilots Addendum. Carried unanimously.

Quarterly Finance Committee elected: Mike Bailey, Paul Calais, Mike Worth, Paul Fuentes, and Roberto Garcia; William Berry, alternate.

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

*Gunnar Lundeberg*

# SUP Branch Reports

## Seattle

March 20, 2000

Shipped the following for the period: 1 bosun relief and 3 bosun returns taken by 4 A cards; 7 ABs taken by 5 A cards, 1 C card and 1 D card; 6 AB relief jobs taken by 4 A cards and 2 B cards; 1 relief taken by a B card; 1 Maint. filled by a B card; 3 Util. taken by 1 B, 1 C and 1 D card.

Registered during the period: 16 A cards for a total of 40; 9 B cards for a total of 22, and 11 C cards for a total of 12.

### Ships Checked

*Maui, Kauai, Manulani* all running smoothly. *APL Korea* delegate Rick Goen brought in clean overtime sheets. *APL Thailand*: Mate and bosun fighting, unhappy ship. *APL Philippines*: Bruce Smith bosun and Tony Fague delegate, very happy ship. Rigging loft checks out okay. *Cape Island* broke out for sea trials, bosun Rich Wadlow reports all went well.

I have been participating in the King County Labor Council COPE interviews making sure our Washington State Congressional Representatives are well versed on the importance of the Jones Act, the Passenger Vessel Services Act and the Military Security Program. I was invited to a meeting with the ILWU, the Teamsters and the Hotel and Restaurant Employee's Union at which the unions angrily accused the Port of Seattle of complicity with foreign flag cruise ship operators in subcontracting out work to non-union contractors. We expect a lot of trouble with these operators in regards to traditional labor jurisdictions, labor laws, environmental issues and criminal activities aboard the vessels. These ships trade in U.S. waters with U.S. customers and unlike our own U.S. flag carriers they pay not taxes. We will do all we can to legally change this situation.

Please donate to the SUP Political Fund. This is election time and if we don't get more labor friendly politicians elected, good union jobs will all but disappear. If member contribute \$100.00 each, it will be a great help to the Sailors's Union.

Vince O'Halloran  
Branch Agent

## Wilmington

March 20, 2000

During the month of February, shipped the following jobs: 4 bosuns, 6 AB dayworkers, 5 ABs, and 45 standbys, for a total of 60 jobs.

Registered for the month of February: 44 A cards, 18 B cards, 9 C cards, and 4 D cards.

### Ships Checked

*Mahimahi, Manukai, Presidents Kennedy, Wilson, Korea, R.J. Pfeiffer, Lurline, President Adams, APL Thailand, Matsonia* and the *Manulani*. All found with little or no problems.

Wayne Burgess  
Branch Agent



Crew of the USNS Seay from left to right: Paul VanAiken, Will Boners, Izzy Idris, Liam Casement, Mike Pfleegor, Steve Zackman, and Robert Schindler. Photo submitted by

## Honolulu

March 20, 2000

During the month of February 2000, dispatched the following jobs: 1 AB steady, 1 AB maint., P&R medical relief. These jobs were filled by 1 A member and 1 B member. Also shipped 17 casual standby jobs, filled by 5 B cards, 4 C cards, and 8 D cards.

Registered for the month of February 2000, 2 A members, 2 B members, and 2 D members. To this date we have 3 A members, 5 B members, 2 C members, and 3 D members for a total of 13 members registered.

### Ships Checked

*Kauai, R.J. Pfeiffer, Matsonia, Lihue, Maui,* and *Lurline*; no major problems on any of these ships. Paint and rigging gang running smoothly. Peter Oh and I attended the Honolulu Maritime Trades Council meeting on February 23, 2000.

Shipping is very slow here.

Mike Duvall  
Branch Agent

### Correction

Peter Oh looks 64, as reported in last month's *West Coast Sailors*, but is 72.



## San Francisco Business Agent

**Kauai** - Bob Bacon takes over the sheets from Gene VanKlinken. This ship is getting ready for the Coast Guard so time off is at a premium; otherwise in good shape.

**Lihue** - Rich Cahill, delegate: In for a short stay, good ship. In twice.

**Lurline** - Dan McDonald, delegate, and Bob Burns bosun. In for short stays engine trouble; otherwise happy ship.

**Mahimahi** - Charles Mohun, delegate: Clean ship, good gang. Orson Larsen in for Joe Moniz.

**Manoa** - Roland Gerbacio, delegate with new bosun Red Bell. Headed for Guam in good shape.

**Matsonia** - Charles Clark, delegate, taking over from Joe Chung. Good ship, running smoothly.

**Maui** - Art Cardinal, delegate: The Company is looking at a new set up for silverware, otherwise in very good shape.

**Mokihana** - Ralph Shiohita, delegate with Jimmy Kawasaki new bosun. Minor problems, looking for a better trip with the gang changes.

**Moku Pahu** - Still laid up in the Columbia River.

**R.J. Pfeiffer** - Tommy James takes over the sheets from Bill Walker; running smoothly with Duane Nash in charge.

**Foss Maritime** - Tom Tynan, delegate: Still a lot of problems getting this outfit to respect our jurisdiction in bunker barge

operations. Also, safety concerns with men working too many hours and coming in on their time off. When you go to work for this outfit watch your hours, and check your pay off.

**Chevron Arizona** - Ed Suguitan, delegate: Running between Port Everglades and Pasagoula, Mississippi.

**Chevron Colorado** - John McNeill, delegate: Visited her at Richmond Long Wharf; she is headed to Portland for 30 days in the yard.

**Chevron Mississippi** - In at Richmond Long Wharf; Rocky Ziemba, delegate, Mike Nielsen, bosun. Running black oil out of Valdez.

**Chevron Washington** - Roger Berioso, delegate, Chris Bujnowski bosun. Made this one twice. Good gang and a good run.

**Chevron Shore Gang** - In good shape with Paddy Shrimpton in charge and looking to be promoted to San Ramon.

**America** - Mike Binsky, delegate: Telephone clarifications; Dave Connolly will visit her in early May.

**San Francisco Bar Pilots** - Leo Moore in charge; lots of temporary work and some turnover.

**American Ship Management, Shore Gang** - Norman Kwak, delegate: Ron Christensen still on the binnacle list.

**President Jackson** - Dennis Tinsley, delegate: Bill Mitchell in for Archie

Bickford as bosun. Ship in good shape.

**President Kennedy** - Joe Eckert returns, John Gabourel delegate good trip except time off seems to be a problem on this one.

**President Polk** - Jim Savage takes over as delegate from Lou Frazier. Clean pay off; Tom O'Dell new bosun.

**President Truman** - Dave Kaupico, delegate: The gang wishes smooth sailing and farewell to chief mate Norm Nielson, who retires this trip.

**President Wilson** - Gary McDevitt, delegate: Much improved, except black gang was unable to install water filters for lack of parts. There seems to be downward pressure on the food budgets, I expect we'll have to push back.

**Cape Blanco, Cape Borda, Cape Gireaudie, Cape Gibson and Cape Bover** - Checked out in good shape.

**USNS Fisher** - Dennis Belmonte, delegate: Reduced operating status in Newport News, VA; some telephone clarifications.

**USNS Seay** - Mike Pfleegor, delegate: Several clarifications. Still at Avondale, LA and outfitting for sea.

William Henneberry

The *West Coast Sailors* welcomes photos (black and white preferred) from members. Editor reserves the right to decide which picture will be published. Photos become the property of the SUP.

## Dispatcher's Report Hdqtrs. March 2000

Deck	
Bosun.....	5
Carpenter.....	0
MM.....	7
AB.....	16
OS.....	2
Standby.....	29
Total Deck Jobs Shipped.....	59
Total Deck B, C, D Shipped.....	16
Engine/Steward	
QMED.....	0
Pumpman.....	1
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	1
Messman.....	0
Total E&S Jobs Shipped.....	1
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts. ....	60
Total B, C, D Shipped-All Depts. ....	16
Total Registered "A".....	84
Total Registered "B".....	84
Total Registered "C".....	12
Total Registered "D".....	11