



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, August 25, 2000

SUP-crewed Chevron Washington to the rescue off Oregon coast



Photo by Krista Bjeilde

An injured yachtsman, rescued by the crew of the *Chevron Washington*, is hoisted aboard a U.S. Air Force Blackhawk helicopter some 600 miles off the Oregon coast.

On August 12, 2000, more than 1000 miles offshore, the SUP-crewed *Chevron Washington* engaged in a dramatic and complicated rescue. Diverted by a satellite phone call from the United States Coast Guard-Alameda, the *Washington* rushed to the aid of a seriously injured sailor aboard a dismasted sailboat.

As the ship steamed toward the *Kokopelli II*, it became clear that Daniel Garr, 57, was in critical condition with a broken back

and collapsed lung. On arrival, Captain Gary Toledo gave the order to launch the No. 1 lifeboat to attempt to transfer the victim to the ship for medical care and evacuation.

Along with the Chief Mate Bob Carr and Second Assistant Jim Dyer, SUP sailors Gabriel Sipin and Anton Servaseiyar launched the lifeboat and maneuvered alongside the *Kokopelli II*. After covering the victim with blankets and securing him to a Stokes litter, the crew carefully transferred Garr to the lifeboat. The No. 1 boat returned to the ship, was flawlessly retrieved, and the victim transferred to the ship's hospital.

While working feverishly to stabilize Garr, the crew also transferred diesel fuel to the *Kokopelli II* whose remaining crew members elected to stay aboard. The *Washington* then established a communications link between the Coast Guard and the sailboat. But Garr's condition worsened, and as soon as she was released, the *Washington* made her best speed for the closest point along the U.S. West Coast (off Cape Mendocino) for rendezvous with the U. S. Air Force.

At 0100 the next morning, four Air Force Para-jumpers from the

939th Rescue Wing jumped from a C-130 and boarded the *Washington* from a small inflatable raft. While the deck gang cleared the decks of debris in preparation for the coming airlift, the Para-rescue team administered trauma level medical care to a rapidly deteriorating Garr. The *Washington* set a new course for the Columbia River sea buoy to rendezvous with the helicopters.

At 1500 on the 13th, still 600 miles offshore, two HH-60 Pave-Lo Blackhawk helicopters met the *Washington* and maneuvered into place. The crew had staged the victim forward of the port deckhouse and they transferred Garr to the stretcher when it hit the deck. With one of the Para-jumpers assisting, Garr was hoisted into the helicopter. The second Blackhawk then lifted the remaining Para-jumpers, and the *Washington* secured from rescue operations.

In Portland, a delegation from the ship visited Garr in the hospital and discovered him in good spirits and stable condition. Garr depended on the dedication, training and expertise of the crew of the *Chevron Washington*, and in the finest traditions of the SUP and the American Merchant Marine, they delivered.

International panel told of ties between FOC system and global drug trafficking

In a hard hitting report submitted to the International Commission On Shipping (ICONS) in Sydney last month, the Maritime Union of Australia (MUA) and the International Transport Workers' Federation (ITF) drew a clear parallel between the mafia, drug trafficking, money laundering and the flag-of-convenience (FOC) shipping system that now dominates world trade.

The submission to the ICONS calls for a crackdown on FOC operators: "In recent years the issues of shell companies and tax havens have come under great scrutiny as the international community seeks to control corruption and money laundering, which is essential for the operation of international criminal syndicates," the ITF submission reads. "It is therefore interesting to note that there are considerable correlations between FOCs and tax havens, offshore banking centers and countries which, in OECD terms, practice harmful tax competition policies."

The flag-of-convenience system allows a vessel to be built in one country, owned in another and registered in a third. The crew, usually Third World nationals, are recruited from around the world by a manning

agent. When disaster strikes, the complexity of corporate structure means it can take weeks, if not months, to track down the real owner of the vessel.

The report goes on to note that FOCs do not require the provision of audited accounts. The 'one-ship' companies are comparable to shell companies used in virtually all money laundering schemes because they offer complete anonymity to owners.

Citing from a recommendation to the United Nations Commission on Crime Prevention and Criminal Justice from the Expert Group Meeting on Corruption (Buenos Aires, March 17-21, 1997) the report says "in view of the complex nature of corrupt practices and the difficulties in detecting the investigating related crimes, the elimination or curtailment of bank secrecy is essential."

A U.S. narcotics report for 1999 published by the State Department describes Panama, the world's biggest and most infamous flag-of-convenience operation, as follows:

"Panama's location, largely unpatrolled coastline, advanced infrastructure, underdeveloped judicial system and well developed financial services sector

See **International Panel**
continued on page 3

Democrats nail maritime plank to Party platform

The Democratic Party at its convention in Los Angeles this month adopted a platform which includes reference to maritime in a plank entitled "Transforming Our Military—Deploying America's Technological Edge."

The section states: "We must also ensure that investment in the infrastructure needed to support the military, including our maritime capability, is not ignored. As we must ensure a competitive workforce maintaining high-skilled workers and training programs that will ensure the capability to respond to national security emergencies and defense readiness."

Party platforms are used to establish principals for the Party and its candidates.

As the *West Coast Sailors* went to press the Republican Party platform was not available.



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SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED June 30, 2000

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 10, 2000 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,083,239.03*
Political Fund	\$1,517.49
Strike Fund	\$1,293,730.99
Total Cash and Investments 2nd Qtr 2000	\$2,378,487.51

*\$1,006.00 held for Wall of Honor not included
\$16,600.00 paid 2/4/00 to AMMV for memorial

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$99,950.50
Interest	30,814.49
Donations - <i>West Coast Sailors</i>	1,636.00
Tanker & Joint Committee, Hiring Hall	60,257.30
Advertising & Promotion	148.50
Field Expense	5,952.66
Miscellaneous	156.75
Contributions - General Fund	1,260.00
Total Income:	\$200,176.20

Expenses:

Auto & Travel	\$1,993.42
Rent	10,339.29
Postage, Printing & Office	7,852.18
Telephone & Telegraph	4,733.71
<i>West Coast Sailors</i> Publishing Expense	6,893.28
Per Capita	9,658.75
Salaries & Payroll Taxes	146,530.17
Office Workers Pension	3,931.20
Insurance	17,686.00
Field Expense	2,142.14
Committee & Neg., Conference & Conv.	13,585.38
Contribution	1,675.00
Election 1999-2000	8,171.98
Investment Expense	1,462.15
Officials' Pension	819.72
Flowers	221.61
Advertising & Promotion	6,939.50
Legal & Accounting	25,294.10

Filing Fee	10.00
Subscription	352.36
Total Expense:	\$270,291.94

BUILDING CORPORATION

Income:

Assessments	\$2,752.00
Vending, Miscellaneous	41.80
Interest & Principle on Mortgage Notes	4,157.08
Rents	77,091.63
Total Income:	\$84,042.51

Expense:

Building Services & Utilities	\$21,871.80
Repairs & Maintenance	46,970.77
Salaries & Payroll Taxes	11,899.60
Filing Fee	523.00
Pension	136.62
General Tax	10,404.14
Committee & Negotiations	652.36
Insurance	1,929.28
Total Expense:	\$94,387.57

POLITICAL FUND

Income:

Contributions	\$3,950.00
Interest	2.28
Total Income	\$3,952.28

Expense:

Contributions	\$3,750.00
Bank Charges	24.00
Total Expense:	\$3,774.00

Net Income	\$(80,282.52)
1st Qtr	\$23,622.28
Year to date	\$(56,660.24)

/s/Romaine Dudley

/s/Tony Medeiros

/s/Pasquale Minici

/s/John Perez

/s/Rich Reed

ACTION BY THE MEMBERSHIP July 14, 2000. M/S—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Labor Day festivities

In the San Francisco Bay Area, the Central Labor Council of Alameda County will be celebrating with their 43rd Annual Labor Day Picnic at the Alameda County Fairgrounds in Pleasanton, California. Attorney General Bill Lockyer is the featured speaker.

The King County Labor Council is hosting Seattle's annual Labor Day Picnic at Woodland Park from 11:00 A.M. to 4:00 P.M. on Sept. 4. Admission is free and all are invited.

Wilmington will be the site of one of the few cities in the country that has a traditional Labor Day parade. The SUP contingent will assemble at E Street and Broad

Avenue beginning at 8:00 A.M. and march at 10:00 A.M. with the rest of the labor movement in the harbor area to Banning Park. A barbecue and an free speech open mike caps the afternoon's activities.

In Honolulu, the Hawaii State AFL-CIO is hosting its annual Union Labor Day event on Sunday, Sept. 3, at Waikiki Shell, in memory of Milton Carter Jr., President, Musicians Local 677. This is a free concert for union members and their families.

Online Labor Day festival

www.workingfamilies.com

The AFL-CIO will sponsor the first-ever nationwide online Labor Day festival, complete with a virtual parade, a speakers' tent, a mailbox to elected leaders, an online bazaar, a labor and faith gathering, children's games, music and more. The festival will run from August 30 through September 6.

The festival is being hosted at workingfamilies.com—the AFL-CIO unions' own portal community, through which union members get special resources as well as discounted internet service and computers.

Chinese fire bureaucrats over ferry disaster

Chinese authorities in the Sichuan province have fired 18 people over the sinking of the river ferry *Rong Jian*, according to the official *China Daily*. The authorities blame the civil servants for failing to enforce the rules that would have prevented the ferry from sailing with over its maximum of 101 people on board. The *Rong Jian* carried 221 when it hit a rock and sank in the Yangtze River in June, leaving 130 dead, most of them farmers.

ARA's Steinberg dies

William Steinberg, President Emeritus of the American Radio Association, died in Florida on August 1.

Steinberg served as a radio operator in merchant ships during World War II. He was elected ARA president in 1948 and held that position until 1984, when he retired and was named President Emeritus.

Final Departures

Fred E. Wood, Jr., Book No. 3626. Born in Florida in 1927. Joined SUP in 1965. Died in Upper Lake, California, July 1, 2000. (Pensioner)

Carl F. Pfeiffer, Book No. 3794. Born in Ohio in 1916. Joined SUP in 1954. Died in Grants Pass, Oregon, July 7, 2000. (Pensioner)

Dolphin D. Burns, Book No. 5591. Born in Oregon in 1924. Joined SUP in 1947. Died in Granbury, Texas, July 17, 2000. (Pensioner)

Alwyn Stuart Best, Book No. 5514. Born in New Zealand in 1927. Joined SUP in 1949. Died in Riverside, California, July 18, 2000. (Pensioner)

Leroy A. Dhooge, Book No. 2283. Born in Illinois in 1924. Joined SUP in 1945. Died in San Francisco, California, July 25, 2000. (Pensioner)

Eugene M. Hermelin, Book No. 12962. Born in Idaho in 1917. Joined SUP in 1964. Died in Portland, Oregon, July 28, 2000. (Pensioner)

Wenzel Rasmussen, Book No. 2546. Born in Denmark in 1920. Joined SUP in 1939. Died in Pacifica, California, August 7, 2000. (Pensioner)

Charles F. Bohm, Book No. 5262. Born in Connecticut in 1917. Joined SUP in 1947. Died in California, August 7, 2000. (Pensioner)

Fredrick A. Peterson, Book No. 3768. Born in Arkansas in 1922. Joined SUP in 1949. Died in Walnut Creek, California, August 8, 2000. (Pensioner)

Samuel H. Hinsee, Book No. 5785. Born in Washington in 1938. Joined SUP in 1957. Died in Seattle, Washington, July 31, 2000. (Pensioner)

West Coast Sailors

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

BRANCH OFFICES

Seattle, WA 98134
1253 Sixth Ave S, Ste A (206) 467-7944
FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
Honolulu, HI 96813
707 Alakea St. (808) 533-2777
FAX: (808) 531-3058

WELFARE OFFICE

(415) 778-5490
PENSION PLAN OFFICE
(415) 437-6889 Ext. 15

Skipper praises SUP gang in USNS Seay

The following letter was sent to SUP President Gunnar Lundeberg on August 8, 2000:

Dear Sir:

This letter is a bit late but I wanted to publicly say thanks to the great SUP gang I had when the ship was FOS. (They're still doing a heck of a job in ROS.) Bringing a new ship out of the shipyard is always challenging, read: zoo! The deck gang put up with a lot very patiently and showed the highest level of professionalism every day. They made my job much easier and downright pleasant. As you well know, most of us sailors are a crabby bunch, but this was a happy crew that worked hard and partied hard across the lines. It's rare to have fun in this business anymore, and a blessing when you have such a decent group of people to work with.

I particularly want to thank Mick McHenry for his leadership and expertise. The other guys all get my praise and thanks as well: Marty Shields, Rocky Schindler, Izzy Idris, Paul VanAken, Curtis Burke, Joe Moniz, Liam Casement, Ray Monday, and Dave Pangan. I may have missed a sailor or two, my apologies.

Thanks guys for the great NOLA memories and for being great shipmates. God bless you all.

Dan Marsh
Chief Mate/Relief Master



Left: Louie Urbano bosun in the USNS Fisher directs AB Mike Binsky on the complicated operation and maintenance of the ship's scissor lift, which is used to move the adjustable 'tween deck.



Above: Looking forward from the boat deck of the USNS Seay moored alongside the USNS Fisher in Baltimore's outer harbor. The two ships were visited here by a variety of officials and dignitaries.

Left: Rich Crowell, OS, points out the electrical connection for power swivel unit aboard the USNS Fisher.

International Panel *continued from page 1*

make it a crossroads for transnational crime such as drug trafficking, money laundering, illicit arms sales and alien smuggling."

Given that FOC shipping has already been implicated in people smuggling, tax avoidance, fraud, crew extortion, abuse, even murder, the comparison is not unfounded.

"It seems that the corporate structure which underpins the FOC system does not just affect merchant shipping but has considerable negative implications for the wider civil society as it facilitates transnational criminal activities," the ITF concludes.

The submission goes on to document damning criticism from the Institute of London Underwriters which found FOC registers responsible for the lion's share of casualties, ships lost at sea and oil spills. These tragedies, mostly involving loss of life were due to criminal lack of maintenance leading to structural failure. For example, the Cyprus FOC vessel *Flare* broke in two and sunk in the Gulf of St. Lawrence in January 1998, with the loss of 21 crew. Investigations found that the sinking was due to structural failure as a result of unapproved repairs to the main deck, including work done by unqualified welders. Only four of the Filipino crew survived, but the owners refused to pay any compensation.

The FOC system also works hand-in-hand with crewing agencies, in countries such as Bulgaria and Russia, that operate "mafia style rings of corruption."

ITF records show that FOC operators are guilty of swindling more than \$30 million annually from seafarers by way of manipulation of exchange rates, unpaid wages and compensation.

The submission cites an interim report to the January 2000 meeting of the Inter-

national Maritime Organization subcommittee on standards of training and watchkeeping.

The report identifies unlawful practices such as seafarers holding laundered or counterfeit certificates, issued by corrupt officials, forged 'in house' or obtained on the black market.

In conclusion, the ITF identifies a crisis in the maritime industry. It calls for an end to the ship company, confiscation of cargoes from those using unseaworthy vessels and for port states, like Australia, to ban vessels that fail to comply with international requirements.

These conclusions were echoed in a joint Maritime Union/ITF Australia submission to ICONS which also highlights the culture of corruption, exploitation, extortion, bribery and the abuse of human rights in the world's shipping industry.

"In fact everyday, far too many people connected with the shipping industry seem ready to tolerate a system in which lying and cheating is a way of life and which seafarers who are desperate for a job are too frightened to complain about anything—even practices which threaten the safety of their ship," the report says.

The MUA/ITF submission also cites evidence that foreign seafarers can obtain original certificates without undertaking training and that unscrupulous manning agents are extorting exorbitant fees from seafarers who were threatened for exercising basic human and trade union rights.

In the Philippines it was enough to pay the fees for the seafarers' course and then turn up to collect the certificate, without any requirements to attend the lessons," according to the ITF/MUA submission. "When the system in the Philippines was tightened to try and curtail cheating the pass rate dropped from 80 percent to 10 percent!"

Other issues raised by the MUA/ITF include:

- corruption within the FOC system whereby ship registration can, in the extreme cases, be bought and sold;
- the inability of the IMO to enforce a global port state control system; and
- undermanning of ships at the expense of routine maintenance.

ICONS is an independent commission established to inquire into and report on means of combating substandard shipping.

The scope of the commission is broad and requires the commission to consider both regulatory and disciplinary measures.

The commission is chaired by Peter Morris, former Australian Minister for Transport and a founder of the Ships of Shame parliamentary inquiry.

The ICONS panel is scheduled to conduct three hearings on the East Coast (New York, Washington, and Miami) in September. The commission plans to issue a report in mid-2001.

Sailors' Union of the Pacific STCW 95 Basic Training Schedule for 2000

STCW Basic Training is comprised of several modules of training. All modules are certified by the U.S. Coast Guard and meet the requirements of 46 CFR and STCW for endorsement. Modules can be scheduled individually.

1. 8-Hour Elementary First Aid. Day one of all scheduled classes.
2. 16-Hour Basic Firefighting. Days two and three of all scheduled classes.
3. 4-Hour Personal Safety and Social Responsibility. First half of day four.
4. 12-Hour Personal Survival. Last half of day four and all of day five. Students will be in the pool on Friday.

The courses are offered by the SUP's Andrew Furuseth School of Seamanship in conjunction with Training Resources Limited. All courses will be conducted at the SUP Training site in San Diego. For additional information on course offerings, visit the Training Resources Limited website, www.maritimetraining.cc, or contact the SUP Welfare Plan at (415) 778-5490 or the Andrew Furuseth School at (415) 546-1537, for information on enrollment, etc.

Schedule of class offerings for 2000:

September 11-15	November 6-10
September 25-29	November 27-December 1
October 16-20	December 11-15
October 30-November 3	

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Robin Colonas	100.00
Larry Loe	10.00
David Pangan	10.00
Ernest Stimach	20.00
Fred Trench	50.00
Miller Wire	5.00

Political Fund

Dennis Burrell	20.00
Liam Casement	100.00
Steve Chung	20.00
Robin Colonas	100.00
Mike Dirksen	50.00
Mike El Mobdy	30.00
Steve Foster	20.00
Daniel Gonzales	100.00
Tom Gustin	40.00
James Hearn	20.00
Hans Jorgensen	50.00
John Kelly	35.00
Jereld Komoto	25.00
Norman Kurtz	30.00
Ernesto Legarte	70.00
Gunnar Lundeborg	25.00
Joseph Marusak	20.00
Mike McLavy	50.00
Vicente Nieva Sr.	10.00
Ted Ochoa	40.00
David Pangan	20.00
Mike Parenteau	50.00
Augusto Silva	20.00
Robert Taylor	50.00
Fred Trench	50.00
Francis Walsh	25.00
James White	40.00

Wall of Honor (San Pedro Merchant Marine Memorial)

John Kelly 35.00

West Coast Sailors

Rosario Cappelletti	20.00
Robin Colonas	20.00
James Eddleman	20.00
Tony Figueroa	30.00
Norman Kurtz	10.00
John Pedersen	20.00
Erik Petterson	20.00
Frank Portanier	25.00
Robert Taylor	20.00
Tim Thomas	10.00

Dues-Paying Pensioners

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

ILWU election results: Spinosa tops McWilliams

In an election that concluded this month, James "Spinner" Spinosa defeated incumbent Brian McWilliams for President of the International Longshore and Warehouse Union. Out of 44,000 ILWU members eligible to vote, Spinosa garnered 7,564 votes versus 4,812 for McWilliams.

Spinosa, 59, has served as the ILWU's mainland Vice President for the last three years, as Coast Committeeman from 1991-1994 and four terms as president of Clerks Local 63 in Southern California. He has been a member of the ILWU since 1969, starting as a terminal warehouseman in longshore Local 13 before transferring to Local 63 in 1970.

McWilliams was first elected ILWU president in 1994, defeating then incumbent David Arian who succeeded the late Jimmy Herman in 1991. He was re-elected in 1997.

Other international officers elected were: Leonard Hoshijo, Vice President, Hawaii.; Bob McElrath, Vice President, Mainland; and incumbent Joe Ibarra, Secretary-Treasurer.

Spinosa was installed as president at the ILWU's Executive Board meeting in San Francisco on August 24.

California declares holiday to honor Cesar Chavez

On August 18, California Governor Gray Davis signed a bill authored by State Senator Richard Polanco (D-Los Angeles) officially establishing a state holiday to honor Cesar Chavez, the late leader of the United Farm Workers' Union.

Chavez is the first labor leader in U.S. history to be celebrated with a paid holiday.

The holiday is applicable to California State employees who will get a paid holiday on the Monday or Friday closest to March 31, Chavez's birthday.

"With an unconquerable spirit, and undeniable cause, and an unwavering belief in the power of people, Cesar Chavez led a labor movement which set into motion such powerful, sweeping changes that the impact

is still being felt today," the governor said.

"He taught thousands of men and women how to sow the seeds of justice along with grapes and strawberries, and he taught us all how injustice anywhere affects us all everywhere," Davis said.

Chavez was born on March 31, 1927, and died on April 23, 1993.

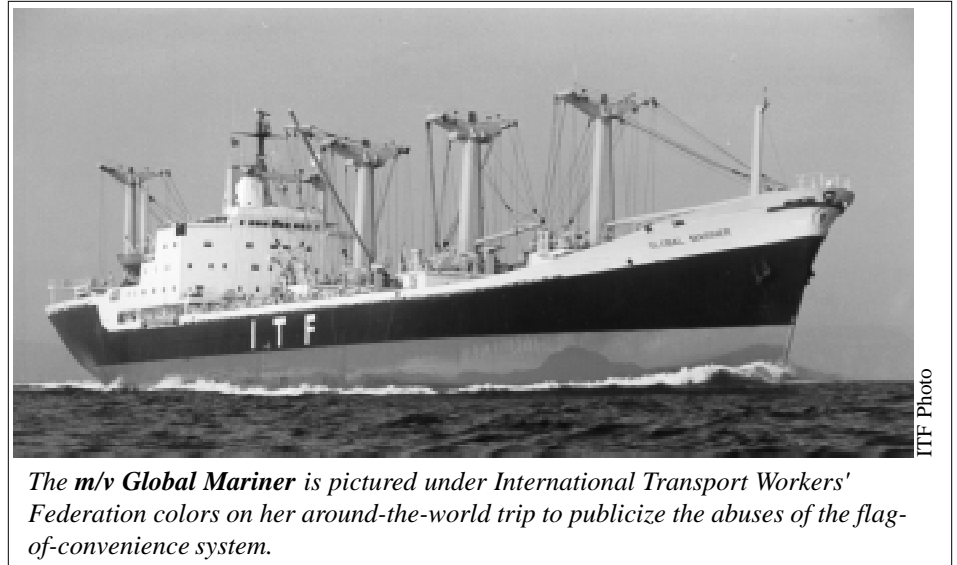
SUP Meetings

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

	Hdq.	Branch
September	11	18
October	10*	16
November	13	20
December	11	18

*Tuesday

Global Mariner sinks



The m/v *Global Mariner* is pictured under International Transport Workers' Federation colors on her around-the-world trip to publicize the abuses of the flag-of-convenience system.

The *Global Mariner* sank August 2, at 1421 hours, in Venezuela's Matanzas harbor after a collision with the 8,670 dwt *Atlantic Crusader*, an ice-strengthened cargo ship.

The accident happened when the vessel left her berth at Orinoco and headed into the channel. She had three pilots on board at the time of the accident and two tugs were in attendance, one had a line on her. The 32-strong crew were taken off, which included nine cadets and the master's wife.

The No. 2 and No. 3 holds were flooded and the ship, carrying 17,000 tons of steel coils, is submerged in shallow water to the top of her wheelhouse. It is not yet known whether she will be written off as a constructive total loss.

According to the captain on the *Atlan-*

tic Crusader, the *Global Mariner* "ran directly into" her. He said the *Global Mariner* was being towed off the berth by two tugs at the time of the incident. The Venezuela's Orinoco shipping channel remains open to commercial traffic, despite the sinking.

The *Global Mariner* is the former International Transport Workers' Federation campaign ship which completed its worldwide tour in April campaigning against flags-of-convenience ships and substandard shipping. Since completing its tour, she was being used as a training ship for British cadets while carrying out commercial operations. The ship had been trading around the Caribbean since the start of summer.

The SUP had a display aboard the *Global Mariner* when she called West Coast ports in March and April, 1999.

Derbyshire inquiry continues

The UK-flag *OBO Derbyshire*, which sank during Typhoon Orchid in 1980 with the loss of 44 lives, probably went down as a result of its hatch covers being driven in by breaking waves. Michael Thomas, the lawyer for the UK Attorney General, said that the 90,000 dwt ship had probably lost freeboard due to slow flooding of its fore-end through ventilators damaged by the weather and its covers were unable to resist the continual pounding of the heavy seas. He also said that the ship's master, Captain Underhill, could not be criticized for maintaining his northerly course, which took the ship directly into the storm, as there were conflicting forecasts of the typhoon's track.

Canada seizes runaway flag ship

The Canadian navy has boarded and taken control of the U.S.-owned flag-of-convenience freighter, *GTS Katie*, after a 20-day dispute over pay between the ship's owner and charterer.

The *Katie* owned by Third Ocean Marine Navigation, carrying 580 tanks and armored vehicles belonging to the Canadian army as well as 390 containers of military equipment, anchored 86 miles off Newfoundland and refused to move

accusing charterer Andromeda Navigation of failing to pay timecharter bills.

The ship was returning from peace-keeping duties in Kosovo when it became embroiled in the dispute.

After obtaining permission from the ship's flag state, St. Vincent and the Grenadines, Canadian marines were airlifted to seize the ship, and escorted by two Canadian warships, the ship was ordered to sail to Becanour near Montreal.

Indian dockers ratify long-term agreement

This month the All-India Port and Dock Workers Federation agreed to a ten-year agreement and a onetime, 35 percent increase in wages and benefits with management of India's 12 major ports.

In return the Union agreed to improve productivity and a formula to promote uniform manning.

The Union, which represents 100,000 port workers, agreed to keep the new wage scale for ten years. In bargaining, the Union had demanded that wages be reviewed in five years.

The agreement will raise the state-run ports' wage and benefit costs by approximate \$62.2 million-a-year.

Record of SUP Shipping July 2000

	Hdq	Seattle	Wilm	Hono	Total
Bosun	7	3	2	1	13
Maint. Man	5	0	0	0	5
A.B.	19	13	12	6	50
A.B. Dayworker ..	0	1	4	0	5
O.S.	1	0	2	2	5
Standby	57	16	83	24	180
Messman	0	1	0	0	1
TOTALS	89	34	103	33	259

ESU Office Assignments

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

ESU NEWS

AUGUST 2000

Official Publication of the Exxon Seamen's Union

An ESU-SUP affiliation retrospective

At this time last year, the ESU membership, tired of the status quo, overwhelmingly voted in favor of affiliation with the SUP. Despite stiff company resistance, a union of seamen that had for 58 years existed as a satellite labor organization chose to end their isolation, to stand up for their trade, and close ranks with the SUP and the rest of the labor movement. Both unions have been permanently changed by that historic decision, and in the fast changing world of the Jones Act tanker trades, the purposes and goals of the affiliation deserve some review.

The first goal of affiliation was to firmly cement the new unity in a tangible and public fashion. The jointly chosen format was to include the *ESU News* into the *West Coast Sailors*, the inaugural issue of which appeared in March 2000. Besides serving as announcement, it made the production of *ESU News* more affordable and more frequent. The effort also improved communication and cooperation among the ESU Board and the SUP.

The next goal was to begin sharing data and processes that could benefit both memberships. During the Ship Representative's Meeting in Galveston, SUP officials gleaned important information regarding the computerization of membership data. More recently, as the ESU prepared for the wage negotiations now underway, the SUP provided comparative wage and benefit information that helped establish, for the first time, the wages of ESU sailors relative to not only the tanker industry but to the entire U.S. Merchant Marine.

This exchange of data is similar to new gains in representation and solidarity. Through the auspices of affiliation, the ESU has gained entry to various labor forums that have firmly connected the membership of the ESU to other maritime workers around the country and the world. Regional labor councils, for example, enable an ESU representative to quickly inform more than 50 different local unions about the concerns of the ESU membership, the difficulties of the ESU Board, or the positions of SeaRiver management. The public relations machinery of the California and Washington State Labor Federations, as well as that of the AFL-CIO, can further disseminate the appropriate message on the state and national levels.

The bottom line is that the affiliation is working. Both unions are benefiting from shared resources, information, and expertise, and both remain strong players in the Jones Act tanker trades. As the relationship grows, the memberships of both unions can expect increased strength and solidarity amid the increasing interest of other sailors and employers in the industry.

Payroll system failure

The vessel *American Progress*, a former Mobil Oil entity, along with its unlicensed crew, was formerly integrated into the SeaRiver Maritime Inc. fleet on June 9, 2000. Shortly after this date it became evident to the Union that the Company was not properly prepared to administer the payroll in regard to overtime and penalty payments for the former Mobil crew onboard, as well as payroll issues involving anyone assigned to that vessel. The ESU has been, and is, investigating these payroll irregularities.

While all instances where members' wages have not been properly paid are of great concern to the Union, this situation is particularly distressing. The Executive Board of the ESU had participated in numerous meetings with management concerning the acceptance of the *American Progress* and crew into the fleet and bargaining unit. The Company expressed a need for adequate time to address the payroll issues in order to effect a seamless transition. The ESU and the Sailors' Union of the Pacific cooperated fully in an attempt to accomplish this task in a manner that would not adversely affect our respective members. In addition, a Memorandum of Understanding was also negotiated and signed by both parties with provisions specific to this concern.

SeaRiver Maritime, Inc. inability to pay wages owed in a timely and cor-

rect fashion are, in the Unions' opinion, inexcusable. The right of an employee to receive earned wages properly is a tenet of businesses throughout this country. SeaRiver is not, nor should be, immune from this absolute principal. The ESU contacted an Admiralty Law firm to seek counsel when the scope of the payroll problems became evident. We believe that there are possible grounds for legal recourse.

On August 6, 2000 the Executive Board sent letters to the unlicensed crew on board the *American Progress* as well as to the former Mobil employees requesting that these individuals forward to us information concerning the specific payroll difficulties that they have experienced. After receipt of this information the Union intends to evaluate what course of action is justified to rectify this situation. Virtually every member with any significant time of service has experienced some type of payroll error. This is not acceptable, especially for a company that is ISM/ISO 9002 certified and OIMS compliant. It is time that the Company makes a concerted effort to correct this cumbersome and inefficient payroll system. Every employee has a right to expect his or her wages to be paid in a timely and accurate manner. The Exxon Seamen's Union is determined to exhaust all viable options to bring this much-needed change about.

New members enrolled

The membership of the ESU has recently increased with the enrollment of the following individuals: Jamien Black, Jonathan Blackwell, Marion Anthony Borghese, Allen D. Bostwick, Stepen R. Bowles, Joseph B. Buffington, William Burton, Alfred Cobbinah, Ein Cooley, Ernesto L. Evangelista, Lorenzo Fontana, Derrel Ferguson, Keith Francis, Panagiotis Giannissis, Michael D. Harrison, Charles J. Hartman, Steve Hicks, Tim Hippensteel, Daniel McBride, John F. Moses, Sumaila Mumuni, Nathan Nelson, Danilo B. Perez, Vernice Redd, Martin L. Sanderson, James M. Schettler, Jack E. Thompson, Julian C. Torre and Irving T. Touchstone. A most sincere welcome to the Exxon Seamen's Union is extended to each of these individuals from the Executive Board and the entire membership.

Wage Negotiations Remain at Standstill

After the suspension of wage negotiations on July 13, 2000, following a vacuous beguiling smoke and mirrors presentation by SeaRiver management's bargaining committee, and their subsequent paltry offer of a 1.75% wage increase that was a slap in the face and an insult to every ESU member, a certified letter was sent to SeaRiver management. The letter stated, in part, that we were ready at any time to reconvene negotiations should they have any additional wage offer for consideration. As expected their reply contained nothing new. In fact, by reiterating their previous insulting offer of a 1.75% wage increase, the reply was demonstrative of management's continuing disdain and flagrant disregard of their employees' contributions to the unprecedented success of SeaRiver Maritime. In essence, they have valued our contribution at zero when you factor in the inflation rate and cost of living.

Managers who continue to enrich themselves, but deny us the right to share in the wealth that we helped create, constantly bombard us with lip service accolades for our contributions to the success of the company and corporation. Indeed, in a recent publication by Exxon Corporation, CEO Lee Raymond, speaking about the employ-

ees of Exxon Mobil Corporation, stated that, "It is they, after all, when all is said and done, who deserve the credit and appreciation for the company's accomplishments."

Why, then, is cynicism so rife in SeaRiver Maritime? The answer is, because we have seen year after year of prosperity in this country, and Exxon Mobil Corporation stands nearly unsurpassed in earnings and wealth, but sadly we have been relegated to stand on the sidelines and watch as this economic juggernaut passes us by. Year after year we have borne the brunt of their cost cutting changes which have eroded our working conditions and morale, yet SeaRiver management continues to seek concession after concession without remuneration. All we have seen is a steady deterioration of the quality of life aboard the ships and the erosion of our economic well being as inflation eats away at our paychecks. SeaRiver management would have you believe that they are your advocates when it comes to securing a wage increase from ExxonMobil for its employees. Indeed, they made that statement at the wage reopener. But the sad reality is that they're mired in bureaucracy and mediocrity and don't even possess the managerial skills to deliver mail or administer a company payroll. They have been entrusted with the responsibility of our financial well being and have squandered the chance to restore morale and stop the deterioration of our quality of life. Never in the history of this union has so much been demanded of our members, and so little given to them in return.

We are angry and dismayed. We can no longer support the company's profitability at the expense of our members. Therefore, the Executive Board has no recourse but to consider union directed sanctions. Several options are being explored. Fraternal members, we are asking for your support as we implement these sanctions. Any action that is decided upon will not affect our exemplary safety record. **We will endeavor to build upon our safety record by maintaining the safe work practices that have been established, and adhering to all safety rules.** There will be those from shore side management and no doubt some of the officers on the ship that will try to coerce and intimidate you. If anyone is threatened with disciplinary action, discriminated against or intimidated in any way because of any Union directed action, please get in touch with either union office immediately as this is a serious violation of the National Labor Relations Act. We intend to debunk that myth that all is well in the SeaRiver family. We are sending a message to management, and that message is "no compensation, then, no participation." Our cause is just, and we are confident that with your solidarity we will persevere.

A job well done

In May of this year, the *S/R Wilmington* had an Ultra High Pressure (UHP) blaster permanently installed in an effort to better accomplish the task of preparing steel surfaces for paint preparation. The deck crew aboard the *Wilmington* has accomplished an amazing amount of work as a result of their efforts with this equipment. All indications are that the company is very pleased with the progress and quality being performed by these members and are considering expanding opportunities to other members desiring to participate in this type of work.

It is recommended that members desiring the training in this equipment, and consideration in future blasting crews, contact fleet manning and make them aware of your interest. This is work that is required to be done by member's of the ESU bargaining unit and is beneficial to the Union, in that it does create additional employment opportunities.

The work performed on the *Wilmington* has been accomplished, by all reports, at considerable cost saving in comparison to shipyard costs. Special mention is extended to Jose Aurello, John McCarthy, Gary Perkins, and Alberto Munoz, for their impressive and professional work aloft. These members, as well as the rest of the crew that has participated in this project, have once again demonstrated the ability and value of the members of the Exxon Seamen's Union to SeaRiver Maritime, Inc.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

701 W. Sterling Ave.

Baytown, TX 77520

1(800) 213-7236

Fax (281) 422-0710

E-Mail: esubay@msn.com

P.O. Box 792

Benicia, CA 94510

1(800) 729-3101

Fax (707) 746-7859

E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Kevin Conroy

Recording Secretary Thomas Thompson III

Deck Trustee Ulrich Baur

Engine Trustee Charlie Pollard

Steward Trustee Gerard Nelson



SUP President's Report

July 14, 2000

LMSR: UPDATE

On August 3, Patriot Contract Services, a division of American Ship Management, notified the Union that the delivery date of four more Large Medium Speed Roll-On/Roll-Off (LMSR) vessels is being advanced a month earlier than previously expected.

The following vessels, currently operated by Bay Ship Management for the Military Sealift Command, will be turned over to Patriot at Norfolk on the following dates:

USNS Gordon: October 2-7

USNS Yano: October 23-29

USNS Shughart: November 13-'9

USNS Gilliland: December 4-10

Patriot advised the Union that these vessels will be in Full Operating Status (FOS) for up to 45 days commencing with the initial activation date. After the *Gilliland* is delivered, the *USNS Mendonca*, which is in the final stages of construction at Avondale Shipyard, should call for a gang in late December or early January. *Mendonca* will be followed by three more LMSRs at six-month intervals.

These vessels are in addition to the *USNS Fisher*, which is in Reduced Operating Status (ROS) in Baltimore, and the *USNS Seay* which is also berthed at Baltimore, but which called for a full crew last week and is tentatively scheduled to sail for Hawaii.

The addition of these LMSRs greatly expands the job opportunities for SUP members. However, to work in these vessels the membership is again reminded, that Military Sealift Command (MSC) required training is necessary.

MSC training is conducted by the Andrew Furuseth School of Seamanship in conjunction with Training Resources Ltd. in San Diego. The entire course, which now includes small arms training, is funded by the SUP Welfare Plan's Training Fund. There is no cost to the member except his or her time as the cost of training, transportation, lodging and subsistence are borne by the Plan.

Only those members who are interested in and committed to working in these vessels now or in the future should sign-up for the training as it is expensive. Members are also advised that the MSC-required physical examination is more rigorous than the usual annual physical for the commercial fleet. If a member has doubts about passing such a physical, he or she should not take the training.

However, those interested in working these ships, gaining seetime and seniority, should sign-up for the training.

Applications to attend training classes in San Diego are available at every SUP hall, the Andrew Furuseth School of Seamanship in San Francisco and the SUP Welfare Plan.

The next training class is scheduled for Oct. 10, 2000.

LMSR WAGE INCREASE

As per the collective bargaining agreement with American Ship Management for the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated by Patriot for the Military Sealift Command a three-percent (3%) increase on wages and wage-related items (overtime, premium overtime, supplemental benefits) became effective on July 23.

The wage increase applies to the LMSRs when they are in Full Operating Status (FOS) or Reduced Operating Status (ROS).

In addition to the wage increase, the SUP Money Purchase Pension Plan contribution for all SUP ratings increased from \$10 to \$13 per day.

READY RESERVE FLEET AWARDS

As reported last month, the General Accounting Office (GAO) scheduled hearings in Washington, D.C. for late

July to question the Maritime Administration on how the Agency arrived at the Ready Reserve Fleet awards.

The GAO's action was prompted by the protests filed by several ship operators, including Patriot Contract Services.

Patriot's protest was essentially based on the fact that the company was not awarded operating agreements for the *Cape Intrepid*, *Cape Inscription*, *Cape Isabel* and *Cape Island* — vessels Patriot and American President Lines successfully managed for several years.

The hearing started on July 24, with members of MarAd's Technical and Evaluation Committees appearing before a GAO attorney to explain the criteria used for awarding the contracts and to answer questions about the validity of the protests.

According to MarAd, a ruling will be forthcoming from the GAO within the month which will either affirm or modify the awards. Until a final decision is made, Patriot will continue to operate the six Roll-On/Roll-Off Cape I vessels plus the breakbulk *Cape Breton*, *Cape Bover*, *Cape Blanco*, *Cape Borda*, *Cape Gibson* and *Cape Girardeaux* on a status-quo basis.

However, on August 2, Patriot unexpectedly withdrew its protest. According to Captain Saunders Jones, Patriot's Chief Operation Officer, "the withdrawal of the protest is a consequence of the proceedings during the recent GAO hearings into the RRF contract award. PCS has taken this action in order to protect its future business interests."

It is speculated, that the company did not believe it would prevail in its protest and decided to withdraw to fight another day as well as to retain the six vessels it was awarded.

MILITARY SEALIFT COMMAND BIDS

As reported last month, the Military Sealift Command delayed the deadline for bids to be submitted by interested companies to operate the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels *USNS William A. Soderman* and the *USNS LCPL Roy M. Wheat*.

In May, the membership approved a tentative agreement with Matson and Patriot Contract Services for inclusion in the companies bids.

The bids were submitted to MSC on August 8, however, an updated wage determination for the licensed unions is supposed to be issued after the bids are received. This wage determination could affect the wages and wage-related items negotiated by the SUP, MFOW, and SIU-A&G Marine Cooks bargaining as the SIU Pacific District.

Will keep the membership apprised of any changes that might lead to another vote on this agreement.

FOSS MARITIME COMPANY

On August 7, along with SUP Vice President Dave Connolly, and rank-and-file members employed by Foss, Tom Tynan (SUP delegate) and Steve Clemens, met with the company at Headquarters to resolve, at least partially, the outstanding grievances that compelled the Union to file unfair labor practice charges against the company with the National Labor Relations Board in October 1999. Foss was represented by Scott Merritt, San Francisco Regional Director, and Ern Russell, Marine Superintendent.

The issues discussed were how casual workers are paid, how call-out tugs are crewed and how regularly scheduled crews are relieved in the San Francisco Bay bunker fleet.

The basis of these discussions goes back to December of last year and a proposal made by the Union, after several caucuses with SUP/Foss employees, in April and May of this year.

At the August 7 meeting, the company accepted the Union's proposal of May 22, which is in the form of an amendment to the collective bargaining agreement between the SUP and Foss.

That agreement, which was signed on August 11, and is subject to membership approval, is as follows:

Call out tugs

1. A call-out tug is a vessel that is only crewed for a specific job or day.

1.01 The Union members that accept this assignment shall be paid a minimum of eight (8) hours straight time at the appropriate rate. After eight (8) hours worked, the members shall be paid overtime for any additional hours worked in half-hour increments. A new day shall commence at midnight. If a call-out is continuous through midnight the hours shall be counted against the day in which the call-out commenced.

1.02 As per the Union rules, members are eligible for additional call-out(s) provided they are employed on consecutive days. Should they not receive a call-out during a 24-hour period, the dispatch is cancelled.

1.03 Crewmembers must be given four (4) hours off between calls. If less than four (4) hours is given, the time between calls will be counted as worked, and the call-out considered continuous for the purpose of calculating overtime. If four (4) hours off is given, the straight-time clock is restarted at midnight for the purposes of calculating overtime.

2. Order of call for call-out tug crewing.

2.01 First Call: To any Seniority employee without a regular schedule.

2.02 Second Call: Employees on the Daily Standby List provided by the Union.

2.03 Third Call: To the Union hall during the regular business hours of the Union.

2.04 Fourth Call: To Seniority employees with a regular schedule.*

2.05 Fifth Call: The Company may go to any source to fill these positions once the aforementioned resources have been exhausted. The Company agrees to notify the Union of such crewing at its opportunity during the regular business hours of the Union.

Relief of regularly scheduled crew

1. When a regularly scheduled crewmember is on vacation, sick leave, jury duty, attending company planned training, or the time when they are unable to make their regular scheduled crewing, a Union member shall be called to relieve.

1.01 The Union members that accept this assignment shall be paid for the hours between 0600 and 1800 eight (8) hours straight-time at the appropriate rate and four (4) overtime hours for these scheduled days worked. On Sunday's they shall receive eight (8) straight-time hours for the hours of 0600 to 1400. All other hours worked or on standby shall be paid as per the contract, Work Rules, Section 1, for the position they are relieving.

1.02 Relieving crewmembers at the end of the dispatch shall be immediately available for further dispatch to the Company. Such dispatch shall be treated independently of the prior dispatch for purposes of calculating overtime.

2. Call order for reliefs of regularly scheduled crew.

2.01 First Call: To any Seniority employee without a regular schedule.

2.02 Second Call: Employees on the Daily Standby List provided by the Union.

2.03 Third Call: To the Union hall during the regular business hours of the Union.

2.04 Fourth Call: To Seniority employees with a regular schedule.*

2.05 Fifth Call: The Company may go to any source to fill these positions once the aforementioned resources have been exhausted. The Company agrees to notify the Union of such crewing at its first opportunity during the regular business hours of the Union.

***The employer is only obligated to call those employees who have placed themselves on the Weekly Available-for-Overtime List. Employees may place themselves on the list by notifying dispatch prior to the start of the week for which they will be available. Any employee refusing a call during the time they indicated as available will be dropped to the bottom**

President's Report *continued*

of the list. A second refusal will result in their removal from the list for a period of one month.

For the information of the membership, the Daily Standby List will be comprised of SUP members, specifically ABs and Tankermen (PIC) that are available for work with Foss on short notice or at night. Members interested in this work should sign up with the dispatcher at Headquarters at 10:00 A.M., Monday through Saturday.

As this amendment has been approved by the membership currently working for Foss, recommend general membership ratification.

MM&P CONVENTION

At the invitation of Captain Tim Brown, President of the International Organization of Masters, Mates & Pilots, attended the Union's 78th Biennial Convention at Linthicum Heights, Maryland, on July 10 and 11.

Maryland Senators Barbara Mikulski and Paul Sarbanes both addressed the Convention and expressed their firm support for the U.S. Merchant Marine. Other speakers included John Bowers, President of the International Longshoremen's Association, Larry O'Toole, President of the Marine Engineers Beneficial Association and Captain John Sullivan, Director of Vessel Operations and Offshore Labor Relations for Matson.

In his remarks Captain Sullivan stated that "the age of the vessels in Matson's fleet averages 24 years, and that the company is seriously evaluating its options with regard to a fleet replacement program." Sullivan added that "while some program needs to be developed, building new ships may not be the best answer. Chartering or purchasing existing vessels qualified to operate in domestic trades may be a better option. Building on current alliances with other carriers is also a possibility."

Sullivan's last statement provoked considerable discussion by the MM&P delegates because, when questioned, Sullivan was evasive as to whether the prospective chartered vessels would be time-chartered or bareboat-chartered. As far as alliances were concerned, Sullivan specifically mentioned TOTE (Totem Ocean Trailer Express). TOTE is already in partnership in the East Coast/Puerto Rico run with Matson with their joint investment in Sea Star Line which operates, under bareboat charters, the Matson Ro/Ros *Kaimoku* and *Kainalu*.

Brown, O'Toole, MM&P Pacific Coast, Vice President Paul Nielsen, and your secretary confronted Captain Sullivan and told him we would not tolerate our work be subcontracted out as was the case with the *Kaimoku* and *Kainalu*. Sullivan back-pedaled somewhat by reiterating Matson's need to replace its older tonnage and the company's concern about Pasha entering the Hawaii trades in the fall of 2002 with a vessel that will have the capacity to carry 4,000 vehicles. (For more information on Pasha, see the June issue of the *West Coast Sailors*).

According to Sullivan, Matson's concern about Pasha is two fold: decreased freight volumes and lower operating costs. For example, Sullivan stated that "assuming Pasha's new vessel made 22 voyages per year, it could lift almost 90,000 cars each way, which is more than Hawaii's total auto market." "In addition," said Sullivan, "The new entry will likely be able to operate its service at lower costs than Matson. Reportedly, the vessel will be manned by the AMO/SIU-A&G, resulting to wage expenses 30-35% below Matson's current levels. Ro-Ro operation will also lower ILWU costs as well." Sullivan concluded by stating that "Matson can't be passive with prospect of losing millions of dollars in revenue—and surely the prospect of an over-tonnaged Hawaii trade will affect fleet replacement issues."

The MM&P, MEBA, and ARA are currently in bargaining with Matson. The current agreement expires on December 31. Will follow the progress of those negotiations and will keep a weather-eye on Matson.

In other news from the MM&P convention, your secretary had an opportunity to address the delegates. In addition to extending fraternal greetings on behalf of the SUP membership, mentioned the good working relationship between the two Unions over issues associated with the LMSRs and government bids in general. Also proposed that the SUP and MM&P develop a career path program so that an SUP member could become a mate and member of the MM&P.

The convention delegates responded to these remarks by voting their support of an original license program and "to work in conjunction with the Sailors' Union of the Pacific, to establish a seafaring career path leading into the ranks of the MM&P."

In addition, the delegates voted to allow the SUP to use MM&P halls in Norfolk and New Orleans to serve the LMSRs and other vessels on the East and Gulf coasts.

While on the East Coast also visited the *USNS Seay* which is berthed in Baltimore. Found her in good shape, with no beefs.

STCW '95 TRAINING

In accordance with international conventions, all mariners worldwide must have an STCW (Standards of Training, Certification & Watchkeeping) '95 certificate by February 1, 2002 in order to sail.

A schedule of STCW '95 training for 2000 was published in last month's *West Coast Sailors* and will be published in the August issue.

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

The cost of the tuition, transportation, lodging and subsistence for this five-day program are also borne by the SUP Welfare Plan's Training Fund. There is no cost to the member, just his or her time to be able to go to sea for a living.

SUP WELFARE PLAN

The auditors for the SUP Welfare Plan, Thomas Havey LLP, report that they are in final stages of auditing the Plan in the wake of the termination of former Administrator Vern Johansen. The audit covers the time period between August 1, 1997, and February 8, 2000. The audit should be completed this month.

In the meantime, Zenith Administrators continues to administer all the SUP Plans (Welfare, Money Purchase Pension, 401(k) etc.). Zenith are third party administrators with a good track record of administering Union plans. In addition to the SUP Plans, Zenith administrators plans for the machinists (IAM), the service employees (SEIU), bakery workers, plasterers, restaurant workers and many others.

In order for the SUP Plans to fully serve the membership, the Union Trustees (Vice President Dave Connolly, and your secretary) recommended and the Employer Trustees (Dennis Herrera, ASM and Tom Percival, Matson) agreed that the job of SUP Welfare representative be added to liaison between the Plan and the membership as per past practice.

Accordingly rank-and file member Richard (Rich) Reed became Welfare Representative on July 24. Brother Reed can be contacted at the Plan office at 415-778-5490.

PENSION OFFICE RELOCATES

The SIU-Pacific District Pension and Supplemental Benefits Fund office, which processes the pension and vacation checks for our members, completed its move at the end of July. The new address and phone numbers are:

SIU-PD Supplemental Benefits Fund, Inc.

1422 Market Street, San Francisco CA 94102

Phone No.: Main (415) 437-6832; Pension 437-6889; Supp. Ben. 437-6870; Admin. 437-6899;

Fax No.: (415) 437-1533

LABOR DAY

All SUP halls will be closed on Monday, Sept. 4, in observance of Labor Day which is a holiday under all SUP seagoing and shoreside collective bargaining agreements.

ACTION TAKEN

Motion to accept Foss agreement. Carried unanimously.

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

Maritime Policy Initiatives 2000

U.S.-flag fleet competes against 'non-market' foreign fleets

In continuing the series of articles examining the maritime policy initiatives recommended by the Working Group on Maritime Policy, this month's emphasis shows that the U.S.-flag fleet competes against non-market foreign fleets.

The report, "Maritime Policy Initiatives 2000," was produced by the Working Group on Maritime Policy, consisting of Vice Admiral Albert J. Herberger, USN (ret.), and representatives of major U.S.-flag ocean carriers, maritime labor unions and maritime associations. These articles were originally published in the *American Maritime Congress Washington Report*.

"The United States must recognize that maritime policies as they apply to ships and companies operating under the U.S. flag in the foreign trades do not operate in a vacuum," the report said.

"Where other countries' policies confer economic or market advantages on foreign-flag ships that are not available or offset under U.S. policy, those U.S. ships and companies are placed at an economic disadvantage that discourages investment in the segment of the industry," the report said.

Other countries have decided that retaining vessels under their flag is advantageous, and have adjusted their tax and regulatory policies to conform to that decision.

The report cited countries such as Norway, Denmark and Singapore, which have established large national flag registries not for trade or defense sealift purposes, but because of the contribution their fleets make to sustaining other maritime industries, such as vessel financing and insurance brokerage.

Other countries, chiefly the flag-of-convenience states such as Liberia, Panama and the Bahamas, have encouraged vessel registration under their flags in order to generate foreign exchange earnings through the registration process.

South Korea has heavily subsidized its shipbuilding industry for domestic purposes, the report cited. As a result, South Korean shipyards are kept busy building ships at well below market cost, harming competing shipbuilders and contributing to a surplus of capacity in shipping markets.

The People's Republic of China is aggressively using its national flag fleet as both a means of earning foreign exchange and for reducing the as-delivered costs of Chinese exports in international goods markets.

"To achieve these goals, the countries in question have adopted maritime policies, particularly in the areas of tax, designed to keep the effective cost of operating ships under their respective flags as low as possible to encourage more ships to join the registry," the report said.

"In other words, they are willing to forego potential revenues from the ships themselves because of the perceived national benefits realized from having as many ships as possible in the registry."

As a result, vessels operating under such favorable regimes can make decisions that are not purely profit-based. Carriers can add new and often excess tonnage and slash shipping rates.

"The problem posed by such activities from the U.S. perspective—or any other country which treats international shipping simply as another business—is that vessels under the U.S. flag, and thus subject to general U.S. corporate tax policies, are placed at an economic disadvantage when forced to compete in a market that is dominated by these kinds of 'non-market' players make 'non-market' decisions," the report stated.

"Where shipping is not regulated or taxed as just another business, but rather is employed to further other, broader national economic objectives, shipping companies operating under those policies are immunized from the economic pressures of the international shipping market," the report said.



SUP Branch Reports

Seattle

July 17, 2000

Shipped during the period: 2 bosuns, both taken by A cards; 10 ABs, filled with 2 A cards, 6 B cards, 1 C card and 1 D card; 1 AB relief filled by a D card; 1 AB dayman filled by an A card, and 14 standby as taken by 7 B cards, 5 C cards, 5 D cards and 2 MFOW members.

Registration for the period: 12 A cards for 36 total; 9 B cards for 17; and 12 C cards.

Ships checked

APL Singapore, APL Korea, APL Thailand with little or no problems. Manulani made last call and is bound for the shipyard in Shanghai. The Ewa will take over on the coast shuttle. R.J. Pfeiffer, Kauai, no problems. Chevron Mississippi in at Anacortes and in good shape. Rigging loft running smoothly.

Along with Bill Mahwhinney, joined Val Swegal, Paul McCabe, Leo Huniu, Peter Chelemedos and several other former members and pensioners at the "Bloody Thursday" memorial observance at Lincoln Park.

Attended the Puget Sound Port Council meeting and the King County Labor Council meeting.

The Washington State Labor Council AFL-CIO bi-annual convention convenes on August 21. I will be attending along with elected delegates Mike Dirksen, Norm Christianson and Robin Colonas.

Vince O'Halloran
Branch Agent

**Support the
SUP Political Fund**

Wilmington

July 17, 2000

Shipped during the period: 2 bosuns, 4 AB dayworkers, 12 ABs, 2 OS, and 83 standby. The regular jobs were taken by 14 A cards, 5 B cards, and 1 C card.

Registration stands at: 43 A cards, 23 B cards, 5, and 6 D cards.

Ships checked

Lihue, Lurline, Matsonia, Maui, Manulani, Mahimahi, Mokihana, APL Korea, APL Thailand, APL Singapore, APL Philippines, Presidents Adams, Truman, Jackson, Grant and Wilson. All ships were in fairly good to very good condition. This was the result of talks I had with San Francisco's Matson office and several mates and captains on ships call Los Angeles especially Ro-Ro ships Lurline and Matsonia, and the advent of the Maui coming on to the Honolulu/Los Angeles run. It appears that the good work record of the standbys plus the good rapport established with the captains and mates plus good weather contributed to this increase of standby jobs.

Wayne Burgess
Branch Agent

Charges filed against Wilmington Agent

Duane Nash #2437 filed charges against Wilmington Branch Agent Wayne Burgess on August 21. In accordance with the SUP Constitution, at the August Wilmington Branch meeting a Trial Committee was elected comprised of Bob Burns #5736, John Folcarelli #2069, Mike Freng #2246, James Luke #4110, Joe McDonald #6505 and Carl Schou #7401 (alternate). The trial will be held at the Wilmington Branch on Tuesday, September 5, beginning at 11:00 A.M.

Honolulu

July 17, 2000

Shipped for the period: 4 ABs, 2 AB reliefs, 1 OS. These jobs were filled by: 3 A members and 4 B members. Shipped 19 casual standby jobs filled by 2 A members, 1 B member, 5 C members, 10 D registrants, and 1 MFOW member. Total jobs shipped were 26.

Registered the following during the period: 6 A members, 2 B members, 1 C member and 3 D registrants. To this date we have, 12 A members, 4 B members, 3 C members, and 7 D members, for a total of 26.

Ships checked

Kauai, R.J. Pfeiffer, Matsonia, Lihue, Maui, Lurline, Ewa all with few or no problems.

On June 1, attended a Honolulu Port Council Meeting with Senator Dan Akaka as guest speaker. That evening attended a fund-raising dinner for Congressman Neil Abercrombie. Both are pro-labor and pro-maritime representatives.

Mike Duvall
Branch Agent

Berkeley designated California landmark

The State of California has dedicated the 101-year-old ferryboat Berkeley as California Historic Landmark No. 1031. The double-ended ferry, which shares a berth at the Port of San Diego with the sailing ship Star of India, has been a National Historic Landmark for some time.

The Berkeley was completed in 1898 as a steam ferry, for operation on San Francisco Bay, but was moved to San Diego in 1973, and eventually restored by volunteer effort, at the San Diego Maritime Museum.

San Francisco Business Agent

July 14, 2000

Chief Gadao - Ian McLeod, delegate: Clarification with San Francisco ILWU Business Agent Henry Graham re: stores which come in a Conex box. One Conex box is Sailors' work, while more than one Conex box is longshoremen's jurisdiction. This further clarifies the Status-Quo Agreement of 1952. Jack Stasko came off unfit; the new bosun is Frank Portanier.

Kauai - John Webb, delegate. Routine call, minor clarifications squared away. Good gang on this one. Sid Idris returns as bosun.

Lihue - Junior Hart turned over the overtime sheets to Keith Kamana. All is well on board.

Mahimahi - Charles Mohun, delegate, brought her in clean and turned over the sheets to Jimmy Alarcon. Gang wishes to bid Captain Moore smooth sailing on his retirement. Joe Moniz finished up his time and was relieved by Orsen Larsen.

Manoa - Harry Naeole, delegate: Safety issues dealing with the fog whistle, and the state of repair of the gangway being used in the port of Los Angeles, taken up with the company.

Matsonia - John Savage turned over the sheets to Joe Amey, and took his trip off. All in good order.

Maui - Lee Dancer, delegate: No serious problems.

Mokihana - Ivar Thorbjornsen, delegate: Routine call.

Moku Pahu - Audra Tasa, delegate: In at Crockett to discharge sugar and go into lay-up status. Called her gang back. Angel Gojilde is the new bosun.

R.J. Pfeiffer - Leo Endries, delegate: No problems in this ship. The captain held a meeting aboard ship to review the procedure for handling engine room lifts. This work is squarely SUP jurisdiction.

By operating on a separate radio frequency and using all sailors without interference from others, we will be able to do our job safely.

Chevron Arizona - Rocky Ziemba takes over the delegate's job from Rudy Musgrove. This is a hard working ship on a hot run. I was aboard in Port Everglades and was greatly impressed by the professionalism of this crew.

Chevron Colorado - Lee Crandley, delegate: Mike Fox is relieved by Nick Hoogendam as bosun. In at Richmond Long Wharf; routine visit.

Chevron Mississippi - In at Richmond Long Wharf after a trip to Hawaii. Good ship, good gang.

Chevron Washington - Dennis Sabagquit is the delegate and John McNeil is relief bosun. In good shape.

Polar Texas - Vice President Dave Connolly made this one at Richmond Long Wharf in order to speak to the gang regarding the SUP.

San Francisco Bar Pilots - Roy Tufono, delegate, with Leo Moore in charge. All is in good order.

Foss Maritime - Tom Tynan, delegate: Business must be good as the equipment is always busy. Seems like this outfit could use two more tankermen-PICs.

Ready Reserve Fleet - Danny Foster is the delegate. All is in good order.

ASM, Shore Gang - Norman Kwak, delegate: Very busy time of the year. ASM director of labor relations Archie Morgan was at the steam rack showing around an interviewee for a new management position of the M&R operation in Oakland. Word is that a similar position will be filled in San Pedro also.

President Adams - John Makaiwi, delegate: There was a food beef over shifting the prime rib to Sunday and trying to

call the tacos and enchiladas two different entrees. Duly noted by the company.

President Grant - Ed Suguitan, delegate: Don Kruse is the bosun. There were a number of clarifications. Continuing problem with the drinking water on the J-10 type vessels. A letter requesting that sufficient water (bottled) be placed aboard for the entire voyage was sent to the company.

The gang and many in the SUP wish Captain Rick Nelson a good retirement. Captain Nelson is well known for flying the revolutionary war period merchant marine flag with the "Don't Tread on Me" emblem from his ship, the *President Roosevelt*, to protest the reflagging of vessels in the APL fleet. He is a good shipmate. We wish him well!

President Jackson - Rich Reed turned over the overtime sheets to Dennis Tinsley and turned-to at the Welfare Plan. Congratulations Rich!

President Kennedy - Jim Luke is the new delegate. A lot of clarifications and misunderstandings. A couple of the crew took their trip off.

President Polk - Jose Angeles, delegate and Tom O'Dell, bosun: Good gang, happy ship; a pleasure to go aboard.

President Truman - Lou Frazier is the delegate. Time back clarification, otherwise a good trip.

President Wilson - Art Pond is the delegate. No problems other than the continuing problem with clean drinking water, which is now partially addressed with bottled water.

America - Ted Ochoa is the delegate on the trans-Atlantic run. Made her in Norfolk. The gang seems to like the run, only one replacement.

USNS Fisher - Louie Urbano, bosun and Mike Binsky, delegate: I spent half a

day aboard watching both maintenance and training operations. These ships are not only huge, but also complex. Among other things, between-deck-sections can be raised by means of a mobil hydraulic lift to expand the cargo capacity of the lower deck. All reports are that the SUP gang on board both the *USNS Seay* and the *USNS Fisher* are performing their duties in SUP style.

USNS Seay - Called her gang back, and shifted to FOS. She is scheduled to depart Baltimore on August 16, go through the Panama Canal and to Hawaii.

Bill Henneberry

Dispatcher's Report Hdqtrs. July 2000

Deck	
Bosun	7
Carpenter	0
MM	0
AB	19
OS	1
Standby	57
Total Deck Jobs Shipped	89
Total Deck B, C, D Shipped	13
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.	89
Total B, C, D Shipped-All Depts.	13
Total Registered "A"	92
Total Registered "B"	93
Total Registered "C"	10
Total Registered "D"	11