



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, January 25, 2002



In Memoriam

## Harry Lundeborg

Mar. 25, 1901 - Jan. 28, 1957

## International Maritime Organization gives flag-of-convenience states six month break on STCW compliance

*U.S. Coast Guard will enforce February 1 deadline for American mariners*

In a stunning capitulation to flag-of-convenience ship owners and open registries, the Standards of Training, Certification & Watchkeeping (STCW) Subcommittee of the International Maritime Organization (IMO) meeting in London on January 24, agreed to issue a circular letter directing port state control authorities to issue warnings to ships, seamen, and flag states not in compliance with STCW '95 requirements due to go into effect on February 1, 2002. Under this recommendation, all flag states must be in compliance with the provisions of STCW 95 by July 31, 2002.

As the *West Coast Sailors* goes to press, the U.S. Coast Guard indicates that U.S. merchant mariners must be STCW certified by February 1, 2002, regardless of the IMO circular.

Citing difficulties of seamen in attaining certificates, in the timely issuance of certificates by flag states, and in the availability of training slots, the Subcommittee

was influenced strongly by nations such as Panama, Belize, Cyprus, Bahamas and Vanuatu. Labor supply countries such as Croatia, India, and Russia also backed the guidance. The official United States position was neutral.

The circular recommends that when a seaman's documentation complies with the requirements immediately before February 1, 2002, but is not in accordance with the requirements of STCW 95, it would be sufficient for port state control officers to issue a warning to the seaman and inform the flag state accordingly. In advance of July 31, ships not in compliance with STCW 95 will be issued warnings instead of being detained.

However, as a circular and unlike an amendment to the STCW Convention, the language is accorded a very minor legal status and leaves the ultimate decision to the port state control officers. The ironic and paradoxical result is that if American mariners

are without proper documentation after February 1, 2002, then a ship could theoretically be detained in a foreign port. And since detention is the ultimate enforcement measure, the United States did not oppose the initiative.

Although all who spoke on the issue claimed that the circular does not alter the intent of the STCW Convention, it appears clear that many member states understand it to be a grace period and will use the period to train for compliance.

The change was initiated primarily by open registry (flag-of-convenience) countries such as Panama, Belize, Vanuatu and the Bahamas, who claimed they had been unable to comply with the transitional requirements in the seven years since the 1995 amendments to the 1978 Convention. With the notable exception of Japan, no other member state, port State or Flag state, objected to the proposals.

These developments are still ongoing as the *West Coast Sailors* went to press and different interpretations are still possible.

## Employers prepare to beef with longshoremen

The Pacific Maritime Association (PMA) and shippers across the country appear to be ready to force a coastwise strike with the International Longshore and Warehouse Union this summer. The ILWU/PMA longshore agreement expires on July 1.

Robin Lanier, executive producer of the West Coast Waterfront Coalition which represents importers and exporters that ship through Pacific Coast ports said this month it is warning its members to prepare for a two-week work stop-

See ILWU continued on page 4

## Hawai'i newspaper advocates repeal of U.S. cabotage law

Passenger Services Act cited; Sen. Inouye criticized; Maritime labor responds

The *Honolulu Advertiser*, in an editorial on January 13, called for the repeal of the Passenger Vessel Services Act and blasted Senator Daniel Inouye for supporting and defending U.S.-flag shipping.

Shilling for foreign interests, the *Advertiser* bemoans the fact that the *Norwegian Star* has to make a 700-mile voyage south to Fanning Island in the Republic of Kiribati to comply with a critical American cabotage law.

The Honolulu rag's solution is to open Island waters to foreign-flag ships for interisland cruises by rescinding the Passenger Vessel Services Act.

The Act which is the passenger ship equivalent of the Jones Act regulates the transportation of passengers between U.S. ports. This federal statute, on the books since 1886, states that if passengers in foreign-flag vessels embark at one U.S. port and get off another, the company is fined \$200 for each passenger illegally transported. To comply with the law, Norwegian Cruise Lines is making a foreign voyage to Fanning Island prior to calling at another Hawai'i port.

Daniel Inouye, Hawai'i's senior U.S. Senator, was criticized for refusing to back the elimination of the Passenger Vessel Ser-

vices Act. Senator Inouye has stated that he would consider supporting an exemption to the Act to allow foreign-registered ships to operate domestically only if they employ American labor, comply with U.S. safety and environmental laws, and pay U.S. taxes. In fact, Inouye is a key supporter of the United States Cruise Vessel Act (S.127/H.R.2901) that would make that occur.

But that is not good enough for the *Advertiser*. By pandering to foreign-flag interest this sheet is advocating legislation that is detrimental to the interests of American merchant mariners, American taxpayers, and the security of the United States.

Letters to the editor from the SUP in response to the paper's

editorial stance have not been published.

The Sailors' Union, the Inlandboatmen's Union and the Masters, Mates & Pilots sent letters to Senator Inouye commending him for his position in this matter and for his continuing efforts to preserve the American flag in Hawai'i's waters.

In a related development, Hawai'i Governor Ben Cayetano has also indicated that he favors allowing foreign-flag vessels to operate interisland cruises. Spearheaded by maritime labor, the labor movement in Hawai'i, the governor is being educated on the subject. Rep. Neil Abercrombie (D-HI) responds to the SUP on page 3.



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# SUP Honor Roll

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# Letter to the Editor

December 31, 2001

RE: The Sailors Union Lost a Pal

Jack Stiles looked after us in his bar, the "Trade Winds"— a good name for a place where a fellow could stop in and have a cool drink after roaring around the world, and where a person could leave any amount of money on the bar and that money would always be there for that person when he left. When one ran out of money while waiting for a ship, Jack was always there to help you out-no interest either, just what you owed on the principle. Jack had a book behind his bar. It was a big book that kind of looked like the Chicago telephone directory only bigger. It was in this book that Jack kept track of all of us guys when we needed a helping hand. No questions asked-it was there for you.

Jack knew us all: Former SUP Patrolman Ray Murphy, Charlie Tucker, Red Foster, Leroy Flaky Clark, George Jackson, Doug Newell, and hundreds more. Jack knew us all personally, and never did I hear a bad word about him from anyone; only praise for Jack from all of our departed and current members. No matter how much relaxing and fun we had in his bar, the Trade Winds, Jack only smiled. He was a man's man. God bless him.

Steady As She Goes,

Paul B. Herriott, Book #5771

*Editor's note: Jack Stiles was born April 21, 1924 and died December 20, 2001.*

## San Francisco Pilot trainee program opening

The Board of Pilot Commissioners is accepting applications for the Pilot Trainee Program. Minimum requirements: Master 1600 ton license with unlimited radar, two years command (Master) on vessels over 1600 tons, towing vessels moving vessels not less than 1600 tons, or commercial pilot on vessels not less than 1600 tons, or a combination of the above. All required experience must be since February 8, 1997, one year must be since February 8, 1999. Other limitations apply.

For details go to [www.calregs.com](http://www.calregs.com) Title 7, Sections 213 and 214.

For application, call (415) 397-2253, fax (415) 397 9463, email: [pilots@earthlink.net](mailto:pilots@earthlink.net), or check website at [www.sfbarpilots.com](http://www.sfbarpilots.com), or write to: Board of Pilots Commissioners, Pier 23, San Francisco, CA 94111-1136. Application acceptance cut-off is February 8, 2002.

## Final Departures

**James O. Dawson**, Book No. 2670. Born in Arkansas in 1928. Joined SUP in 1947. Died in North River Rock, Arkansas, December 12, 2001. (Pensioner)

**William Allan Thomas**, Book No. 1943. Born in Texas in 1921. Joined SUP in 1943. Died in Fresno, California, December 14, 2001. (Pensioner)

**Chris Christenson**, Book No. 3851. Born in Sweden in 1920. Joined SUP in 1945. Died in Santa rosa, California, December 19, 2001. (Pensioner)

**Alfonas Urbelis**, Book No. 151. Born in Lithuania in 1917. Joined SUP in 1943. Died in Florida, December 21, 2001. (Pensioner)

**William Nyback**, Book No. 2073. Born in Oregon in 1917. Joined SUP in 1937. Died in Vancouver, Washington, December 15, 2001. (Pensioner)

**Hollie O. Rice**, Book No. 2360. Born in Texas in 1911. Joined SUP in 1938. Died in Fort Worth, Texas, December 23, 2001. (Pensioner)

## SUP Halls to close for February holidays

All SUP halls will be closed on Tuesday, February 12, 2002, and on Monday, February 18, 2002 in observance of Lincoln's and Washington's Birthdays (Presidents' Day), both of which are contract holidays.

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2002:

	Hdqs.	Branch
February	11	19*
March	11	18
April	8	15
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	15*	21
November	12*	18
December	9	16

\*Tuesday

## West Coast Sailors

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## Labor held its own in 2001

Increased organizing kept the movement on an even keel

Union membership remained steady in 2001, a stability that labor leaders praised as a victory during a year of hardship for American workers.

About 16.3 million people were Union members last year, representing 13.5 percent of workers, the Department of Labor's Bureau of Labor Statistics reported Thursday. Except for a slight increase of 17,000 members, the numbers are virtually unchanged from 2000.

The relative stability came while American businesses cut 1.08 million jobs from their payrolls in 2001—the largest, single-year loss since 1982, when 2.16 million were cut, according to government figures.

“Despite a year of record layoffs and historic national upheaval, Unions held their own,” AFL-CIO President John Sweeney said. He credited increased labor organizing for some of the stability.

The labor federation said its own data show 400,000 workers joined unions last year, a slight increase from the year be-

fore but still short of the AFL-CIO goal to add 500,000 to one million annually. The increase kept the membership stable by offsetting the large number of workers lost to layoffs and retirement.

The Labor Department reported that 37.4 percent of government workers, including local police and firefighters, were Union members in 2001, a proportion that has held steady since 1983. Of private-sector workers, nine percent were in Unions.

The number of women in Unions increased slightly to 6.8 million last year, while the number of men fell slightly to 9.5 million. However, the rate of Union membership among male workers overall remained higher at 15.1 percent compared to 11.7 percent for women.

The four states with the highest Union membership rates—over 20 percent—were New York, Hawai'i, Alaska and Michigan, the government said. The two states with membership rates below five percent were North Carolina and South Carolina.

## Denmark to end one-man bridge lookout

In a move hailed by the labor movement, Denmark this month announced that it was ending its experiment one-man (the mate) on the bridge from sunset to sunrise.

Henrik Berlau, president of the Danish Seamen's Union said that, “We regard it as a victory for common sense. It underlines that fact that there have been a large number of accidents at sea involving Danish ships where the navigator has been away for the bridge.”

## Supreme Court issues maritime ruling: *Seaworthiness v. negligence*

The U.S. Supreme Court has held that there is no rational basis for drawing a distinction between seaworthiness and negligence when determining if an action can be brought under general maritime law for damages for the wrongful death of a person.

Christopher Garris died following injuries he sustained in an accident while undertaking sandblasting work aboard a U.S. Navy ship undergoing maintenance in Norfolk Shipbuilding and Drydock. He was not a seaman and was employed by subcontractors of Norfolk Shipbuilding. In June his mother alleged that her son's injuries and death were caused by negligence of Norfolk Shipbuilding and its subcontractors. Since the vessel was berthed in U.S. waters at the time of the incident, Ms. Garris invoked federal admiralty jurisdiction and claimed damages under general admiralty law in addition to claims for wrongful death under the

laws of the state of Virginia.

After appealing the District Court's dismissal on grounds that no cause of action existed under general maritime law for the death of a non-seaman in state territorial waters due to negligence, the U.S. Court of Appeal for the Fourth Circuit reversed the decision. Its decision was based on the fact that although there was no recognized maritime cause of action for wrongful death resulting from negligence, the principle contained in *Moragne v. States Marine Lines* (398 US 375, 1970) made such an action appropriate.

Norfolk Shipbuilding's appeal to the U.S. Supreme Court failed. The Supreme Court agreed with the Fourth Circuit. The Supreme Court stated that it was the undisputed rule that under general maritime law, non-fatal injuries caused by unseaworthiness or negligence are actionable and so is death caused by the breach of the duty of seaworthiness.

## Holiday cheer in Norfolk



The first SUP/MFOW Christmas party in Norfolk was held on December 21, at the Large Brothers Cafe. Pausing for a photo from the left are Rocky Schindler, bosun in the *Mendonca*; Jack Eddie, MFOW member; Jack Stasko the SUP/MFOW Rep; and Jasper, O.S. in the *Mendonca*.

## Bush's Social Security panel releases its privatization plans

President George W. Bush's plan to privatize Social Security took a step forward December 11 when his hand-picked Social Security privatization commission issued its final report outlining three ways to privatize the nation's retirement system that would require benefit cuts for most future retirees.

An analysis of the commission's draft proposals by the Center on Budget and Policy Priorities and The Century Foundation notes that “all three plans would reduce traditional Social Security benefits,” and “none of the three plans appears to restore long-term balance to Social Security.”

The commission's plans call for siphoning money from workers' Social Security payroll taxes to pay for privatized accounts—as much as \$1 trillion over the next decade and almost \$3 trillion over the next 20 years, according to the analyses.

The Center TCF study said funds to finance the contributions to the private accounts “must come from one of two sources, funds diverted from the Social Security Trust Fund or funds transferred from the general revenue.”

Using money from the Social Security Trust Fund would accelerate the fund's exhaustion date from 2038 to 2024, according to the joint report. It also notes that tapping general revenues—especially with the recession and Bush's millionaire tax cut darkening the nation's economic outlook—would result in substantial deficits outside of Social Security.

“One of the most dramatic changes proposed by the commission in order to pay for privatization involves a shift to price indexing as way for benefit computations. While this change may be technically impenetrable to the average worker it will have a huge impact on benefits: reductions of about 24% for workers retiring in 2040 (age 28 today) and as high as 43% for workers retiring in 2070. It will also reduce disability and survivors benefits, which are calculated using the same formula,” according to an Institute for America's Future study.

Today, according to the institute, nearly 67% of workers retire early. The commission uses a back-door method to raise the retirement age before workers can collect full benefits.

“The commission hides its benefit cuts behind technical changes in the benefits formula,” said AFL-CIO President John Sweeney. “The commission says it wants to ‘improve work incentives,’ by permanently cutting benefits to those who retire before age 65. This kind of penalty is a big hit against people who work a lifetime in physically demanding jobs and therefore retire in their early 60s, as well as workers who cannot find work after they have lost a job at the end of their careers or who have a shorter life expectancy,” Sweeney said.

Sweeney warned that the plan “will bankrupt our nation's most effective family protection program and jeopardize the future of the federal budget.”

Source: *Utility Reporter*, *IBEW Local 1245*

## Letter from Rep. Abercrombie

The following letter was sent to Honolulu Branch Agent Mike Duvall from Congressman Neil Abercrombie, dated January 23, 2002:

Dear Mike:

Thank you for the December 28, 2001 e-mail from you and SUP Vice President Dave Connolly expressing your concern about Governor Cayetano's comments on the maritime cabotage issue.

I agree with the points made in your December 23, 2001 letter to the Governor. My strong support for the Jones Act and Passenger Vessel Service Act remain unchanged.

These laws are vital to America's economic health, the availability of decent jobs in the maritime industry for American working people, and the national security of the United States. Despite claims that gutting this long-standing legislation (supported and enforced by

Republican and Democratic Presidents alike) would help Hawaii's economy, analysis conducted by UH Economics Professor Larry Boyd shows that the Jones Act and related legislation benefit our state economically.

I am gratified by your support for S.127 and HR 2901. As you note, I am the principal House sponsor of HR 2901.

Again, mahalo for taking the time to get in touch. I appreciate having the benefit of your views. Please don't hesitate to contact me again on this or any other matter of concern to you and your members.

Sincerely,  
Neil Abercrombie  
Member of Congress

## Indictments in Puerto Rico for Coast Guard embezzlement scam

Last month a federal grand jury in San Juan, Puerto Rico indicted a former United States Coast Guard civilian employee and another man in connection with a scheme to sell hundreds of false Coast Guard documents and licenses to unsuspecting mariners.

The indictments capped an 18-month criminal investigation by the Office of the United States Attorney, District of Puerto Rico and the U.S. Coast Guard Investigative Service.

The indictment alleges that former U.S. Coast Guard employee, Jaime Morales-Guadalupe of Bayamon and Luis A. Figueroa-Ramos of Fajardo, conspired to embezzle \$367,165 for the sale of the phoney documents. Morales was a legal instruments examiner at the Coast Guard REC in San Juan from September 1991 to April 2000. Figueroa falsely portrayed himself as a Coast Guard certified instructor and furthered the fraud scheme by charging mariners tuition fees to attend non-Coast Guard approved certification courses.

The two were arrested by Coast Guard special agents and are being held at the federal courthouse in Hato Rey where they are awaiting an initial hearing before a federal magistrate.

# A look astern... 50 years ago

## Disaster at sea

# s/s *Pennsylvania* sinks—all hands lost

The most tragic sea disaster since World War II occurred fifty years ago with the sinking of the States Line freighter *s/s Pennsylvania* with the loss of the entire 46-man crew on January 9, 1952, 500 miles off the northern tip of Vancouver Island.

The *Pennsylvania* (*ex-Luxembourg Victory*), outbound from Seattle to the Far East, ran into severe weather in the North Pacific. Her master, Captain George Plover, radioed that the ship was taking in water through a 14-foot crack in the hull, that she was down by the head, taking water in the engine room, that the steering gear was damaged and the deck load had shifted.

Captain Plover gave the abandon ship order and the crew took to the four lifeboats in mountainous seas, with swells up to 40-feet and winds raging to 50 miles an hour.

Despite the greatest air-sea search in Pacific Northwest maritime history, the only traces of the ship were an overturned lifeboat and some floating hatch boards and dunnage, presumably from the doomed vessel. The search, directed by the 13th Coast Guard District Headquarters in Seattle covered 11,000 square miles of the Pacific, was eventually called off.

The SUP brothers lost in the *Pennsylvania* disaster were: Lynn W. Pointexter, Bosun; Fred W. Krahn, Carpenter; Henry Lems, Deck Maintenance; Lawrence W. Jeannin, Deck Maintenance; Donald R. Wilkens, Deck Maintenance; Lloyd D. Lignitz, A.B.; Pedro R. Magtulis, A.B.; Eino H. Vaisanen, A.B.; Knut Gatzwiller, A.B.; Gardar Johannsson, A.B.; Akira Iida, A.B.; Eugene J. Jacobsen, O.S.; Einar O. Nordness, O.S.; Melvin D. Mullins, O.S.

In the wake of the sinking of the *Pennsylvania*, the SUP and MFOW lobbied Congress to strengthen the hulls of

war-built ships to avoid similar disasters. Several vessels—mainly Liberty and Victory ships—had cracks occur and had to be welded, strengthened or strapped.

San Francisco Representatives Jack Shelley and Frank Havenner, spearhead the Congressional investigation which resulted in regulations to strengthen all existing U.S. vessels and those to be constructed in the future.

As for States Line, the U.S. government demanded full value payment for the cargo of bagged wheat the *Pennsylvania* carried in her holds. States refused, citing limitation of liability in the bill of Lading, which was a universal and accepted practice in ocean shipping.

In a 1955 rule, the U.S. District Court in Oregon held the limitations valid, and in 1956 States restruc-

However, the Internal Revenue disallowed almost the full amount, and assessed New States \$730,000. Had Old States remained intact, the IRS said, the deduction would have been allowed. But in 1970, litigation apparently ended when the U.S. Tax Court held New States entitled to the deduction since it had relied on the original 1957 ruling in its favor.

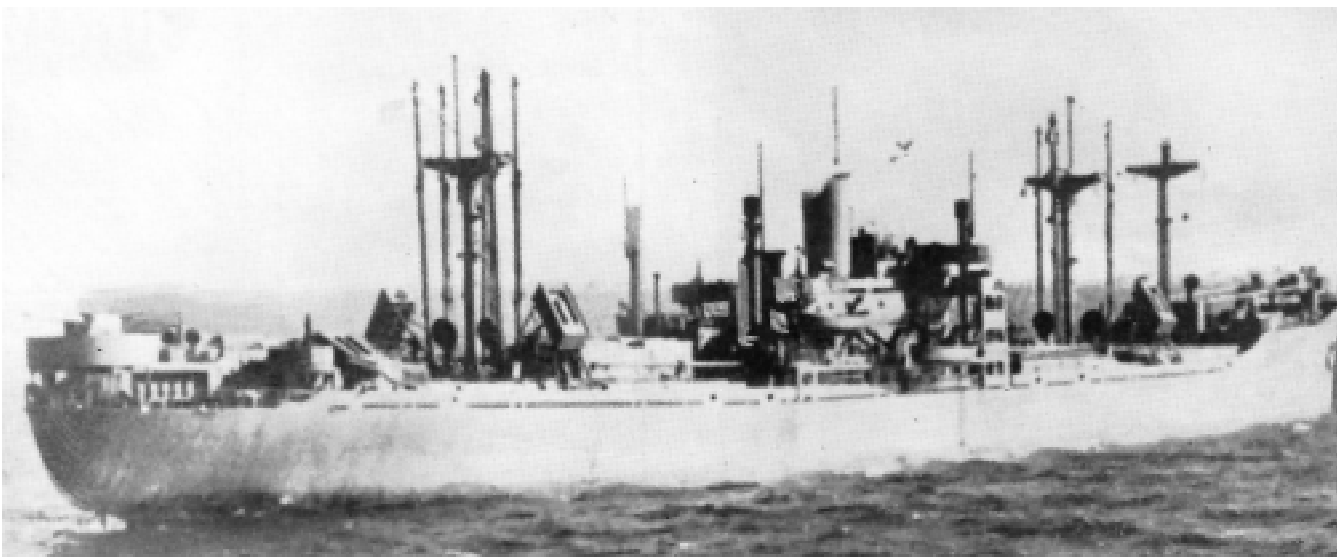
The Circuit Court of Appeals reversed the Tax Court decision after a lengthy and involved hearing in 1973.

By 1974 amount owned the IRS amounted to almost the original claim—\$1.4 million. In April that year the Supreme Court refused to hear the case.

But in June 1974, the Senate Finance Committee ap-

proved an amendment to a bill legalizing the deduction originally approved by the 1970 Tax Court decision. On October 29, 22 years, 9 months and 20 days after the *Pennsylvania* sank, President Ford signed the legislation.

While States won its case and later went out of business, the families of those lost in the *Pennsylvania* live on—lest we forget.



The *s/s Pennsylvania* (*ex-Luxembourg Victory*) departing Seattle.

ured as a new corporation acquiring all the stock of the old organization, thus becoming New States and Old States under government definition. Assuming the District Court's ruling on the disposition of the wheat claim was final, New States liquidated Old States. In 1957 the Circuit Court of Appeals ruled in a rehearing that the limitation ruling was improper, and Old States was still liable. So New States paid the government \$1.445 million for the wheat, and in 1959 deducted that sum as a loss on its tax return.

## Fire aboard foreign-flag cruiseship ignited by crewmember's electrical appliance

A fire aboard the cruiseship *Nieuw Amsterdam* in Glacier Bay, Alaska, was ignited by an unauthorized electrical appliance in a crewmember's cabin, the National Transportation Safety Board has concluded.

The fire, which broke out on May 23, 2000, caused about \$360,000 in damage. One passenger required hospitalization for smoke inhalation.

Although the damage and injuries were limited, the crew's failure to follow the ship's fire-fighting procedures made the situation worse than it should have been, the NTSB said.

"A premature effort to extinguish the fire by officers lacking proper gear and backup contributed to the spread of the fire and smoke," according to the NTSB.

The quartermaster and chief officer tried to put out the fire themselves. When they were unable to extinguish it, they left the door of the cabin open, allowing the flames and the smoke to spread.

The flames did not spread beyond the deck of origin. The smoke, however, migrated eight decks because of "the untimely closure of fire screen doors," the NTSB said. "Contributing to the extent of the fire damage and spread of smoke was a breakdown in fire-fighting command and control by the vessel's master and senior officers."

*Nieuw Amsterdam* was operated by Holland America Line at the time of the fire. In October 2000, Holland America sold the ship to American classic Voyages, which renamed it *Patriot*.

The NTSB recommendations to Holland America and Westours Inc. include:

- Revise training and drills for ship's officers to emphasize management responsibilities during a fire.
- Revise shipboard procedures for controlling smoke to include measures for the rapid clearing of passengers and crews from decks and measures to prevent the migration of smoke.
- Devise and practice drills that test the abilities of officers and crews to respond to varying smoke conditions.

In response to the fire and NTSB recommendations, Holland America has taken the following actions:

- Immediately after the fire, the company issues a fleet-wide marine directive that no cooking appliances are allowed in the cabins. Some staff was fired when cooking appliance were found in their quarters after the directive was issued. Weekly cabin inspection and spot surprise inspections are now required on all Holland America vessels. To alleviate the motive to have cooking appliance in crew rooms, Holland America now provides access to food 24 hours a day in crew mess areas.
- Ships are being equipped with thermal imaging devices to locate victims in fires and heavy smoke.
- Updating the fire-fighting training program (administered by a private contractor from the Netherlands) to incorporate issues raised by the NTSB report, e.g., emphasis on scenarios and procedures.

Testing audible smoke alarms to see if they are feasible and investigating how to best utilize them in the fire-fighting process.

## ILWU

*continued from page 1*

page. "We're telling our members to hope for the best and prepare for the worst. The issues are quite serious. The carriers have to be tough," she said. The Coalition has urged its members to support the PMA. "They should go to the carriers and say, 'Don't roll over this time.'"

PMA president Joseph Miniace has told the press that, "It is time for meaningful changes in this industry," and that his organization of shipping lines and terminal operators has a "100% united board of directors."

To back up their bellicose rhetoric, the PMA and the shippers have amassed a strike fund—of an undisclosed amount—to embolden negotiators to hang tough.

ILWU President James Spinoso refutes the notion that the Union is looking to strike. "Quite the opposite, we're looking for ways to work things out." Spinoso added that, "the employers sense of consensus has been thrown out the window since Miniace came in. It's no longer work with the Union. It's work against the Union." As the *West Coast Sailors* went to press, the ILWU's longshore division was caucusing in San Francisco to formulate bargaining proposals.

Issues in negotiations for the employers are work practices which the PMA claims reduce productivity. Miniace also said that the arbitration system in place since 1948 needs to be discussed. For the ILWU this will be a hot button issue since the PMA continues to reject the Union nominee, David Arian, as Southern California Area arbitrator. Arian is a former ILWU president.

According to the trade press, Miniace has traveled to Washington several times, meeting with members of the Bush Administration and Congress to enlist support for the PMA.

If a strike does occur, President Bush has the authority to invoke provisions of the Taft-Hartley Act which requires a 90-day "cooling off" period after two weeks.

A lock-out is another possibility according to the *Journal of Commerce Week* of January 21-27, the publication states that employers are "prepared to lock-out the ILWU if the dockworkers repeat their past practice of engaging in work slowdowns to gain negotiating leverage."

The last coastwise longshore strike was in 1970-1971 and lasted 121 days.

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

**Walter Alandi**, Book No. 3661. Born in Estonia in 1913. Joined SUP in 1948. Died in San Francisco, California, May 26, 2001. (Pensioner)

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

**Walter Andrea**, Book No. 3702. Born in California in 1926. Joined SUP in 1943. Died in California, November 19, 2000. (Pensioner)

**Ernest Barber**, Book No. 5573. Born in Pennsylvania in 1921. Joined SUP in 1952. Died in Oakland, California, August 28, 2001. (Pensioner)

**Edward E. Bletcher**, Book No. 5677. Born in California in 1918. Joined SUP in 1966. Died in California, April 22, 2001. (Pensioner)

**Charles D. Brannon**, Book No. 18217. Born in Alabama in 1933. Joined SUP in 1978. Died in Arizona, July 4, 2001. (Pensioner)

**Robert T. Brooks**, Book No. 3971. Born in Louisiana in 1906. Joined SUP in 1935. Died in Washington, November 4, 2001. (Pensioner)

**Donald G. Brown**, Book No. 5716. Born in Washington in 1933. Joined SUP in 1958. Died in Nevada, August 28, 2001.

**Forbus Brumley**, Book No. 4617. Born in Oklahoma in 1921. Joined SUP in 1942. Died in Oklahoma, April 14, 2001. (Pensioner)

**Tommy Camacho**, Book No. 4579. Born in Puerto Rico in 1925. Joined SUP in 1950. Died in Long Island, New York, July 26, 2001. (Pensioner)

**Douglas Eldon Carson**, Book No. 4716. Born in California in 1930. Joined SUP in 1956. Died in Roseberg, Oregon, August 4, 2001. (Pensioner)

**Douglas W. Chesshire**, Book No. 4767. Born in Texas in 1942. Joined SUP in 1967. Died in Monterey, California, November 20, 2001.

**William H. Christensen**, Book No. 3293. Born in California in 1919. Joined SUP in 1941. Died in California, June 1, 2001. (Pensioner)

**James E. Cook**, Book No. 4428. Born in Arkansas in 1927. Joined SUP in 1945. Died in Oklahoma, June 1, 2001. (Pensioner)

**William J. Cope**, Book No. 3983. Born in Arizona in 1921. Joined SUP in 1943. Died in California, September 8, 2001. (Pensioner)

**Konrad S. Daae**, Book No. 1804. Born in Norway in 1910. Joined SUP in 1935. Died in Portland, Oregon, July 6, 2000. (Pensioner)

**Anthony Daquisto**, Book No. 2164. Born in California in 1912. Joined SUP in 1944. Died in San Pedro, California, March 31, 2001. (Pensioner)

**John DeAngelo**, Book No. 2659. Born in Pennsylvania in 1929. Joined SUP in 1946. Died in New York, March 25, 2001. (Pensioner)

**Ray O. Difold**, Book No. 2716. Born in Oklahoma in 1915. Joined SUP in 1956. Died in Houston, Texas, August 10, 2001. (Pensioner)

**Gordon "Blackie" Ellis**, Book No. 1478. Born in California in 1911. Joined SUP in 1934. Died in California, May 4, 2001.

**Henry G. Engstrom**, Book No. 9043. Born in California in 1933. Joined SUP in 1952. Died in Lakeport, California, June 9, 2001.

**Francisco Erazo**, Book No. 1878. Born in Honduras in 1927. Joined SUP in 1967. Died in Honduras, December 31, 2000. (Pensioner)

**Moncre Floyd Everett**, Book No. 1689. Born in Michigan in 1926. Joined SUP in 1944. Died in Lakeport, California, October 4, 2001. (Pensioner)

**Stanley H. Flindt**, Book No. 2147. Born in California in 1929. Joined SUP in 1945. Died in Alameda, California, October 9, 2001. (Pensioner)

**William R. Gogerty**, Book No. 2660. Born in North Dakota in 1922. Joined SUP in 1943. Died in San Pablo, Cali-

fornia, October 12, 2001. (Pensioner)

**Herman A. Granstrom**, Book No. 2565. Born in Sweden in 1918. Joined SUP in 1945. Died in Gran Canaria, December 20, 2000. (Pensioner)

**Joseph Dudley Harris**, Book No. 5780. Born in Idaho in 1926. Joined SUP in 1952. Died in Idaho, September 7, 2001. (Pensioner)

**Sadami Hashimoto**, Book No. 5772. Born in Hawaii in 1917. Joined SUP in 1952. Died in Washington, May 9, 2001. (Pensioner)

**Lewis J. Hazzard**, Book No. 5762. Born in Hawaii in 1926. Joined SUP in 1954. Died in San Leandro, California, August 22, 2001. (Pensioner)

**Clair "Stogie" Hill**, Book No. 5135. Born in Oregon in 1924. Joined SUP in 1945. Died in Everett, Washington, May 26, 2001. (Pensioner)

**William E. Holladay**, Book No. 5773. Born in Oklahoma in 1926. Joined SUP in 1945. Died in Oklahoma, October 12, 2001. (Pensioner)

**Leslie Hynes**, Book No. 5565. Born in Australia in 1923. Joined SUP in 1944. Died in Illinois, November 30, 2001. (Pensioner)

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

**Eustratius Jordanides**, Book No. 4177. Born in Connecticut in 1927. Joined SUP in 1945. Died in Florida, October 26, 2001. (Pensioner)

**Henry Kalama**, Book No. 3111. Born in Hawaii in 1917. Joined SUP in 1944. Died in Castro Valley, California, March 28, 2001. (Pensioner)

**Charles Wayne Knott**, Book No. 3078. Born in Washington in 1927. Joined SUP in 1947. Died in California, October 15, 2001. (Pensioner)

**Thomas P. Kubicki**, Book No. 18164. Born in New York in 1953. Joined SUP in 1992. Died in San Francisco, California, August 17, 2001.

**Tom Leininger**, Book No. 3980. Born in Nebraska in 1926. Joined SUP in 1951. Died in California, November 13, 2001. (Pensioner)

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

**Andrew Machaj**, Book No. 6283. Born in Oklahoma in 1925. Joined SUP in 1951. Died in San Francisco, California, January 22, 2001. (Pensioner)

**Roy E. Mason**, Book No. 5752. Born in Oregon in 1921. Joined SUP in 1946. Died in Oregon, June 23, 2001. (Pensioner)

**Modesto "Leo" Mazzucco**, Book No. 4683. Born in Massachusetts in

December 21, 2000. (Pensioner)

**Zenon J. Pinto**, Book No. 3476. Born in Ecuador in 1917. Joined SUP in 1946. Died in San Pedro, California, July 18, 2001. (Pensioner)

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

**Ira Reitzel**, Book No. 3153. Born in Iowa in 1935. Joined SUP in 1959. Died in Rodeo, California, July 11, 2001.

**Leslie S. Rienosky**, Book No. 2088. Born in Alaska in 1913. Joined SUP in 1934. Died in Washington, May 4, 2001. (Pensioner)

**Ole Rogland**, Book No. 2132. Born in Washington in 1914. Joined SUP in 1934. Died in Seattle, Washington, December 29, 2000. (Pensioner)

**Theodore J. Rosenkranz**, Book No. 2522. Born in California in 1921. Joined SUP in 1943. Died in Berkeley, California, November 9, 2001. (Pensioner)

**Edward P. Schlechter**, Book No. 7024. Born in Oregon 1928. Joined SUP in 1947. Died in Salem, Oregon, September 13, 2001. (Pensioner)

**Kubota "Gump" Shoichi**, Book No. 2321. Born in Hawaii in 1912. Joined SUP in 1937. Died in Richmond, California, December 31, 2000. (Pensioner)

**George W. Skinner**, Book No. 7448. Born in California in 1922. Joined SUP in 1964. Died in San Francisco, California, June 1, 2001. (Pensioner)

**Bobby Jean Southard**, Book No. 7454. Born in Missouri in 1940. Joined SUP in 1959. Died in Torrence, California, September 18, 2001. (Pensioner)

**Marlyn D. Stewart**, Book No. 7135. Born in Iowa in 1927. Joined SUP in 1945. Died in San Pedro, California, November 4, 2001. (Pensioner)

**Marinus W. Stilling**, Book No. 7458. Born in Denmark in 1919. Joined SUP in 1967. Died in Louisiana, June 28, 2001. (Pensioner)

**Hagop Surmeian**, Book No. 7452. Born in Rhode Island in 1922. Joined SUP in 1950. Died in Pawtucket, Rhode Island, September 17, 2001. (Pensioner)

**Sam G. Traficano**, Book No. 3079. Born in Louisiana in 1928. Joined SUP in 1946. Died in Louisiana, July 10, 2001. (Pensioner)

**James P. Tornos**, Book No. 2032. Born in California in 1927. Joined SUP in 1944. Died in California, May 11, 2001. (Pensioner)

**Ben C. Veasey**, Book No. 828. Born in Florida in 1924. Joined SUP in 1948. Died in Mobile, Alabama, September 24, 2000. (Pensioner)

**Albert Wauters**, Book No. 3528. Born in Wisconsin in 1923. Joined SUP in 1952. Died in Long Beach, California, April 13, 2001. (Pensioner)

**James Francis Wilson II**, Book No. 3623. Born in California in 1945. Joined SUP in 1973. Died in San Francisco, California, July 23, 2001.

**Richard F. Young**, Book No. 1967. Born in California in 1924. Joined SUP in 1944. Died in California, September 18, 2001. (Pensioner)

**Ronald "Whitey" Young**, Book No. 0203. Born in North Dakota in 1926. Joined SUP in 1945. Died in Reno, Nevada, September 19, 2001. (Pensioner)

## In Memoriam

### Final Departures of SUP members reported in 2001

## ESU Office Assignments

For the month of February, Thomas Thompson will be in the Baytown office and Leo DeCastro will be in the Benicia office.

# ESU NEWS

JANUARY 2002

Official Publication of the Exxon Seamen's Union

## Employees fitness challenged by SeaRiver

In recent months the Executive Board of the ESU has become increasingly suspicious and has some serious misgivings with regard to SeaRiver Medical Department's motives in a number of determinations as to employees "fitness for duty" status. There has been increased scrutiny by the Medical Department of some member's medical records and annual physicals resulting in members being deemed by company physician Dr. Ariel Thomann as "unfit for duty" though the individual's physician(s) have provided SeaRiver with documentation declaring the employee "fit for duty".

To illustrate the concerns that the Union has involving this ethically questionable direction that the company has embarked on, the Union is presently involved in a case in which a member who had suffered what was eventually diagnosed as gastritis and was discharged from a vessel to receive shore-side medical attention and was then sent home on sick pay. Following treatment the member was released by both his personal physician and the specialist treating his condition and given a clean bill of health to return to work with no restrictions. Upon receipt of these doctor's releases the SeaRiver

Medical Department apparently was not satisfied with the opinion of the two doctors and insisted that the member be examined by a doctor in Texas of the company's choosing. Incredibly, the third physician determined that the member should not return to sea and cited a broad interpretation of a paragraph in USCG NVIC-2-98 for Medical Fitness Standards, called miscellaneous.

This broad interpretation of the NVIC by the company retained doctor, if gone unchallenged, would allow the company carte blanche to conceivably classify any employee that had any prior medical condition as unfit to sail. The miscellaneous portion of the NVIC that the Doctor interprets so broadly states that: "Any other disease, constitutional defect, medication (side effects), sleep disorders or therapy which would result in gradual deterioration of performance of duties, sudden incapacitation or otherwise compromise shipboard safety, including required response in an emergency situation." If this broad interpretation is allowed to become routine policy, the Union sees a real threat to any employee that is diagnosed with any number of medical conditions generally considered common and manageable, pos-

sibly facing the loss of their employment.

A protest has been lodged by the Union in this matter and the ESU will spare no effort as we seek to have this injustice resolved and the member made whole for any lost wages and benefits and reclassified, as he should be, "fit for duty". In addition to obtaining legal counsel in this matter the Union has notified the company of the Unions' position regarding this issue. Additionally, the Union as a component of its efforts to resolve this affair and exercising our contractual right, is arranging to have the member in question examined by yet another, impartial physician for evaluation of his fitness to perform his job duties.

The Union offices have, in the last few months become aware of a number of other instances in which the Medical Department has stalled member's attempts to return to work after receiving clearance from their personal physicians to do so. Also, reports are surfacing of members being requested to have their personal physicians forward medical records to SeaRiver for chronic medical conditions that the company is aware that the employees have. These requests are being made even though there is no ap-

parent justification for this information being needed. In these instances, the members have completed and been found "fit for duty" in respect to the annual mandated physical exams and the conditions have not resulted in absence from work or "unfit for duty" status determinations. The Union believes these requests are not only inappropriate, but also unnecessarily intrusive.

The importance to the membership of fighting any efforts by the company to arbitrarily classify members as unable to perform their duties cannot be understated. Upon a medical determination that a member is not fit to return to sea they would then be put on Long Term Disability (LTD). This action would result in nothing more than a thinly veiled avenue to terminate the individuals' employment. It is evident in reviewing the LTD that the types of medical maladies described above would not meet the requirements for any significant amount of time and their benefits would be discontinued. Thus, leaving the employee drawing neither disability payments nor employment with SeaRiver Maritime, Inc.

On January 1, 1999, Exxon implemented some extreme changes to the corporate Disability Benefits Plan. As reported by the ESU at that time, the changes were announced and implemented without the benefit of negotiations with the labor organizations that represented the rank and file within what was then Exxon, USA. Of special note in these changes was the establishment of the Benefits Continuation Test (BCT) to determine a participant's eligibility to continue drawing the LTD benefits. All potential LTD cases will be subject to review by a Disability Review Committee regardless of employee's years of service. The purpose of these BCT's is to determine if a participant in the plan is able to perform "productive work". The Corporation defines "productive work" as being able to earn 60% of your base pay. If in their opinion you can earn that amount, you will get no benefits. It is important to note that this does not mean you are employed, only that in their opinion you are capable of earning the 60% of base pay. Once it has been determined that you have failed the BCT you will be terminated. You will not receive any retirement benefits unless you otherwise qualify for a standard retirement.

Discontinuation of Long Term Disability benefits is a reality. The Union has knowledge of former members who have had their benefits discontinued and others who are presently being threatened with discontinuation. It is clear to the Executive Board that the nature of the medical concerns that SeaRiver is now questioning and classifying as "unfit for duty" contrary to other medical opinions would not qualify for Long Term Disability as the plan now reads. The Exxon Seamen's Union will continue to engage in dialogue with SeaRiver on this subject as well as utilize any appropriate legal resources available to protect the employment of its members.

## Tentative agreement anticipated on MS Work Rules

At press time we anticipate a tentative agreement between the Exxon Seamen's Union and SeaRiver Maritime, Inc. with regard to utilization of the Maintenance Seamen (MS) when assisting the Stewards department. Instances of this occur on vessels where satisfactory modifications have not been made to the galley/pantry/messrooms providing for a full, self-service cafeteria style feeding line and elimination of duplicate salad bars, coffee machines, soda/ice cream storage, etc. And where the use of carpet has not been expanded to reduce passageway-cleaning workloads.

Inconsistencies and misunderstandings in the assignment of a MS to assist the Fleet Chef and Ships' Cook have pre-

vailed for two years, since the *S/R American Progress* first came into service as part of the SeaRiver fleet. Similar problems have arisen in one form or another with the acquisitions of the *S/R Galena Bay*, *S/R Hinchinbrook* and *S/R Puget Sound*. The company has expressed to the Executive Board their reasons for not doing the modifications, such as, design limitations of the vessels and in other instances, the anticipated short-lived time of service for other vessels.

The ESU formal request calls for the MS designated to assist the Stewards department to routinely perform the required duties immediately following the afternoon coffee break and until 1700 hours. Provision will be made for operational neces-

sity (primarily dock/undock operations), in such cases, shipboard management will be given the flexibility to schedule the Maintenance Seamen's Steward's department tasks during an alternate time during that day and during normal work hours.

There is to be no impact to either the Fleet Chef or the Ships' Cook job assignment. Duties and responsibilities for both positions will remain as they have always been with respect to a two-person Stewards department.

Upon completion of a formal final agreement, proper notification will be provided to the vessels and it is expected that shore side management will provide to shipboard management proper guidance in implementing the agreement.

## The case for E-mail and satellite TV

Here's a great idea. The SeaRiver Management and the people on the 31st and 32nd floor, of the Allen Center building in Houston, would just for a month, disconnect their telephones, computers, TV and suspend newspaper deliveries, then stay home with no outside contact and isolated from their loved ones. Allow one newspaper to be delivered, be permitted a couple hours of TV and a half hour phone call on the second week for one day. Then we would like to know what they think about E-mail and satellite TV on board the vessels of SeaRiver Maritime.

It is a known fact, that prisoners in maximum-security facilities across the country have more access to e-mail, Internet and TV than we do in our fleet. Even our competitors in the industry have satellite TV on their vessels.

A study has been completed by the Fleet and Family Support Center at the

Naval Submarine Base in Groton, Connecticut about the emotional impact of E-mail while on deployment. The conclusion was published and shows it boosted morale by 70% and helped sailors and their families stay emotionally connected by 60%, which means "it boosted morale, easing reunion, and provided greater emotional connectivity between sailors and their loved ones. Survey results indicate that use of E-mail has enhanced quality of lives."

On September 11th of 2001, our country suffered a great tragedy. And incredible as it may seem, SeaRiver Maritime had sailors in our ocean fleet, that didn't find out until they got to port a few days later. It would have been nice if we had a satellite antennae then. But the sad truth is, sometimes, even when we are in port we can't get TV, because for one reason or the other, the antenna doesn't work, or

there is no reception due to interference.

We were told at one time that it cost an average of five hundred dollars to replace the antenna rotors, and it seems the vessels find themselves replacing those quiet often due to weather and conditions out at sea. So it would seem more efficient to put satellites on the vessels. The cost would be justified because it would reduce maintenance costs and in the long term it would boost morale and greatly enhance the quality of life of the people that spend the majority of their lives on board the ships of SeaRiver Maritime Inc. Any intelligent person can deduce that when an employee is happy, his or her performance on the job, and awareness on safety and environment will be enhanced significantly. Thus, it seems having E-mail and satellite TV onboard Sea River vessels would be a win-win situation for SeaRiver Maritime and it's employees.

## ESU News

## Ship Representatives appointed

The Executive Board of the ESU in accordance with Article V, Section 4 and paragraph A of the Constitution and By-laws appointed two Ship Representatives. Mr. Mark Myser was appointed Ship Representative on the *S/R Baytown* and Mr. Will Ackley was appointed Ship Representative on the *S/R Galena Bay*.

Mark Myser, Able Seaman, has been a member in good standing with the ESU for more than twenty years and has served as the elected Ship Representative for many years on the *S/R Galveston*. Mark has an impressive record of service to the Union and a long-standing reputation as an effective and dedicated Union Representative. The vacancy aboard the *S/R Baytown* occurred when Ship Representative Lee Airriess elected to retire from SeaRiver Maritime Inc. prior to the end of his term.

Will Ackley, Pumpman, will serve as the first permanent Representative for the recently acquired *S/R Galena Bay*. An appointment was necessary, because there were no declared candidates for the position during the recently completed general elections. Will brings eleven years of membership in the Union and substantial experience serving as Temporary Ship Representative on numerous vessels through the years.

The Executive Board and membership is grateful to Mark and Will for volunteering to serve the Union. As stated many times, the Ship Representative is truly the front line of this Union and all members should be thankful that the Exxon Seamen's Union has members of such high caliber willing to serve.

## Farewell

It is with sadness that the ESU has learned of the passing of our friend and shipmate Mr. Donald Haberek in Las Vegas, Nevada on December 4, 2001. Don was an AB and joined the ESU on March 10, 1980, and remained a loyal member until his retirement in July of 1997. Don will be remembered as a good friend and shipmate that was always ready to lend a helping hand when needed. Our collective condolences are extended to his family in their time of sorrow.

## Ship reports

### S/R American Progress

Vessel discharged at Valero, Benicia on 15th of January. Board member was unable to board vessel on 15th due to meetings in Houston but was able to deliver Union informational packet to ship in San Francisco Bay as she was preparing to pick up the hook on the 16th of January. Brenda Johnson to be complemented for her job as Temporary Ships' Representative. Recently elected Representative Alan Squire slated to start his first tour representing the ESU membership.

### S/R Baytown

Executive Board visits on December 22 and January 7 at Shore Terminal, Martinez, CA. Steve Wilson assumed the Temporary Ships' Rep duties from Rowan Mallet upon Rowans' discharge to paid leave. Some payroll clarifications squared away. Newly appointed permanent Representative Mark Myser to join vessel in late February or early March.

### S/R Benicia

Ship boarded at Valero dock in Benicia on January 16. Ship Representative Joe Graca on board. Mail concerns addressed. No definite word from company on when the expected lay-up date for the vessel is.

### S/R Charleston

Ship Boarded at ExxonMobil in Beaumont, TX on January 9. Temporary Ship Representative Mike Gore doing a good job and reports no beefs. Vessel is scheduled to relieve the *S/R Wilmington* for her yard period.

### S/R Galena Bay

Vessel scheduled to be visited 3rd week of January. Van O'Bryan continues to assume the job of Temporary Ship Representative. Will Ackley (currently serving aboard the *S/R Benicia*) has been appointed by the Executive Board as Ship Representative and will assume those duties on his next assignment.

### S/R Hinchinbrook

Board officer visited ship on December 29 at Richmond Long Wharf. Representative Danny Jones on board and is communicating frequently with the Union offices. Problems reported with mattresses causing sore backs to numerous crewmembers. To his credit, the Captain attempted to order box springs only to be overruled by some office bureaucrat that goes home to a comfortable bed every night. SeaRiver continues to leave the impression that they have very little regard for the comfort and well-being of their unlicensed employees.

### S/R Long Beach

Vessel visited at the Valero dock in Benicia CA on December 20 and January 5. Long time union supporter Dennis Simoneau has relieved Gerard Nelson as Temporary Representative and reports no beefs.

### S/R Mediterranean

The Mediterranean continues to trade between Middle Eastern ports and Japan. Temporary Ship's Representative Mallory Thomas continues to fill in for John Detwiler. ESU received monthly Union meeting minutes January 12, and no beefs were reported. Baytown Board Officer sent updated packets by relieving crew members.

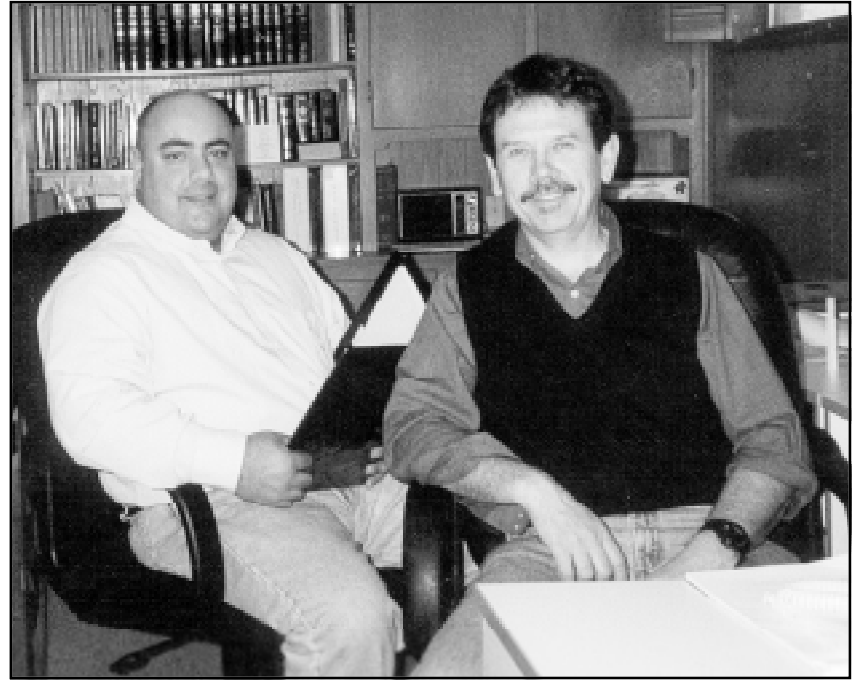
### S/R Puget Sound

Executive Board visited on December 29 at the Valero dock in Benicia, CA. Hal Fitch did a nice job filling in as Temporary Ship Representative, while Representative Michael Harrison was on paid leave. Michael rejoined ship at last port. Ship reported mail problems to the Union. Union is following up on complaints.

### S/R Wilmington

The Wilmington was boarded by a Board Officer on January 10 at ExxonMobil in Baytown, TX. David Franklin relieved Johnny Navarro as Ship Representative. No beefs reported.

## DeCastro turns to



The outgoing Secretary/Treasurer Kevin Conroy turns his duties over to incoming Secretary/Treasurer Leo DeCastro.

## Serving the membership

It is the duty of Executive Board members to reflect the views of the entire union membership and administer the majority consensus in a fair and consistent manner. The Union is a democratic organization and the officers represent the membership. As elected union officers, Board members have a responsibility to, and are answerable to the membership. The nature of the job requires that we must be organizers, negotiators and administrators and daily we are confronted with multiple crises, which adversely impact our members, their families and also former members. These problems require sound judgment to resolve. We have to deal with jealousies, factions, and miscommunications, lack of communication and there is always the on-going conflict of labor versus management.

The ESU Board has to earn the trust of the membership every day. They trust us to make the proper decisions, and we in turn look to them to support those decisions after they have been made. Generally, the membership tends to support decisions presented by the Board when they have been consulted and their views respected. Our collective goal is to get everyone thinking in terms of "we" rather than "he or she." In any endeavor the board officer must always remember that their personal actions and deeds are reflective of the union and its membership.

The support for the Board Officer starts with the individual member. The

Board Officer's ability to interpret and express the will of the membership is the dominating factor if he or she is to enjoy any measure of success, because if the members do not like the job a Board Officer is doing, they have the opportunity to do something about it. The same goes for the Ship Representative's. They are elected in the same manner, held to the same standards and the members do the nominating. The policies and conduct of the union are determined by its constitution and by-laws and these too, can be amended and changed by the membership.

We, as elected officers, will continue to serve the membership in a fair, equitable and consistent manner. We will continue to assess and address quality of life issues that affect morale and we will strive to provide our members with a package of wages, benefits and work rules that are second to none. In order to achieve this, the membership has to stick together and support their elected officers. Without the staunch support of the membership we are destined to fall short in our upcoming efforts. Fortunately, for the Exxon Seamen's Union there are many dedicated, intelligent and committed members who when called upon, respond with a united resolve that is the envy of the industry. With your continued support we are confident that in the months ahead we will confront the challenges and overcome any obstacle to insure that we are successful in our upcoming endeavors.

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

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee Chester Bell

Steward Trustee Gerard Nelson

# Welfare Notes

January 2002

## Pensioners

To help speed the process of paying pensioner claims, the Welfare Plan will be initiating a new claim form. This new claim form will be filled out by the pensioner for each claim mailed to the Welfare Plan. The Welfare Plan processed a record number of claims in the last year and this number will increase now that retirees spouses are eligible for benefits. We will also see large increase in individual claims reflecting the increase in the annual medical allowance.

The new claim forms are going to be required along with itemized bills for each patient. In order to expedite payment, all claims being submitted for reimbursement must include a completed new claim form. As an example if you have doctor bills for yourself and your wife, you will need to separate your claim from your spouses. In other words one claim form must be submitted for your claim, and another claim form submitted for your spouses claim. Please also remember that bills submitted with a balance forward or amount due that do not itemize the charges are not acceptable and will be returned. We also require the name of the provider, the date of service, the patients name, and a description of services on medical and dental statements.

The new claim forms will be made available in the following ways. You may pick up the forms at any Union Hall or branch. New claim forms are currently being included with all reimbursement checks being mailed to retirees. You may also call the Welfare Plan office and request new claim forms.

## Active members

The Andrew Furuseth School of Seamanship is producing a video that will soon be made available to the membership. This first video will include a series of splices. The video will demonstrate different mooring line splices with 8 and 12 strand lines and also include different wire splices. We expect the video to be made available in mid February. Copies will be sent to each Union Hall and branch office. Copies will also be sent aboard all S.U.P. contracted ships. A limited number of videos will be made available to members on an individual basis. Details will follow on how to obtain a copy of this video.

### SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

#### Telephone Numbers:

- Main ..... (415) 778-5490
- Eligibility active members/dependents ..... (415) 778-5491
- SUP Money Purchase Plan, SUP 401(k) Plan,  
Pensioner Medical Benefits ..... (415) 778-5493
- Toll Free Number** ..... (800) 796-8003

# Sailors' Union of the Pacific/ Training Resources Ltd Schedule of Course Offerings for 2002

## STCW 95 Basic Training

**This course is mandatory under international law for those planning to continue their seagoing careers after February 1, 2002:**

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

Feb 4-8	Apr 15-19	Jun 24-28	Sep 16-20
Feb 11-15	Apr 22-26	Jul 8-12	Sep 23-27
Feb 18-22	Apr 29-May 3	Jul 15-19	Sep 30-Oct 4
Feb 25-Mar 1	May 6-10	Jul 22-26	Oct 14-18
Mar 4-8	May 13-17	Jul 29- Aug 2	Oct 21-25
Mar 11-15	May 20-24	Aug 5-9	Oct 28-Nov 1
Mar 18-22	May 27-31	Aug 12-16	Nov 4-8
Mar 25-29	Jun 3-7	Aug 19-23	Nov 25-29
Apr 1-5	Jun 10-14	Aug 26-30	Dec 2-6
Apr 8-12	Jun 17-21	Sep 9-13	Dec 9-13

## Small Arms Training (MSC approved)

Jan. 22-24	May 6-8	Jul 22-24	Sep 30-Oct 2
Mar 4-6	Jun 10-12	Aug 26-28	Nov 4-6
Apr 1-3			Dec 9-11

## LMSR Vessel Training (MSC approved)

Feb 19- Mar 1	May 28 - Jun 7	Aug 13-23	Oct 22-Nov 1
Mar 19-29	July 9-19	Sep 17-27	Nov 26-Dec 6
Apr 23-May 3			

## Survival Craft (Lifeboatman)

Jan. 28-Feb 1	Mar 18-22	Jun 10-14	Sep 23-27
Feb 4-8	Apr 15-19	Jul 8-12	Oct 28-Nov 1
Feb 26-Mar 1	May 20-24	Aug 12-16	Dec 9-13

## Training Information and Enrollment

### Contacts

- |   |  |
|---|--|
| Dave Connolly, SUP Vice President<br>c/o Andrew Furuseth School of Seamanship<br>450 Harrison Street, San Francisco, CA 94105<br>Tel: (415) 777-3400<br>Fax: (415) 777-5088<br>E-mail: daveconnolly@msn.com | Rich Reed, SUP Welfare Plan Rep<br>SUP Welfare Plan<br>450 Harrison Street<br>San Francisco, CA 94105<br>Tel: (415) 778-5490<br>Fax: (415) 778-5494<br>E-mail: supwelfarerep@hotmail.com |
|---|--|

## ATTENTION ALL MEMBERS

In a effort to update our records, please complete the form below and return it to:

**Editor**  
**Sailors' Union of the Pacific**  
**450 Harrison St.**  
**San Francisco CA 94105**

You may also e-mail your address to: [editor\\_wcs@msn.com](mailto:editor_wcs@msn.com)

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email Address: \_\_\_\_\_

SSN: \_\_\_\_\_

Active Member  Pensioner

# IMPORTANT!

## Get your STCW '95

## NO TRAINING, NO JOB AFTER FEB. 1, 2002

## Maritime Security Program stays with MarAd

The Bush Administration informed Transportation Secretary Norman Mineta that the Maritime Security Program (MS) will remain within the control of the Maritime Administration.

The Office of Management and budget earlier this year had urged that MSP be transferred to the Department of Defense.

The SUP and others in the maritime industry supported MarAd's administration of MSP.

## Breaux to remain in U.S. Senate

Senator John Breaux, one of the most active and outspoken advocates of the U.S. merchant marine, has announced that he will remain in the Senate instead of running for Governor of Louisiana.

Breaux is chairman of the Commerce, Science and Transportation's Subcommittee on Merchant Marine.

# Support the SUP Political Fund



## Trans-pacific movement outlook gloomy

Container lines in the Asia-United States trade are forecasting flat cargo business for much of 2002.

After a December meeting of container lines in Singapore, Neils Erich, a spokesman for the Transpacific Stabilization Agreement, said that they hope to see higher rates when contract negotiations take place this month or next month and that the container lines will continue to meet on a regular basis to discuss market conditions.

Business on the trans-Pacific was already suffering from the global economic slowdown, however, since the terrorist attacks and with lines adding larger ships in anticipation of long-term growth, trade is in further disarray.

"These lines intend to take a comprehensive, multi-pronged approach to restore their balance sheets to reasonable levels in the coming months, in order to sustain service quality and schedule reliability," a TSA spokesman said.

The lines that took part in the meeting were APL, CMA CGM, China Ocean Shipping Co., Evergreen Marine Corp., Hanjin Shipping Co. Ltd., Hapag-Lloyd, Hyundai Merchant Marine Co., Kawasaki Kisen Kaisha Ltd., Maersk Sealand, MOL, P&O Nedlloyd, Nippon Yusen Kaisha (NYK Line), Orient Overseas Container Line Ltd., and Yangming Marine Transport Corp.

## Supreme Court rules OSHA shares jurisdiction over working conditions in uninspected vessels

The U.S. Supreme Court ruled on January 9 that, since the Coast Guard exercises minimal oversight of uninspected vessels, the Occupational Safety and Health Administration (OSHA) shares jurisdiction with the Coast Guard over working conditions in such vessels.

In making the 8-0 decision in *Secretary of Labor v. Mallard Bay Drilling*, the Supreme Court reversed the U.S.

Court of Appeals for the Fifth Circuit, which ruled in June 2000 that an uninspected oil drilling barge on a navigable waterway within state waters was a vessel over which the Coast Guard had exclusive regulatory authority, not a "workplace" over which OSHA would have jurisdiction.

The case arose from a 1997 explosion on a drilling barge owned by Mallard.

## Senate passes Maritime Security Bill; national hearings set

By voice vote on December 20, the Senate adopted S.1214, the Port and Maritime Security Act of 2001, legislation designed to strengthen security at American ports.

Included in this measure is a provision establishing a National Maritime Advisory Committee to advise, consult and make recommendations to the Security of Transportation on ways to enhance security and safety at U.S. seaports. S.1214 also would require security evaluations and port vulnerability assessments of major U.S. ports, would require port authorities and operators of waterfront facilities to develop security plans, would require background checks on certain individuals who enter waterfront controlled-access areas, and would provide for the assessment of security at foreign ports.

Under S.1214, the Coast Guard would be authorized to deny entry to a ship transporting cargo from an unsecured foreign port. The House Transportation and Infrastructure Committee is expected to continue hearings on transportation security when the Congress returns this month from its holiday recess.

Meanwhile the Senate Commerce, Science and Transportation Committee held its first field hearing on port security on January 10 in Port Everglades, Florida. West Coast hearings will be held on February 18, in Los Angeles, February 19 in Oakland, February 21 in Portland and February 22 in Oakland.

## Maritime Union of Australia denies sabotaging ship slated to be flagged foreign

The Maritime Union of Australia (MUA) has vehemently denied accusations that crew members deliberately flooded a hold of the bulk carrier *CSL Yarra* turning 700 tons of dry cement in a block of concrete.

The Australian-flagged *Yarra* departed Brisbane on New Year's Day enroute to Adelaide when it was discovered that water had found its way in a hold containing cement mix.

Despite the fact that the 17 members of the ship crew were thoroughly interviewed by the police in Adelaide, Australian authorities persist in accusing the crew of sabotage because of ongoing dispute between the Union and the vessel's owners.

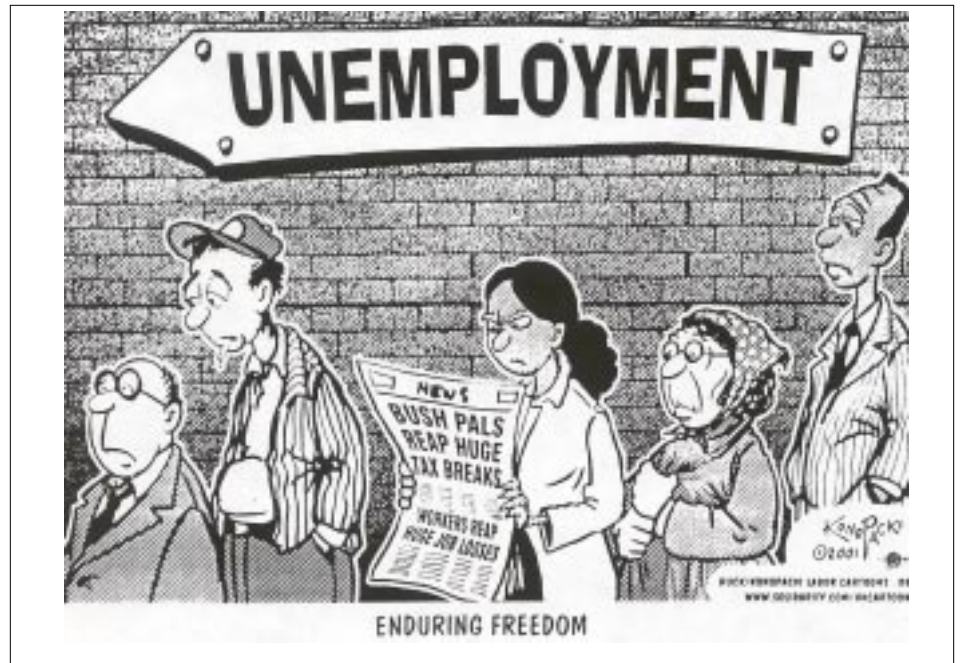
The 31,698 dwt *CSL Yarra* is owned by CSL Australia, a subsidiary of Canada Steamship Lines. CSL Australia declared its intention last year to sell the self-unloading vessel to a sister company CSL Asia, reregister her in the Bahamas and replace the Australian crew with Ukrainians, while continuing to operate her in the domestic trades.

In December, an Australian court granted the MUA and the Australian Institute of Marine & Power Engineers (AIMPE) an injunction which stopped the shipowner from flagging-out the vessel. The case is due to come before Australia's federal court in April, with MUA National Secretary Paddy Crumlin vowing to fight the case all the way to the Aussie High Court.

As far as sabotage to the *Yarra*, crew member Carl Bell stated, "I can give a guarantee that none of my colleagues did this deliberately. We're trying to save the ship, not get rid of it."

MUA South Australian Branch Secretary, Rick Newlyn, dismissed the idea of sabotage saying that a leaky fire hydrant could have been responsible.

"I dispute the use of that work simply because we're about saving that vessel and maintaining it to work on the Australian coast, carrying Australian cargoes with Australian seafarers," Newlyn said, adding that I believe the allegations are politically motivated."



## Terrorist attacks may cost 1.8 million American jobs

A study released this month by the Milken Institute, an economic research group based in Santa Monica, California, states that the terrorist attacks of September 11 will cost the nation more than 1.8 million jobs by the end of 2002.

"The consequences of September 11 for individuals and unique localities have been profound," the report said. The report said that 248,000 jobs had already been lost because of the attacks and that an additional 1.6 million jobs were expected to be lost this year.

New York City should lose nearly 150,000 more jobs; followed by Los Angeles, with 69,000 jobs; and Chicago with at least 68,000, the report said. Las Vegas should prove the most vulnerable metropolitan region in percentage terms. The report said, it was most likely to see nearly five percent fewer jobs this year.

"The good news is that many of those jobs should come back," said Ross DeVol, director of regional studies at the institute.

The researchers expect most cities to begin to recover next year, with the exception of New York, which should start

its rebound in 2004. New York lost billions of dollars worth of assets and thousands of jobs directly related to the shutdown of its financial district in the week after the attacks.

The Labor Department, which compiles job losses, found a total of 1.1 million jobs were lost from September through December. Those four months account for all but 300,000 of the jobs lost since the economic recession began in March, the department's statistics show.

The Milken report used economic models for 315 cities to extrapolate employment losses based on each metropolitan region's trends before September 11.

Of the estimated 1.6 million losses this year that the study ties to September 11, 760,000 will be directly related to the attacks, with two-thirds of those in travel and tourism.

The largest decline will be in aviation, accounting for 20 percent of the lost jobs, the report said. Spending on airline travel dropped 38 percent in September, a decline of \$12.5 billion, and improved modestly in October.

## Citing security, Bush bans some unions at Justice Department

Invoking security concerns, President Bush has issued an executive order barring union representation at United States attorneys' offices and at four other agencies in the Justice Department, the *New York Times* reported on January 16.

Although federal law bans strikes by federal employees, White House officials said Mr. Bush had issued his order out of concern that union contracts could restrict the ability of workers in the Justice Department to protect Americans and national security.

The order, issued on January 7, has angered unions, which say the president is exploiting the terrorist attacks of September 11 to pursue a campaign against unions.

The order bars representation for more than 500 workers at the United States attorneys' offices, the criminal division, the National Drug Intelligence Center, the Office of Intelligence Policy and Review and the National Central Bureau of Interpol.

The associate director for collective bargaining at the American Federation of State, County and Municipal Employees, Steven Kreisberg, said unionization in no way threatened national security.

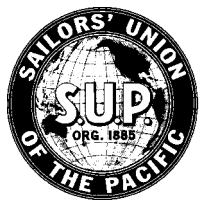
"We're outraged by this," said Mr. Kreisberg, whose union represents more than 300 employees in the Justice Department, including secretaries, file clerks and messengers.

"A lot of these Justice Department workers have been members of unions for 20 years," he said, "and there's never been an allegation of a problem. It's a very cynical use of the September 11 tragedy by an antiunion administration."

A spokeswoman for the White House, Anne Womack, said previous presidents had barred other classes of federal workers from unionizing by invoking the national security exemption in the law that gives federal employees the right to unionize.

"The legislation," Ms. Womack said, "recognizes that a unionized work force is not always appropriate for certain agencies or subdivisions of government, including employees who engage in investigation, intelligence, counterintelligence or national security."

The order has widened a rift between Mr. Bush and labor. This month, unions condemned his naming Eugene Scalia, son of Justice Antonin Scalia of the Supreme Court, as Labor Department solicitor after failing to win Senate approval. As a corporate lawyer, Mr. Scalia had enraged unions by saying an ergonomics regulation from the Clinton administration intended to reduce workplace injuries was based on "quackery" and "junk science."



# SUP President's Report

January 14, 2002

## SUP ELECTION

The secret mail balloting for the 2002-2004 election of Sailors' Union officers and the referenda on proposed Constitutional Amendments and Shipping Rule changes concludes on January 31. Ballots must be received by the Impartial Balloting Agent, Sequoia Voting Systems, by the morning of February 1, in order to be counted.

On February 1, the Balloting Committee elected at the September 2001 Headquarters meeting will turn-to at 8:00 A.M., accompany representatives of Sequoia to get the ballots from a San Francisco post office and then verify the standing and eligibility of those members voting. If there are vacancies on the Committee, they will be shipped off the hiring hall deck as per past practice.

After Union standing and eligibility are determined by the Committee, Sequoia employees will count the ballots in the presence of the Committee and those members interested in observing the process in the Headquarters library. Once the tally is completed, the election results will be posted in all SUP halls.

Members elected will assume office on March 1. If the proposed Constitutional Amendments receive the required two-thirds vote and the Shipping Rule changes pass by majority vote, they will become effective on February 1.

If you have not received a ballot, write to Robbin A. Johnson, Manager, Non-Governmental Election Services, Sequoia Voting Systems, 7677 Oakport Street, Suite 800, Oakland, California 94621.

For the election to be a true reflection of the membership, all eligible members should vote.

## CHEVRON SHIPPING COMPANY

In accordance with the three-year collective bargaining agreement negotiated last year between the SUP and Chevron, wage and overtime rates will increase 3.5% effective February 1, 2002. In addition vacation pay will increase from 18 days per month to 19 days per month.

## UFCW 870

The Union last month successfully concluded negotiations for a new collective bargaining agreement with

the United Food & Commercial Workers Union (UFCW) Local 870, for the Union Representatives, Organizers and Health and Welfare Manager employed by the Local and represented by the SUP.

As the membership will recall, in August 2001, UFCW Local 870 President Richard Benson requested an extension of the old agreement on a day-to-day basis which the membership approved in September.

In early November, Vice President Dave Connolly and your secretary caucused with the SUP members of Local 870 to formulate bargaining proposals. Representing the Union in bargaining was SUP Delegate and 870 Union Representative Mike Henneberry. President Benson and Secretary-Treasurer Jim Liggins, represented the Local.

The highlights of the new agreement are as follows:

- Term of Agreement: 3 years.  
September 1, 2001 through September 1, 2004.
- Wage Increases:
  - 3.5% retroactive to July 1, 2001;
  - 3.5% effective July 6, 2002;
  - 3.5% effective July 7, 2003.

In addition the wages of Health and Welfare manager shall be increased to reflect the change from a 37.5-hour week to a 40-hour week.

- Car allowance: Increased by 3.5% annually for Union Representatives and Organizers.

The SUP members employed by Local 870 have approved the new agreement, therefore, recommend general membership ratification.

## MATSON NAVIGATION COMPANY

The year ahead will bring many challenges, one which will be negotiations with Matson Navigation Company.

The Matson Offshore and Shoreside Agreements expire at midnight, June 30. With that date looming just over the horizon, interested members should submit bargaining proposals for review by the Negotiating Committee to Headquarters. The Committee itself will be elected at the May Headquarters meeting. Members, who are successful candidates for the Committee, should plan on being on the beach, in San Francisco, at least until the end of June.

After reviewing and formulating proposals, the SUP Negotiating Committee will meet with their MFOW and SIU-A&G Marine Cooks counterparts to caucus and draft General Rules proposals that effect all three Unions.

The SUP Negotiating Committee will begin meeting after it is elected with actual bargaining expected to commence in the latter part of May.

## QUARTERLY FINANCE COMMITTEE

In accordance with 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 fourth quarter of 2001, and report back to the membership at the February coast-wise meetings. In the event the committee cannot be filled today, or is short-handed when it convenes, recommend that necessary committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will meet at Headquarters at 9:00 A.M. on February 8.

## HOLIDAYS

Next month all SUP halls will be closed on Tuesday, February 12, for Lincoln's Birthday, which is a holiday under the collective bargaining agreements with American Ship Management (Offshore and Shoreside), Chevron Ship Management (Offshore and Shoreside), Matson Navigation Company (Offshore and Shoreside) and the San Francisco Bar Pilots.

On Monday, February 18, all SUP halls will be closed for Washington's birthday (Presidents' Day) which is a holiday under the collective bargaining agreements with American Ship Management (Offshore and Shoreside), Matson Navigation Company (Offshore and Shoreside), Foss Maritime Company, Patriot Contract Services (LMSRs and Ready Reserve Fleet). Under the Chevron and San Francisco Bar Pilots agreements, Washington's Birthday is observed on February 22.

Due to the holiday, the Branch meetings will be on Tuesday, February 19.

## ACTION TAKEN

**Balloting Committee:** Elected Romanie Dudley, Bill Berry, Sonny Cooper, Lige Midkiff (alternate) to replace Bill Berger and Terrance O'Neill who are on the ballot and thus ineligible to serve on the Committee, and Arthur Thanash who will be at sea.

M/S to accept the UFCW Agreement. Carried unanimously.

**Quarterly Finance Committee:** Bill Berry, Romanie Dudley, Joe Potenti, Sonny Cooper, Ian McLeod elected to Committee.

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

*Gunnar Lundeberg*

# Vice President's Report

January 2002

## Foss Maritime Company

Along with the two delegates Mike Worth and Tom Tynan, I met with Company representatives to discuss seniority, flex tankerman work rules, and safety training. Progress was made in developing workable rules of seniority that conform to past practice and the agreement. Nothing will happen without the consensus of the gang.

## STCW subcommittee meeting

In December received word of my appointment to the U.S. delegation of the 33rd session of the Subcommittee on Standards of Training and Watchkeeping to be held in London this month. The Subcommittee reviews independent evaluations of STCW 95 compliance, and makes recommendations for improved compliance to the IMO Secretary/General. In addition to follow-up analysis of all STCW '95 requirements, this session will review the development of guidelines

for large passenger ships, action against fraudulent certificates, training and certification of maritime pilots, training of crew in launching and recovering fast rescue boats, and means of rescue in adverse weather conditions. A full report will appear in the February issue of the *West Coast Sailors*.

## Andrew Furuseth School of Seamanship

Under the able direction of volunteer instructors Romaine Dudley, Sonny Cooper, and Frank Portanier, the Andrew Furuseth School of Seamanship will soon complete the taping of instructional splicing videos. These tapes will be distributed free-of-charge to the membership in the Branches and at sea. Combined with the hands-on demonstration and instruction that we are working to make available at different sites, these tapes will be a useful tool in developing and maintaining skill in seamanship. They remain the property of the School and are not to be

reproduced, transferred or sold. Call SUP Welfare Representative Rich Reed for more information. Also, Wilmington Branch Agent Mark Hurley has successfully arranged marlinspike instruction aboard the *Lane Victory* in San Pedro. The first class will be held on February 13 at 0900.

## Election

Urge all hands to participate in the SUP election. The usual reasons for not voting—that big money runs the show, that my vote doesn't really count, that voting only validates a flawed system—just don't apply in the direct democracy of a union run by its members. Influence the direction of your Union: vote.

*Dave Connolly*

## Record of SUP Shipping December 2001

	Hdqg.....	Seattle .....	Wilm .....	Hono .....	Total
Bosun .....	8	1	7	0	16
Maint. Man .....	4	0	0	0	4
A.B. ....	25	5	18	11	59
A.B. Dayworker .	0	0	9	0	9
O.S. ....	3	0	0	2	5
Standby .....	24	27	113	33	197
<b>TOTALS .....</b>	<b>64</b>	<b>33</b>	<b>147</b>	<b>46</b>	<b>290</b>

# SUP Branch Reports

## Seattle

December 17, 2001

Shipped the following during the period: 1 bosun relief filled by an A card; 4 ABs filled by 3 A cards and 1 B card; 12 standbys filled by 6 A cards and 6 B cards, for a total of 17 shipped.

Registered for the period: 14 A cards, 5 B cards, and 5 C cards. Registration stands at 35 A cards, 24 B cards and 22 C cards, for a total of 60 members registered.

### Ships checked

APL Korea, APL Thailand and APL Philippines in the Far East with little or no trouble. The Matson ships *Kauai*, *Maui* and *R.J. Pfeiffer* are all running smoothly.

Attended the Puget Sound Maritime Trades Department meeting, the King County Labor council meeting and the Seattle Port Coalition meeting.

The SUP was also present at the Seattle Port Commission meeting where we stood in solidarity with organized labor as the commissioners continued on a collision course with working families and the voting public.

The Christmas party was a huge success with many pensioners and active members showing up. We would like to thank the Tony Jones family for the tree and fish; Sister Robin Colonas for putting the party together; the rigging loft for providing some of the muscle, and all the members and their family's who brought food. A very good time was had by all.

Vince O'Halloran  
Branch Agent

## Wilmington

December 17, 2001

Shipped during the period: 3 bosuns, 15 ABs, 8 AB Maints., and 97 Standbys for a total of 123 jobs shipped.

Registrations is at 55 A cards, 31 B cards, 14 C Cards and 5 D registrants.

### Ships checked

President Wilson, *Maui*, President Truman, President Grant, *Lihue* (2x), *Lurline* (2x), APL Korea, President Jackson, *Manoa*, *Ewa*, *Manulani*, APL Philippines, President Kennedy, *Mokihana*.

Meetings attended: November 11—Veteran's Memorial, Los Angeles County Federation of Labor; November 28—California Federation of Labor Convention with Gunnar Lundeberg, Dave Connolly, Duane Nash and Tom Larkin. This was an interesting gathering of the unions to endorse California candidates who are friends of labor. December 3—Hollywood Entertainment Labor Council Mixer to benefit 9/11 union families and displaced union workers in all professions across America. MFOW Agent Tony P. and I thought this was a good event and got to meet many Hollywood union members. December 7—MTD meeting; December 11—Port Security meeting; December 13—MTD Luncheon meeting. Commissioner Cummings spoke about the Coast Guards role in port security.

A word on jurisdiction: the President Grant tried to have venders change out the lifeboat falls but, they got caught by Jack Dalton. Let's keep our eyes open. If we

don't guard our jurisdiction, no one will.

There was plenty of good food and drink at our Wilmington Christmas party on December 17. Would like to thank Bill, Bob and Roger Berger, Frank Salvaterra, Harland Wolford, and many rank and file member who all pitched in and helped.

As a final note, I would like to thank Bill Berger for relieving me for a week in December for a much needed "trip off".

Mark Hurley  
Branch Agent

## Honolulu

December 17, 2001

During the month of November, dispatched the following jobs: 1 bosun, 1 bosun relief, 6 ABs and 1 AB relief. These jobs were filled by 4 A member, 4 B members, and 1 C member. Also shipped 18 standby jobs filled by 3 A members, 7 B members, 7 C members and 1 D registrant.

Registered during the month of November: 8 A members, 8 B members, 1 C member, and 3 D registrants. To date have registered 8 A members, 10 B members, 6 C members and 8 D registrants for a total of 32 registered.

### Ships checked

*Maui*, *Lurline*, *Chief Gadao*, *Matsonia*, *Lihue*, *Kauai*, *Manulani*, *m/v R.J. Pfeiffer*, and *Ewa*. All with few or no problems. Paint and rigging gang running smoothly with George Lua as bosun.

On December 16 we held the SUP & MFOW Christmas Party at the Union Hall. It was well attended and a fun event.

On December 9, attended the monthly Hawaii Port Council meeting. Much discussion on the Passenger Services Act and Jones Act due to the arrival of the FOC cruiseship *Norwegian Star*. This slave-wage vessel now makes interisland cruises running 600 miles south to Fanning Island claiming it is on an international voyage.

Took off Christmas week and wish to thank Bonny Coloma, Honolulu MFOW agent for relieving me. He did the usual perfect job! Also wish to thank Monty Kalama, for handling the phones while I was gone.

Mike Duvall  
Branch Agent

## Norfolk Office

December 17, 2001

The port of Norfolk continues to be busy. In the past three week shipped 2 bosuns, 5 ABs, 2 OS jobs. The jobs were filled by 1 A card, 1 B card, 5 C cards and 2 D cards.

I paid off the *USNS Mendonca*. Bosun McHenry and deck delegate Dave Pangan brought her in SUP style. I went to Baltimore December 12 and paid off the *USNS Seay*. Bosun McHenry and deck delegate Izzy Idris and gang did an outstanding job. The big problem was a barking chief mate who needs to be sent to charm school, as screaming and yelling only creates unsafe working conditions and the loss of good seamen for our LMSR ships.

On December 13, crewed up the *USNS Gordon* from ROS to FOS and sailed for Boston shipyard. Bosun Randy Runyan and deck delegate Jeff Evenhus have this ship happy and running smoothly.

The *USNS Piliilau* and *USNS Gilliland* are running smoothly with good gangs.

The *USNS Shughart* and *Yano* sit quietly in Violet, LA in ROS. All is well.

*Chevron Arizona*: Scott Oliphant, bosun and Bill Fisher, delegate called to say all is well.

Attended the MM&P holiday party. President Tim Brown, Vice President Rich May, Captain Pete Simmons and Agent Patty Powell were there along with may members both active and retired. Retired Vice President Bob Darley was also there who had fond memories of SUP focs'le days. A good time was had by all and all were glad to see the SUP/MFOW back on the East Coast. Harry Lundeberg Stetsons are selling like hot cakes.

The SUP/MFOW party will be on December 21 from 1200 to 1700 in Portsmouth, 340 Broad Street.

Will travel to Baltimore December 18 to pay off the *USNS Fisher* and will report next month.

Happy holidays to all hands.

Jack Stasko  
SUP Representative

## San Francisco Business

January 14, 2002

**Chief Gadao** - Tom Koppel, delegate: Vessel headed to shipyard in China.

**Kauai** - Archie Bickford, delegate: New mattresses going aboard per Seattle Branch Agent.

**Lurline** - Trev Motlow, delegate: All in good order.

**Mahimahi** - Tom Larkin, delegate: OK.

**Manoa** - John McNeill got off down south, the new delegate is Inti Sternback. Gang reports ship mostly running well with Ralph Shiohita, bosun. Once again, I remind the gang not to sign on coming up the coast as per Union policy.

**Matsonia** - Art Garrett, delegate: Paul Fuentes made the bosun job. Ship in lay-up in San Francisco due out later this month.

**Maui** - Chuck Maringer, delegate: Called for her gang and went back on the Northwest triangle run.

**Mokihana** - Miguel Placios, del: OK.

**Moku Pahu** - Delegate Angel Gojilde got off sick in Japan. Vessel is short-handed with the bosun on watch from Japan to North Korea, and then to the ship yard in China.

**R.J. Pfeiffer** - Rudy Menchaca, delegate: OK.

**San Francisco Bar Pilots** - Steve Messenger, delegate: OK.

**Foss Maritime** - Tom Tynan and Mike Worth co-delegates; no problems.

**Chevron Colorado** - Jeremy Meads, delegate: In spite of the loss of the *Chevron Mississippi*, the company continues to hire new ABs.

**Chevron Washington** - Sham El Sayed

turned over the overtime sheets to Peter Silivanov.

**Richmond Long Wharf** - Rick Wilson back on the job as serang.

**Ready Reserve Fleet-Alameda**- Danny Foster, delegate: No problems.

**ASM Shore Gang** - Mario Ramella, delegate: OK.

**President Adams** - Augustus Silva, delegate.

**President Grant** - Dave Frizzi, delegate: OK.

**President Jackson** - Dennis Tinsley, delegate: All is in good order; Bill Mitchell, bosun. Reminder to the gang not to sign up coming up the coast. This is Union policy.

**President Kennedy** - Robert Green, delegate: No problems.

**President Polk** - Duke Maringer, delegate: In good shape.

**President Wilson** - Bill Remoto, bosun: Ship came up the coast short of stores for the trip. Along with MFOW Vice President Bobby Iwata, insisted on a supplemental stewards stores order before signing on.

Bill Henneberry

## SUP Splicing Class

aboard *s/s Lane Victory* in February

On February 13, the SUP School will be holding its first splicing class aboard the *s/s Lane Victory*. George Jackson, SUP retired, will be the instructor. The class starts at 9:00 A.M. and lunch is included.

Thank-you to the *Lane Victory's* bosun, Ray Person (SUP retired) and chief mate Bill Skinner, for their support and the loan of the tools and the wire splicing devices.

The *Lane Victory* is located at Berth 94, San Pedro. For more information, call Wilmington Branch Agent Mark Hurley.

## Dispatcher's Report

Headquarters—Dec. 2001

<b>Deck</b>	
Bosun .....	8
Carpenter .....	0
MM .....	4
AB .....	25
OS .....	3
Standby .....	24
<b>Total Deck Jobs Shipped .....</b>	<b>64</b>
<b>Total Deck B, C, D Shipped .....</b>	<b>18</b>
<b>Engine/Steward</b>	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, D Shipped .....</b>	<b>0</b>
<b>Total Jobs Shipped - All Depts. ....</b>	<b>64</b>
<b>Total B, C, D Shipped-All Depts. ...</b>	<b>18</b>
<b>Total Registered "A" .....</b>	<b>88</b>
<b>Total Registered "B" .....</b>	<b>66</b>
<b>Total Registered "C" .....</b>	<b>8</b>
<b>Total Registered "D" .....</b>	<b>11</b>

## January

In memoriam; Harry Lundeberg March 25, 1901-January 28, 1957...Sailors' Union and Chevron Shipping Company bargain new agreement...Members reminded to have an STCW '95 certificate by February 1, 2002...Senate confirms Norman Mineta, Elaine Chao for Transportation and Labor posts...California Labor Federation AFL-CIO celebrates centennial...MM&P, MEBA and ARA negotiate new collective bargaining agreement with Matson... Government to develop emission standards for seagoing vessels...Final departures of SUP members reported in 2000...

## February

SUP gang in *Cape Girardeau* shines in U.S. Navy exercise...New three-year agreement negotiated with Chevron Shipping Company agreement...SUP Building Corporation was sued alleging that the Building Corporation violated the federal Americans with Disabilities Act...MarAd questionnaire being sent to a random sample of U.S. mariners to survey the accuracy of key information in the government's merchant marine personnel database system...SUP Vice President Dave Connolly elected to Alameda Labor Council Executive committee...U.S. cruiseship bill introduced in Senate...MM&P wants maritime tax reform...Former MFOW official Whitey Shoup dies...Senators Trent Lott and John Breaux urge Bush to support maritime industry...Bush insures anti-worker executive orders...

## March

Special Centennial Tribute to Harry Lundeberg...Sailors' Union 116th Anniversary...Former Honolulu Branch Agent Peter Oh dies...New agreement ratified with Foss Maritime Company...Mark Hurley relieves Bill Berger as Wilmington Branch Agent...SUP on deck in *USNS Mendonca*...President Bush's proposed maritime budget would severely hamper the development of the U.S. Merchant Marine...Iron Workers charge Shanghai-based company of violating immigration law...Alaska targets cruiseship waste...British union urges parliament to act on port safety and pilotage...APL parent NOL posts record profit...Alaska oil bill would benefit U.S. maritime industry...MarAd extends VISA for another two years...British unions urge parliament to act on port safety and pilotage...Chipping, painting farmed-out by U.S. Navy: worked deemed "tedious"...Panama's licensing system exposed...Panama Canal needs to be widened...Nationwide defense committees for Charleston Five...Sailors' Union launches new website...Sea services memorial to be built near Golden Gate Bridge...

## April

Slavery at Sea...Internation report on released labor-business coalition presses for ANWR development...Matson Navigation upgrades Sand Island terminal...Lott and Breaux vow to restore shipbuilding loan program...SIU-A&G and NMU set merger vote...Carpenters disaffiliate from AFL-CIO...Petroleum industry group wants Jones Act waivers...Panama under investigation for maritime fraud... Alexander and Baldwin reports Matson's profit dropped in first quarter 2001...President Bush rescinds federal grants to unions...List of Union-made automobiles published...ExxonMobil workers join PACE...

## May

Maritime Day Proclamation by President Bush... Mobilization underway in support of Maritime Security Program...LMSR wage and benefit rates published for 2000-2004...Foss Maritime Company and SUP clarify work rules contained in Section 30 of the collective bargaining agreement pertaining to the barge *San Pedro*...San Francisco Bar Pilots propose to designate one of the dispatchers as Chief Dispatcher...Senate Committee on Commerce, Science and Transportation approved the United State Cruise Vessel Act (S.127) now cleared for consideration by the House...APL buys American Automar...Congressman Duncan Hunter makes it clear that U.S. citizenship requirements under the MSP must be retained...Matson forms alliance with air freight forwarding company...Ship loan guarantee fund backed by members of Congress... Transportation Secretary Mineta praises U.S. Merchant Marine...Funds to restore *C.A. Thayer* in federal budget...SUP pickets Catalina Cruises in solidarity with Inlandboatmen's Union...SUP supports ILWU in Borax beef...

## June

SUP Constitution Committee considers ballot resolutions...SIU-AGLIWD and NMU members ratify merger...*Los Angeles Times* investigates the state of the U.S. merchant marine...American Ship Management and Matson Navigation Company Wage Rates published...San Francisco Bar Pilots Memorandum of Understanding regarding designation of one dispatcher as chief dispatcher...House resolution honors service and sacrifice of U.S. merchant mariners in San Francisco...Maritime Day celebrations on the *Jeremiah O'Brien*...Industry letter backs MSP citizenship requirements...Annual Summary Reports for the SIU Pacific District Pension Plan, the SIU Pacific District Supplemental Benefits Funds, Inc., the SUP Welfare Plan, Inc. and the SUP Money Purchase Pension Plan published...Human error blamed for sewage discharge in Alaskan waters...AFL-CIO launches the Alliance for Retired Americans...

## July

LMSR: Revised wage and benefit increases...LMSR Bonus award...Two benefits improved at the SUP Welfare Plan meeting: annual pensioners medical benefit increased; and new Hawaii Dental Service...SUP Committee on Constitution report to the membership...U.S. Customs decision to tax repair work at sea threaten merchant marine: Industry responds with a vengeance...USNS *Mendonca* gang praised by skipper after a trip to Korea...Fast passage for S.127 encouraged...Matson Services sells tugs to Hawaiian Tug and Barge...Senators tell Transportation Secretary not to weaken MSP citizenship requirements... Former MarAd official, John Graykowski, says agency's future is threatened by Bush Administration policies...House Committee approves funding for MSP, Title XI...Lott supports, McCain opposes Title XI Ship Loan Program...Crew member killed in fire in MSC ammunition ship...ILA and ILWU join Teamsters to organize North American port drivers...Hawaii tug strike averted union bargains gains...Alaska governor signs cruiseship bill to protect states' waters...A look astern: The City Front Federation Waterfront Strike of 1901...

## August

National forum on STCW problem solving...Matson might purchase new vessels...Wage increase due on August 16 for the San Francisco Bar Pilots SUP marine personnel and dispatchers...LMSR bonus award... Federal drug & alcohol testing policy draws fire from maritime industry...Senators blast customs rule to tax repair work in U.S.-flag ships...Merchant Marine panel recommends that MSP stay with MarAd...Title XI funding approved by Senate and House committees...Bill to repeal Harbor Maintenance Tax introduced in House...ChevronTexaco merger likely to win government OK...Alaska cuts cruiseship traffic...Admiral Brewer to relieve Holder at MSC...U.S. cruiseship bill ready for Senate action...The *Baltimore Sun* investigates mariner shortage...

## September

President Bush declares "We're at War"...Heightened security for ships entering U.S. ports...AFL-CIO President issues a statement on terrorist attacks...Naval armada gathers off Pakistan...American workers affected by terrorist acts...Merchant mariner killed aboard hijacked jet...Mineta says we'll restore our national transportation system...Crew lists mandatory at U.S. ports; some nationalities not allowed...Armed law enforcement aboard all commercial vessels entering and departing San Francisco Bay...European unions stand by Americans...Sailors' Union nominations closed...Report of the Committee on Candidates...DOT drug and alcohol background checks opposed by the SUP and MFOW...STCW: New Coast Guard ruling...Matson to purchase two new ships if Unions make concessions...

Maritime industry awaits FMC action on Chinese trade practices... Great Lakes pilot rates go down...Jim Turnipseed dies...Sailors' Union of the Pacific Welfare Plan training benefit guidelines...Matson intermodal first in quality survey...Senate approves MarAd's Title XI and MSP...NOL profits decline...Port of Los Angeles concerned about carriers merging...Pirates attack U.S. research vessels in the Gulf of Aden...Mike Carthew assumes helm at Chevron Shipping Company...Maritime trust fund proposal being discussed by Mineta...Bill introduced to repeal harbor maintenance tax...

## October

Port and maritime security measures high on Congressional agenda; pending legislation includes criminal background checks for "security-sensitive" maritime workers...Coast Guard tightens rules for vessel arrivals in U.S...SUP members should be on alert for possible breakout of Ready Reserve Force...Maritime Security Act of 1996 requires that companies that hold Maritime Security Program operating agreement must be U.S. citizens as defined in the Shipping Act of 1916...SUP candidates declare for biennial SUP election...Nancy Pelosi wins House Whip job... Passenger Vessel Services Act exemption opposed by Representative Robert Borski...California unemployment benefits to increase; workers' compensation bill vetoed...MarAd advisory to shipping issued...Protection zones for U.S. naval vessels established...Economic impact of attacks grows nationwide: aviation workers hit hard...President Bush announces pick for Maritime Administrator, Captain William Schubert...Son of former MEBA president killed in World Trade Center attack...U.S. cruiseship bill introduced in the House...

## November

Legislation to aid U.S.-flag fleet introduced in the House...SUP balloting begins next month...Bush's MarAd nominee backs strong U.S. merchant marine... Foreign-flag vessels targeted in new port security measure...Medical benefit increases for Sailors' Union pensioners...Social Security benefits increase 2.6% next year...Charleston 5 win...U.S. fears container nuclear bomb...House economic bill stimulus rewards wealthy...Suspected terrorist discovered in container...Matson announced that the company will reduce its fleet serving the Island from eight to seven vessels...Coast Guard maintains security hotline... House-Senate Conference agree on ship loan funding... ChevronTexaco become official...Alaska fines foreign-flag cruise lines for pollution...President to sign bill to federalize airline security...Instead of foreigners, British mariners will crew United Kingdom defense vessels...U.N. report says Liberian registry supports African rebels...Crewing managers want to freeze wages of Filipino mariners...Matson names new COO... Matson's profit dips in third quarter...Tanker set ablaze by Tamil Tiger suicide attack...Guam challenges ocean freight rates...

## December

Existence of al-Qaeda controlled flag-of-convenience fleet identified by Norwegian intelligence services...Port security legislation expected to pass Congress; Transportation Secretary Mineta asks for additional Coast Guard funding...Senator John McCain blasts Customs Service rule taxing repair in U.S. vessels...Expanded unemployment and medical benefits bill introduced in Senate...Matson campaigns to boost Hawai'i tourism and economy...World Trade Center clean-up injures thousands of union workers...Maritime industry supports bill introduced by Congressman Oberstar... Mexican government directs state oil company to ship cargo in Mexican ships...Maersk freezes wages...Japanese union backs wage freeze for Filipino mariners...Union coalition to organize port truck drivers...Sailors rights undermined by Philippines Supreme Court decision...Indian longshoremen slate one-day strike...Foreign masters approved for Netherlands-flagged ships...British mariners stymied in fight save jobs in deepsea container ships...Senator Snow proposes new Maritime Security legislation...Transpacific lines cut capacity...California Labor Federation endorses Governor Gray Davis' reelection...Finnish Seamen's Union warns of flag exodus if tax system remains...Oregon to refund mariners who were double taxed...Tax bill to aid U.S. container shipping industry proposed in House...

