




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, July 25, 2003

Munitions ship of questionable registry detained in Greece

On June 24, Greek commandos boarded the formerly Comoros-flagged *Baltic Sky* in Greek waters in the Ionian Sea. The ship's cargo was discovered to be 680 tons of the high-explosive ammonium nitrate. Also aboard were 140,000 detonators. Suspecting possible terrorist activity, Greek authorities ordered the ship detained in the port of Platiyiali. A crew of five Ukrainians and two Azeris remain aboard.

The *Baltic Sky* loaded its dangerous cargo in Gabes, Tunisia on May 12, and was officially bound for Port Sudan, a voyage of about four days. But the ship diverted to Istanbul, without calling at the port, and then meandered in the Black Sea and Mediterranean for more than a month. Sudan officials protest the detention, arguing that the explosives had legitimate civil uses for mining and construction.

Greek Merchant Marine Minister Giorgos Anomeritis, responded by firing back: "What international public opinion wants to know is how come a voyage of four days, with such a cargo, did not alarm any of those belatedly showing concern when it continued for 41 days?"

At least five different intelligence agencies were tracking the

ship, including those of the United States, United Kingdom, Russia and Germany. NATO's Operation Active Endeavor took a lead role in the interdiction. A NATO official speaking anonymously said, "To actually not go anywhere in particular is odd behavior." After the ship was detained, the Greek Intelligence Minister, Pavlos Apostolides, stated publicly that al Qaeda may have consigned the cargo.

But as is becoming painfully obvious in the new field of terrorist ship interdiction, discerning the entities or individuals actually responsible for a ship and its cargo is a tricky and intricate task. The lack of transparency in international shipping, especially amongst flag-of-convenience registries, prevents even resourceful, focused, state-sponsored, and internationally cooperative scrutiny from reaching definitive conclusions about a ship and its cargo. In the case of the *Baltic Sky*, some sources indicated that a Syrian company managed a ship that regularly changed flags. Other reports

Munitions
continued on page 5

Maritime Security Program passes Senate committee

Congressional conference will determine final bill

Legislation that provides for a new Maritime Security Program (MSP) to replace the current program when it expires on September 30, 2005, was unanimously approved by the Senate Commerce, Science and Transportation Committee on June 26.

The House of Representatives passed similar, though slightly different, legislation on May 14. Details of the House bill are in the May issue of the *West Coast Sailors*.

Congressional staff members are currently working on reconciling the differences between the Senate and House versions.

Both bills would establish a program that would run until September 30, 2015. Both provide for a fleet of 60 ships.

The Commerce Committee approved an annual operation subsidy of \$3.1 million per vessel, while the House Armed Services Committee authorized \$2.6 million per vessel for fiscal year 2006 and 2007; after

2007 the subsidy would increase by an amount determined by the secretaries of Defense and Transportation. The current MSP provides payments of \$2.1 million a year per ship for a 47-vessel fleet.

Without MSP there would be no U.S.-flag ships in the international liner trades.

The House and Senate MSP bills take a similar approach to the issue of citizenship for MSP recipients. The Maritime Administration will give priority to "Section 2" citizens when it awards MSP contracts. Vessels owned and operated by U.S. citizens qualify under Section 2 of the Shipping Act of 1916. Lower on the priority list will be "documentation citizens," or foreign corporations that establish U.S. operating subsidiaries,

and vessel operators that are defense contractors.

Both bills provide a grandfather clause that will allow current MSP operators to renew their agreements, and allow time to replace aging vessels with newer ships. The House and Senate differ when it comes to awarding the 13 additional contracts. The House gives top priority to "Section 2" citizens. The Senate version allows the Defense and Transportation Departments to determine which operators are best qualified.

Also to be decided is whether the new program would amend the Merchant Marine Act of 1936 (Senate version) or whether MSP would be a line item in the Defense Department's annual budget (House version).

Wages of flag-of-convenience Able Seamen frozen at \$465 a month

In the wake of an agreement between the International Shipping Federation (ISF), an employers' group, and the International Transport Workers' Federation (ITF), the International Labor Organization (ILO), a subsidiary of the United Nations, has frozen wages for Able-Bodied Seamen at \$465 per month.

The decision agreed to this month by a subcommittee of the Joint Maritime Commission of the ILO extends the wage freeze until December 31, 2004. Wages will increase to \$500 a month on January 1, 2005.

While the ITF argued for a wage increase in flag-of-convenience ships, the employer group prevailed with the ILO bureaucrats by pointing to the depressed state of most shipping markets.

The key factor in ILO talks was how the basic rate is used to calculate total earnings including overtime and vacation pay.

With the base wage freeze in effect, an Able Seaman in a flag-of-convenience vessels will earn a total of \$38.22 a month in vacation pay as well as \$118.97 a month for "rest days" and holidays. The overtime rate is \$2.80 an hour for work in excess of 48 hours a week.

Sailors' Union Secretary-Treasurer Gunnar Lundeberg characterized the wage freeze as an abomination. "The greed of the buccaneers that manipulate the rotten flag-of-convenience system knows no bounds. The slave wages being paid the vast majority of the world's sailors is a disgrace, particularly given the decline of the U.S. dollar against most sailors' domestic currencies." Lundeberg noted that as a comparison, SUP wages for an AB were \$453 per month in 1956 with an overtime rates of \$2.81 per hour.

"The inability of sailors in the these ships to bargain effectively, emboldens shipowners globally to increase profits off the backs of

FOC Wages *continued on page 5*

Some Regional Examination Centers closed for August 4 U.S. Coast Guard holiday

In observance of the founding of the U.S. Coast Guard in 1790, some Regional Examination Centers (REC) will be closed on August 4. At West Coast ports where the SUP maintains hiring halls, Coast Guard offices in Seattle, Alameda and Long Beach will be closed. The REC in Honolulu will be open on that date.

The Coast Guard traces its history back to August 4, 1790, when the first Congress authorized the construction of ten vessels to enforce tariff and trade laws, prevent smuggling, and protect the collection of federal revenue. Known variously as the Revenue Marine and the Revenue Cutter Service, the agency expanded in size and responsibilities as the nation grew.

The Coast Guard received its present name in 1915 under an act of Congress when the Revenue Cutter Service merged with the Life-Saving Service. When the Lighthouse Service was transferred to the Coast Guard in 1939, the Coast Guard assumed responsibility for maintaining the nation's navigational aids. In 1946, Congress permanently transferred the Bureau of Marine Inspection and Navigation to the Coast Guard, giving the service control of merchant marine licensing, documentation and marine safety.

The Coast Guard currently is part of the Department of Homeland Security. In times of war, or on direction of the President, the Coast Guard comes under the authority of the U.S. Navy.



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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

*In lieu of dues increase.

Abe Acosta	20.00
Doug Alexander	40.00
Anthony Brantley	20.00
Chris Bujnowski	40.00
David Connolly	20.00
Tony Fague	20.00
Robert Greene	40.00*
John Kelly	40.00
Norman Kwak	50.00
Gunnar Lundeberg	50.00
Joe Moniz	100.00
Mario Ramella	50.00
Richard Reed	20.00*
Steven Ross	20.00*
Whitey Secrest	50.00
Jack Stasko	40.00
Dennis Tinsley	100.00
Gene VanKlinken	20.00
Richard Vos	50.00

Political Fund

Abe Acosta	20.00
Anthony Brantley	10.00
Christopher Bright	20.00
David Connolly	20.00
Kevin Conroy	25.00
Jack Dalton	40.00
Frank Dufek	20.00
Stephen Foster	20.00
George Gooden	25.00
Robert Greene	60.00
Thomas Gustin	20.00
John Hamann	10.00
Knud Jensen	20.00*
John Kelly	40.00
Norman Kurtz	20.00
Gunnar Larsen	40.00
George Lomeli	25.00
Jose Lopez	20.00
John Lundborg	100.00
Gunnar Lundeberg	50.00
Virgil Managbanag	20.00
Joseph Marusak	40.00
Gary McDevitt	20.00
Pat Minici	10.00
Joe Moniz	50.00
Ramiro Montoya	20.00
Ted Ochoa	10.00
Carl Orange	30.00
Rick Pangan	80.00
Knut Rassmussen	40.00
Ronald Reed	35.00
Mitchell Roseveare	30.00
Edward Sabo	20.00
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Ray Simpson	25.00
Glen Smith	25.00
Mike Soper	20.00
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Val Swegel	50.00
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Ivar Thorbjornsen	20.00
Dennis Tinsley	25.00
Richard Vos	50.00
Frank Walsh	30.00
Eric Weintraub	30.00
Fletcher Wingfield	25.00
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West Coast Sailors

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Arthur Mebus	25.00
Jack Milano	25.00
Joe Moniz	50.00
Arthur Olsen	25.00
Ronald Reed	35.00
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Dennis Tinsley	25.00
Harold Uriate	3.00
Gene VanKlinken	20.00
Richard Vos	50.00
Richard Walsh	10.00
Michael Webb	25.00
William Wood	30.00

Dues-Paying Pensioners

Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Orson Larsen	Book #4095
Joseph Napier	Book #2299
John Perez	Book #3810
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Colon cancer screening study released

Colon cancer is the nation's third leading cause of cancer deaths. A study suggests that getting a colorectal screening test every three years instead of the recommended five can detect potentially dangerous tumors earlier.

The study looked at sigmoidoscopy, in which a flexible, lighted tube is inserted in the rectum to examine about half of the large intestine, where most dangerous tumors form. Medical guidelines recommend this exam every five years after age 50 along with a yearly test for blood in the stool.

However, a colonoscopy does a superior job of detecting tumors because it examines the entire large intestine. It is generally recommended every 10 years after age 50, and some doctors say this alone should be the routine screening method.

The new study involved 9,317 men and women with an average age of about 66 who had a repeat sigmoidoscopy exam three years after receiving normal results. The findings appeared in the *Journal of*

the American Medical Association.

Cancer or precancerous tumors called adenomas were found in 292 people, or 3.1 percent. Seventy-two people had advanced adenomas —tumors that had grown to a potentially dangerous stage—and six had full-fledged cancer, for a combined rate of 0.8 percent.

That rate is similar to previous estimates and is not high enough to warrant changing the current recommendations for sigmoidoscopy, said lead author Dr. Robert Schoen of the University of Pittsburgh.

But he said the study raises serious concerns about switching solely to colonoscopies every 10 years. The findings suggest potentially dangerous tumors would be found in at least 2.5 percent of people returning for a repeat colonoscopy after 10 years.

Dr. Robert Fletcher of Harvard Medical School agreed that the results do not support changing current recommendations for five-year intervals between normal sigmoidoscopies —partly because the exams themselves carry a slight risk of perforating the colon and also because not all precancerous tumors will develop into cancer.

Final Departures

Raymond C. White, Jr., Book No. 3006. Born in Louisiana in 1920. Joined SUP in 1944. Died in Anaheim, California, June 6, 2003. (Pensioner)

Jake Reed, Book No. 14211. Born in California in 1924. Joined SUP in 1966. Died in Meridian, Idaho, June 7, 2003. (Pensioner)

James Anderson, Book No. 3390. Born in Washington in 1922. Joined SUP in 1944. Died in Sacramento, California, June 16, 2003. (Pensioner)

Joseph R. Page, Book No. 3586. Born in Oregon in 1925. Joined SUP in 1945. Died in Tukwila, Washington, June 28, 2003. (Pensioner)

William F. Hanshew, Book No. 4608. Born in Florida in 1924. Joined SUP in 1941. Died in Hemet, California, June 27, 2003. (Pensioner)

SUP Meetings

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

	<i>Hdq. Branch</i>	
August	11	18
September	8	15
October	14*	20
November	10	17
December	8	15

*Tuesday

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SUP Committee on Constitution

Report of the Committee on Constitution

Monday, June 23, 2003 at SUP Headquarters, San Francisco

The Committee met in the library at SUP Headquarters on the above date and debated the resolutions submitted by the membership at the coastwise meetings. There was full and fair discussion of all the issues. The following are the Committee's recommendations for each specific proposal:

PROPOSED CONSTITUTIONAL AMENDMENTS

1) Resolution by the APL Korea crew to move the Headquarters of the Union to Los Angeles. The Committee recognized that the Union had been located in San Francisco since 1885, that its Pension, Welfare, and Supplemental Benefits Plans are all based in San Francisco, and that all of the Union's contracted employers are based in the Bay Area. Without any compelling reason to move, the *recommendation is to non-concur*.

2) Resolution by Art Kardinal to move Headquarters to the most practicable location in the San Francisco Bay area. For many of the same reasons expressed in the above resolution, the Committee felt that San Francisco was the appropriate location for Headquarters and there was no compelling financial or logistical reason to move. *Recommendation is to non-concur*.

3) Resolution by Ernie Stimach: Any proposed sale of any real property or asset of the Sailors' Union of the Pacific shall be brought before the entire membership for a general vote, and approval of any such sale shall require a two-thirds majority of the general vote. The Committee engaged in extensive debate on this topic. It was noted that the Constitution does not now require a two-thirds majority for the sale of property, that it empowers the membership at the meetings to act for and in the interest of all, and that to require a two-thirds vote means that the will of the minority (33.4%) could thus hold sway over the majority (50.1%). The ability of the Trustees of the Building Corporation to perform their duties would be seriously constrained, and such inflexibility could damage their ability to protect the value of the Corporation's assets. *Recommendation is to non-concur*.

4) Resolution by Paul Calais to change the location of Headquarters from San Francisco to the San Francisco Bay Area. *Recommendation is to non-concur*.

5) Resolution by Trev Motlow to direct employers to withhold one hour of overtime per month per member to be transferred to the Union in lieu of a dues increase. The Committee understood the intent, but saw implementation to be problematic and of lesser impact than an increase in dues. *Recommendation is to non-concur*.

6) Resolution by Terry O'Neill to require that any new bids on 450 Harrison St., different from the original offer, be voted on by both the Building Corporation and the general membership of the Union. The Committee noted that this proposal is not really a change but rather a confirmation of existing language in the Constitution. It was further noted that the approval process as described in the resolution and in the Constitution was the appropriate process. *Recommendation is to non-concur*.

7) Resolution by Mark Hurley to establish a new penalty for failure to report or finish a standby job by suspending a member's eligibility for standby jobs by 30 days for each offense. While the Committee acknowledged the importance of maintaining high standards and self-regulating policies, it was agreed that in light of recent legal proceedings the Union could not levy penalties without first conducting a trial. Therefore, it was understood that creating a suspension for missing standby jobs is an unenforceable provision. *Recommendation is to non-concur*.

8) Resolution by Duane Nash to put the question of whether to sell or not sell the Headquarters building on the 2003/2004 general election ballot. The Committee recognized the intent of full membership discussion of the question, but contended that the Constitution already provides for that discussion in the meetings and amongst the elected members of the Building Corporation. The Committee felt that to impose an inflexible, slow-moving and costly referendum process on each step of a complicated real estate transaction would diminish the ability of the Building Corporation to protect its assets, especially when there were sufficient democratic mechanisms for review and approval or non-concurrence. *Recommendation is to non-concur*.

9) Resolution by Duane Nash to raise the salary of the office of Vice-President by \$10,000.00 per year. The Committee agreed with the points of the resolution. *Recommendation is to concur*.

10) Resolution by Trev Motlow to raise dues to \$150.00 per quarter. The Committee strongly endorses this proposal. Dues in the SUP are among the lowest of all the maritime unions, the Union is financially constrained from activities that would strengthen it, and having implemented numerous cost-cutting policies and revenue increasing programs in the past, a dues raise is now the most effective means to improve our finances. *Recommendation is to concur*.



Back right to left: Art Thanash, Norm Christianson, Gene Van Klinken, Peter Benavides, John Crockett. Front row: Duane Hewitt and Montague Kalama.

11) Resolution by Trev Motlow to change the term of officers from two years to three years. The Committee recalled past changes and efforts to change the term of officials, noting especially the savings to be gained from reduced cost of elections. But recognizing that an extended term for an incompetent official could jeopardize the Union, and that frequent membership participation in elections greatly benefits the Union, the financial argument could not stand alone. *Recommendation is to non-concur*.

12) Resolution by Trev Motlow to require full membership vote by secret ballot of any sale of asset or property of the Sailors' Union of the Pacific. The Committee engaged in long debate on this topic. It was noted that the Constitution does not call for a general vote in such a sale, and that the Constitution presently contains considerable democratic provisions in this regard. It was agreed that to wait for the completion of the two year election cycle to conduct such a vote would seriously impair the ability of the Building Corporation Trustees to act in behalf of the membership, and that the proposal does not provide the specific direction needed to act otherwise. *Recommendation is to non-concur*.

13) Resolution by Trev Motlow to allow elected officials to allocate percentage adjustment of wages towards becoming participants in the SUP Money Purchase Pension Plan. It was noted by the Committee that while none were opposed, if officials desired participation in the Money Purchase Plan it would require the deferral of their wages just as the membership had deferred its wages to reach its present contribution. No recommendation.

14) Resolution by Trev Motlow to allow members to be elected to committees without being present at the meeting provided that they first communicate their willingness to serve to the Union. The Committee agreed that being present at the meetings for elections to committees was an important function of the meetings, and that to remove it would diminish the importance of the meeting. The Committee also felt that it should endorse nothing that encouraged members to stay away from the Hall and the membership meetings. Finally, it was noted that there was a process to handle unfilled committee billets by the past practice of shipping members off the deck on the day of the meeting. *Recommendation is to non-concur*.

15) Resolution by Trev Motlow to adjust the Union's cash accounts to allow no fee banking. The Committee was informed that business bank accounts are all fee based but that the Union was constantly analyzing and adjusting to lower costs. *Recommendation is to non-concur*.

Editors Note:

The bold text indicates that by majority vote at the July coastwise meetings, these proposed Constitutional Amendments and Shipping Rule changes will be placed on the 2003-2004 referendum ballot as per Article XXVIII of the SUP Constitution. All other proposals that were submitted to the Committee were rejected by the Committee and rejected at the coastwise meetings.

The Committee on Constitution also submitted an amended report on July 18, due to an oversight; three resolutions were not reviewed by the Committee.

These resolutions were acted upon at the July Branch meetings and will be acted upon at the August Headquarters meeting.

The amended report and the action taken by the membership will be published in the August West Coast Sailors.

Shipping Rule Proposals... continued from page 3

**PROPOSED
SHIPPING RULE CHANGES**

1) Resolution by the crew of APL Korea to allow "A" members to register by phone in all ports. The Committee debated whether it could confine such a rule to "A" members only, was concerned about the possible legal ramifications, and noted that certain ports could be disadvantaged. *Recommendation is to non-concur.*

2) Resolution by Trev Motlow to require all Ordinary Seamen to attend AB and LMSR classes after 1 year of seetime, and to allow all such trained members to ship as AB or OS for 1 calendar year. The Committee agreed that Ordinary Seamen should take LMSR and upgrading classes, but to require them to do it could be legally problematic. The Committee also agreed that while professional ordinary seamen were not in the best interests of the Union, the Shipping Rules as currently configured provided some measure of protection against that. *Recommendation is to non-concur.*

3) Resolution by Trev Motlow to remove the emergency trip off from the Shipping Rules. The Committee noted that the rule had sometimes been abused, but that as a rule it had successfully provided an additional benefit of flexibility to our members during their times of need. The Committee does however direct all agents to request proof of emergency in questionable cases. *Recommendation is to non-concur.*

4) Resolution by Trev Motlow to lower eligibility for "A" book status to 4 years on the condition that current "A" members have preference over new books in their fourth and fifth year. The Committee recognized the intent, but doubted the effect and saw problems in the implementation. *Recommendation is to non-concur.*

5) Resolution by Trev Motlow to grant priority status to "B" books with three or more years of seetime over "B" books with less than three years of seniority. Creation of a two-tier "B" status could negatively affect the ability of the Union to fulfill its contractual obligations if senior "B" members refuse to take certain jobs. *Recommendation is to non-concur.*

6) Resolution by Gunnar Lundberg to count seetime for the seniority advancements of "B," "C," and "D" members employed in the LMSRs on a two-month for one-month basis. The Committee strongly endorsed this resolution, which was also approved unanimously in the Special Meeting of June 23, 2003. This temporary change will help the Union address the serious and growing manning crisis in the LMSRs, but since it shall remain in effect only until revoked by the membership on the recommendation of Secretary-Treasurer, it provides the necessary inducement while still maintaining the ability to adapt to any changes in the wartime manning situation. Recommendation is to concur.

7) Resolution by Kaupiko, Hurley to change the seniority system to extend "B" status from one to two years qualifying time, and to create a new "B+" status for those members with more than four years qualifying time. "A" seniority would remain at six years qualifying time. The Committee recognized the concerns of "B" members who for five years of seetime remain the same. But the Committee also recognized that the best method for "B" members to protect their seniority is to ship. The Committee also recognized that in light of the Special Meeting of June 23, 2003, the greatest seniority leverage is obtained where the Union needs it most—in the LMSRs. If long-standing "B" members need elevation above other, newer "B" members, then the traditional status of "A" seniority, achieved by non-traditional means (accelerated LMSR seniority), is the most reasonable path. *The recommendation is to non-concur.*

8) Resolution by Cody to modify the recommendations of the Bosun's Stamp Committee to eliminate the delegate requirement, to add First Aid and CPR as a requirement, and to include periodic review of all stamps. The Committee, some of whom also sat on the Bosun's Stamp Committee, argued that understanding the agreement by first holding the delegate's job, should be a prerequisite of any bosun. *Recommendation is to non-concur.*

9) Resolution by Bosun's Stamp Committee to require new bosun stamp eligibles to present a letter of recommendation signed by 10 members, to demonstrate competency in splicing, rigging, and hand signals, and to provide evidence of 1 year of seetime as delegate. The Committee was strongly and unanimously in favor. Recommendation is to concur.

Court slaps hospital for banning Union buttons

Employers try all sorts of ways to intimidate workers during organizing and bargaining campaigns, but a Michigan hospital has learned that not everything they try is acceptable.

The U.S. Court of Appeals for the Sixth Circuit ruled recently that management at Mt. Clemons General Hospital in Mt. Clemons, Michigan, violated the rights of RNs to wear a button as "a quiet show of support" for their union, Local 40 of the Office and Professional Employees International Union (OPEIU).

The button featured the international "no" sign over the initials, "F.O.T.,"

meaning "No Forced Overtime." A memorandum of understanding limiting forced overtime had expired, and the hospital was refusing to extend it. The union distributed the buttons and urged RNs to wear them "to quietly show management your support of your fellow nurse."

The Appeals Court decision upheld an earlier judge's ruling that the hospital committed unfair labor practices by confiscating the buttons. The ruling rejected the hospital's claim that wearing the buttons constituted "a partial strike, slow-down, or even intermittent work stoppage."

Former Reagan Maritime Administrator named principal advisor on Iraqi maritime

John A. Gaughan, former Maritime Administrator during the Reagan Administration and Vice President of Government Affairs of the American Maritime Congress (AMC), has been appointed by the U.S. Department of Defense as the Principal Maritime Advisor to the Iraq Ministry of Transportation and Communications.

Gaughan, who is expected to serve in his new post for 120 days, departed this week for Iraq with a U.S. transportation team of advisors headed by Ambassador Darrell Trent. In the meantime, Gaughan has been granted a temporary leave of absence from the AMC. Before joining AMC earlier this year, Gaughan served as President of the First American Bulk Carrier (FABC) Corporation in Washington. He also has more than 25 years of experience in a number of senior government posts at the White House, the U.S. Department of Transportation and the Federal Maritime Commission.

Gaughan's chief responsibility will be to get Iraq's maritime transportation system up and running again. He will be responsible for rebuilding Iraq's major port, the Port of Umm Qasr, the country's maritime infrastructure, freight handling terminals and other activities related to the marine business and ocean transportation through the port.

Initial plans call for Gaughan to locate in Basrah, where the Ministry's port authority is located. After an initial assessment of the capabilities of the Port of Umm Qasr, Gaughan will address critical and short term projects needed to revive the port thereby providing a gateway for goods flowing in and out

of Iraq, as well as providing jobs for resident Iraqis.

Gaughan will also be joined by experts in the aviation, rail and highway industries in overseeing the intermodal movement of goods from container ports in the region.

Gaughan will report directly to Ambassador Trent, head of the U.S. transportation team, who in turn will report to L. Paul Bremer III, the occupation administrator who heads the U.S.-led post-war reconstruction program in Iraq. Gaughan will return to his AMC position at the end of his tour of duty.

"Reviving Iraq's maritime transportation system is one of our top priorities," Gaughan said. "Reconstitution of Iraq's foreign trade is a cornerstone of our Nation's effort to assist Iraq in rejoining the community of nations and restoring Iraq's domestic economy."

"I am honored to be called to serve my country again, and look forward to being a part of history, as the U.S. embarks on the largest post-war reconstruction program since the end of World War II," Gaughan said. "I know my long experience in the U.S. maritime industry will serve me well. I look forward to aiding the establishment of a representative government with a professional and respected transportation ministry leading Iraq back to prosperity and world respect."

Gaughan, who has been recently elected Chairman of the U.S. Department of Transportation's Marine Transportation System National Advisory Council (MTSNAC), will retain his chairmanship during his overseas tour of duty.

Source: AMC Washington Letter

Former SUP official Jim Dooley Dies

Jim Dooley, who served in different capacities for the Union, died in Washington on July 21.

Born in Seattle on October 25, 1917, Dooley joined the SUP in 1940. He served in the U.S. Navy from 1942-1945 and was aboard the *USS Missouri* when the Japanese surrendered.

Elected patrolman in Seattle in the 1950s, Dooley was elected Honolulu Branch Agent in 1958 and Portland Branch Agent in 1966 before retiring in 1987.

Airport screeners lose appeal to organize

Airport security screeners don't have the right to unionize, according to the agency handling labor issues for the federal government.

The Federal Labor Relations Authority ruled on July 7, that the screeners' boss, Transportation Security Administration Chief James Loy, has discretion to decide the terms and conditions of their employment.

Loy in January signed an order forbidding collective bargaining by screeners, saying unions are incompatible with the war against terrorism that screeners are helping the government wage. Union contracts could limit the flexibility needed to make sudden changes in shift assignments in response to terror threats, Loy said.

The union seeking to represent the screeners, the American Federation of Government Employees, asked the labor authority to overrule Loy. Screeners who backed unionization said they need the right to bargain collectively to ensure safe workplaces and fair hours. Union President Bobby Harnage Sr. said the decision will be appealed in the courts.

"It's regrettable that the agency does not see the connection between a high-performance workforce and the right to bargain collectively over working conditions," Harnage said in a statement released July 8.

Collective bargaining rights were a sticking point in the debate over creating the Department of Homeland Security. Congress decided to let the president take away collective bargaining rights from department workers, though that decision would be revisited every four years.

But it was the law that created the Transportation Security Administration in November 2001 that gave Loy the power to take away the right to collective bargaining, according to Richard Zaiger, regional director for the Federal Labor Relations Authority.

"Congress intended to treat security screeners differently than other employees of the agency," Zaiger wrote in his decision. Moving the security administration to the Department of Homeland Security from the Transportation Department didn't alter Loy's authority, Zaiger said.

The security administration was created in response to the September 11 attacks. Congress ordered it to oversee airport security, which had been run by airlines.

Munitions ship... continued from page 1

cited the late Irish shipping magnate, Pearce McNulty and his son Christian, were the shipowners, and that Christian had disappeared in Turkey. As the *West Coast Sailors* goes to press, it appears possible that an Irish company with fugitive owners called Farrigstar, chartered ships from the Black Sea Shipping Company, dealt with a Syrian front company to transport an enormous amount of explosives and detonators to an ambiguous buyer in an ambiguous port.

In the outcry, the flag-of-convenience (FOC) registry Comoros, a tiny, impoverished, and war-torn group of islands off the east coast of southern Africa, claiming to be the only Islamic flag-of-convenience, said that it had expelled and delisted the ship from its registry almost a month before.

If found to be true, then the *Baltic Sky* was sailing without a flag, also known as flying a "black flag." Under maritime law, a ship is afforded whatever sovereign legal protections established by its flag-state. Without a flag, it falls outside the jurisdiction of admiralty, just like a pirate ship, and can be seized by the ships or forces of any nation state capable, without penalty or recourse.

Although forced to retract his comments on the ship's connections to ter-

rorism, Anomeritis attacked the murky ownership and the questionable flag status of the ship. "A ship with a black flag went to the Black Sea with a black company... all these black things should be investigated." Sudan's foreign minister, Mustafa Osman Ismail, told Al-Jazeera network: "The Greek government, maybe, wanted to join in the now declared war against terrorism and uses this question to show it was siding with the anti-terrorism efforts."

Since the modern advent of FOC shipping over fifty years ago, the Sailors' Union of the Pacific has consistently argued the logical futility of the flab of-convenience system. Despite its race-to-the-bottom appeal to shipowners, the stupidity of attempting to ensure responsible oversight in a regulatory regime that is primarily a business enterprise and only distantly a governing body remains palpable. The danger of mystery ships such as the *Baltic Sky* once again calls into question the entire system. Despite the extreme focus on port security, the present ability of major port states such as the United States to defend against the security threat of flag-of-convenience ships, not to mention black-flag ships, remains as uncertain as ever. Real security in U.S. ports depends on U.S.-flag ships.

FOC wages... continued from page 1

maritime workers," Lundeberg added.

The mechanism for setting the minimum wage for able seafarers is provided for by the ILO Seafarers' Wages, House of Work and the Manning of Ships Recommendation, 1996 (No. 187). The ILO minimum wage takes into consideration a formula which reflects changes in consumer prices and exchange rates against the U.S. dollar in 49 maritime countries and areas.

The application of Recommendation No. 187 is not mandatory unless a government chooses to make it so through legislation. It is nevertheless used by shipowners and trade unions in setting wage scales.

The mechanism is the only one in the ILO for setting the basic monthly wage for any industry. In addition to the minimum wage issue, the Joined Working Group of the JMC provided guidance to Shipowner and Seafarer representatives and national authorities on how this wage should be interpreted: taking into account hours of work, overtime, leave entitlement, and weekly rest day and public holidays.

A substantial percentage of the world's more than 1.5 million seafarers are affected by changes in the recommended ILO minimum wage for able seafarers. This figure includes catering and hotel staff on passenger ships and other categories of persons, including those working on board coastal vessels.

Ten nations, including the Philippines, Indonesia, China, Turkey, the Russian Federation, India, the United States, Ukraine, Greece and Japan supply almost 60 percent of the world's seafarers. With a gross tonnage over two million tons, three countries emerged as major maritime nationals in 2002: Spain, Cambodia and the Cayman Islands. Australia and Belize are no longer in the list of 39 major maritime nations, according to Lloyds Register World Fleet Statistics 2002.

International Confederation of Free Trade Unions reports 213 Unionists around the world murdered in 2002

Some 213 trade unionists world-wide were assassinated or "disappeared" in 2002, according to the International Confederation of Free Trade Unions. The group called the findings "a stain of anti-union repression that is spreading across the world."

A 249-page report by the group "points to the devastating effects of crude, free-market globalization on workers... It shows how the world map of trade union rights violations is expanding in size."

The report lists cases involving attacks and beatings of almost 1,000 union activists, 2,562 detentions, the firing of 30,300 union supporters and harassment of some 20,000 others.

Some 206 killings took place in Latin

America, 184 in Columbia alone.

In the United States, the ICFTU complained that 40 percent of all workers in the public sector are denied basic collective bargaining rights. It said that private companies also remain generally hostile to unionization and often harass and fire union supporters.

The AFL-CIO says 30 percent of U.S. employers fire activists involved in organizing drives, and 20,000 workers are fired each year for their union organizing efforts.

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S/S Cape Gibson in action



The Ready Reserve Force vessel *s/s Cape Gibson*, formerly *s/s President Jackson*, at anchor off Diego Garcia Island in the Indian Ocean. The *Gibson* played an integral part in Operation Iraqi Freedom and is still in Full Operating Status in the South Pacific. A photo of the entire gang is on page 16.



Bosun Danny Foster and delegate Eric Williams at the windlass.



Foster and Bill Wood stand by to load munitions in the upper 'tween deck of #3.

Violence growing in piracy attacks

The number of reported piracy attacks on vessels is now at an all time high, having risen 37 percent since last year, according to the International Maritime Bureau's (IMB) Piracy Reporting Center. The latest figures published this month, list a total of 234 attacks on ships in the first six months of 2003, compared with 171 during the first half of 2002. The level of violence used in such attacks is also increasing, the IMB report says, noting that 16 seafarers have been killed in attacks since January and a further 52 have suffered injuries. Indonesia remains a hotspot for piracy and armed robbery with nearly one quarter of all reported attacks occurring along its coastline.

Union threatens suit over convict labor

A city employee's union in Taunton, Massachusetts is threatening to sue the city if it votes to lay off workers and replaces them with "volunteer" labor from Bristol County prison chain gangs.

"We'll sue them for unfair labor practice," said Arthur Lopes, the business manager of Laborer's Local 1144, which includes the city laborers who maintain the sewer systems, parks, and cemeteries. "They cannot replace workers with volunteers," Lopes told the Boston Globe.

City Councilor Barry Amaral told the newspaper that the city is running nearly \$3 million in the red and at least 50 municipal jobs are likely to be cut. "Unfortunately, it's in their contract—we can't have any volunteers if they're laid off," Amaral said. "We're going to have to sit down with Mr. Lopes and see if we can work out some sort of agreement."

Prison work crews have saved the city about \$1 million in labor costs on work projects between 1997 and 2001, according to the city's mayor.

Delegates adopt convention on seafarers security measures as ILO Conference concludes

The 91st annual Conference of the International Labor Organization (ILO) concluded its work this month following, among other things, the adoption of a new Convention on seafarers' identity and advanced other measures addressing current issues in the world of work.

ILO Director-General Juan Somavia called the new Convention on seafarers identity, adopted by a vote of 392 for, none against and 20 abstentions, a "pioneering work in a sensitive area" which guarantees "a balance between the rights of the world's 1.2 million seafarers, as well as trade interests and security concerns".

The Convention sets out the basic parameters and allows the details in its annexes, like the precise form of the identity document (ID), to be easily adapted subsequently to keep up with technological developments. A major feature of the new ID, on which full agreement was reached, will be a biometric template based on a fingerprint. A Resolution accompanying the Convention requests the ILO Director-General to take urgent measures for the development of "a global interoperable standard for the biometric, particularly in cooperation with the International Civil Aviation Organization (ICAO)". It also makes provision for the facilitation of shore leave and transit and transfer of seafarers, including the exemption from holding a visa for seafarers taking shore leave.

To avoid the risk of an ID being issued to the wrong person, the Convention also requires ratifying member States to maintain a proper database available for international consultation by authorized officials and to have and observe adequate procedures for the issuance of IDs. Those procedures, which cover not only the security aspects but also the necessary safeguards for individual rights, including data protection, will be subject to transparent procedures for international oversight.

With the heightened concerns about port security since the 9/11 attacks, a new seafarers' identity document will be a substantial contribution to international security by helping to ensure that the identity of seafarers in ports, airports and aboard ships can be positively established through the most modern means available.

ARA affiliates with MEBA; reaches agreement with Matson Navigation Company

After a two-month referendum that concluded in mid-June, the American Radio Association (ARA) has voted to affiliate with the Marine Engineers Beneficial Association (MEBA). The formal affiliate document was signed by ARA President William Schuman and MEBA President Ron Davis on July 9.

The June 20 edition of the MEBA *Telex Times* also reported that the ARA reached agreement with Matson Navigation Company over the vessels (CV 2600 *Manukai*-class) being built at Kvaerner Philadelphia Shipyard. Details of the agreement were not available as the *West Coast Sailors* goes to press.

Foreign crews entitled to UK minimum wage

Foreign mariners employed on British ships trading in British waters are entitled to a minimum wage, Shipping Minister David Jamieson reaffirmed this month.

He urged seafarers who are earning less than what they are legally entitled to, call an information hotline run by the Inland Revenue for advice about their employment rights.

The minister admitted there was "universal ignorance" about the minimum wage and described as "scandalous" the fact that so few foreign seafarers who are covered by the law are paid what they are due.

He was responding to fresh charges that the British register risks being classed as a flag-of-convenience because of its treatment of foreign seafarers.

National Union of Marine, Aviation and Shipping Transport Officers (NUMAST) assistant general secretary Mark Dickinson said there should be parity of wages at sea and questioned why Filipino seafarers, for example, should be paid so much less than their British counterparts.

The ITF is also threatening to add the Red Ensign to its campaign against FOC unless action is taken to rectify the wage disparities.

Andrasick named president and CEO of Matson; other senior positions realigned

The appointment of James S. Andrasick as president and chief executive officer of Matson Navigation Company, Inc., the largest subsidiary of Alexander & Baldwin, Inc. (Nasdaq:ALEX), was announced July 21, by Allen Doane, chairman of the board of Matson and president and chief executive officer of A&B. The appointment is effective August 1, 2003. Andrasick had been serving in that position on an interim basis since July 1, 2002. He will continue as executive vice president of A&B, holding interim chief financial officer responsibilities at the parent company until a replacement is named in the near future.

Andrasick will relocate to the San Francisco Bay Area. Additional management changes also were announced in the Matson organization.

Jim has successfully led Matson through some difficult challenges over the last year, while serving as interim president and chief executive officer," said Doane.

"He has been at the helm during the extended labor disruptions on the West Coast last fall, significant improvements at the Honolulu Sand Island terminal, the relocation of all three West Coast terminals, and the initial construction of two new container ships. The company's operating momentum is decidedly positive, and we are fortunate to have Jim in this key leadership capacity."

"I am extremely honored to have been asked to serve as president and CEO of Matson, on a permanent basis," said Andrasick. "This is a great company, with exceptional employees, and I look forward to growing the business with the Matson team in the years to come. Improving customer service and controlling costs in a highly competitive industry are high priorities and will lay the foundation for expansion in a number of transportation-related businesses."

Andrasick added, "Although I am sad to leave Hawaii, my home for 25 years, it is comforting to know that my responsibilities at Matson will bring me back frequently, and I expect to remain a contributing member of this community." The additional management changes at Matson Navigation Co. include two promotions and several other realignments:

— Dave Hoppes has been promoted to vice president, ocean services, reporting to Andrasick; he will have responsibility for all Matson sales, marketing, pricing and customer service activities.

— Jack Sullivan, formerly director of vessel operations and offshore labor relations, has been promoted



Photo courtesy of Matson Navigation Company

James Andrasick

to vice president, vessel operations, reporting to Ron Forest, senior vice president, operations.

— Gary North will assume the title of senior vice president, Pacific; he is located in Honolulu. In addition to his existing responsibilities for Guam and Matson Terminals, North will have as direct reports Rich Bliss, vice president and area manager, Hawaii, and Merle Kelai, vice president, community relations.

— Bob Dawdy, general manager, container operations, also will report to Ron Forest, senior vice president, operations.

— Bal Dreyfus will assume the position of director-vehicle operations, reporting to Ron Forest. Dreyfus will focus on new initiatives in Matson's Hawaii auto transportation business, including the time charter of a ro-ro vessel from TOTE, improvements to the S.S. Lurline, and related shore-side investments at Oakland, Honolulu and Kahului.

— Matt Cox, Matson senior vice president and CFO, will assume responsibility for Matson's investment in Sea Star Lines and will join the board of managers of two operating joint ventures.

— Jeff Hull, manager, public relations, will report to Andrasick and Mary Lee Sharp, director, human resources, will report to Kevin O'Rourke, senior vice president and general counsel.

— Paul E. Stevens, executive vice president, will be leaving the company effective July 30, and going to work for TOTE.

Source: Matson Navigation Company

No end in sight for layoffs of American workers

In a separate announcement, the Bureau of Labor Statistics released numbers showing layoffs continued to rise in June. In the week ending June 28, new claims for Unemployment Insurance (UI) I jumped to 430,000, up 21,000 from the previous week.

Meanwhile, the latest U.S. Department of Labor figures show 850,999 applications for federal temporary extended unemployment compensation for the week ending June 14—a weekly number that has risen for five straight weeks and is at its highest level since October 2002.

Despite the loss of 3.1 million private-sector jobs since Bush took office, Republicans in Congress claim UI, which typically replaces less than 40 percent of income, contributes to joblessness. "When you're experiencing job weakness, it's a time when you want to be temporarily generous," says Rep. Jennifer Dunn (R-WA). "But you do not want to create a program where people lean on unemployment. You want people to go out and get jobs."

After returning through tax cuts for the rich in late May, Congress renewed federal UI benefits for just 13 additional weeks for an estimated 2.1 million workers. But it gave nothing to those—now numbering around one million—who had exhausted all their UI benefits without finding new jobs. Long-term unemployed workers are especially likely to fall into poverty and debt, according to the Center on Budget and Policy Priorities.

Source: AFL-CIO

U.S. visa requirement overrides ILO card

The U.S. government will continue to require visas for foreign seafarers wishing to come ashore in U.S. ports despite the ILO's adoption of a global convention for maritime identification cards. The State Department has ended its policy, which was in place before September 11, 2001, providing blanket visa waivers for seafarers working on foreign ships. As a result, the U.S. authorities have denied shore leave for thousands of seafarers legally registered to work at sea. The New York-based Center for Seafarer's Rights claims the U.S. requirements have kept 40 percent of visiting seafarers from leaving their vessels to make telephone calls, shop or visit recreation centers.

"The State Department responded to international criticism over its intention to eliminate crew list visas by making them impossible to get," said Douglas B. Stevenson, Esq. Director of the Center for Seafarers' Rights. "This action also controverts efforts in the worldwide maritime community to reach a consensus on an international seafarers' identity card and contradicts the products of recent discussions that took place at the International Labor Organization on the identity card issue," said Stevenson. The United States already places a significant hardship on foreign merchant mariners by being the only major maritime country in the world that requires crewmember visas at all. The Center for Seafarers' Rights of the Seamen's Church Institute is a worldwide resource for legal research, education, advocacy and assistance on seafarers' rights issues.

Helen Delich Bentley says security funding gap will cause U.S. trade crisis

Washington's penchant for showering the aviation industry with billions of dollars for homeland security, while expecting the maritime sector to pay for the same measures itself, could have disastrous economic consequences for US trade, a senior industry figure has warned.

Helen Delich Bentley, former chairman of the Federal Maritime Commission and member of Congress, told a convention of the International Longshoremen's Association in San Juan, Puerto Rico, that it would cost \$15 billion over 10 years—as opposed to official estimates of \$8 billion—to implement the Maritime Transportation Security Act, which is now before Congress.

Bentley said it was outrageous that the proposed legislation “would require private-sector shipping terminal owners and the nation's seaports to absorb nearly all of [these] costs”.

She said the pending maritime security legislation is already 700 pages long and could be 2,000 pages by the time it is finalized. Congressional funding to date represents “just one small drop in the bucket” of the legislation's total, Bentley said. “That \$8 billion is for the 700-page version they have now. Heaven help us if it hits 2,000 pages,” she added. The proposed bill would pose several challenges to the maritime sector, she said. It would require US ports to increase their present rate of container screenings four-fold within two years.

In addition, she acknowledged that U.S. efforts to rope in authorities in foreign ports for security purposes were being compromised by the latter's “reluctance to commit the necessary manpower and resources”. And a global shortage of suitable screening devices threatens the timely delivery of international maritime cargo.

“They just laid off thousands of airport security personnel, the same screeners authorities were in such a rush to hire,” said Bentley.

United States jobless rate at nine-year high: AFL-CIO blasts Bush

The nation's unemployment rate jumped again in May, to 6.1 percent—its highest level in nine years. The official number of nine million unemployed does not include some 4.8 million working part time because they can't find full-time work, and another 1.4 million who have become too discouraged to continue job hunting.

“The unemployment crisis in America is at historic proportions,” said AFL-CIO President John Sweeney. “It now takes a laid-off worker an average of 19.6 weeks to find a new job, the longest amount of time since January 1984.”

President Bush signed legislation in late May extending jobless benefits by 13 weeks for workers who exhaust their state benefits, and an additional 13 weeks for those in Alaska, Connecticut, Massachusetts, Oregon, Pennsylvania and Washington—deemed as states with the highest unemployment.

But labor leaders and Democrats denounced the bill, pointing out that it would not help at least one million long-term unemployed workers who have already run out of benefits. Republicans rebuffed four proposals—offered as amendments to other legislation by Senator Edward Kennedy (D-MA)—to add the long-term unemployed to the extension bill. As a result, 80,000 laid-off workers are running out of benefits each week.

“These people will, in effect, fall off the cliff,” said Senator Paul Sarbanes (D-MD).

Secretary of Labor Elaine Chao said she was “disappointed” by the higher unemployment figures, but said Bush's new tax cuts “will spur faster economic growth and job creation.”

But joblessness and tax cuts have been hallmarks of the Bush Administration from Day One.

“From the standpoint of the growing ranks of unemployed, the president's tax cuts of 2001 and 2002 may have padded the pockets of the very rich, but they failed to create jobs. More of the same medicine in the form of his 2003 tax cut will not put people back to work,” said Sweeney.

“The job crisis will not end until President Bush realizes that attacking workers' rights, wages and job opportunities puts the entire national economy in the line of fire,” Sweeney added.

11 nations join plan to stop North Korean ships

The Bush administration is preparing to tighten an economic noose around North Korea, even as it considers new talks to persuade the regime of Kim John II to give up nuclear weapons.

The administration has lined up 10 other nations to join a so-call proliferation security initiative. These countries—Japan, Australia, Britain, France, Germany, Italy, Poland, the Netherlands, Bulgaria and Spain—have agreed to intercept North Korean ships suspected of carrying weapons and illegal drugs, major sources of hard currency for Kim's government.

A State Department official who is familiar with the program but asks not to be named says, “We're ready to rock and roll right now” on the interception program. “All we need is actionable intelligence” on a suspected North Korean shipment, he says.

New Matson containership *m/v Manukai* christened at Kvaerner Philadelphia Shipyard

Hundreds of spectators, including political leaders, industry officials, maritime labor officials, shipyard workers and their families gathered under sunny skies at the Kvaerner Philadelphia Shipyard on Saturday, July 12, to celebrate the christening of the *m/v Manukai*, the first ship to be constructed at the shipbuilding facility, and the first of two new Matson Navigation Company containerships to be built for the West Coast-Hawaii trade.

Christened by Mrs. Margaret Inouye, wife of Senator Daniel K. Inouye (D-HI), the 712-foot diesel-powered containership will serve the shipping public in Matson's Los Angeles/Long Beach/Honolulu service this Fall after completing sea trials which will begin in a few weeks. The christening represented a special event for Mrs. Inouye, since she also christened Matson's *SS Hawaiian Enterprise* in 1969, which was later renamed the *Manukai* (Hawaiian for “Bird of the Sea”).

The ceremony drew a number of dignitaries and industry officials, including Senator Inouye, Pennsylvania Governor Edward G. Rendell, Paul A. Tufano, who represented Secretary of the Department of Homeland Security (and former Pennsylvania Governor) Tom Ridge, U.S. Maritime Administrator William G. Schubert, Delaware River Port Authority Chairman Manuel N. Stamatakis, Kvaerner's President and Chairman Gunner Skjelbred, Matson's Chairman Allen Doane, Matson's Vice Chairman C. Bradley Mulholland, and Kvaerner's Senior Vice President and General Counsel John Graykowski.

“The new *Manukai* is a significant investment in the future of Hawaii's transportation infrastructure,” Senator Inouye said in remarks prior to the christening. The vessel and a sister ship which is expected to be delivered in the late Spring or early Summer of next year, will help ensure that Hawaii “is served by modern, reliable containerships capable of effectively supporting Hawaii's distribution system for decades to come,” Senator Inouye continued.

Senator Inouye also underscored the importance of the Jones Act fleet in serving Hawaii. “For those of us who call Hawaii home, the steady flow of cargo vessels coming to and from the state is essential,” Senator Inouye said. “Unlike other states, Hawaii has no alternative means of transportation, such as trucks or trains. We rely on ships to deliver all types of commodities.”

The senior Senator from Hawaii also saluted Kvaerner and Matson for expanding ocean shipping services to and from his State.

“All of you at Kvaerner who have been involved in this enormous project can take pride in the fact that this new vessel will be enthusiastically greeted on its inaugural voyage to Hawaii. The construction of this ship has been a huge project that has involved the work of hundreds of Kvaerner personnel over several years. From just looking at its sleek lines and quality craftsmanship, one can sense the great pride of your accomplishment,” Senator Inouye said. “It will mark a major commitment by Matson to ensure its transportation lifeline to and from the Islands remains vital, versatile and reliable.”

Matson's Chairman Doane, who grew up in Philadelphia, noted that the launching marked the city's return as a major shipbuilding center.

“What a tremendous challenge it has been for Kvaerner on this first ship,” Doane said. “To build this ship in a place where no ships have been built for more than three decades is an accomplishment beyond belief. This is a remarkable accomplishment and everyone who has worked on the *Manukai* is to be congratulated.”

The Matson Chairman emphasized his company's commitment to serve Hawaii. “This new ship will help ensure that Matson continues to provide Hawaii with efficient, dependable ocean transportation services of superior quality and value,” he said. “This significant investment also underscores our long-term commitment to remaining the state's leading ocean carrier. Most importantly, it has been designed and built specifically for our Hawaii service customers and will meet the current demands of our market.”

Source: AMC Washington Letter

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ESU Office Assignments

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

ESU NEWS

JULY 2003

Official Publication of the Exxon Seamen's Union

Exxon Valdez in perspective

With the grounding and subsequent oil spill of the tanker *Prestige* off the Coast of Spain late last year, the U.S. news media once again trumpeted the comparisons between this incident and the 1989 grounding and release of oil in Prince Williams Sound by the *Exxon Valdez*. Members have on many occasions commented on this seemingly insatiable urge by both the print and broadcast news agencies to include in any reporting of tanker incidents around the world with the words, "*Exxon Valdez*".

In doing so journalists have fostered, what appears to be an inaccurate perception to the general public that the 1989 accident is in fact the benchmark by which all such incidents should be compared. The Union and its membership, as would be expected has always been perplexed as to why this misleading reporting of the news takes place.

A review of historical data pertaining to tanker incidents worldwide gathered by the Union indicates that the news media has very little justification for their continuing and persistent use of the 1989 accident in accurately depicting the size and scope of an oil spill. In an unbiased and fair comparison of such incidents the facts are clear that to accurately report such incidents more suitable comparisons are available.

Below is a partial list of reported tanker spills and cargo quantities released around the world, gathered from private and governmental organizations. Omitted from the list were spills in which dubious estimates were given or unavailable, including the aforementioned *Prestige*:

Rank	Location	Year	Ship	Spill*
1	64 km off Table Bay, South Africa	1983	Castillo de Beliver	78.5
2	Off Portsall, Brittany, France	1978	Amoco Cadiz	68.7
3	1175 km NE of St. John's, Newfoundland	1988	Odyssey	43.1
4	32 km NE of Trinidad & Tobago	1979	Atlantic Empress	42.7
5	In the port of Genoa, Italy	1981	Haven	42.0
6	450 km E of Barbados	1979	Atlantic Empress	41.5
7	Off Land's End, England	1967	Torrey Canyon	38.2
8	In the Gulf of Oman	1972	Sea Star	37.9
9	In Navarino Bay, Greece	1980	Irenes Serenade	36.6
10	In the North Sea, off Belgium	1971	Texaco Denmark	31.5
11	593 km W of Kauai, Hawaii	1977	Hawaiian Patriot	31.2
12	In the Bosphorus, near Istanbul, Turkey	1979	Independenza	28.9
13	Off Ponta Delgada, Azores	1969	Julius Schindler	28.4
14	In La Coruna harbor, Spain	1976	Urquiola	28.1
15	Off Garth Ness in the Shetlands,	1993	Braer, Scotland	25.0
16	In Porto de Leixoes, Portugal	1975	Jakob Maersk	24.3
17	In La Coruna harbor, Spain	1992	Aegean Sea	21.9
18	140 km S of Kharg Island, Iran	1985	Nova	21.4
19	Near entrance to Milford Haven, Wales	1996	Sea Empress	21.3
20	In the Atlantic, off South Africa	1971	Wafra	20.2
41	In Prince William Sound, Alaska	1989	Exxon Valdez	11.0

*mm gallons

Promotion list placements

Recently it has been brought to the Unions attention there have been some misunderstandings as to the proper procedure to follow in requesting promotion to a seniority list. Contractual provisions for this can be found in Article X, Section 2 and paragraphs A&B.

A member with the necessary endorsements may request promotion to any seniority list to Fleet Manning (Fleet Manning Head) in writing along with a copy of the required endorsement. Generally, a copy of the front and back of the MMD is required.

Promotion Request Forms can be obtained by contacting Fleet Manning or be copied out of the ESU/SeaRiver contract book and found on page #35. A letter making the request will also be accepted if it contains all the information requested on the Promotion Request Form. Placements on promotion lists are based on the date that an employees written request is received by Fleet Manning. It is advisable, when mailing such requests to do so in a manner that allows for receipt of the request by the company to be verified.

Additionally, note that an individual promoted to a seniority list has **thirty days** to elect any other one (1) list that he/she may wish to continue placement on. If this election is not made per the terms of the Collective Bargaining Agreement the individual's name will be removed from all other promotion lists.

With the exception of the Maintenance Seamen, who may be on multiple promotion lists, all other seniority ratings may only be listed on one (1) promotion list. A complete list of ratings and eligible promotion lists available to each rating can be found on page #36 of the CBA.

Attrition remains a concern

From January 1, 2003 through July 20, 2003 the ESU represented ranks has experienced an attrition rate of over 6% as seventeen (17) individuals, fifteen (15) of which were members in good standing with the ESU, have severed their employment ties with SeaRiver Maritime, Inc. These separations have been classified under four separate categories of separations. The four categories are retirement, disability retirement, resignation and termination.

There have been four retirements. Of this number three (3) were Able Seamen and one (1), a Fleet Chef.

To date there has been three individuals that have left the bargaining unit due to disability retirements. A break down in ratings shows that these retirements included one (1) Fleet Chef, one (1) QMED/Oiler and one (1) Able Bodied Seamen.

Resignations (quits) have accounted for four of the total of sixteen. Included in this number were two (2) QMED/Oiler's and three (3) Maintenance Seamen (1 non-member).

Five individuals were classified as terminated (fired). Among this number were one (1) QMED/Oiler, two (2) Able Bodied Seamen and two (2) Maintenance Seamen. It is important to note that as many as three of these separations listed as terminations by the company could very well be classified as resignations, in that the individuals either did not report for

assignment or abandoned their duties.

The following shipmate's have left the ranks this year:

Fleet Chef: Ella Pike and John Reis

QMED/Oiler: Randy Fogle, Carrie Hansen, Eddie Lee Johnson, Arek Parsley.

Able Seamen: James Chisholm, Paul Miller, Ricardo Padilla, Gary Perkins, George Ramirez and Dennis Simoneau.

Maintenance Seamen: Joe Massey, NSA Koko, Rashid Magdi, Lars Wibroe and Christopher Owens.

The Executive Board remains concerned and has expressed those concerns repeatedly to SeaRiver management that additional personnel need to be hired to offset this attrition rate. Though, nine new represented employees have been hired during the month of July, the Union does not believe that number is adequate in filling the vacated billets or addressing the future need for personnel as attrition continues within the represented ranks.

SeaRiver has communicated to the Union that it is continuing to monitor the manning levels and will make appropriate hiring decisions based on those needs. Among their difficulties, as the company has expressed to the Union, is the uncertainty as to the actual number of vessels in service that need to be crewed as vessels are temporarily taken out of service and put into a "warm lay-up" status for an undetermined period of time.

War strikes close to home for ESU member

While serving aboard the *S/R Charleston*, Able Seamen Phil Spinaio learned that his 21 year-old son, Tanner Spinaio, E3 Navy Corpsman, while attached to the 1st Marine Division, 3rd LAR was wounded during activities in support of Operation Iraqi Freedom.

On the morning of April 6, 2003, Tanner along with other members of his unit was among the first Americans into the area surrounding Baghdad when the incident occurred. While involved in reconnaissance activities approximately eight miles outside of the city they were apparently mistaken by U.S. Cobra helicopters as a hostile target and fired on. A 50 caliber shell hit an ammunition stockpile which in turn resulted in Tanner being hit with shrapnel when the stockpile ignited causing injury to his leg, elbow and shoulder. His injuries required three separate operations and physical therapy. The ESU is pleased to report that Tanner rejoined his unit at 29 Palms, California, July 1, on a light duty status and is expected to recover fully from his injuries.

Phil expresses his heartfelt gratitude to the entire crew of the *S/R Charleston* for the tremendous outpouring of comfort and support extended to him while on a Panama Canal transit and learning that his son had been injured while serving his country. Additionally, Phil requests that a special thank you be given to Captain's Locke and Shinn as well as Third Mate Rebekah Martin for their extra help extended to him during an understandably trying time. Additionally, Phil acknowledges Ms. Rose Marshall, working out of the SeaRiver Houston office for providing daily updates of developments in the war.

The Exxon Seamen's Union extends its own expression of gratitude to not only Tanner, but also to all the men and women of the armed forces that are unselfishly serving our country.

A few bucks more

On May 28, 2003 President Bush signed the "Jobs and Growth Tax Relief Reconciliation Act of 2003". This Act reduces the Federal Income Tax rate effective immediately. The new tax rate tables are reduced from: 27% to 25%, 30% to 28%, 35% to 33% and 38.6% to 35%.

This change took place during the first pay period of July, 2003. Your pay state-

ment should reflect the new lower rates for the period and adjustments for the lower rates on all subsequent payments made after May 28, 2003.

In addition, the flat tax rate used for calculating payments such as the Lump Sum Payment due September 1, 2003 will drop from 27% to 25%.

ESU News

Temporary truce called between Unions and ExxonMobil

In a letter dated June 26, 2003, the Exxon Seamen's Union was notified by James Pannell, Administrative Vice President of the Paper, Allied-Industrial, Chemical & Workers International Union (PACE), that the previously reported (*ESU News*, June) call for withdraw from cooperative and joint programs between Unions and ExxonMobil has, at least for the time, been rescinded. This action, endorsed by the ExxonMobil Labor Council, of which the ESU is a member, was initiated by what the Council perceives to be unjust and heavy-handed management tactics, particularly in regard to dealings involving Union's representing ExxonMobil employees at facilities in Baton Rouge, LA and Baytown, TX.

Both facilities have recently voted to join PACE and discontinue their company subsidized (in-house) relationship with ExxonMobil. It has been the ExxonMobil Labor Council position that the company has engaged in abusive and retaliatory behavior as a result of this change of representation.

In Mr. Pannell's letter to Council members, he reports that during a meeting between PACE officials and Bob Giorgiani, Labor Relations Manager for ExxonMobil North America: "**Bob Giorgiani expressed an interest in continuing our dialogue and asked that we enter into a "truce" permitting him time to have internal discussions with his colleagues. In an effort to avoid this "train wreck" we are headed for, we jointly agreed to a "truce" of no more than 60 days.**"

Additionally, the letter states; "**In view of the forgoing, all Corporate Campaign activities are put on hold effective immediately.**"

In conclusion, Mr. Pannell communicates to the Council members; "**However, make no mistake about it, should this effort fail, the International Union is committed to taking whatever actions necessary to achieve justice and the Corporate Campaign and other activities will resume as planned.**"

Newest ESU members

On July 20, 2003 ESU Secretary/Treasurer Leo DeCastro met with a new hire group in Vallejo, CA while the group attended SeaRivers' New Hire Orientation Course. The course ran from July 13 through July 20. The Union is pleased to report that all nine (9) of the new hires attending this orientation have pledged their support to the ESU and have become the Union's newest members. The Executive Board extends a fraternal welcome to these members as they begin their first assignments in the fleet and knows that the membership will welcome and guide these ESU members as they start to show up aboard the vessels.



Standing from left to right: Darnell Brown, Willis Lang, Stephen Wallace, Carlos Puig-Garcia and Aaron Helvie. *Kneeling from left to right:* Edward Jenkins, Roy Martinez, Cory Conroy and Noland Macadaan.

Ship reports

S/R American Progress

Vessel visited June 23 while at the ExxonMobil refinery in Beaumont, TX. Visit scheduled for approximately July 22. The Board thanks Joe Buffington for stepping in as Temporary Ship Representative in Chuck Bell's absence. No problems reported.

S/R Baytown

The vessel is currently in Singapore, ETD July 23, 2003. The ship is preparing for the trip back to the United States. At this point it is not known where the ship will go, there is speculation that she may serve in the Gulf of Mexico for an unspecified amount of time. Marvin Marcum filling in for Mark Myser and reports that all is well.

S/R Bristol Bay

The vessel is still in lay-up at Orange, Texas. The duration of the lay-up and the future of the ship is unknown at this time.

S/R Charleston

Board member visited the vessel July 10 at the ExxonMobil refinery in Baton Rouge, LA. Sean King subbing for Ship Representative Bob Knight. No beefs and vessel continues on the quick turn-around trade between Tampa and Baton Rouge.

S/R Columbia Bay

Board will visit the vessel at RLW in Richmond, CA on, July 23. Hal Fitch filling in as the Temporary Ship Representative, in contact with the Board via phone and all is going well, no beefs. The Ship Representative election results for this vessel have been announced with Thor Floreen being elected. Thor will assume his position upon returning from paid leave.

S/R Galena Bay

Ship arrived Portland, OR for a short yard stay and then a "warm lay-up" until further orders. Ship Repre-

sentative Levy Ponce on board and communicates regularly with Union. No major beefs reported.

S/R Hinchinbrook

Vessel continues on the ANS trade between Valdez and the Puget Sound. Ship Representative Danny Jones being relieved next time south, everything going well aboard the vessel.

S/R Long Beach

Ship visited by Executive Board Officer on July 15, at the Valero Dock in Benicia, CA. Temporary Ship Representative Joe Goulart filling in, a couple of issues addressed with shipboard management, Union believes problems have been resolved. The vessel continues to split ANS loads between southern California and the SF Bay Area.

S/R Mediterranean

Vessel continues in international trade and specific route information is not given due to security concerns. Frank O'Malia contacting Union via email and ship is reporting no major gripes. Ship requested any updates on war zone/area of hostility pay issue and Union will keep crew advised of any further developments related to the issue.

S/R Puget Sound

Board Officer visited the ship at Valero Dock, Benicia, CA on July 19. Temporary Ship Representative Dennis Wright filling in, good ship and a great crew. Dennis reports that everything is going extremely well.

S/R Wilmington

Ships visit conducted by ESU on June 21 at the ExxonMobil Dock, Baytown, TX. July 17 visit was not possible due to Union/Management Communication Meeting held in Benicia, CA. Al Cooper keeping in regular contact with the ESU and no concerns ship-board reported.

Vote results: New Ship Representative elected; Constitution and By-Laws change affirmed

The American Arbitration Association notified the ESU Baytown, Texas office on July 15, 2003 of the official voting results of the initiative to amend the ESU Constitution and By-laws and to select a Ship Representative for assignment to the recently acquired *S/R Columbia Bay*. The count is as follows:

Ship Representative, S/R Columbia Bay:

Adam Anderson:	24	Ballots received:	149
Rudy Benavides:	48	Blanks:	2
Thor Floreen:	73	Voided (No ID):	2

Petition to Amend the Constitution and By-laws: Article V, paragraph 4-A (Vacancy):

For:	136	Ballots Received:	149
Against:	9	Blanks:	2
		Voided (No ID)	2

Article V, paragraph 4-A of the ESU Constitution will now read as follows, with the language change underlined for clarity:

4. VACANCY

A. When a vacancy occurs in a **Union Executive Board Office** position due to resignation or for other reasons and more than one-year remains of the un-expired term, the Executive Board shall call a special election to fill the vacancy. The vacancy shall be announced to the membership and sixty (60) days allowed for candidates to gather the requisite signatures for nomination as specified in Article V, Paragraph 1 D. If no candidate seeks election for the remainder of the term, the Executive Board can then appoint a member to fill the remainder of the term. **When a vacancy occurs in a Ship Representative position due to a resignation or for other reasons, the Executive Board can then**

appoint a member to fill the vacancy until the next scheduled election.

The ESU Executive Board thanks the membership for their support in respect to this initiative and believes that the passage of this amendment will result in a more efficient administration of the Executive Board's responsibilities to insure representation to the membership.

Congratulations are extended to Thor and the Board is looking forward to working with him in representing the crewmembers onboard the *S/R Columbia Bay*. In addition, the Union sincerely thanks both Adam and Rudy for stepping forward and volunteering to contribute their time and energies to 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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Baytown, TX 77520
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President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III


Deck Trustee Patrick Campbell

Engine Trustee William Ackley

Steward Trustee Gerard Nelson

Maritime Union of New Zealand initiates national cabotage campaign

Let's get our flag back into New Zealand coastal shipping.



Cabotage is the answer.

What is Cabotage?


Until 1994, shipping between New Zealand ports was done by New Zealand crews working on New Zealand operated ships.

This system of maintaining the domestic shipping industry is called Cabotage and is the system used today by the most powerful economy on earth, the United States of America.


We need to support New Zealand workers and New Zealand shipping companies who have a long term commitment to the New Zealand economy, to our merchant fleet, and to protecting our environment and biosecurity.

New Zealand's domestic shipping should be worked by our own merchant fleet.

There's only one flag missing in New Zealand coastal shipping.



The New Zealand one.



Authorised by the Maritime Union of New Zealand.
 Mail: PO Box 27004, Wellington, New Zealand.
 Phone: (04) 3850 792
 Email: nationaloffice@munz.org.nz
 Web: www.munz.org.nz

The Maritime Union of New Zealand has launched a national campaign for coastal cabotage, where domestic shipping between New Zealand ports is done by New Zealand operated and crewed ships.

Maritime Union Joint National President Dave Morgan said rank and file Union members are running a national bus tour campaign, which has been backed up by meetings with government and opposition politicians.

Morgan said the United States, Japan, and the European Union all reserve coastal shipping trade for domestic fleets. "Yet we have a crazy system in New Zealand where we pursue extreme policies which no one else would touch with a barge pole."

Before 1991, New Zealand coastal shipping was generally reserved for the New Zealand merchant fleet, with any foreign ships having to provide New Zealand

wages and conditions. "Since the former National Government allowed foreign and flag-of-convenience shipping in, we have had cheap Third World labor being employed in New Zealand waters while New Zealand seafarers are put out of work," Morgan states. A return to cabotage is vital for New Zealand shipping and will have spin off benefits to employment, the domestic economy, port security and biosecurity.

The government's recent transport strategy aims to provide an affordable, safe, integrated and sustainable transport system by 2010. Morgan said these goals can be met through the reintroduction of coastal cabotage.

Morgan said, "We need to support New Zealand worker and New Zealand shipping companies who have a long term commitment to the New Zealand economy, to our merchant fleet, and to protecting our environment and biosecurity."

Flag-of-convenience haven; Marshall Islands register grows 29%

The Marshall Islands register announced that its fleet has grown 29 percent in tonnage terms, or 4 million gross tons (gt), over the past 12 months in a mid-year report released.

At the mid-year point of June 30, 2003, there are 569 ships totalling 17.69 million gt flying the Marshall Islands flag, in contrast to the 429 ships of 13.69 million gt on the register on June 30, 2002. The Marshall Islands flag has been one of the fastest growing registries in the world in recent years, and the latest figures show that this trend is continuing. In April 2003, for example, almost 1 million gt of new ships was registered with the Marshall Islands, just short of a record monthly total for the flag. "At the start of this year we had set a target of reaching the 20 million gt mark sometime in 2004," stated Bill Gallagher, president of International Registries, Inc (IRI), administrator of the Marshall Islands register. "At our current rate of expansion, we will achieve our goal before the end of this year."

In tonnage terms the Marshall Islands register is now the 9th largest worldwide and approximately the same size as those of the US, Japan and Hong Kong. Much of the recent growth surge is attributed to the delivery of new tankers and container ships for US, Greek and German owners.

"We are now the leading register for US-owned tanker tonnage," added Bill Gallagher. "Two-thirds of the Marshall Islands tanker fleet of 150 vessels are either double-hull, double-side or double-bottom." IRI has continued to implement new measures in 2003 as part of its ongoing programs to enhance the quality of the

Marshall Islands register. The pre-registration scrutiny of vessels has been increased and the monthly screening of vessel performance has been introduced to identify trends in the fleet which might indicate the presence of substandard tonnage. These initiatives include intervention with the vessel owner and classification society to improve performance.

In complementary developments, a watch-list of vessels has been created to identify ships on the registry that may require closer scrutiny while a team of full-time travelling inspectors has been established to visit vessels in the fleet. These inspectors operate from IRI bases in London, Hong Kong and the US. During the 12 months to June 30, 2003 a total of 10 ships departed from the Marshall Islands registry due to their inability to meet the accepted performance standards. Paris MOU and Tokyo MOU statistics show that the Marshall Islands register has one of the lowest port state control (PSC) ship detention records of any ship registry. The Marshall Islands made three sole submissions and one joint submission on flag states issues to the 77th Session of the International Maritime Organization's Maritime Safety Committee (MSC 77) held in London this past May 28 - June 6. In one of the proposals the Marshall Islands requested that IMO develop guidelines for the authorization of recognized security organizations (RSOs), in much the same way that guidelines exist for recognized organizations (ROs) utilized by flag states. Delegates to MSC 77 accepted the proposal in principle and the IMO Working Group on Maritime Security is now engaged in producing a draft guidance document.

Canada tightens crew security

Replacement crews travelling to Canada will now require additional identification, the Canadian Immigration Department announced last month. In addition to passports and seafarers' identity document, replacement crew must also carry a temporary resident's visa, which has to be obtained in advance from a Canadian embassy or consulate.

Anne Legars, vice president of the Shipping Federation of Canada, said her members supported the need for additional documentation but were surprised at the sudden announcement. She said the Federation had asked for a grace period longer than the 48 hours allowed because of problems obtaining the visa.

The new requirement applies to seafarers from about 145 countries including Russia, the Philippines, Pakistan, India, Turkey and most countries in Asia, Africa and Latin America. Immigration minister Dennis Coderre said the move was intended to strengthen marine security.

**Attend your
Union meetings!**

Revised Matson Navigation Company Wage Rates effective July 1, 2003

071, Roll-On/Roll-Off, C-8 and C-9 class vessels

Rating	Wages		Supp.	Supp. Benefit		Money
	Monthly	Daily	Benefit Base Monthly	Daily	Monthly	Purchase Plan Daily
Bosun	\$4,374.75	\$145.83	\$4,508.61	\$80.15	\$2,404.50	\$25.00
A.B.	\$3,112.42	\$103.75	\$3,399.12	\$60.43	\$1,812.90	\$25.00
O.S.	\$2,411.03	\$80.36	\$2,694.47	\$47.90	\$1,437.00	\$18.51

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings
except the Ordinary Seaman shall be \$24.54
Ordinary Seamen (overtime rate) \$18.41

CARGO RATES

The hourly cargo rate for all ratings shall be:
Straight Time Hours \$18.41
Overtime Hours \$30.33

SHORTHANDLED (SECTION 7. SUP Work Rules)

Bosun \$41.91
A.B. \$31.57

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
Straight Time Hours \$23.40 \$25.00
Overtime Hours \$38.54
A.B.
Straight Time Hours \$22.44 \$25.00
Overtime Hours \$37.01

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
Straight Time Hours \$20.78 \$25.00
Overtime Hours \$34.56
A.B.
Straight Time Hours \$19.56 \$25.00
Overtime Hours \$33.00

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
Straight Time Hours \$27.94
Overtime Hours \$41.91
A.B.
Straight Time Hours \$21.05
Overtime Hours \$31.57

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$14.30

SUP SHOREGANG: MAINTENANCE AGREEMENTS

WAGE RATES

Working Bosun
Straight Time \$28.98 \$25.00
Overtime \$46.49
General Maintenance
Straight Time \$23.94 \$25.00
Overtime \$39.15
Spraying, Sandblasting enclosed spaces: additional per hour \$1.65

CV 2600

Manukai-class vessels

Rating	Wages		Supp.	Supp. Benefit		Money
	Monthly	Daily	Benefit Base Monthly	Daily	Monthly	Purchase Plan Daily
Bosun	\$3,922.33	\$130.74	\$4,049.44	\$71.99	\$2,159.70	\$25.00
A.B.	\$3,021.77	\$100.72	\$3,300.23	\$58.67	\$1,760.10	\$25.00
O.S.	\$2,340.81	\$78.02	\$2,616.13	\$40.69	\$1,220.70	\$18.51

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings
except the Ordinary Seaman shall be \$23.83
Ordinary Seamen (overtime rate) \$17.87

CARGO RATES

The hourly cargo rate for all ratings shall be:
Straight Time Hours \$17.87
Overtime Hours \$29.45

SHORTHANDLED (SECTION 7. SUP Work Rules)

Bosun \$40.69
A.B. \$30.65

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
Straight Time Hours \$22.72 \$25.00
Overtime Hours \$37.42
A.B.
Straight Time Hours \$21.79 \$25.00
Overtime Hours \$35.93

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
Straight Time Hours \$20.17 \$25.00
Overtime Hours \$33.55
A.B.
Straight Time Hours \$18.99 \$25.00
Overtime Hours \$32.04

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
Straight Time Hours \$27.13
Overtime Hours \$40.69
A.B.
Straight Time Hours \$20.44
Overtime Hours \$30.65

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$13.88

Sailors praised by USNS Yano skipper

The following letter was sent to SUP Vice president Dave Connolly on June 18:

“Once again, it is my pleasure to address you with notification of a job well done by the SUP.

One day before the *USNS Yano* came into Charleston SC, MSC informed the vessel that the side ramp, in addition to the stern ramp, would be required for cargo operations. We both know what the attitude can be when it is close to payoff time. For this occasion, however, the prevailing response was of a positive nature. This atmosphere carried through the entire operation.

The day after the vessel came into port, all hands turned to at 0800 to rig the ramp for deployment. By the end of the workday, the deck was clear of all obstacles, the platform was in lace, the cranes were twinned up, and the ramp itself was attached and ready to lift.

The following day with a new Bos'n, the ramp was lifted into place, secured in position, and the vessel was tended ready for cargo operations. Three days later when cargo was complete, the ramp was once again hooked up, lifted aboard, and secured on deck. All cranes and equipment were secured and the vessel got underway the following day.

Those of special note include offgoing Bos'n John Benson, oncoming Bos'n Jed Tweedy, crane operators Troy Van Leinden, Dustin Robschmit, and Harry Freeman. These five in addition to six ABs and two OSs made the job smooth and safe; what I have come to expect from the SUP.

As always, my thanks for a top notch crew.

Regards,
Captain W. J. Westrem
Master, *USNS Yano* Voyage #006”

Patriot Contract Services

LMSR wage and benefit rates

Bob Hope class effective July 23, 2003

	Monthly Wage	Daily Wage	Supplemental Benefits Daily	Money Purchase Plan	Premium Rate	Overtime Rate
Full Operating Status (FOS)						
Bosun/AB	\$3,982.50	\$132.75	\$44.20	\$18.04	\$23.70	\$18.79
AB	2,832.00	94.40	31.43	18.04	18.26	12.96
OS	2,171.40	73.38	24.10	14.85	14.50	12.19
Reduced Operating Status (ROS)						
Bosun/AB	\$4,101.30	\$136.71	\$22.79	\$18.04	\$24.16	\$19.15
AB	2,904.00	96.80	16.14	18.04	18.61	13.22
OS	2,222.40	74.08	12.35	14.85	14.78	12.42

Sailors' Union of the Pacific/ Training Resources, Ltd. Schedule of Course Offerings for 2003

STCW 95 Basic Safety Training

• Basic Fire Fighting	• Basic First Aid		
• Personal Survival	• Personal Safety and Social Responsibility		
Jul 28-Aug 1	Sep 8-12	Oct 20-24	Dec 8-12
Aug 11-15	Sep 22-26	Nov 3-7	Dec 15-19
Aug 25-29	Oct 6-10	Nov 17-21	

Small Arms Training (MSC approved)

Aug 25-27	Nov 3-5	Dec 15-17
Sep 29-Oct 1	Nov 17-19	

LMSR Vessel Training (MSC approved)

Aug 12-22	Oct 21-31	Dec 2-12
Sep 16-26	Nov 4-14	

Survival Craft (Lifeboatman)

Jul 29-Aug 1	Sep 30-Oct 3	Nov 18-21
Aug 19-22	Oct 28-31	Dec 16-19

Training Information and Enrollment

Contacts

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E-mail: supwelfarerep@hotmail.com

Dave Connolly, SUP Vice President
c/o Andrew Furuseth School of Seamanship
450 Harrison St., San Francisco, CA 94105
Tel: (415) 777-3400
Fax: (415) 777-5088
E-mail: daveconnolly@msn.com

Welfare Notes

July 2003

Benefit Eligibility

The surge in shipping, and the activation of the LMSR vessels in the past few months has brought in new members to the Sailor's Union. New members may become eligible for benefits through the SUP Welfare Plan after meeting certain qualifying requirements based upon days of employment.

The initial qualifying period for all benefits under this plan, for employees and their eligible dependents, is 120 days of covered employment within any period of 365 consecutive days. In order for a member to continue Welfare Plan eligibility, they will need to accumulate 60 days of covered employment in the next 365-day period. If you have your 120 days of employment, and have not signed up for medical and dental coverage, please contact the Welfare Plan office. We will supply you with the needed enrollment information.

The SUP health care plan provides the following benefits for members and eligible dependents: death and burial benefits, hospital, medical and surgical benefits, dental benefits, vision care benefits, prescription drug benefits, hearing aid benefits, temporary disability benefits, alcohol/substance abuse benefits and rehabilitation benefits.

The SUP Welfare Plan also administers the training funds and the Andrew Furuseth School of Seamanship, as well as the 401(k) Plan and the Money Purchase Pension Plan (MPP). New members may obtain information on the 401(k) and MPP by contacting the Welfare Plan office by phone or e-mail.

Enrollment forms and Columbia Funds investment information for the 401(k) Savings Plan should be on all SUP-contracted vessels. If your ship is getting low on the needed information, have the ship's delegate contact Rich Reed at the Plan office.

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

Support the SUP Political Fund

Record of SUP Shipping June 2003

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	8	1	3	2	14
Maint. Man	4	0	0	0	4
Watchman	0	0	8	0	8
A.B. Dayworker	0	0	4	0	4
A.B.	29	25	12	2	68
O.S.	1	6	0	1	8
Standby	35	16	59	22	132
TOTALS	77	48	86	29	238

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

Subscribe to the **West Coast Sailors** via First Class Mail

Name (print) _____ Book No. _____
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City _____
State _____ Zip _____ Country _____

Subscriptions are \$25.00 per year.
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105



Welfare Plan administrators discuss health care costs

We are all aware that the health care costs are out of control. We are faced with high prescription drug costs, doctor and hospital bills. The Trustees of the SUP are concerned about the rapidly escalating costs of the medical coverage for our members and hope to find a way to make the most efficient use of our medical plan dollars.

A preliminary meeting was held at the SIU-AGLIWD/NMU office in Camp Springs, Maryland, on July 22. Michelle Chang, the Administrator of the SUP Welfare Plan, met with the Administrators from the AMO, SIU, MM&P and MEBA to get acquainted, discuss our mutual needs and concerns, set goals, identify current procedures, and find common ground to develop a coordinated plan.

We will continue to work on these issues and keep you informed.

*Michelle Chang, Administrator
SUP Welfare Plan*

Bloody Thursday



The SUP observed Bloody Thursday at ILWU Local 10 in San Francisco. In the back from the left: John Daly MFO, SUP Vice President Dave Connolly, SUP Dispatcher Andy Andersen, Joe Potenti, William Parks, Lige Midkiff, Gene VanKlinken. In the front: Sol Berger, Jim Cunningham, and MFO Port Agent Tony Poplawski.

Summary Annual Report for the SIU Pacific District Pension Plan

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2002. The annual report has been filed with the U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Plan. Plan expenses were \$13,129,074. These expenses included \$1,149,721 in administrative expenses and \$11,979,353 in benefits paid to participants and beneficiaries. A total of 4,038 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$139,693,037 as of July 31, 2002, compared to \$144,818,531 as of July 31, 2001. During the plan year the plan experienced a decrease in its net assets of \$5,125,494. This decrease includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$8,003,580, including employer contributions of \$32,929, losses of \$4,770,897 from the sale of assets and earnings from investments of \$12,741,548.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5% of plan assets;
5. Actuarial information regarding the funding of the plan

To obtain a copy of the full annual report or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 1422 Market Street, San Francisco CA 94102. The charge to cover copying costs will be \$9.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 1422 Market Street, San Francisco, CA 94102 and the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Summary Annual Report for the SIU Pacific District Supp. Benefits Funds, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2002. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statements:

The value of the plan assets, after subtracting liabilities of the plan, was \$2,535,841 as of July 31, 2002, compared to \$2,918,099 as of July 31, 2001. During the plan year the plan experienced a decrease in its net assets of \$382,258. During the plan year the plan had total income of \$7,048,622, including employer contributions of \$6,981,599 and earnings from investments of \$67,023.

Plan expenses were \$7,430,880. These expenses included \$452,929 in administrative expenses, and \$6,977,951 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information:

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers.
3. Assets held for investment;

4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Plan, Inc., at 1422 Market Street, San Francisco, CA 94102, telephone number (415) 437-6832. The charge to cover copying costs will be \$2.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 1422 Market Street, San Francisco, CA 94102, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Summary Annual Report for the SUP Welfare Plan, Inc.

This is a summary of the annual report of the SUP Welfare Plan, Inc., EIN 94-1243666, for the year ended July 31, 2002. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees SUP Welfare Plan, Inc. has committed itself to pay certain medical, dental and death claims incurred under the terms of the plan.

Insurance Information

The plan has contracts with Bluecross/Blueshield of Louisiana, Group Health Cooperative, Health Plan of New York, HealthNet, Kaiser Permanente, PacificCare of Washington, Delta PMI, Dental Health Services Inc., Dina Dental, Pacific Union Dental, Sakai, and United States Life Insurance Company in the City of New York to pay certain medical, dental and death claims incurred under the terms of the plan. The total premiums paid for the policy year ending July 31, 2002 were \$2,777,092.

Because it is a so-called "Experience-Rated" contract, the contract with Private Medical Care, Inc, premium costs are affected by, among other things, the number and size of claims. Of the total insurance premium paid for the policy year ending July 31, 2002, the premiums paid under such "Experienced-Rated" contract was \$48,037 and the total of all benefits paid under this "Experienced-Rated" contract during the policy year was \$8,519.

Basic Financial Statements

The value of Plan assets, after subtracting liabilities of the Plan, was \$23,498,649 as of July 31, 2002, compared to \$24,510,461 as of July 31, 2001. During the plan year, the Plan experienced a decrease in its net assets of \$1,011,812. This decrease included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$5,985,441 including employer contributions of \$4,333,564, participant contributions of \$16,606, realized losses of \$63,281 from the sale of assets, unrealized appreciations of assets of \$411,478 earnings from investments of \$1,095,231 and other income of \$191,843.

Plan expenses were \$6,997,253. These expenses included \$1,301,166 in administrative expenses and \$5,696,087 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information:

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of the Plan assets;
5. Insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the SUP Welfare Plan office, who is the administrator, at 450 Harrison Street, San Francisco, California 94105, telephone (415) 778-5490. The charge to cover copying costs will be \$.25 per page.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 450 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.



SUP President's Report

July 14, 2003

MATSON NAVIGATION COMPANY

TIME-CHARTER OF TOTE VESSEL

In response to waterfront rumors that Matson is in the process of chartering a 33-year-old ro-ro (*s/s Great Land*) from TOTE (Totem Ocean Trailer Express) for use in the Hawai'i trade contacted Captain Jack Sullivan, Matson's director of vessel operations and offshore labor relations, on July 7, in order to ascertain if this is in fact going to occur.

Sullivan responded on July 9 and stated that Matson is in negotiations to time-charter the vessel for a maximum of two years. Although he was unwilling to reveal the details of the transaction because of a confidentiality agreement between Matson and TOTE, Sullivan said that the vessel would be time-chartered to Matson rather than bareboat. Sullivan stated that this was a condition imposed by TOTE. What this means in practical terms for the SUP and the other seagoing Unions Matson has contracts with, is that Matson will run a double-breasted operation as the *Great Land* is crewed by the SIU-AGLIWD/NMU and the AMO.

This move adds insult to injury, particularly after the Unions were forced into concessionary bargaining to retain our work in the new *Manukai*-class ships after the company threatened to time-charter those vessels for the Hawai'i trade instead of buying them.

The SUP and MFOW are considering remedies under the collective bargaining agreement to thwart this current scheme, but a preliminary analysis does not look promising.

Sullivan said the move to charter the vessel is driven by 1) Matson's fear that if it doesn't take action now, it could lose the automobile business to the Pasha Group when that company's auto-carrier goes into service next year, and 2) that the auto companies have told Matson that the "damage rates to their cars as presently stowed are unacceptable." Sullivan added that the long-term solution for Matson is to have a car carrier, either building one or buying or chartering the Pasha vessel. In the interim Matson plans to retrofit the *Lurline* in Shanghai to increase the vessel's auto capacity.

If an agreement is reached between Matson and TOTE, the *Great Land* is expected to enter the Hawai'i service in October.

C-9 CLASS VESSELS

Matson is attempting to amend the Merchant Marine Act of 1936 to allow vessels built with Construction Differential Subsidy (CDS) to operate in the domestic trades after they reach 20 years of age, instead of 25 years.

If this amendment is enacted, it would affect the three Matson C-9 class ships currently on the West Coast/Guam/Far East run that were built with CDS funds: *Mahimahi* (ex-President *Washington*), *Mokihana* (ex-President *Monroe*) and *Manoa* (ex-President *Lincoln*).

According to Phil Grill, Matson's Washington D.C.-based Vice President of Government Relations, the company is also considering applying for "slots" in a yet to be enacted new Maritime Security Program (MSP) for vessels on the Guam run. If the amendment Matson is floating is enacted and Matson does receive MSP "slots", the new *Manukai*-class vessels could be on the Guam run, while the C-9s are operated in the Hawai'i service. The C-9s would not be eligible for MSP as they are over 15 years old.

MANUKAI CHRISTENING

Attended the christening of the *m/v Manukai* at the Kvaerner Philadelphia Shipyard on July 12. While at the ceremony had an opportunity to discuss maritime issues with Maritime Administrator Captain William Schubert, Senator Daniel Inouye (D-HI) and other government officials.

The *Manukai* is expected to go on sea-trials next week and should—if there are no major problems—sail for the West Coast in August.

The second Kvaerner vessel, *m/v Maunawili*, is under construction and is scheduled to be completed in April 2004.

MATSON WAGE SCALES

Due to an error in calculating the SUP/Matson wage scales that went into effect on July 1, and which were published in the June *West Coast Sailors*, revised wage scales will be printed in this month's paper. The company calculated the Supplemental Benefit (vacation pay) at 15 days per month instead of the negotiated 16 days per month for the *Manukai*-class ships and the shoregang (steady and casual) at 3% instead of the 3.25%, both of which were negotiated in 2002.

LMSR WAGE INCREASE

Wages and wage-related items (including the contribution to the SUP Money Purchase Pension Plan) in the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated by Patriot Contract Services for the Military Sealift Command will be increased by 3% effective July 23.

The new wage scales will be published in the *West Coast Sailors*.

SPECIAL MEETING: SENIORITY FOR LMSR SAILORS

As reported last month, all eleven Large Medium Speed Roll-On/Roll-Off (LMSR) vessels remain in Full Operating Status as an integral part of Operation Iraqi Freedom, since the surge sealift began in late 2002. How long these vessels will remain activated is anyone's guess, but given the situation in the Middle East, it could be for the foreseeable future.

Members who crew these vessels are a special breed: sailing in harm's way under often difficult conditions to support our nation's troops. All who have been dispatched to the LMSRs have taken the extensive training required by the Military Sealift Command, taken a rigorous MSC physical exam, and have been immunized against anthrax and small pox.

These brothers and sisters have done and continue to do an outstanding job. However, many have put in their time and need to be relieved. Although the Union has encouraged members to take the LMSR trainings since mid-1999 and have actively recruited mariners from around the country, the shortage of qualified sailors is acute which jeopardizes the ability of the Union to fulfill its contractual obligations.

To address this immediate crisis, on June 16, in accordance with Article XXXI, Section 3 and Article XIV Section 2(j) of the SUP Constitution and SUP Shipping Rule #50, your secretary called for a Special Meeting at Headquarters to act on an emergency change in the Shipping Rules regarding seniority for members employed in the LMSRs.

Specifically, the resolution states **"that Class B, Class C and Class D (registrants) employed in the LMSRs retroactive to January 1, 2003, shall have their seetime counted for advancement in seniority on a two-month for one-month worked basis and that this change in the SUP Shipping Rules shall remain in effect until revoked by the membership upon the recommendation of the President/Secretary-Treasurer."** This resolution was also submitted to the Committee on Constitution at the June meeting of the Honolulu Branch.

At the Special Meeting on June 23, the resolution was passed unanimously as a necessary inducement to retain and attract members to the LMSR fleet. The Committee on Constitution, which met on the same day, also unanimously recommended that the proposal be placed on the 2003-2004 referendum ballot.

The action taken at the Special Meeting is now subject to approval at the July coastwise meetings. If approved, the Shipping Rule change will go into effect, however, the change will be temporary until adopted by the membership on the 2003-2004 referendum ballot.

Recommend membership approval of this necessary change.

BUILDING CORPORATION

As reported in March, the SUP Building Corporation Trustees accepted an offer from Crescent Heights Acquisitions, Inc. to purchase the Headquarters building for \$13.2 million. The action by the Trustees was ratified at the coastwise membership meetings in March. Details are in the March *West Coast Sailors*.

During the past month the Trustees had three meetings to discuss issues associated with the offer.

On June 10, SUP real estate consultant Tony Crossley, Senior Vice President of Colliers International, reported to the Trustees that Crescent Heights had withdrawn its March offer. Crossley said that Crescent Heights was still interested in 450 Harrison but that two factors had influenced the company's position. First, the height limits for a new structure on the site would be greatly influenced by the Rincon Hill rezoning plan which is under review by the San Francisco Planning Commission. That plan is not yet in effect, but it proposes extending the height limit of new buildings to 400 feet versus the present 200 feet. Crescent Heights recognizes a risk that the rezoning may not occur, or may not be extended all the way to 400 feet. And since the amount of units that they can build at 450 Harrison depends on height, their counter offer was designed to protect against the rezoning risk by reducing purchase price relative to height.

Therefore, purchase price in the counter offer was set at \$13.2 million if 400 feet is allowed and set on a declining scale to \$10.4 million if only 200 feet is allowed.

It was the consensus of a majority of the Trustees that the new offer by Crescent Heights was inadequate. However, it was pointed out by Tom Larsen of the San Francisco Law Firm of Howard, Rice & Nemerovski, retained by the Trustees as a consultant on real estate matters, that the building itself—without being developed—was worth between \$5 and \$6 million in today's market.

The Trustees decided to authorize the consultants and counsel to receive all bids, including those from Crescent Heights, and report back for Trustee and membership review.

On June 24, the Building Corporation met to further discuss the Crescent Heights offer. In an analysis of the proposal, Mr. Larsen said that Crescent Heights was requesting another 90 days for due diligence. After 90 days, there would be a payment of \$1.5 million which would buy a year's option on the property. Then the deal would be extended out three years with another \$1.5 million option. If Crescent Heights decides to purchase, the final price would be \$14 million.

Larsen said the \$14 million is a good price for the building and cited comparables that indicate a lower price for 450 Harrison. But Larsen also expressed concern about the possibility of landmark status for the building, which would greatly lower the value (to around \$2 to \$5 million). Larsen recommended that in order to preserve the value of the asset, the Trustees should invest time and money to retain experienced people who can best advise them on how to avoid designation as a landmark. Larsen also advocated that the Trustees spend whatever political influence it may have to address a favorable rezoning of Rincon Hill and the property.

The Trustees decided unanimously to take all action necessary to ensure the building was not designated a landmark and to take all action necessary to ensure the City of San Francisco does not down-zone the property.

Since Crescent Heights or any other prospective buyer had yet to make a counter-offer, it was unanimously decided to continue to receive all offers.

On July 2, the Trustees again convened to review a new offer from Crescent Heights. Mr. Larsen stated the new purchase offer totals out at \$14 million which would only be payable in 2009 should Crescent Heights decide to exercise a \$1.5 million option each year to hold open the possibility of purchase. He said that Crescent Heights would get an initial 90 days due diligence, in addition to the time already granted, taking the com-

President's Report continued

mencement of the deal out to October 2, 2003. Then they would have four months from October to make the first payment of \$1.5 million, effectively getting seven months in addition to the time already granted, before making a down payment. To better understand alternative options, Larsen introduced Richard Springwater, who has considerable experience in real estate matters. Mr. Springwater is an architect and has been involved in several major development projects in San Francisco. Springwater told the Trustees that it must try to understand all of the compliance issues (including ADA) before attempting any project to renovate the building, or accepting or rejecting any offer to purchase it. Springwater recommended that the Trustees do what any developer would do before making a decision to buy. There should be architectural study by an architect experienced with the historical aspects of the building and its relationship to the City of San Francisco.

After much discussion it was decided to authorize Mr. Springwater and Mr. Larsen to do the architectural research necessary regarding the landmark status of the building, and to determine the costs of renovating the building towards protecting the value of the asset. It was also decided to defer action on responding to Crescent Heights latest offer pending a report from Springwater and Larsen which should be completed in August.

BURGESS V. SUP

On April 8, judges from the United States Court of Appeals for the Ninth Circuit convening in Pasadena, California, heard oral arguments in Wayne Burgess' appeal of his case against the SUP. What Burgess was attempting to accomplish was to overturn U.S. District Court Judge George H. King's February 28, 2002, ruling against Burgess and to allow Burgess to amend his original complaint against the Union.

In a ruling dated April 22, circuit Judges Pregerson, Tashima and Clifton denied Burgess' appeal by affirming Judge King's original decision in favor of the Union.

Dissatisfied with the decision, Burgess petitioned the court in May for a rehearing. On June 4, Judges Pregerson, Tashima and Clifton denied the petition.

Burgess' next legal option is to petition the United States Supreme Court. Thus far that has not occurred.

As the membership will recall, the Burgess matter began on August 21, 2000 when Burgess was brought up on charges in accordance with the SUP Constitution and tried by an elected committee of his peers in Wilmington and found guilty of the charges. The Trial Committee recommended that Burgess be removed from "any and all offices of the Sailors' Union of the Pacific." Burgess at that time was Wilmington Branch Agent and SUP Building Corporation Trustee.

After the coastwise membership meeting concurred with the Trial Committee's recommendation, Burgess took his case to an Appeal's Committee at Headquarters which also concurred with the Trial Committee's recommendation. Exhausting internal Union procedures, Burgess then began his legal action against the SUP.

This frivolous and groundless case has thus far cost the Union approximately \$40,000.

Within the past year Burgess has also filed two charges against the Union with the National Labor Relations Board.

On February 28, Burgess charged that the Union failed to follow its internal disciplinary procedures by fining Burgess for creating a disturbance at the Wilmington Branch, on October 10, 2002. As a consequence of his actions, Burgess was fined \$50, which he paid. On February 27, 2003, Burgess again allegedly disrupted the dispatching process at the Wilmington hall and was fined \$100.

According to the NLRB, since the Union did not bring Burgess up on charges and initiate trial proceedings in accordance with the SUP Constitution, the fines levied and the work allegedly lost by Burgess were deemed to be inappropriate.

After consulting with Ellen Greenstone of the law firm of Rothner, Segall & Greenstone, which has represented the Union in all legal proceedings with Burgess, and with officers of the Union, it was decided to settle —without admitting guilt— with Burgess to avoid further costly litigation. Under the terms of the settlement, Burgess was refunded the \$50 fine and paid \$372.23 for lost wages. This settlement has been approved by the NLRB.

The second charge filed by Burgess on April 10 alleged that the SUP "published and distributed articles to members" of the Union, and "harassed" Burgess "in the presence of members" of the Union, "in order to incite them to harass and assault" Burgess "in retaliation for his Union activity."

On June 23, Victoria Aguayo, Regional Director of the NLRB (Region 21-Los Angeles), dismissed Burgess' charge. In her decision Ms. Aguayo wrote to Burgess stating: "Your charge alleges that the Union has incited members to attack you by printing information about your lawsuit in the Union's monthly newspaper. Specifically, you allege that the Union's articles about your lawsuit incited fellow union member Gary Gelfgren to attack and harass you. The investigation revealed that the articles were merely factual status reports on your lawsuit. There is no evidence that the articles encouraged violence or harassment against you. The investigation failed to reveal that Gelfgren acted as a union agent; that he attacked you at the behest of the Union; or that he attacked you because of your lawsuit against the Union."

Under NLRB procedures, Burgess had until July 7 to appeal the ruling. It is not presently known whether an appeal was filed.

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 second quarter of 2003, and report back to the membership at the August coastwise meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn on Friday, August 8, at 9:00 A.M.

LONGSHORE HOLIDAY

SUP hiring halls on the West Coast will be closed on Monday, July 28, in observance of an ILWU holiday (Harry Bridges' birthday).

In accordance with the collective bargaining agreements with ASM, Matson and the San Francisco Bar Pilots it is a holiday for all ASM and Matson vessels in West Coast ports, ASM and Matson shoregangs on the West Coast and for run boat operators employed by the Bar Pilots. It is not a holiday at sea or in Hawai'i.

ACTION TAKEN

M/S to approve changes in the Shipping Rules for LMSR sailors. Carried unanimously.

Quarterly Finance Committee: Elected Art Thanash, Mike Worth, Paul Fuentes, Paul Calais and Sonny Cooper (alternate).

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

Gunnar Lundeborg

Seniority for LMSR sailors

At the July coastwise membership meetings, the following proposal was ratified: "That Class B, Class C and Class D (registrants) employed in the LMSRs retroactive to January 1, 2003, shall have their seniority on a two-month for one-month worked basis and that this change in the SUP Shipping Rules shall remain in effect until revoked by the membership upon the recommendation of the President/Secretary-Treasurer."

The vote was as follows:

	Yes	No
Headquarters	32	0
Seattle	10	12
Wilmington	17	4
Honolulu	7	18
Total	66	34

The Shipping Rule change will go into effect immediately, however, the change will be temporary until adopted by the membership on the 2003-2004 referendum ballot in accordance with Shipping Rule 50.

Vice President's Report

July 2003

Mar Vista sailors

On behalf of the Union and the Andrew Furuseth School of Seamanship, I recently attended the graduation ceremony of the first full class of Mar Vista High School seniors in the Maritime Technologies Program in San Diego. Designed by our training partner, Training Resources Ltd., and supported by the SUP since its inception more than four years ago, it is the only program in the country that trains unlicensed mariners for the merchant marine within a normal high school curriculum. These young men and women will now begin entering the Union and the industry. These are the best-trained Ordinary Seamen ever to join a ship. They have taken and passed an Able Seamen class, a Rating Forming Part of a Navigational Watch class, a Tankship Dangerous Liquids class. They have Basic and Advanced Firefighting, Basic Safety Training, and Medical First Responder. The only thing they lack is seetime. Some are filling OS billets in the LMSR's, and Chevron-Texaco has agreed to a limited re-creation of a traditional OS watchstanding billet.

But to help these "home-grown" apprentices gain the necessary seetime, the Union has agreed to begin some placement in newly designed cadet-type training billets in some commercial ships.

Beginning with ASM, two graduates will go aboard the *President Jackson* in San Pedro. They will be learning about shipboard life, satisfying their competencies in watchkeeping, and working on deck. They will not be reducing the work or overtime of the regular crew.

We ask that all members treat these new mariners with respect and dignity, to look out for their welfare, and to welcome them into the Union of which they are the future.

LMSR seniority vote

The membership's support for the LMSR sailors, as evidenced by the over-

whelming coastwise vote in favor of accelerated seniority in that unit, is powerful and compelling. It means that the overall membership places great value on the sometimes difficult service of our members in those ships. It means that the membership acknowledges the problems officials face in the military dispatching process, and supports our efforts. It means also that the membership recognizes the critical importance of the Union's superior performance in this contract, and is willing to provide the tools necessary to maintain our reputation.

The change will improve our retention amongst new members, in whom we have invested considerable time and money not only in training but also in Union education. Consequently, and for many other reasons, the Union is strengthened by this important decision.

In addition to the routine duties of the front office, checked the following ships.

USNS Gilliland—Delegate Chris Rogers; bosun Ken Dooley relieved Joe Richwagen. In at Charleston, SC. In FOS in Newport News. *USNS Fisher*—Delegate Dean Gross; bosun Art Pond. Finally sailed from Diego Garcia for Kuwait. *USNS Mendonca*—Delegate William Cornelius, bosun Melvin Kelly. Still in Diego Garcia. *USNS Shughart*—Delegate Inti Sternbach. Underway for the States. Will call in Bay Area. *USNS Bob Hope*—Delegate Nancy Grey. Sailed from Diego Garcia for Kuwait. *USNS Britin*—Bosun Mark Littlejohn. Surprise temporary shift to ROS in Newport News. *USNS Gordon*—Bosun Randy Runyan. Still in Diego Garcia. *USNS Yano*—Bosun Jed Tweedy. Enroute U.S. *USNS Piliilau*—Bosun James Kenny relieved Mike McGrahan. Loaded in Beaumont TX, and sailed for Kuwait. *USNS Seay*—Bosun Noel Shaw. Sailed from Crete, Greece enroute U.S. East Coast.

Dave Connolly

SUP Branch Reports

Seattle

June 16, 2003

Shipped during the period: 3 Bosuns, 19 ABs and 3 OS. Filled by 2 A cards, 12 B cards, 5 C cards and 6 D registrants. Shipped 16 standbys filled by 3 A cards, 8 B cards, and 5 D registrants.

Registered during the period: 15 A cards for a total of 20; 4 B cards for a total of 15; 5 C cards for a total of 12; and 8 D cards for a total of 9.

Ships checked

President Truman, Jackson, Adams and the Polk all came in with little or no trouble. The Maui and the Kauai in twice and running smoothly. The Cape Gibson returned to the Puget Sound after a five and a half month trip in the war zone. The Sailors and crew performed outstandingly during this mission which was reflected in both the pay-off and the shipshape condition of the vessel. MarAd presented all crew members with medals and the ship loaded back and headed out with a majority of sailors choosing to reship back on.

I will be out of the office for the month of July on vacation. MFOW Agent Mike Carr will handle any issues on board the ships and Robin Colonas will handle the day to day business of the Union.

I attended the King County Labor Council meeting. The Puget Sound Port Security meeting. I was asked by Pastor Savage of the Lutheran Ministries to attend a meeting regarding shore leave restrictions for merchant mariners and fishermen. The meeting was well attended and the representatives from Customs and Immigration were present. Both these organizations now are headed by the Department of Homeland Security and have new titles. Representatives from Congressman Jim McDermott's office and Senator Patty Murray's office were there and good questions were asked by all. The Sailors' Union strongly advocates for shore leave for all documented mariners and our position on this has been widely published. I would like to say thanks again to Mike Carr and Robin Colonas for their help.

Vince O'Halloran, Branch Agent

Wilmington

June 16, 2003

Shipped the following: Bosun: 2, AB: 18, AB Maint.: 3 OS: 1 and standby: 61 for a total of 85 jobs shipped.

Registrations is at: A: 54, B: 25, C: 12 and D: 1.

Ships checked

APL Singapore, Ewa-Joe McDonald, delegate, Mokihana, President Polk-Jim Luke, delegate. Lihue-Dave Kaupiko, delegate, APL Korea, Manoa, Lurline-Charlie Clark, delegate, R.J. Pfeiffer, President Truman, APL Philippines, Ewa, Lihue, APL China, Lurline, President Wilson, President Jackson-Dennis Tinsley, delegate, R.J. Pfeiffer, APL Thailand, President Grant.

On May 30, along with MFOW Agent Bill O'Brien, attended Al Olguin's funeral at Point Fermin Park in San Pedro. Al started as an SUP man, then at Harry Lundeborg's request, he helped reorganize the MCS. Al was on the APL-SIU standby gang for many years: All liked him. Condolences to the Olguin families.

On June 5, had our monthly agents' lunch at Canetti's in San Pedro. Also on June 5, we had our first Harbor Labor Coalition meeting. We are starting to make arrangements for the Labor Day Parade on September 1. I will be on vacation from June 21 to July 6. Thanks to Duane Nash for relieving me.

We lost Bosun George Lua May 14 in Honolulu. He will be missed by all. Our condolences to his family. Aloha George.

Mark Hurley, Branch Agent

Honolulu

June 16, 2003

During the month of May, dispatched the following: 5 ABs filled by 1 A member and 4 B members. Also shipped 28 standby jobs filled by 2 A members, 8 B members, 15 C members, 2 D registrants and 1 MFOW member for a total of 33 jobs shipped.

During the month of May registered the following: 3 A members, 4 B members, 3 C members and 2 D registrants. To date, now registered are: 11 A members, 8 B members, 6 C members, and 3 D registrants for a total of 28 registered.

Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Kauai, Ewa, R.J. Pfeiffer, Manulani and Lihue. All with few or now problems.

Paint and rigging gang running smoothly with Keith Kamana as bosun.

RRF vessels Cape Gibson in at West Loch Naval Magazine running smoothly with Danny Foster as bosun and Eric Williams delegate.

On June 1, Leroy Holley, former owner of the Smith's Union Bar on Hotel Street died. Large turnout at the funeral for this well liked waterfront rounder.

On July 1, attended U.S. Congressman Neil Abercrombie's 65th birthday party. Hawai'i's maritime industry was well represented at this event.

Mike Duvall
Branch Agent

Norfolk Office

June 2003

In the month of June, shipped 1 Bosun and 4 ABs. All jobs filled by 3 B members and 2 C members. I made 2 trips to Charleston, South Carolina, paid off the Britton, and Pililaau, and a trip to Wilmington, North Carolina and paid off the Gilliland. Bosun Mike Henderson, Brian Yost, and Joe Richwagon, are to be commended for a job well done; also the crew, no beefs. Took care of all Union business.

Don't forget your certification. Check and make sure to pack your drug certification update.

A big hand for all you hard working sailors.

Jack Stasko
SUP Rep

Are you drinking enough water?

Seventy-five percent of all people are chronically dehydrated. In 37 percent of us, the thirst mechanism is so weak that it is often mistaken for hunger.

Even mild dehydration will slow down one's metabolism as much as three percent. On glass of water shuts down midnight hunger pangs for almost 100 percent of the dieters studied in a University study.

Lack of water is the number one trigger of daytime fatigue. Preliminary research indicates that eight-10 glasses of water a day could significantly ease back and joint pain for up to 80 percent of sufferers.

A mere two percent drop in body water can trigger fuzzy short-term memory, trouble with basic math, and difficulty focusing on the computer screen or drinking five glasses of water daily decreases the risk of colon cancer by 45 percent, plus it can slash the risk of breast cancer by 79 percent and one is 50 percent less likely to develop bladder cancer.

Are you drinking the amount of water you should every day?

Cape Gibson crew honored



The crew of the Cape Gibson after being honored with award of the Merchant Marine Expeditionary Medal for their service in Operation Iraqi Freedom. SUP Branch Agent Vince O'Halloran, center back.

San Francisco Business Agent

July 14, 2003

Visited and paid off the following ships:

Chief Gadao— John Fernandez, delegate: Bosun Keith Miller, no disputes. Questions on new agreement and one-man watch. L.A. gang.

Kauai— Tom Galmitan, delegate: Island run, no disputes. Relief bosun, Clinton Gregg. Clarification on one-man watch.

Mahimahi— Clarification on one-man watch; no disputes.

Manoa— Lee Dancer, delegate: Voyage pay off; no disputes.

Manulani— Ron Reed, delegate: Relieving the Matsonia for a few trips.

Maui— Trev Motlow, delegate: Seattle, San Francisco, Island run. No disputes. Questions on the one-man watch.

Mokihana— Chris Bright, delegate: Voyage pay off; clarification one-man watch.

Moku Pahu— Sugar run to Hawai'i, no disputes. Waiting for a charter going

to Bangladesh.

R.J. Pfeiffer— Mitch Roseveare, delegate: Dispute time for sailors working after 3:00 p.m. Captain disputed this work which was okayed by mate, this work is payable and not operational.

President Grant— Joe Marusak, delegate: Voyage pay off. Few clarification for delegate.

President Wilson— Nestor Alarcon, delegate: Bosun Ray Morgan, good shape; no disputes.

APL China— Ray Ramirez, delegate: Voyage pay off; no disputes.

APL Singapore— Armando Martinez, delegate: Voyage pay; no disputes; good gang.

APL Philippines—John Kerlin, delegate: Voyage pay off; no disputes.

APL Thailand— Mike McDevitt, delegate: voyage pay off; disputed time agreed to pay.

ASM Steam Rack— Bosun Norman Kwak: Everything running smoothly.

Pilot Boats— Running smoothly at

Pier 9; Steve Messenger, delegate.

REMINDER: All members should be aware of Shipping Rules #51: "Any member quitting a ship and not properly relieved through the Hiring Hall will not be allowed to register for ninety (90) days unless special conditions warranted such quitting."

Also worked in the front office during the month.

William Berger

New Pensioners

Two SUP members have joined the rank of pensioners bringing the total number of SUP members now receiving a pension to 915:

Raymond Martinez, Jr., 55, Book No. 6500, joined SUP in 1965, 27 years of seetime, basic pension.

Jack C. Milano, 71, Book No. 6482, joined SUP in 1967, 26 years of seetime, basic pension.

Dispatcher's Report

Headquarters—July 2003

Deck	
Bosun	8
Carpenter	0
MM	4
AB	29
OS	1
Standby	35
Total Deck Jobs Shipped	77
Total Deck B, C, D Shipped	21
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	77
Total B, C, D Shipped-All Depts.	21
Total Registered "A"	77
Total Registered "B"	68
Total Registered "C"	6
Total Registered "D"	8