



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, July 23, 2004

California labor movement focuses on health care crisis

The California Labor Federation, AFL-CIO, at its 25th Biennial Convention in San Diego this month focused on the health care crisis in the nation and the fight in California to pass Proposition 72 on the November ballot.

The reason Proposition 72 is on the ballot is to thwart the well-funded efforts of Wal-Mart, McDonald's, Macy's, and the California Restaurant Association and others to repeal the Health Insurance Act of 2003 (SB 2) passed by the State Legislature and signed into law by former Governor Gray Davis. Proposition 72 reaffirms that large companies be required to pay for health insurance that includes major medical, preventative care and prescription drugs.

At the July 13 and 14 gathering of California's labor movement,

continued on page 10

European shipowners fire Polish, Estonian and Latvian sailors to avoid higher wages

Shipowners are firing mariners from new European Union (EU) countries rather than waiting for a ruling from a Danish court that could increase wages.

International labor sources have confirmed the firing of Polish, Estonian and Latvian seafarers since the EU was enlarged in May, when thousands became EU citizens. The mariners fired are being replaced by those from the Ukraine and Russia, which are not part of the EU.

The Danish Labor Court is expected to rule later this year on a complaint by the Danish Confederation of Trades Unions asserting that Polish seafarers should be paid Danish wages aboard Danish-flagged vessels. Denmark is a member of the EU.

Discrimination based on nationality is illegal in the EU, but such discrimination is apparently widespread in the maritime industry in Europe. In fact, certain European maritime unions support discrimination based on nationality as without it, European owners would probably flag-out to a non-EU register, which would result in lower wages for everyone onboard.

In April, just before the EU was enlarged, shipowners warned that up to 20,000 seagoing jobs were at risk in the new member states if the legal status of the seafarers were not cleared up.

Jan Fritz Hansen, deputy director of the Danish Shipowners Association, confirmed association members were considering firing Polish mariners. He added that, "If Polish seafarers should have the same wage levels as Danes or other Europeans, then it will affect their competitiveness. If there's suddenly a demand that they should have the same wage levels as Danes, then we'd be better off hiring a seafarer from a non-EU country."

Janusz Maciejewicz, chairman of the maritime section of the Polish Union Solidarnosc, called the practice "a breach of human rights aimed at filling Danish ships with cheap foreign labor."



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New *Maunawili* christened in Philly slated for Matson's Mainland-Hawai'i service



Tied-up, but rarin' to go, *Maunawili* strains at her mooring lines in Philadelphia. Photo: Dave Connolly

On July 17, 2004 at the Kvaerner Philadelphia Shipyard (KPSI), Matson Navigation Company christened its newest ship, the *m/v Maunawili*. Meaning "winding mountain" in Hawaiian, the ship is the second in the CV 2600 *Manukai*-class, and the third Matson ship to bear the *Maunawili* name. She will be crewed on deck by members of the Sailors' Union of the Pacific.

The shipyard, formerly the old Philadelphia Naval Shipyard, is a unique joint venture between labor, government and the Norwegian shipbuilding company Kvaerner ASA. Ole A. Heggheim, executive vice president of Kvaerner's European shipbuilding unit, said the *Maunawili* was an improvement on the *Manukai* and was "better in all respects." He said the ship proved that "a world-class shipyard could once again thrive in Philadelphia."

But Heggheim repeatedly admonished U.S. shipping companies, including Matson, for not steadily placing more orders for ships. He said that shipowners are operating their ships "until the bitter end of their useful life, and then they try to postpone the

bitter end." Increased orders or "throughput" lowers costs, Heggheim argued. He also said that the circumspect delay of shipping companies weakens the Jones Act and endangers the financial feasibility of continued operations at the yard. The next ship in the class, known now only as Hull No. 3, is 60 percent complete in another drydock at the yard. As yet, there is no buyer.

James Andrasick, Matson's president and chief operating officer, noted the excellent actual performance of the *Manukai* and also said that the *Maunawili* is a better ship. Delivery date is expected at the end of the month. The ship is tentatively scheduled to sail for Los Angeles around August 15, 2004. Andrasick left open the possibility of future orders to the yard from Matson. To the yard workers and Kvaerner management he said that "Aloha has many meanings."

In his keynote speech, Lt. General Hughey, deputy commander of the U.S. Transportation Command (USTRANSCOM), reinforced the important role of the U.S. Jones Act: "I have no doubt that as long as America maintains the Jones Act as the

foundation of our maritime policy, U.S.-flag vessel operations will meet the needs of waterborne commerce. And it will sustain the maritime infrastructure—the builder, the owners, the mariners— whose labors always have and always will ensure our security." He added: "USTRANSCOM, Military Sealift Command, the Surface Deployment and Distribution Command, and MarAd support the maintenance of a viable U.S.-flagged fleet and U.S.-mariner pool. We can't do business without either."

After the speeches, Maryanna G. Shaw, the great granddaughter of Samuel T. Alexander, who was one of the founders of Matson's parent company Alexander & Baldwin, broke a bottle of champagne on her bow. Like the *Manukai* christening, the bottle broke on the second try.

The *Maunawili* is the second new Matson ship of the 21st century. The first, the *mv Manukai*, was delivered to Matson by KPSI in September 2003. The *Maunawili*, along with its sistership *Manukai*, has been designed to meeting Hawai'i's cur-

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

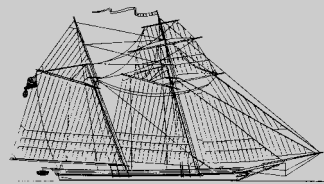
Organization/ General Fund

Pete Benavidez	100.00
Anthony Brantley	20.00
Frank Dufek	20.00*
Alex "Sandy" Earle	20.00*
Peter "Tatoo" Gardiner in memory of John Tarantino	20.00
Mark Hargus	40.00*
Duane Hewitt	20.00*
John Kelly	70.00*
Sung Kwak	50.00*
Gunnar Lundeberg	50.00
Terry O'Neill	50.00
Rich Reed	20.00*
Gino Segreti	20.00
Edward Sexton	50.00
George Simpier	20.00*
Martin Smith	15.00
David Sylstra	70.00

*In lieu of dues increase.

West Coast Sailors

BillyJoe Bell	25.00
Pete Benavidez	100.00
Norman Bor	25.00
Anthony Brantley	10.00
Frank Dufek	20.00
Thor Erikson	20.00
Michael France	10.00
William Geyer	25.00
Robert Hampshire	50.00
Norman Kurtz	25.00
John Linderman	50.00
Joseph Meehan	25.00
Rodolfo Menchaca	25.00
John Perez	25.00
Robert Porteous	25.00
Leo Rojas	30.00
Edward Sabo	20.00
Edward Sexton	50.00
Richard Walsh	10.00
Edward Zoobrick	25.00



Political Fund

Gerald Allen in memory of Sonny Malinowski	50.00
Pete Benavidez	100.00
Rogelio Berioso	10.00
Anthony Brantley	10.00
Charles Butler	10.00
Kevin Conroy	25.00
Robert Darcy	30.00
Frank Dufek	20.00
David Eriksen	100.00
Ronald Fague	40.00
Diane Ferrari	50.00
Ed Figuracion	20.00
Hannau Kuppa	60.00
Norman Kurtz	30.00
John Linderman	50.00
Jose Lopez	10.00
Gunnar Lundeberg	50.00
Donald O'Halloran	20.00
Vince O'Halloran	100.00
Miguel Palacios	20.00
Tom Palmer	10.00
John Pederson	40.00
John Perez	25.00
Knud Rasmussen	20.00
Oliver Ryan	20.00
Edward Sabo	20.00
Edward Sexton	50.00
Richard Stinson	10.00
Bill Timmerman	20.00
Richard Tracy	10.00
Edward Zoobrick	25.00

Dues-Paying Pensioners

Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Orson Larsen	Book #4095
John McKeon	Book #6456
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430



The SUP observed Bloody Thursday, July 5, at ILWU Local 10 in San Francisco. From left: Bill Wood, Terry O'Neill, Knud Andersen, Mike Bailey, Mario Ramella, Paul Fuentes and Jim Cunningham. Photo by Dave Connolly.

Foreign-flag cruise gang accused of assault

Crew members on Royal Caribbean Cruises' foreign-flag *Rhapsody of the Seas* are accused in a lawsuit of serving alcohol to an underage girl and then sexually assaulting her during a July 2003 voyage.

In the suit filed on July 2 in Miami Federal Court, the Texas girl identified as 'KL' says she was served enough alcoholic beverages to incapacitate her and was then sexually assaulted and battered by several crew members without her consent. The suit says the alleged assault was reported to the ship's captain and the FBI in Texas.

Miami-based Royal Caribbean said in a statement that it fully assisted in the FBI's investigation and all "further responses to this matter will be made through the court system." However, the FBI field office in Houston says it is unaware of any ongoing investigation regarding sexual assaults on board cruise ships. FBI spokesman Bob Doguim says that because a minor is involved, he couldn't comment even if an investigation was in process. The negligence and breach of contract suit seeks at least \$15,000 in damages. The crew members allegedly involved in the assault are not named in the action.

BC Ferry workers ratify new contract

Ferry maintenance workers in British Columbia have ratified a new contract with their employer, Deas Pacific Marine. The deal brings with it an 8.1 percent raise over four years, bonuses for signing, and improved productivity and higher wages for maintenance supervisors.

Nearly two hundred unionized workers had been locked out of the maintenance facility used to repair the province's ferry fleet since June 14.

The reopening of talks was initiated by the union, which voted 84 percent in favor of the deal. Union leader Jackie

Miller said severance pay will also be made available to those workers who want to leave the company. There were concerns at one point that the maintenance workers' union would picket terminals throughout the province, closing the ferry service. However, a labor court ruled against the Union on this issue and service was not interrupted.

Two feared dead after collision

A crew member of the Chinese ship *Jingan 6* died and another is missing after a collision with a 3,300 dwt South Korean LPG tanker *Saehan Galaxy* off China's northern coast near Lushun on July 8.

The Chinese ship sank after the collision with the 19 crew falling overboard. Seventeen have been rescued, according to Guo Zirui, deputy director of Liaoning Maritime Safety Administration. The LPG carrier has been berthed in Dalian pending investigation. The sunken ship carried 60 tons of bunkers and 24 tons of oil products.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2004:

	Hdqs.	Branch
August	9	16
September	13	20
October	12*	18
November	8	15
December	13	20

*Tuesday

Final Departures

Donald E. Heath, Book No. 4515. Born in Washington in 1914. Joined SUP in 1938. Died in Washington, May 7, 2004. (Pensioner)

Austin F. Dickerson, Book No. 2526. Born in Mississippi in 1924. Joined SUP in 1947. Died on June 12, 2004. (Pensioner)

William LaMagna, Book No. 11998. Born in California in 1937. Joined SUP in 1958. Died in San Francisco, California, June 23, 2004.

Jerry M. AhSam, Book No. 3775. Born in Hawai'i in 1932. Joined SUP in 1958. Died in Harbor City, California, June 12, 2004. (Pensioner)

Charles K. Clouse, Book No. 4728. Born in Tennessee in 1925. Joined SUP in 1957. Died in Washington, June 5, 2004. (Pensioner)

Robert Reinhart, Book No. 2983. Born in Illinois in 1926. Joined SUP in 1947. Died in Huntington Beach, California, June 29, 2004. (Pensioner)

Hal D. Coron, Book No. 4055. Born in Minnesota in 1916. Joined SUP in 1946. Died in Las Vegas, Nevada, June 14, 2004. (Pensioner)

Ronald A.R. Lempriere, Book No. 3758. Born in New Zealand in 1926. Joined SUP in 1946. Died in Petaluma, California, June 17, 2004.

West Coast Sailors

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John Edwards: "A champion for middle-class Americans" says John Kerry

Democratic presidential candidate Senator John Kerry (D-MA) named North Carolina Senator John Edwards (D) as his vice presidential running mate during a rally in downtown Pittsburgh July 6.

Edwards comes from a strong working family: His father was a mill worker, his mother worked at the post office and his brother is a member of the Electrical Workers.

"I know from my own life how important unions are.... The only reason my brother's family has had health care is because of the union. We have a lot of work to do to protect workers' rights in America," he wrote in an AFL-CIO candidate questionnaire.

Kerry called Edwards, "a man who has shown courage and conviction as a champion for middle class Americans and for those struggling to reach the middle class."

"This is a team that will generate a lot of excitement and draw a sharp contrast with the failed policies and leadership record of George Bush and Dick Cheney," says AFL-CIO President John J. Sweeney.

Kerry's choice of Edwards for the ticket followed months long discussions with potential vice presidential candidates, including Rep. Richard Gephardt (D-MO), long a champion of working family issues.

"This morning I have talked with a number of talented and decent Americans who have been both courageous and patriotic enough to allow themselves to be considered for Vice President of the United States," Kerry said at the Pittsburgh rally today.

"Each of those individuals would make a great Vice President and indeed, in their own right, could lead our country. But I can only choose one as a running mate and this morning I have done so."

100 Percent Working Families Voting Record in 2003

As U.S. senator, Edwards has earned a 96 percent AFL-CIO lifetime working families voting record. In 2003, he stood with working families 100 percent of the time.

Edwards voted against the Bush administration's drive to eliminate the overtime pay protection for millions of workers. The Bush administration and

its Republican congressional leaders successfully blocked Democratic moves to guarantee overtime pay rights for workers this year. The new rules, which change the Fair Labor Standards Act, go into effect August 23.

In May 2003, when 10 million people were looking for jobs, Edwards voted to extend the Temporary Extended Unemployment Compensation program for workers who exhaust their state benefits before finding new work. But Senate Republican leaders, with backing from the Bush White House, killed the effort.

As a presidential team, Kerry says he and Edwards will fight "to give the middle class a voice by providing good paying jobs and affordable health care."

"We'll be fighting to make America energy independent. We'll be fighting to build a strong military and lead strong alliances, so young Americans are never put in harm's way because we insisted on going it alone."

Backs Employee Freedom to Form Unions

Edwards is also a co-sponsor of the Employee Free Choice Act (S. 1925). The legislation would ensure that when a majority of employees in a workplace decide they want to form a union, they can do so through a democratic majority verification, also called card-check, without the debilitating tactics employers now use to block workers' free choice.

During a meeting last summer with workers seeking to form unions, Julie Ginther, a registered nurse, told Edwards that her co-workers at Menorah Medical Center in Overland Park, Kan., fought for two years to gain recognition with Nurses United/AFT—and five years later, still are struggling for a first contract. The hospital is operated by HCA Midwest, the nation's largest hospital corporation.

"He said he has heard too many stories like ours and that we needed to pass laws nationwide that would bring companies to the table quicker and get a contract quicker. He was very supportive," says Ginther.

Edwards and his wife, Elizabeth, who have been married since 1977, have three children: Catharine, a student at Princeton University; five-year-old Emma Claire; and a three-year-old son, Jack. Their first child, Wade, died in 1996.

Matson moves Northern California operations to Howard Street Terminal

On July 12, Matson Navigation Company's Northern California operations relocated at a dedicated Matson facility at the Charles P. Howard Terminal at Berths 67-68 in Oakland. Matson's Northern California sales and operations office will also move from its current location at 1717 Middle Harbor Road to 1 Market Street in Oakland. All telephone numbers will remain the same.

The move to Berths 67-68 is designed to provide Matson with a Northern California terminal operation that is focused specifically on our customers' needs. The 50-acre facility, which will continue to be managed by Stevedoring Services of America Terminals (SSAT), will allow the company to better accommodate our customers' unique customer service requirements, particularly in areas such as truck turn times and cutoffs.

New Maunawili *continued from page 1*

rent and future marker requirements. Foremost among those requirements is the additional capacity for large container sizes, such as 40, 45, and even 53-foot boxes. The vessel is also equipped with enough generator capacity to support the refrigerated container requirements of the Hawai'i trade. Other features include a more fuel-efficient diesel engine. Modern shipboard technology and a number of "green" environmentally friendly design elements.

The vessel is 712 feet long overall, with a beam of over 105 feet. Her deadweight tonnage is 29,400 tons. She is designed to make 22.5 knots sea speed and expected to remain in service for 30 years or more. Her initial runs will be between the ports of Honolulu and Los Angeles.



At the June 25 ceremony in Alameda honoring the *Cape Gibson*, San Francisco Business Agent Bill Berger (left) is pictured talking with bosun Danny Foster and MFO member Larry Santof.

Cape Gibson honored by MarAd's Professional Ship Award

The *s/s Cape Gibson*, (T-AK5051), part of the nation's Ready Reserve Force, was given special recognition last month by the Maritime Administration (MarAd) in the form of the prestigious Administrator's Professional Ship Award.

Ships of the Ready Reserve Force are supporting the U.S. Armed Forces in the Middle East, as well as serving in humanitarian missions. The Professional Ship Award is given only to those non-military ships that achieve the highest degree of readiness, performance, efficiency, reliability, productivity, and safety.

In a dockside ceremony held June 25, 2004 in Alameda, California, West Coast Region Director Captain Francis X. Johnston praised the mariners and their Unions for another stellar demonstration of stalwart U.S. merchant marine support for the nation's military in Operation Iraqi Freedom. Captain Eugene Dawydiak from the Military Sealift Command noted that the award was delivered to Captain Saunders Jones, CEO of Patriot Contract Services by William Cahill, Deputy Director of the Office of Ship Operations in the Maritime Administration.

Just before the Thanksgiving weekend of 2002, Patriot called its Unions for crews to report immediately to the *Cape Gibson*. The Sailors' Union of the Pacific shipped a full deck gang in six hours and in four days she was sailing out the Golden Gate, bound for Indian Island in the Puget Sound to load ordnance. She departed in December sailing into the teeth of a fierce winter gale in the Gulf of Alaska. In the heavy seas, bombs broke loose from their lashings and rolled dangerously in the 'tween decks. The SUP crew under the able direction of Bosun Danny Foster safely secured the ordnance and saved the ship. In the subsequent months she primarily supported the Constellation carrier group in the Persian Gulf with supplies transferred by vertical underway replenishment (VERTREPS). During the 381 day deployment, she had only two days of downtime for scheduled maintenance. The ship spent most of the time underway, infrequently calling at remote ports such as Diego Garcia.

The *Cape Gibson* is one of the Military Sealift Command's seven Modular Cargo Delivery System Ships. She has a length overall of 605 feet and a beam of 82 feet. She displaces 31,995 tons. Her draft is 35 feet and she cruises at 17.9 knots.

Southern California marine clerks avert strike; reach agreement

The 750-member office clerical unit of Local 63 of the International Longshore and Warehouse Union made major gains for clerical workers with the representatives of 14 shipping lines this month.

The negotiations resumed after ILWU's solidarity pledge to Local 63. They threatened the shipping lines with a strike after talks broke in late June.

After the solidarity pledge, they prevented a strike at the ports of Los Angeles and Long Beach and reached a tentative agreement on a new three-year contract. The deal allows shipping lines the right to add new technology that will facilitate customers' more efficient access to information that they need to move

products. Representatives at Local 63 negotiated a no lay-off clause for the life of the contract. Members also obtained a pay increase and raised starting wages from \$33 to \$37.50 an hour over three years. The contract also includes improvements of their 401(k) plans.

John Fegeaux Jr., president of office clerical unit, told a local newspaper he was very satisfied with the outcome because the technology that is part of the contract will be similar to that used by their parent ILWU, which represents 11,000 dockworkers at West Coast ports and shipping lines. The contract also has a clause indicating that any positions created in the future will have to be unionized.

ILWU: Congestion on the Coast threatens security

The International Longshore & Warehouse Union's Local 13 has issued a statement criticizing the increased congestion at U.S. West Coast ports, saying the situation represents a threat to the nation's economy and security. "Growing congestion in West Coast ports has potentially disastrous effects on homeland security and the economy," the ILWU said. "This year has seen huge increases in the volume of imports, with giant new container ships delivering as much as 40 percent more cargo per visit than older vessels. This surge in cargo coincides with a shortage of railway wagons and personnel as well as an inadequate supply of truck chassis to move containers, causing increasing backlogs in Southern California ports."

American Ship Management

Wage Rates

effective July 1, 2004

C-10 and C-11 Class Vessels

Rating	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan
	Monthly	Daily	Monthly	Daily	Monthly	Daily	Daily
Bosun over 20,00 GT	\$4,525.03	\$150.84	\$4,663.21	\$72.54	\$2,176.14		\$25.00
Bosun 15,001-20,000 GT	\$4,302.99	\$143.44	\$4,478.53	\$69.67	\$2,090.10		\$25.00
Bosun 9,001-15,000 GT	\$4,097.06	\$136.57	\$4,275.37	\$66.50	\$1,995.18		\$25.00
A.B. Maint.	\$3,075.99	\$102.53	\$3,368.15	\$52.40	\$1,571.79		\$25.00
A.B.	\$3,221.96	\$107.40	\$3,515.83	\$54.70	\$1,640.62		\$25.00
AB Watchstander/ Daystander	\$3,221.96	\$107.40	\$3,515.83	\$54.70	\$1,640.62		\$25.00
O.S.	\$2,495.91	\$83.20	\$2,787.03	\$43.37	\$1,300.70		\$18.51

OVERTIME RATES
 The hourly overtime rate for all ratings
 except the Ordinary Seaman \$25.40
 Ordinary Seamen \$19.05

CARGO RATES
 The hourly cargo rate for all ratings:
 Straight Time Hours \$19.05
 Overtime Hours \$31.39

SHORTHANDDED (Section 7 SUP Work Rules)
 Bosun \$43.36
 A.B. \$32.67

STANDBY RATES (Section 43 SUP Work Rules)
 Bosun
 Straight Time Hours \$24.25 \$25.00
 Overtime Hours \$39.88
 A.B.
 Straight Time Hours \$23.23 \$25.00
 Overtime Hours \$38.29

SHIFT SHIP GANGS (Section 44 SUP Work Rules)
 Bosun
 Straight Time Hours \$21.48 \$25.00
 Overtime Hours \$35.72
 A.B.
 Straight Time Hours \$20.25 \$25.00
 Overtime Hours \$34.15

DECK PORT WATCHES (Section 55 SUP Work Rules)
 Bosun
 Straight Time Hours \$28.92
 Overtime Hours \$43.36
 A.B.
 Straight Time Hours \$21.78
 Overtime Hours \$32.67

FUEL OIL SPILL CLEANUPS
 Straight Time, all ratings \$14.82

SUP Shoregang Maintenance Agreements

RATING	Money Purchase Pension Plan Daily
RIGGING-SPICER AND SAIL MAKER	
Straight Time	\$25.00
Overtime	45.35
RIGGING-WIRE SPICER'S HELPER	
Straight Time	\$25.00
Overtime	42.12
RIGGING-GENERAL MAINTENANCE WORK	
Straight Time	\$25.00
Overtime	41.62
SPRAY PAINTING, SANDBLASTING, STEAM CLEANING AND WELDING	
Straight Time	\$25.00
Overtime	43.58
STOREKEEPER-GENERAL MAINTENANCE	
Straight Time	\$25.00
Overtime	43.58
BOSUN	
Straight Time	\$25.00
Overtime	47.98
BOSUN'S MATE OR LEADERMAN	
Straight Time	\$25.00
Overtime	45.35
CARPENTER	
Straight Time	\$25.00
Overtime	44.60
 Spraying, Sandblasting enclosed spaces additional per hour	 \$1.65

J-10 Class Vessels

RATING	Money Purchase Pension Plan Daily
BOSUN/AB	
Monthly Base Wage	\$25.00
Daily Base Wage	\$127.14
Daily Supplemental Wage	\$60.94
A.B. WATCHSTANDER/DAYWORKER	
Monthly Base Wage	\$25.00
Daily Base Wage	\$96.55
Daily Supplemental Wage	\$49.24
OVERTIME RATE	\$22.86
CARGO RATES The hourly cargo rate for all rating: Straight Time Hours \$17.14 Overtime Hours \$28.26	
SHORTHANDDED (SECTION 7. SUP Work Rules) Bosun \$39.01 A.B. \$29.40	
DECK PORT WATCHES (SECTION 55. SUP Work Rules) Bosun Straight Time Hours \$26.02 Overtime Hours \$39.01 A.B. Straight Time Hours \$19.57 Overtime Hours \$29.40 Fuel oil spill cleanup Straight Time, all ratings \$13.24	



Matson Navigation Company

Wage Rates

effective July 1, 2004

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

Rating	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan Daily
	Monthly	Daily	Monthly	Daily	Monthly	Daily	
Bosun	\$4,506.00	\$150.21	\$4,643.87	\$87.72	\$2,631.60	\$25.00	
A.B.	\$3,205.80	\$106.87	\$3,501.10	\$66.13	\$1,983.90	\$25.00	
O.S.	\$2,483.36	\$82.77	\$2,775.31	\$52.42	\$1,572.60	\$18.51	

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings except the Ordinary Seaman shall be \$25.28
 Ordinary Seamen (overtime rate) \$18.97

CARGO RATES

The hourly cargo rate for all ratings shall be:
 Straight Time Hours \$18.97
 Overtime Hours \$31.24

SHORTHANDED (SECTION 7. SUP Work Rules)

Bosun \$43.17
 A.B. \$32.52

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time Hours \$29.85 \$25.00
 Overtime Hours \$47.88

A.B.
 Straight Time Hours \$24.66 \$25.00
 Overtime Hours \$40.32

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time Hours \$21.41 \$25.00
 Overtime Hours \$35.60

A.B.
 Straight Time Hours \$20.15 \$25.00
 Overtime Hours \$33.99

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
 Straight Time Hours \$28.78
 Overtime Hours \$43.17

A.B.
 Straight Time Hours \$21.69
 Overtime Hours \$32.52

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$14.73

SUP SHOREGANG: MAINTENANCE AGREEMENTS

WAGE RATES

Working Bosun
 Straight Time \$29.92 \$25.00
 Overtime \$48.00

General Maintenance
 Straight Time \$24.72 \$25.00
 Overtime \$40.42

Spraying, Sandblasting enclosed spaces: additional per hour \$1.65

CV 2600 Manukai-class vessels

Rating	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan Daily
	Monthly	Daily	Monthly	Daily	Monthly	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

SHORTHANDED (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

Protect your job!
 Support the SUP Political Fund

SUP officers' wages

In accordance with Article XV, Section 3, of the SUP Constitution: "Every time the new wage scale is printed in the *West Coast Sailors* showing the seagoing [dry cargo-offshore] members and standby gang wage scale, the benefits and wage scale of the Union officials shall be printed right along with, and in the same issue, of the *West Coast Sailors*."

Weekly Wages for SUP officers effective July 1, 2004:*

President/Secretary-Treasurer	\$1,535.44
Vice President/Assistant Secretary-Treasurer	\$1,216.97
Branch Agent	\$1,216.97
Business Agent	\$1,195.43

*These wages reflect the \$1.00 per-man, per-day allocation authorized by the membership from the July 2001 wage increase to support the hiring hall.

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, and participation in the SIU-Pacific District Pension Plan. SUP officials are not participants in the SUP Money Purchase Pension Plan.

Patriot Contract Services

LMSR wage and benefit rates

effective July 23, 2004

	Monthly Wage	Daily Wage	Supplemental Benefits Daily	Money Purchase Plan	Premium Rate	Overtime Rate
Full Operating Status (FOS)						
Bosun/AB	\$4,101.88	\$136.73	\$45.53	\$18.58	\$24.41	\$19.35
AB	2,916.82	97.23	32.38	18.58	18.81	13.35
OS	2,236.48	75.55	24.83	15.30	14.94	12.56
Reduced Operating Status (ROS)						
Bosun/AB	\$4,224.48	\$140.82	\$23.47	\$18.58	\$24.88	\$19.73
AB	2,991.12	99.70	16.62	18.58	19.17	13.62
OS	2,288.94	76.30	12.72	15.30	15.22	12.79

ESU Office Assignments

For the month of August, John Straley will be in the Seabrook office and Jerry Patterson will be in the Benicia office.



JULY 2004

Official Publication of the Exxon Seamen's Union

2004 Exxon Seamen's Union Officers election

Once again, the Union will be conducting an election for the Executive Board and Ship Representatives, as outlined under the ESU Constitution and By-Laws. The nomination period currently underway will conclude on October 1, 2004. Following the nomination period, the election will begin on October 11, and end on December 9, 2004 at 5:00 p.m. The election results will be tabulated on December 10, with fleet notification to follow. Candidates elected to an office will assume their positions on January 1, 2005. Everyone is encouraged to participate in the election process. The various positions up for election this year are as follows:

Vice President

Secretary Treasurer

Engine Trustee

Deck Trustee

Steward Trustee

Ship Representative S/R American Progress

Ship Representative S/R Long Beach

Ship Representative S/R Hinchinbrook

Ship Representative S/R Puget Sound

According to the Constitution and By-Laws under Article V the requirements for nominations are as follows:

- Nominations for candidate for President, Vice President, Secretary-Treasurer, Recording Secretary and Ship Representative can be from any department. One trustee is to be elected from each department (deck, engine and steward's).

- Nominations for candidates for the Union Officers must be received in the Union office by October 1 of the year preceding January 1 beginning term of office.

- A nomination form must designate which one Union officer position the candidate is seeking and denote which department the candidate is in.

- Signatures of twenty-five (25) members in good standing are needed for a nomination to any position on the Executive Board. Fifteen (15) signatures of members in good standing are required for a nomination to Ship Representative.

- The nomination form should be mailed by certified mail to the primary Union office (Baytown) if there could be any question concerning the timely receipt of the nomination.

- To be eligible for nomination a member must have his dues paid through the month in which the nomination is made.

- To be eligible for election to the Executive Board, nominee must be a qualified driver possessing a current, valid auto driver's license.

- Each member in good standing in the fleet who has at least two (2) years of continuous service in the Company, and who has been a member of the Union for at least one (1) year may stand for nomination to the Executive Board.

- Each bona fide candidate for office is requested to provide a campaign statement that will be presented to the membership in a mail out from the Union office. The statement must be in a finished state, ready for copying and no longer than two legal size pages. No slanderous accusations of other members will be accepted and any such questions that arise will be decided by rule of the Executive Board.

All members are encouraged to participate and vote in the election process. A Union's strength is measured by the grass roots willingness of its members to participate.

SeaRiver demotes surplus employees

ESU files grievance

On July 1, 2004, the Company took the unfortunate step of sending letters to 11 ESU members informing them that they were being reclassified to another rating. The use of the word "reclassified" is nothing more than a shameful attempt by the Company to sanitize the fact that they were actually being demoted. The Company's explanation for the demotions was there are excess employees on some of the seniority lists according to the 2.0-manning factor in the Collective Bargaining Agreement.

The ESU Board was informed of the Company's intentions a couple of days prior to the demotions and the Union tried to convince management that this action was not necessary. There have been many occasions when an excess number of employees have been carried on the Seniority lists until attrition took care of the surplus. Furthermore, Fleet Manning is constantly using step-ups to fill the manning needs that the 2.0 manning factor doesn't satisfy. Our opinions and input did not sway the Company to reconsider.

The ESU will not roll over though and we will exercise every avenue available to correct this injustice. The ESU has initiated a third-step grievance on behalf of those demoted on July 1, per Article XI, Section 1, paragraph A, B, C, and D of the Contract.

The Board is extremely disappointed with yet another assault on the ESU and its membership. Recent actions by the Company have made it clear that they have little regard for the unlicensed group and they do not truly appreciate the contributions of its employees. The ESU has tried to bargain in good faith on the War Zone and VSP issues but the Company continues to play games.

This group of demoted members now faces the real

possibility of severe pay reductions and for those that are retirement eligible, a substantial loss in pension benefits. The Company is quick to drop the hammer on the unlicensed employees, yet we have not seen a single officer demoted to a lower position so far. If the Company is long on officers, they just create additional temporary shore assignments (TSAs) to address their surplus or they assign extras to the fleet.

The ESU Board, in order to facilitate fairness with step-up opportunities to those that were demoted, will not grant any early return to work waivers to unlicensed personnel that are lower on the promotion lists than anyone in the recently demoted group. Additionally, we are asking each and every member to support the Union by refusing any requests by Fleet Manning to return to work earlier than what is required by the Agreement. The Union has been very liberal with granting waivers to allow employees to come back to work early, but we are asking for your help now to drive home the point to management that these demotions were not necessary. Please realize that when someone comes back to work early it only helps Fleet Manning operate the fleet with less people and potentially less step-up opportunities.

The Union questions the Company's real motive for this action, especially when you consider that surplus employees have not been subjected to this type of treatment in the past. Could they be attempting to set a precedent for additional demotions in the near future? We are all aware of rumors about additional downsizing of the fleet. Or could this be a retaliatory response to a recent news article that shed a negative light on SeaRiver? (See *TradeWinds* article in this edition of the *ESU NEWS*)

SeaRiver receives another Legacy Award

On July 13, 2004, the Pacific States/British Columbia Oil Spill Task Force, a cooperative government organization representing common interests shared by the states of Alaska, Oregon, Washington, Hawaii, California and the Canadian province of British Columbia, announced that SeaRiver had been selected to receive a 2004 Legacy Award.

According to the Task Force, the award recognizes individuals and organizations that successfully implement measures that go beyond regulatory requirements to prevent, prepare for, or respond to environmental incidents. SeaRiver along with the other marine transporters in the Alaska trade were each nominated by the Prince William Sound Regional Citizens Advisory Council and selected for their respective "outstanding" spill prevention record in 2003. This achievement represents SeaRiver's second Legacy Award since 2002. The Task Force presented the award to Will Jenkins on behalf of SeaRiver at its annual meeting on July 20, in Portland, Oregon.

Last month, SeaRiver received a similar award from the U.S. Coast Guard. The USCG's William M. Benkert Award recognized the Company for efforts that go beyond regulatory requirements to prevent, prepare for or respond to oil spills.

Other companies that received Legacy Awards are as follows: Alaska Tanker Company, LLC Joan Lundstrom of the San Francisco Bay Harbor Safety Committee, U.S. Coast Guard Marine Safety Office, Group Portland, Trans-Alaska Pipeline System Shipping Companies, ConocoPhillips Marine/Polar Tankers, Inc, Tesoro Maritime/Seabulk Tankers and the Alaska Tanker Company, LLC.

ESU members should take pride in the contributions that they have made in enabling SeaRiver to attain recognition by these governmental agencies. Acknowledgment of outstanding performances by these agencies

could not take place without each and every member performing their duties at an exceptionally high level of professionalism.

The ESU recognizes that awards like the Legacy and Benkert awards reflect well on the Company and its employees. However, SeaRiver continues to not make the grade when it comes to rewarding its employees for their performance. SeaRiver's Safety Excellence program (Safety Cents program) allows employees to acquire points that can be redeemed for merchandise from a catalog. The maximum amount of points that one can accumulate during one year is 90 points and each point is basically worth one dollar. Recently, ExxonMobil Supply and Transportation recognized the Company for a record-breaking year during 2003 for safety performance. SeaRiver's shareholder representative to ExxonMobil, Denny Houston, was so pleased that he recommended and the SeaRiver Board of Directors approved, a special award of 50 points into everyone's Safety Cents account. Too bad the value did not come in the way of a Sears gift certificate like retired SeaRiver President Gus Elmer did a few years back, then we could return to sender as so many appalled ESU members did.

Other companies that transport oil on the west coast provide worthwhile monetary bonuses for employee performance. It is the Union's understanding that bonuses paid by a couple of our closest competitors range from 7-12 percent of normal earnings. These bonuses are substantial sums that really do say thanks to their employees.

Like it says in the Safety Cents merchandise catalog, "Safety Makes Cents" or what it really means at SeaRiver is safety pays cents to its employees for a job well done. It appears the day will never arrive when the Company shows its appreciation to those that earn these awards, which in reality saves the Company a bundle.

ESU News

US tankers fleet facing labour row

Labour unions say new security rules mean more work that requires more crew members.

Bob Rust, Oslo

The following article appeared in the *TradeWinds* newspaper during the month of June. It is being printed in the *ESU NEWS* with *TradeWinds*' permission for our members that may have not had the opportunity to read it yet.

Labour actions could be in store for the US tanker fleet as a result of new security rules to be imposed on 1 July.

Exxon-owned SeaRiver Maritime this week rejected union demands to hire more seamen to carry out duties foreseen under the company's new vessel security plans (VSPs).

Labour is planning its next move. "We're going to have to take an offensive posture," said Tommy Thompson, recording secretary of the Exxon Seamen's Union (ESU), who says members are now documenting extra work hours with a view to alerting labour authorities and the US Coast Guard (USCG). Other union sources have told *TradeWinds* a labour action is being considered.

Thompson says tanker safety is at stake. "Extra watchkeeping at SeaRiver's present manning levels will compromise the integrity particularly of cargo-handling operations in port. You can only wear so many hats," he said, referring to security duties seamen must take on under both the International Ship & Port Facility Security (ISPS) code and the US Maritime Transportation Safety Act (MTSA), both coming into effect on 1 July.

Thompson tells *TradeWinds* the ESU proposed adding utility seamen to allow for a three-man watch when in port. Management turned this down and offered no counter-proposal he says. "The company insinuated that they could manage this with extra overtime," he said.

"Now we fully understand that the master has broad discretion in assigning mandatory overtime — you do what you have to do for the safety of the vessel. And rest-period requirements can be suspended on an emergency basis. But the VSP is a regular daily part of the operation, not an emergency."

Thompson claims crews are already "right up against the regulations" for watchkeeping hours under the, STCW-95 manning code, in part because of extra duties associated with older, second-hand tonnage that has been brought into the SeaRiver fleet, he said.

SeaRiver negotiators are said not to have cited a cost estimate but argued that they had no knowledge of competitors adding extra personnel. "If they said they couldn't afford it, we would be able to demand that they open their books," explained Thompson.

Other unions are in consultation and could eventually act in concert with the ESU. However, SeaRiver's seamen are thought to know more detail about their new duties than most competitors' seagoing employees do right now. Thompson ascribes this to Exxon's sensitivity to regulatory compliance since the *Exxon Valdez* incident in 1989.

"To SeaRiver's credit they were well ahead of the curve in getting their VSPs formulated and approved," said Thompson. "SeaRiver takes regulatory mandates seriously and are very thorough.

SeaRiver's Raymond Botto had not responded to enquiries as *TradeWinds* went to press.

Sources tell *TradeWinds* that Chevron and Phillips-owned Polar Tankers is among those who have yet to show their unions their VSPs.

Rate for Thrift Fund loans to increase

The Savings Plan Trustee will increase the loan interest rate to 4.75% per year effective August 1, 2004, superseding the current 4.50%. Loans requested prior to 7:00 a.m. Eastern Time, Friday, July 30, 2004 will be processed using the 4.50% loan interest rate. Loans requested on or after 7:00 a.m. Eastern Time, Friday, July 30, 2004 will be processed using the 4.75% loan interest rate. The interest rate on existing loans remains unchanged.

Openings for October AEO-ADO-DLC Course

The Advanced Engine/Deck Operations Course that will begin on October 12, still has several slots open at the present time. Feedback on the ADEO course has been very positive by those that have attended the class thus far. If you are interested in attending this class, please let your fleet manning personnel administrator know so you can be added to the list. There are seven engine and seven deck slots offered for each class. The Exxon Seaman's Union strongly supports membership participation in this course and we encourage everyone to take advantage of Company offered training programs.

SeaRiver Travel relocates

Effective July 19, SeaRiver travel services relocated to an AMEX facility in Houston. Fleet employees using the Fleet Manning number (877-290-1422) can continue to transfer directly to the travel group on menu option number one. Fleet employees that have travel arranged by Fleet Manning will continue to have tickets purchased by Fleet Manning Assistants. The new direct contact information to arrange either shoreside or fleet travel is: Telephone: 888-462-8953. Hours of operation for the dedicated S/RM counselors will remain the same 7:30 a.m. to 4:30 p.m., Mon.-Fri. (CST). The emergency line and after hour contact process will continue to roll-over to an after hours AMEX service. The AMEX travel counselors will continue to provide dedicated travel service for fleet and shoreside employees. Travel reservations and traveler profile information will remain in the system with no expected service interruption.

S/R Galena Bay Ship Representative position still open

As was reported in the last edition of the *ESU NEWS*, the Ship Representative position on the *S/R Galena Bay* is open for an appointment by the Executive Board. To date, the Union has not received any requests from the membership to fill this position. Again, if you are interested in being considered for this position, please contact either ESU office by phone or mail no later than July 31, 2004.

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

Unfamiliar waters for the S/R Wilmington

The *S/R Wilmington* at Anchorage 9 in San Francisco, CA. The "Willy" on it's way to Singapore for a shipyard period, makes a stop in the Bay Area. This is the first time the vessel has called on the West Coast since it was built in 1984. The vessel regularly trades in the Gulf of Mexico and the East Coast with some calls to Puerto Rico. Photo: Leo DeCastro.

Ship reports**S/R American Progress**

Vessel was visited on July 17, at ExxonMobil in Beaumont, TX. Larry Everfield is filling in as Temporary Ship Representative. Question about the Maintenance Seamen work rules was cleared up.

S/R Baytown

Ship visited on July 6 at Valero Dock in Benicia, CA. Bob Knight filling in as Temporary Ship Representative. Good crew on board. No major beefs, except for the recent demotions. The members on board, like the Executive Board are outraged and shocked at the Company's highhanded actions. The Executive Board thanks the crew on the *S/R Baytown* for their support and feedback.

S/R Columbia Bay

Executive Board Officer boarded ship on July 18 at Anchorage 9 in San Francisco, CA. AB George Taylor filling as Temporary Ship Rep. and everything running smooth. The vessel was at Anchorage 9 in San Francisco for two weeks due to load dates delays. Crew rotations accomplished during this time.

S/R Galena Bay

Vessel underway from Singapore and due to arrive in Portland, OR, around June 21. Currently, the plan is to warm lay-up the vessel for a couple months. No problems reported.

S/R Hinchinbrook

Vessel continues on ANS trade between Valdez and Puget Sound terminals. Temporary Ship Representative AB Daniel McBride filling in and keeping in touch via phone with the ESU office and reports things running a little

better on this vessel now. Hopefully it continues. The Executive Board planning to visit the ship soon.

S/R Long Beach

Vessel was visited on June 28 at Valero Dock in Benicia, CA. Regular Ship Representative Joe Graca on board and keeping in contact with the Union offices. A grievance was initiated on the vessel over VSP job duties. The Union will be moving the grievance to the third step as soon as the vessel arrives in Benicia, CA. Once again thanks to the crew for being on top of this issue.

S/R Mediterranean

Received a call from Ship Representative Frank O'Malia while the vessel was in Singapore. Frank just returned from paid leave and now reports everything is going well on the *Med*. Thanks to Tim Williams for filling in while Frank was at home.

S/R Puget Sound

Vessel was visited by the Union at Citgo in Corpus Christi, TX. Eric Lindsey filling in as Temporary Ship Representative and doing a good job on VSP issues. Vessel continues to trade between Tampa and Corpus Christ.

S/R Wilmington

Regular Ship Representative Charlie Pollard joined the vessel at the shipyard in Singapore. Charlie has been in contact with the Seabrook office prior to joining the vessel and is up to date on current Union issues. The ship will be in the shipyard for around 30-35 days before returning to the Gulf coast. Thanks to Marvin Marcum for filling in as Temporary Rep.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Seabrook, TX 77586
Tel (281) 474-2430
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E-Mail: esubay@msn.com

P.O. Box 792
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Tel (707) 746-5713
Fax (707) 746-7859
E-Mail: esuben@sbcglobal.net

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

Sailors' Union of the Pacific/ Training Resources, Ltd.

Schedule of Course Offerings for 2004

STCW 95 Basic Safety Training

• Basic Fire Fighting	• Basic First Aid		
• Personal Survival	• Personal Safety and Social Responsibility		
Jul 26-30	Aug 23-27	Oct 18-22	Dec 6-10
Aug 2-6	Sep 6-10	Nov 1-5	Dec 13-17
	Sep 27-Oct 1	Nov 15-19	

LMSR Vessel Training (MSC approved)

Jul 20-30	Sep 14-24	Nov 2-12
Aug 10-20	Oct 12-22	Nov 30-Dec 10

Small Arms Training (MSC approved)

Aug 23-25	Oct 25-27	Dec 13-15
Sep 27-29	Nov 15-17	

Able Seaman (AB)

Aug 9-21	Oct 11-23	Nov 29-Dec 11
Sep 13-25	Nov 1-13	

Survival Craft (Lifeboatman)

Aug 23-26	Oct 25-28	Dec 13-16
Sep 27-30	Nov 15-18	

Training Information and Enrollment

Contacts

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450 Harrison St., San Francisco, CA 94105
Tel: (415) 777-3400
Fax: (415) 777-5088
E-mail: daveconnolly@msn.com

Record of SUP Shipping June 2004

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	5	2	4	2	13
Maint. Man	5	0	0	0	5
A.B. Dayworker	0	2	6	0	8
A.B.	33	9	15	5	62
O.S.	5	5	3	0	13
Standby	26	7	47	40	120
TOTALS	74	25	75	47	221

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

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450 Harrison Street
San Francisco CA 94105

Welfare Notes

July 2004

A leading weekly news magazine has called stress an epidemic, and has gone on to refer to stress as our leading health problem. It has been estimated that 75 to 90 percent of all visits to primary care physicians are for stress related problems. Forty percent of all workers report that their job is very or extremely stressful. Job stress is far and away the leading source of stress for adults, but stress levels have also climbed in children and older adults.

In medical terms stress is something that puts pressure on us. Today's mariner faces many of the work related problems that contribute to the pressures and fears that are the greatest contributors to stress. Stress can be associated with depression, hypertension, strokes and heart attack. Chronic stress can result in increased blood cholesterol and can encourage harmful eating habits. Additionally seagoing sailors suffer job related stresses from other contributing factors such as the stress of isolation being away from your home and family. The stress of working in heavy weather and dangerous working conditions, and the stress of working long hours with the lack of sleep all could lead to dangerous stress induced medical conditions.

There are ways to help reduce some of the workplace stress that we incur. Many of the health habits we already know about have the effect of reducing stress. These include improving your diet. If you are on a ship you do have the option of ordering healthier meals and watching your portions. Doctors recommend getting regular and moderate exercise; use the gyms and the equipment on the ships. Try avoiding alcohol and caffeine and getting enough rest. Your medical providers can all offer you information on reducing stress. You may also contact the American Institute of Stress by phone at 914-963-1200 or on line at www.stress.org.

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

Prestige captain still not allowed home

Spain's court of appeal has rejected a writ that would allow *Prestige* captain Apostolos Mangouras to return home to Greece.

Lawyers say Mangouras' case will now be taken to Spain's high court, the Tribunal Constitutional. "The next step is Spain's high court, we cannot go to the European Court of Human Rights to allow the captain back to Greece before we have gone to the tribunal constitutional," said a legal source close to the case. There is still no timetable set for legal proceedings and the final trial even though it has been 18 months since the tanker sank off Galicia.

The court of appeals ruling comes in spite of assurances from the Greek government that they would ensure Mangouras' return to Spain.



Maritime Day was held at the American Merchant Marine Veteran's Memorial & Wall of Honor in San Pedro on May 22. Back row from the left: Jeff Hayes (MFOW), Bill Berger, Keith Miller, Gus Silva, Eli Wegger, unidentified, Mark Littlejohn, unidentified, John Makaiwi. Front row from left: Joe Itson, Mark Hurley, Hans Baymer, Charles Schwab, Swen Ostman, Gary Hohn, Clifford Rouleau, and his wife.

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 838:

William N. Johnson, 67, Book No. 4322, joined SUP in 1987, 11 years seetime.

Nam S. Wu, 65, Book No. 18080, joined SUP in 1991, 5 years seetime.

Indian officers face replacement threat

The Indian National Shipowners' Association (INSA) has incurred union anger by asking maritime authorities for permission to employ foreign officers on their ships.

INSA says shipping companies are suffering from a serious shortage of Indian senior officers as the number of ships grows. In a presentation made to G.S. Sahni of Directorate General Shipping, the owners' organization said the shortage now stood at 500 officers, a situation that is expected to become worse. "It is difficult to encourage [senior officers] on their terms and conditions because we have to take care of the taxes. Although their wages are on a par with foreign companies, those serving on Indian vessels have to pay taxes, which is not the case with other Indian seafarers serving on foreign ships," an industry official commented.

Captain K. Kohli, head of freight and personnel at Essar Shipping, said: "It is

possible that if the situation deteriorates further Indian companies may even think in terms of flagging out."

In a related story, Great Eastern Shipping, India's largest private shipowner, has taken a decision 'in principle' to flag out some of its vessels if the proposed tonnage tax is not introduced. Concern was expressed at the recent AGM of the company over the delay in introducing the tax which was felt to be "crucial to the fast expanding company." Executive Chairman, K. M. Sheth, recalled how the previous finance minister, J. Singh, had introduced in his interim budget a change in the tax structure. "We have explained the matter to the new finance minister, P. Chidambaram, and we are hopeful of a favorable decision." Sheth added that if the delay continues, the company will flag out some of its ships "as given the present hefty tax structure it is very difficult to compete in the global market."

Spain can't rule on stowaway murder

A judge in Spain has thrown a stowaway murder case out of court allowing five crew members of the Panamanian-flagged *Wisteria* to return to their homes.

The judge ruled that Spain could not rule on a crime suspected of having taken place outside its territory and waters. The five crew members of the Japanese operated reefer ship are said to have abandoned four Senegalese stowaways on a make-shift raft in the mid-Atlantic between the Canary Islands and Mauritania. The ship and crew were arrested at the end of May when the *Wisteria* docked at the port of Vilagarcia. Javier Galparsoro, director of Spain's Refugee Assistance Committee, attacked the ruling for failing to define the country where jurisdiction for the case could fall. Reports on June 30, said the captain of the ship claimed he did not inform authorities of abandoning the stowaways in order to allow them a chance of entering a country without being arrested and deported.

The ship and most of its crew have already left Spain. The bodies of the stowaways were never recovered.

German refugee ship officers arrested

Italian authorities have seized the German-flagged 'humanitarian aid' vessel *Cap Anamur* and arrested its master, chief officer and owner for assisting illegal immigrants, after the ship and its 37 rescued African refugees were finally admitted into Porto Empedocle, Sicily, on July 24.

Captain Stefan Schmidt was specifically accused of having insisted on berthing in Italy after the ship had been drifting around Malta for five days. The BBC reported that the ship had called at Malta and landed other migrants. Elias Bierdel of the *Cap Anamur* organization, reported as the ship's owner, and the Rus-

sian chief officer are also under arrest. The 37 shipwrecked African migrants rescued by the chartered cargo vessel in the Sicily Strait on June 20, have meanwhile been permitted to disembark at Porto Empedocle, and assisted and questioned.

Contrary to earlier claims, the migrants appear not all to be refugees from Sudan's Darfur region but also from Nigeria, Sierra Leone and Liberia. Their questionable provenance has led the Italian authorities to believe that they had in fact been trafficked by a people-smuggling organization. In this case Italy is likely to reject their application for asylum.

Seafarers continue to suffer in Nigerian jail

The case of the 10 African seafarers being held in a Lagos jail took a turn for the worse when one of the men collapsed during a court session on June 24. Counsel for the seafarers, from Cote d'Ivoire, Benin and Togo, said they were all suffering from lack of proper food, water, clothing, and medical attention. None have relatives in Nigeria or any financial means.

Their ship, the *Capbreton 1*, was detained on July 17, 2003, by officers of the Nigerian navy. The vessel was alleged to have entered Nigerian waters without a permit and taken on bunkers illegally. After refusing to discharge the cargo, the crew was arrested and taken to Lagos, then Abuja, then back to Lagos where they were charged on March 2, and sent to jail to await trial. However trial dates have been repeatedly postponed and the lawyer representing the crew, L.A. Omar—who has not yet been paid for his efforts—is calling for the case to be given wide exposure.

The International Committee of the Red Cross in Nigeria has been asked to provide assistance to the seafarers, either directly or through the three embassies involved.

Dock worker killed in container accident

A 30-year veteran of the Charleston, South Carolina docks was killed on July 5, when a container fell on him at the Wando Terminal. William 'Ed' Holst, 52, was pronounced dead at the scene after the crane operator accidentally dropped a container, according to port authority spokesman Byron Miller. The operator was repositioning a container to make room for another when the accident occurred, Miller said. He told a news conference: "It was certainly a tragic accident and the thoughts and prayers of everyone here on the waterfront are with the family of the deceased."

Terrorist fears prompt nightmare scenarios

Nightmare scenarios—including explosive-laden pleasure crafts slamming into commercial vessels—were the primary topic of discussion on June 29, when U.S. government officials, shipping executives and the media met at Washington's National Press Club.

Joe Cox, president of the Chamber of Shipping in America, told the packed room that his members worry greatly about the safety of ships transiting in channels and waterways in or near U.S. ports: "A security certified ship, traveling from a certified port into a certified port could still be at risk," he said. This came as the Critical Infrastructure Protection Panel acknowledged that al-Qaeda cells have been practicing; using small crafts packed with explosives to ram and destroy commercial ships.

Jim White, executive director of the Maryland Port Administration, said this scenario was not a primary concern for his ports and Asa Hutchinson, under secretary of the Department of Homeland Security, added that there's no intelligence that terrorists are planning an attack like that in U.S. waters. But Carl Bentzel, a counsel with the Senate Commerce Committee, noted that a ship sunk in the channel of any of America's ports could easily close the port for up to three months.

ITF warns of new cruiseship job scam

The International Transport Workers' Federation (ITF) has issued a further warning to anyone seeking a job on a cruise ship "not to be fooled by the fraudulent promises on the website www.jobsoncruises.com". It says the website appears to be a front for known criminal operation Sea Cruise Enterprises, a company that took out advertisements in Uruguay and Uganda in May, and maybe Guyana as well. Thanks to the help of ITF Ugandan affiliate the Amalgamated Transport and General Workers' Union, the ITF says it can now confirm that the company is linked to the website and newspaper advertisements published in May, promising jobs for

5,000 Ugandan jobseekers. The ITF has labelled the company, which sends letters from Sweden and uses a Canadian post office box to receive money, "a complete fraud". Sea Cruise Enterprises is known to have been running a similar fraudulent operation in Uruguay two months ago, the ITF adds, stating that its modus operandi involved asking for a registration fee of \$198 for jobs that never materialized. The company also uses the website www.seacruiseent.com. A similar confidence trick is also being perpetrated by Caledonian Offshore says the ITF, revealing that it operates through the www.caledonianoffshore.com website.

Manila Bay harbor pilot drowns

The body of a harbor pilot who fell overboard from a tug while preparing to board a ship in Manila Bay on June 29 was recovered on July 1. Divers found the body of 58-year-old Captain Luis Nunez at Pier 3 of the Manila South Harbor two days after he was drowned in the incident.

A coastguard report said Nunez was not wearing a life jacket when he lost his balance while trying to climb the tug's ladder to assist *Superferry 19* for docking during high winds. Crew members of the ferry threw a lifebelt which the captain caught and put on. When Nunez reached the ladder and tried to climb on board, he removed the belt. Strong waves subsequently hit him and caused him to fall into the water for the second time. A tug approached the pilot but failed to save him in the rough seas and poor visibility.

IMO chief joins mariner shore-leave debate

Seafarers should not be discriminated against by governments and port authorities enforcing security regulations, the secretary-general of the International Maritime Organization, Efthimios Mitropoulos, said.

Speaking at the 31st session of the IMO Facilitation Committee, on July 19, Mitropoulos appealed to governments and port authorities to apply the International Ship and Port Facility Code with "a sense of pragmatism and common sense."

He noted there is a heavy reliance on the vigilance and cooperation of seafarers in the battle against those who would breach maritime security, and suggested that if seafarers were alienated by shore leave denial, the ISPS system which the code seeks to put in place "will be seriously weakened".

While making no reference to any specific government or port, the secretary-general said refusal of shore leave to marine professionals after long voyages would further marginalize seafarers who "may well feel somehow rejected or their services not sufficiently recognized." It would also, he suggested, be a serious disincentive to potential newcomers to an industry that was already short of quality recruits.

The IMO secretary-general's intervention in the controversy over shore leave denial will be welcomed by those who have sought to publicize the problems being faced by seafarers on ships arriving in the United States. His high-profile support of the seafarers' right to shore leave will hopefully move the argument on to a higher diplomatic plane than hitherto.

Marshall Island's seafarer list grows

The Marshall Island's register will issue about 70,000 seafarer documents this year—a 27 percent increase over last year—and the flag state plans to tighten security on those papers, according to the country's maritime administration.

Robert Fay, vice president of seafarers' documents said that he is stressing security compliance in issuing the certificates. "Every applicant is being fingerprinted," he said, noting that he is awaiting final determinations as to whether fingerprints will be added to the flag's identification cards. As with most flags, Filipinos make up the largest segment of the Marshall Island's registrants at 33 percent, he said. "But, surprisingly, about 10 percent hold U.S. tickets that we endorse." Ship inspectors have been placing increasing emphasis on seafarer documentation over the past two years, since compliance with the revised STCW Convention became mandatory. This focus will only intensify now that the ISPS Code has entered into force, he said. In addition to listing more seafarers, the Marshalls also increased total tonnage by 23 percent to 22 million gross tons.



SUP President's Report

July 12, 2004

MATSON NAVIGATION COMPANY

On June 29, the Union was contacted by Tom Percival, Matson's Labor Relations and Vessel Operations Manager, regarding the possibility of buying a bulk carrier to carry government impelled (Public Law 480) cargoes and to haul sugar in conjunction with the *ITB Moku Pahu* in the Hawai'i sugar trade.

On July 7, the SUP, MM&P, MEBA and SIU-AGLIWD met at Matson Headquarters in Oakland to discuss the issue. The Unions were represented by MM&P Agent for Pacific Ports Dave Boatner, MEBA Los Angeles Branch Agent Al Camelio, SIU-A&G West Coast Vice President Nick Marrone and SUP Vice President Dave Connolly. Percival was the company's sole representative.

The vessel under consideration is the *M/V Yalta*, built in Poland in 1988 and seized by U.S. Marshals last year when they found four tons of cocaine were found aboard her. The 489-foot, 11,576 deadweight ton, nine hatch self-sustaining vessel is smaller than the *Moku Pahu* and can carry roughly half her capacity.

Currently the *Yalta* is in Tampa and will be sold at auction on July 19. Matson intends to bid on the ship and estimates that it will cost between five and ten million dollars to get her into shape.

Matson tentatively proposed *Moku Pahu* wages for the unlicensed Unions and *Manukai* wages for MM&P and MEBA. All present agreed, pending more information and if Matson is the successful bidder, that agreements could be reached under the parameters proposed given that the vessel will not operate in the liner trades.

(Matson notified the SUP on July 15, that it was not going to bid on the *Yalta* citing the cost of retrofitting the vessel as the determining factor.)

SUP WELFARE PLAN

Due to skyrocketing health care costs, the SUP Welfare Plan Regular (or guaranteed) account is showing a projected deficit. This account, which is funded by American Ship Management and Matson Navigation Company in accordance with Section 29 of the collective bargaining agreements, as well as contributions from other contracted employers, pays for a large part of the health care premiums for active members and their dependents as well as some pensioner benefits.

Recently Kaiser (Northern and Southern California) raised its rates by an aggregate 23.1% and its primary prescription plan increased by 26.5%. Group Health Cooperative in Seattle raised its rates 22.1%. Kaiser Hawai'i went up 15.5%.

These increases are in addition to those that went into effect last year. For example, in October 2003, HealthNet of California raised its rates 10.8%, but that was in addition to a 33% increase in 2002. Group Health premiums increased 13% in 2003, while Kaiser last year raised its rates 22.8% in Northern California and 18.2% in Southern California.

The SUP Welfare Plan is not unique in experiencing spiraling health costs as most Union/employer plans across the country are in the same situation due to lack of a national health care policy.

However, at the June 16 Trustee meeting of the Welfare Plan, ASM and Matson were again reminded in no uncertain terms—as they have been for the past six months—of their obligation to properly fund the Plan.

Anticipate meetings with both companies over this critical issue. Will keep the membership fully informed.

FOSS MARITIME COMPANY

During recent negotiations with Foss, the company and the Union agreed to a separate pay rate for licensed deckhands. However, the specific requirements were not stipulated in the agreement.

On June 15, agreed, subject to membership approval,

to the following amendment to the collective bargaining agreement:

The licensed deckhand rate as set forth in Section 36 of the Agreement shall be paid to all those members/employees who meet the following criteria and qualification:

1) United States Coast Guard Master/Operator's License (100 tons or appropriately sized license of the boat he/she is on, Oceans or Near Coastal) with radar endorsement.

2) One week (seven days) employment with the Company as deckhand without a negative evaluation from a boat captain that establishes gross incompetence, negligence, or irresponsibility. If a negative evaluation is received, it shall be subject to the investigation and corroboration or dispute by the Union, and shall then be subject to the grievance procedure.

SUP members employed by Foss have concurred with this amendment, therefore, recommend general membership ratification.

Met with Foss on July 9, to endeavor to resolve outstanding grievances. Representing the Union were Tom Tynan (co-delegate), Mel Jackson, Eric Weintraub, Vice President Dave Connolly and your secretary. In attendance for the company were Scott Merritt, San Francisco Regional Director; Ern Russell, Marine Operations Director; Walt Partika, Tank Barge Supervisor; and Greg Poettgen, Operations Administrator.

The primary issue discussed was the unilateral change in living conditions imposed by Foss on deckhand/engineers in late June which forced the deckhand/engineers to share a fo'c'sle aboard company tugboats in order to give a new, extra captain a single room.

The Union's position was that during bargaining the company had tacitly agreed that there would be no changes in living conditions due to the possible increase in unrepresented topside manning and that the unilateral change now violated the status quo and past practice. The company's response was that it was too costly to retrofit certain boats to provide for additional living spaces, that two in a fo'c'sle was not uncommon in the tugboat industry and that "rank has some privilege."

While the Union was stonewalled on this issue, intend to continue to pursue the beef.

The parties also discussed safety procedures and company policies on tank barges, the utilization of deckhands on barges, manning levels on tugs and language incorporated in a disciplinary letter to a member.

DEMOCRATIC NATIONAL CONVENTION

The California Democratic Party and the National Democratic Party have appointed your secretary to the Rules Committee of the Democratic National Convention as part of the California delegation.

Pending membership approval, will attend the convention in Boston from July 25-29. Believe this is an important venue to represent the membership on maritime policy.

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 2004, 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-to on Friday, August 6, at 9:00 A.M.

LONGSHORE HOLIDAY

SUP hiring halls on the West Coast will be closed on Wednesday, 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 the licensed deckhand amendment to the Foss agreement. Carried.

M/S to authorize President's travel to Democratic National Convention. Carried.

Quarterly Finance Committee: Elected Bob Copeland, Romaine Dudley and Sonny Cooper, with the balance to be shipped off the hiring hall deck.

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

Gunnar Lundeberg



California Labor Movement

continued from page 1

AFL-CIO President John Sweeney stated: "When you passed a health insurance bill last year you laid down a marker for the rest of the country to follow and you created the kind of pressure we need to guarantee every American family health care as a basic right."

Sweeney encouraged the delegates to give their all to the fight to pass Proposition 72 and elect John Kerry.

In addition to passing a series of resolutions that affect California's working families and making recommendations for the U.S. House, Senate and the California Legislature, the delegates reaffirmed the Federation's policy on maritime issues.

That statement of policy is as follow:

The Federation reiterates its support for the protection of jobs in the maritime industry. The Federation supports statutes that ensure that vessels engaged in the coastwise and international trades are built and crewed by U.S. workers. The Jones Act, the Maritime Security Act, the Passenger Vessel Services Act and U.S. cargo preference laws are key to maintaining the U.S. Merchant Marine.

The maritime laws of the United States should be an aid and not a hindrance to the development of the Merchant Marine. To that end the Federation calls for Congress to review existing tax policies and develop a tax program that will enable the American Merchant Marine to sail competitively in the global economy.

The Federation furthermore condemns the "flag-of-convenience" system in which avaricious shipowners around the world register their vessels in phony flag states to evade labor, safety, environmental and tax laws. This corrupt system has resulted in the global exploitation of seagoing maritime labor.

The delegates also elected officers for the next three years. Tom Rankin, who served with distinction as the Federation's President for the last eight years, announced his retirement and was relieved by Connie Leyva, President of UFCW Local 1428. Art Pulaski was reelected Executive Secretary-Treasurer as were the incumbents on the Executive Council.



Pictured in the *Washington Voyager* at Richmond Long Wharf, earlier this month are from left: Machinist Cesar Finones, delegate AB Matt Rutan, and Bosun Thor Erikson. Photo: Dave Connolly.



AB Gordon Klein in the *USNS Bob Hope* on gangway watch and Dan Zifko, TRL Crane/AB instructor breaking for a photo, June 23, 2004, in New Orleans.

Port rejects turning terminal into a football stadium

The San Diego Port Commission has rejected a proposal to transform the port's 10th Avenue Marine Terminal into a site for a football stadium. In a public hearing, speakers said the change would undermine efforts to attract more shipping to the port. Speakers said the terminal has value to Southern California as a niche port for building materials, fertilizer and produce. It also could handle some of the overflow business from Los Angeles and Long Beach. The 39-hectare terminal is currently operating at about 50% capacity. Port commissioners are seeking to improve highway and railway links to step up the port's business. The port is trying to get federal money to pay for a ramp that would connect the terminal to Interstate 5—a project that could cost \$160 million.

Former HAL executive pleads guilty

Richard Softye, former vice president for operating line compliance at Holland America Lines, pleaded guilty in a U.S. federal court on June 29 to a charge of misrepresenting environmental audits.

In the plea, Softye acknowledged that he claimed that mandatory environmental audits were in place when he knew they were not. He was sentenced to three years probation, a \$10,000 fine and must perform 450 hours of community service.

Carnival Corporation—parent of Holland America—pleaded guilty in

2002 to six counts of making false statements on its oil record logs to the Coast Guard. Softye was then appointed to ensure the company complied with court orders to institute the required audit program, court documents state.

By falsely representing that an audit program was in place at Holland America Line, Softye compromised the integrity of the ECP and the Court's ability to scrutinize Holland America Line's compliance, said Marcos Daniel Jimenez, US Attorney for South Florida.

Pilot unhurt in helicopter accident

A helicopter transferring a harbor pilot to a bulk carrier in Gladstone, Australia was involved in an accident as it landed on the vessel on June 21. One of the helicopter's landing gear struts collapsed and the rotor blades were damaged just after the MDHC-520N helicopter had landed on the vessel, thought to be the 77,697dwt *Energy Angel*. No injuries were reported to helicopter pilot, harbor pilot or crewmen, although an investigation is being carried out by the Australian Transport Safety Bureau.

The helicopter is the only one of its

type in Australian Helicopters' fleet of 22. Company chief executive David Earley said the firm will await the result of the investigation, although he indicated that "it's a very unusual failure" and that the firm will also be consulting with the manufacturer. Brisbane-based Australian Helicopters is 51 percent owned by Torres Industries, which also owns Australian Reef Pilots. The helicopter company has eight bases in Australia: Brisbane, Sydney, Newcastle, Gladstone, Mackay, Cairns, Normanton and Horn Island.

Vice President's Report

July 2004

Californian Labor Federation Convention

At this convention (July 12 and 13 in San Diego) SUP President Gunnar Lundeberg was re-elected to a seventh term as Vice President on the Executive Council of the Federation, the only maritime voice on the Council. It's a prestigious honor that our Union is helping to set the labor policy of the most effective and progressive labor federation in the nation. The California Labor Federation is the state AFL-CIO, with more than 1,300 affiliated local Unions, representing 2.1 million Union members in diverse communities and sectors of the state's economy. It's no exaggeration to say that the decisions and platforms of the California Labor Federation create the trends and set the agenda of the national labor scene more than any other state federation.

Our position in the Federation is supported by our long history of activism, beginning with Andrew Furuseth's powerful impetus in the formation of the Federation in 1901. Of course, Harry Lundeberg's commanding presence succeeded Furuseth on the council, and then Morris Weisberger and Paul Dempster ably took up the work. But surely part of the recognition is due to our consistent presence in maritime affairs. There is no maritime issue that affects seamen, or potentially affects seamen, that the SUP has not weighed in on and has not actively worked either for or against according to our interests and our Constitution.

Among the major planks of the labor's political platform this election is supporting the passage of Proposition 72, which is a craftily designed referendum on a landmark health care bill (SB-2). That bill was already passed by the legislature and signed by former Governor Davis. A no vote on Prop 72 would repeal the nation's first required employer-paid healthcare, one of the most significant health care reforms in history. Much of labor's resources in California will be expended defending SB 2 in the fall and anyone interested in joining the fight should contact the Union.

Ships checked

Foss Maritime Company: Tom Tynan, Mike Worth, co-delegates. Numerous problems: stateroom grievance, payroll problems, disciplinary grievance, policy changes. Advise all members to not attend any meeting that will or might lead to disciplinary proceedings without Union representation. Your right to Union representation in any disciplinary proceeding, or your Wiengarten rights as they are called, are guaranteed, but they must be exercised: you must request the presence of the delegate or a Union official at the meeting.

Maunawili: Made her in the yard in Philadelphia and attended her christen-

ing. Staterooms are better appointed with wood furniture, galley is bigger, and deck machinery laid out better. If all goes well, this ship will provide more than thirty years of employment for SUP members. Matson should call for gangs in the first or second week of August.

Washington Voyager: Matt Rutan, delegate. Investigating impact of certain security polices. Good gang with few problems.

USNS Yano: John Drolla, delegate. Doing a full COI inspection in Baltimore. Company called for a full gang immediately which the Union shipped, mostly with East Coast members, in a matter of hours. Thanks to Baltimore area members for turning to when the Union needed you. Delegate doing an excellent job. Clarification on equalization of overtime.

USNS Shughart: Kendrid Jackson, delegate. Report from delegate indicates that all is well despite the heat. Still in Mid-East yard. Beginning to call for more crew for COI before sailing.

USNS Mendonca: Jeff Evenhaus, delegate. Made her in Philadelphia: answered questions on new contract and general issues. Capt. agreed to reimburse taxi and crew now has access to payroll information. No problems.

USNS Bob Hope: Gordon Klein, delegate. Crane training a success. Exporting to other ships. East and Gulf Coast Representative Bud Yost went aboard this month and found few problems.

USNS Fisher: Donn Reed, delegate. In New Orleans in ROS with a security watch. Agent Bud Yost squared away several issues.

USNS Benavidez: Dana Sargeant, delegate. Clarification on watchstanding. Enroute theater of operations.

USNS Gordon: Harry Freeman, delegate. In at a Mediterranean port. Clarification on cargo rate (there is none) and lodging. Enroute theater of operations.

USNS Brittin: Joe Jewell, delegate. Clarification on eligibility for medical benefits, on . Enroute theater of operations.

USNS Gilliland: Bill Brannon relieved Mike Orton as delegate. In FOS in Newport News. Clarification on wages, reliefs, shifting ship, and applicability of offshore agreement to the LMSRs (it does apply, but selectively).

USNS Seay: Steve Thompson, delegate. Activated with short notice for yard work in Norfolk then returned to Philadelphia and transitioned back to deep ROS.

USNS Pililaau: Mike Boyle, delegate. Clarification on watchstanding and equalization of overtime. Representative Bud Yost went aboard this month and squared away several potentially troublesome.

Dave Connolly

P.I. crewing hit by 'criminalization culture'

Recruitment and retention of ships' officers in the Philippines is said to be on the slide and the "criminalization culture" is largely to blame, according to an International Group P&I Club. Following a meeting on July 7, of the London P&I Club board, Paul Hinton, CEO of club manager A. Bilbrough, said that Filipino crewing agents are telling its members there is an insufficient supply of quality ships' officers to meet their requirements. Agents are stating that the reason for the shortage is the anxiety of current Filipino officers and potential recruits over the risk of facing criminal charges and detention in a foreign country should an accident or pollution incident occur, Hinton said. "Our members are finding that the situation has become much worse following the high-profile incarceration of the *Tasman Spirit* crew in Pakistan, and the continued detention in Spain of *Prestige* master Captain Mangouras," he added. The political stance of some governments is therefore having a negative impact on safety in the shipping industry, he argued.

SUP Branch Reports

Seattle

June 21, 2004

Shipped during the period: 6 Boat-swains; 1 A-card to a steady and 1 A and 1 B-card to relief jobs; 3 B-cards to USNS ships. 25 Able-seaman berths were filled by 12 A's, 3 B's, 2 C's and eight D's. 5 of these jobs were returns, 4 were relief jobs, 9 went to USNS bottoms and 2 were Ab/tanker-assist. 16 standbys were shipped to 3 A, 1 I B, 1 C seniority and 1 D registrant.

Registered during the period: 13 A cards for a total of 24; 22 B cards for a total of 51; 14 C cards for a total of 24.

Ships checked

President Adams, Polk, Truman and Jackson all back from the Far East with little or no trouble. Maui and Kauai in twice and running smoothly.

During a United Food and Commercial Workers Union informational rally at the Capital Hill Safeway store here in Seattle, labor activist and Washington State Labor Council officer Robby Stern was arrested for obstructing the sidewalk and failing to obey a police order. He was taken to the Capitol Hill police station where most of the Union activists at the rally quickly followed and we protested his false arrest. Although Robby was released a short time later this may be an indication of what is to come as Grocery Clerks continue to bargain against drastic cuts to their medical benefits.

I attended the King County Labor Council Port Coalition meeting and the Puget Sound Ports Security meeting.

Elections are just a few months away. The current Administration has clearly shown that not only are they no friend to American working men and women but that they want all workers rights wiped off the books. Everyone must help towards electing labor supportive Congressman, Senators and President and Vice President. Get involved! Find a campaign office and volunteer to stuff envelopes, work computers, answer the phone, build campaign signs. If you are unable to help in person contribute to the SUP Political Action Fund. Our jobs depend on it!

Vince O'Halloran
Branch Agent

Attend your Union meetings!

San Francisco Business Agent

July 12, 2004

Kauai— John Salvage, delegate: No disputes. In from Seattle. Made twice during the month.

Lurline— Abe Acosta, delegate: Van and car carrier at Oakland. New bosun. No disputes. Made a second time.

Mahimahi— Julio Munez, delegate: Voyage pay off. Good gang; C. Bulmer, bosun.

Manoa— Michael Nielsen, delegate: Voyage pay off. In from Wilmington. Tom Larkin returned as bosun; no disputes.

Moku Pahu— Eugene Moquin, delegate: Voyage pay off. No disputes.

Wilmington

June 21, 2004

Shipped during the period: bosun 3, AB 18, AB maint. 7, OS 1, standby: 56. Total jobs shipped: 85.

Registration: A: 41 B: 37 C: 8 D: 7.

Ships checked

Ewa-Joe McDonald, delegate; Matsonia-Rob Morgan, delegate; Washington Voyager, all okay. APL China - beefs for delayed sailing, cadets and mates doing sailor's work and clarifications. President Wilson, Manukai, Bert Genita delegate. President Adams, Chris Skorodynski delegate, all okay. Lihue, Remoni Tufono, delegate, laying up in Richmond. Pfeiffer Norman Kurtz, delegate; APL Thailand; President Grant, all okay. President Polk, food beef squared away, Alexander Earl, delegate.

May 18, went to a COPE Meeting in San Pedro at the Harry Bridge's Institute concerning the healthcare for all Californian's Act, SB 0921. Labor, Democrats, community groups and churches are all for it.

May 22, attended the National Maritime Day Ceremony honoring American Merchant Mariners. The annual National Maritime Day Observance and Memorial Service was held at the American Merchant Marine Veteran's Memorial & Walls of Honor in San Pedro. National Maritime Day honors American Merchant Mariners who have served their country in peace and war from the American Revolution to the present day. The ceremony included a memorial service honoring those merchant mariners who sacrificed their lives during armed conflicts since World War II.

John T. Pitts, President, AMVMC, Inc., Congressman Rohrabacher, California State Senator Betty Karnette and Councilwoman Janice Hahn were participants in the ceremony along with religious leaders and representatives of the U.S. Coast Guard and California Maritime Academy. Councilwoman Hahn said, "Although the waterfront was scheduled to be remodeled, the Wall of Honor would not be moved if the American Merchant Marines Veterans Committee did not want it moved."

June 3, attended a Harbor Coalition Meeting concerning the Labor Day Parade September 6.

June 4, attended an MTD Board Meeting concerning the Lane Victory Cruise on September 5.

Sugar run from Hawai'i. Going to load grain for Russia.

R.J. Pfeiffer— Norman Kurtz, delegate: No disputes in from Honolulu. New delegate next trip. Norman does a good job as delegate.

President Wilson— Steven Crute, delegate: Voyage pay off. In from San Pedro and Orient. No disputes, good gang.

APL China— Gabriel Sipin, delegate: Voyage pay off. No disputes. Bosun and mate had a disagreement, so bosun quit.

APL Korea— Lou Frazier, delegate: Voyage pay off. Clarification on work necessary after 3:00 P.M. knock off.

June 9, went to MarVista High School Marine Vocation Graduation in San Diego with Bill O'Brien, and spoke with Ray Addicott, TRL Instructor and Richard Nichols, the MarVista instructor and some students about Unionism and joining the SUP.

June 10 and 17, attended a Harbor Coalition meeting regarding the Labor Day parade.

June 18, went to Jerry Ahsam's, Church Service, at Mary Star in San Pedro. Many of his fellow seaman, family and friends were there from Hawai'i, LA, and all over, who loved him. Jerry, a retiree sailed many years in the SUP as Bosun and AB and was a good shipmate. His ashes will be scattered from the Matsonia off Diamond Head. Smooth sailing, Jerry.

Keith Miller,
Branch Agent

Honolulu

June 21, 2004

During the month of May, dispatched the following: 1 bosun, 2 bosun returns, 2 ABs, 3 ABDs, and 1 OS. These jobs were filled by 6 A members, 1 B member and 2 C members. Also shipped 24 standby jobs filled by 4 A members, 5 B members, 12 C members, and 3 D registrants, for a total of 33 jobs shipped.

During the month of May, registered the following: 2 A members, 6 B members, 3 C members, and 1 D registrants. Currently registered are: 7 A members, 9 B members, 8 C members, and 6 D registrants, for a total of 30 registered.

Ships checked

Maui, Lurline, Matsonia, Kauai, Ewa, R.J. Pfeiffer and Manukai. All with few or no beefs.

Paint and rigging gang running smoothly with Monte Kalama as bosun.

On June 9, we had a TRL RFPNW class at the Honolulu Hall. This class, not offered at all in Hawai'i, is needed for ordinary seaman to work on Matson ships. Had a good turn out, 11 members attended.

Also, thanks! to Dave Connolly who helped clarify an erroneous Honolulu USCG REC ruling on this RFPNW procedure.

On June 26, along with John Lindsey, participated in an informational picket line with the IBU at pier 40 the Young

Bros. Terminal. On July 1 at 0500, the IBU hit the bricks and struck Young Brothers and Hawaiian Tug and barge. This well timed strike over the busy holiday weekend was resolved in the morning on July 4, with the IBU winning on all contractual positions especially maintaining a six-man offshore crew. Our members were in full support supplying pickets and stores.

The reflagged passenger vessel, *Pride of Aloha*, was in Honolulu that weekend for its inaugural interisland voyage.

Abe Acosta is on the binnacle list and is in Queens' hospital. The Honolulu membership wishes him a speedy recovery.

Mike Duvall
Branch Agent

Jacksonville

June 2004

I would like to personally thank all of the members who sent cards and called to wish me well during my recent illness. The Jacksonville office is now fully operational and I am looking forward to serving the East/Gulf coasts' LSMR sailors, as well as ChevronTexaco mariners.

During the month of June there were two registrants: 1-D registrant and 1-B Card, both were shipped to USNS ships.

Unfortunately, for health reasons there were no ships checked, but that will change in July.

For those delegates who have corresponded via email your updates are helpful and appreciated. The email address is: supbudyost@msn.com.

Those sailors wishing to register need to check the currency of their documents. The biggest problem is with the DOT Drug Test having expired. These are only valid for a period of six months from the date of the test. And you need to have a current test to register and ship.

I thank you all for your patience and look forward to meeting or talking with you in the near future.

Bud Yost
SUP/MFOW

East/Gulf Coast Representative

Dispatcher's Report

Headquarters—Jan. 2004

Deck	
Bosun	8
Carpenter	0
MM	4
AB	27
OS	1
Standby	37
Total Deck Jobs Shipped	77
Total Deck B, C, D Shipped	16
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. ..	16
Total Registered "A"	86
Total Registered "B"	84
Total Registered "C"	11
Total Registered "D"	10

APL Philippines— Rick Crowell, delegate: Voyage pay off. No disputes.

APL Thailand— John Kerlin, delegate: Voyage pay off late Friday. No disputes.

Cape Gibson— Visited at Alameda Naval Base.

Cape Girardeau— Robert Taylor, delegate: Make a 42-day trip to Honolulu. Note: The 3:00 P.M. knock off doesn't apply on the Ready Reserve ships.

ASM Shore Gang— All going well.

Also worked in the front office during the month.

William Berger