



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIII No. 6 583

SAN FRANCISCO, CALIFORNIA

Friday, June 23, 2000

## SUP gang commended for 'classic' rescue at sea

The Sailors' Union of the Pacific was recently informed by Captain Rick Nelson and Chief Mate Ron Peterson of the *m/v President Grant* of a rescue at sea that occurred on May 28, approximately 200 miles west of Saipan.

After being told by the U.S. Coast Guard that Tsukasu Okuji, a 50-year-old fisherman aboard the *Yasu Maru II* was seriously injured, the *Grant* raced to the scene to rescue Okuji. Okuji was transferred to the *Grant* at 1400 hours on the 28th and remained aboard until 0600 on the 29th when he was transported to Guam by the Coast Guard.

Captain Nelson's and Chief Mate Peterson's letter follows:

"We would like to thank the crew of the *m/v President Grant* for the recent rescue at sea of the injured fisherman, Tsukasu Okuji. All hands participated as necessary, yet particular thanks go to the sailors aboard, headed by Bosun Don Potts.

Don Potts, Bosun, and Able Seamen Edwin Suguitan, Dennis Dooley, Robin Taylor, Stanley Lane and Dave Sylstra participated in a "textbook" rescue and helicopter evacua-



AB's Robin Taylor and David Sylstra assist U.S. Coast Guardsmen to airlift an injured Japanese fisherman from the *President Grant*. An unidentified mate is in the left foreground.

tion of an injured fisherman that most certainly would have passed away had it not been for the involvement of the *m/v President Grant*. The fisherman had been impaled by a marlin and lost "lots of blood" (per Japanese Coast Guard reports via USCG-Guam). The *m/v President Grant* was called to intercept the fishing vessel and retrieve the man, in alternating states of consciousness, so as to hasten his journey to an area to be evacuated by rescue helicopter.

The retrieval and evacuation by helicopter went by with no incidents, and, in our opinion, was a "classic" rescue at sea.

We recently received word

from our agent in Guam that the fisherman was discharged from the Guam Naval Hospital, after having gone into surgery and then directly to the ICU.

All S.U.P. members performed their duties in the finest traditions of the U.S. Merchant Marine. They exhibited sincere concern for the welfare of the injured man, characteristic of all S.U.P. Brothers and Sisters who believe in the global brotherhood of those who go down to the sea in ships.

Thanks and congratulations to the deck gang of the *M/V President Grant*."

Regards, Rick Nelson, Master, and Ron Peterson, C/M

## All-American cruiseship bill clears Senate Commerce Committee

The Senate Committee on Commerce, Science and Transportation on June 15 passed a bill that is designed to facilitate the entry and operation of U.S.-owned, U.S.-flag, and U.S.-citizen crewed cruiseships in the domestic cruise market. The bill was strongly supported by the Sailors' Union of the Pacific.

The proposed "United States Cruise Vessel Act" (S.1510) is a revamped version of previously proposed legislation (also S.1510) which would have allowed foreign-flagged and foreign-crewed cruiseships to operate for a limited time between U.S. ports.

The legislation that passed the Commerce Committee by voice vote does not allow or contain any authority to allow foreign-flag or foreign-crewed cruise vessels to operate between American ports. Rather, it will waive, on a temporary basis, the Passenger Vessel Services Act of 1886 to allow certain large foreign-built cruise vessels to operate under U.S.-flag between American ports under specific terms and conditions.

The proposed bill contains the following provisions:

### Window of Opportunity:

American companies would have a two-year period beginning with the date of enactment to apply for a certificate of documentation from the Secretary of Transportation for the temporary and limited operation of large, foreign built cruise vessels under the U.S.-flag with American citizen crews between American ports.

### Eligible Cruise Vessels:

In order to operate under the U.S. flag in the domestic cruise trades, the legislation stipulates that the foreign built cruise vessel:

- must be at least 20,000 gross tons, have berth or stateroom accommodations for at least 800 passengers, and may not be operated as a ferry between or

among the Islands, of Hawaii. (These size and operational restrictions help ensure that the implementation of this legislation does not adversely affect existing and passenger vessel operations in the United States);

- must be owned by a citizen of the United States to the same extent as required by existing law for all other passenger and cargo vessels operating in the United States domestic trades. (This provision helps ensure that the operation of commercial vessels of all types in the domestic trades will continue to be controlled by U.S. citizens); and

- must meet existing requirements for vessel construction standards that are applicable to other vessels brought under the U.S.-flag as set out in section 1137 of Public Law 104-324 and that the vessel has a fixed smoke detection and sprinkler system installed throughout the accommodation and service spaces as required by the 1992 Amendments to the Safety of Life at Sea Convention of 1974.

### United States Vessel Repair Requirements:

The foreign built cruise vessel must have any repair, maintenance, alteration or other work required or otherwise necessary for operation under the U.S.-flag, and all repair or maintenance during the lift of the vessel's operation in the domestic trades, performed in a U.S. shipyard.

### United States Cruiseship Construction Required:

Foreign built, U.S.-flag cruise vessels cannot operate between American ports until after the owner has entered into a contract with an American shipyard to build replacement cruise vessels in the United States. (This requirement consistent with other waivers allowing foreign built vessels to operate in the domestic trades, will ensure that

See All-American Cruiseships  
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### Inside this issue

- New dry cargo wage rates
  - ASM Page 6
  - Matson Page 7
- ESU News Page 9

SUP Halls will be closed on July 4 for Independence Day, a National and contract holiday.

### Bloody Thursday coastwise events July 5

- San Francisco: ILWU Local 10, 400 North Point St., 10:00 A.M.
- Seattle, Washington: Picnic at Lincoln park, West Seattle, Noon
- Portland, Oregon: Picnic at Oaks Park, Noon

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

Douglas Alexander .....	40.00
Thomas Fate .....	20.00
Michael France .....	100.00
Cynthia Grover .....	120.00
Douglas Kashner .....	20.00
Scott Oliphant .....	10.00
Mario Ramella .....	50.00
Gene VanKlinken .....	35.00

## Political Fund

Bruce Baglien .....	10.00
Dennis Belmonte, in memory of Pasquale Carbone .....	100.00
Martin Davies .....	30.00
Donald Dayrel .....	100.00
Frank Dufek .....	25.00
Diane Ferrari .....	50.00
Dave Frizzi .....	20.00
Cynthia Grover .....	100.00
Walter Harris .....	10.00
Glen Hatton .....	40.00
Bill Henneberry .....	100.00
Sid Idris .....	20.00
Douglas Kashner .....	20.00
Norman Kwak .....	50.00
Gunnar Lundeborg .....	50.00
Gary McDevitt .....	20.00
Mike McLavy .....	50.00
Rudy Menchaca .....	100.00
Pasquale Minici .....	25.00
Paul Monti .....	50.00
Don Ngo .....	10.00
Terrance O'Neill .....	25.00
Knud Rasmussen .....	25.00
Richard Reed .....	20.00
Ralph Senter .....	100.00
Michael Soper .....	20.00
Art Thanash in memory of Frank Castige .....	100.00
Harry Tsukamoto .....	10.00
Gene VanKlinken .....	70.00
Peter Villanueva .....	50.00
Patrick Weisbarth .....	30.00
Chester Williams .....	20.00
Steven Zachmann .....	20.00

## Wall of Honor (San Pedro Merchant Marine Memorial)

L.C. Martin .....	50.00
Charles Bulmer in memory of Charles Bulmer, Sr. ....	40.00

## West Coast Sailors

Michael Binsky .....	10.00
Lyle Bjelde .....	25.00
Jim Cunningham, in memory of Louie Salas & Louie Cefalo	100.00
Frank Dufek .....	25.00
Marvin Emarl .....	20.00
David Erickson .....	10.00
James Fernandes .....	25.00
Michael France .....	50.00
Thomas James .....	10.00
Stanley Lane .....	10.00
John Makaiwi .....	30.00
Joe Piscopo .....	20.00
Olaf R. Nordstrom .....	25.00
Harry Tsukamoto .....	10.00
Gene VanKlinken .....	35.00
Patrick Weisbarth .....	40.00
Chester Williams .....	20.00

## Dues-Paying Pensioners

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

# Final Departures

**Donald N. Force**, Book No. 1946. Born in California in 1928. Joined SUP in 1945. Died in Seattle, Washington, April 26, 2000. (Pensioner)

**Stanley Sobieraj**, Book No. 5439. Born in Illinois in 1911. Joined SUP in 1941. Died in Mountain View, California, May 3, 2000. (Pensioner)

**Kim James Mar**, Book No. 6478. Born in California in 1930. Joined SUP in 1961. Died in San Francisco, California, May 5, 2000. (Pensioner)

**Earl E. Werner**, Book No. 3520. Born in Missouri in 1911. Joined SUP in 1950. Died in Yucaipa, California, May 8, 2000. (Pensioner)

**Earl H. Oakley**, Book No. 2451. Born in Michigan in 1922. Joined SUP in 1963. Died in Pacifica, California, May 14, 2000. (Pensioner)

**Frank Wilson**, Book No. 2768. Born in Oregon on 1918. Joined SUP in 1940. Died in Portland, Oregon, May 2, 2000. (Pensioner)

**Jerry Strugar**, Book No. 7307. Born in New York in 1927. Joined SUP in 1947. Died in Florida, May 12, 2000. (Pensioner)

**Lawrence Robert Reynolds**, Book No. 3140. Born in California in 1931. Joined SUP in 1956. Died in San Francisco, California, May 26, 2000. (Pensioner)

**William Polson**, Book No. 3320. Born in Hawaii in 1925. Joined SUP in 1945. Died in Pacifica, California, May 20, 2000. (Pensioner)

**Doney Soepardie**, Book No. 13376. Born in Java in 1924. Joined SUP in 1957. Died in Saudi Arabia, March 29, 2000. (Pensioner)

**Samuel Y. Burke**, Book No. 5141. Born in Hawaii in 1917. Joined SUP in 1946. Died in Honolulu, Hawaii, May 31, 2000. (Pensioner)

**Stanley O. Johnson**, Book No. 3817. Born in California in 1923. Joined SUP in 1942. Died in Alameda, California, June 1, 2000. (Pensioner)

# P&O Nedlloyd set to acquire Farrell Lines

Farrell Lines and P&O Nedlloyd confirmed on June 6, the proposed acquisition of Farrell by P&O Nedlloyd Ltd., of England (P&ONL) through the merger of Farrell and P&O's U.S. subsidiary, P&O Nedlloyd Acquisition Corp.

Farrell operates five U.S.-flag vessels between Eastern and Central Mediterranean and the U.S. East Coast. P&O said it will integrate Farrell's shipping services and operations in the Mediterranean-US East Coast trade; that service will be called Farrell Mediterranean Express and will be upgraded to weekly frequency.

The deal is subject to approval from the US Maritime Administration. MarAd approved similar arrangements when Singapore's Neptune Orient Lines acquired APL Ltd. and CP Ships bought Lykes Lines in 1997 and more recently last year when Maersk Line acquired the international liner operations of Sea-Land Service Inc. MarAd is expected to give quick approval of the acquisition.

Under terms of the arrangement, Farrell's current Maritime Security Program subsidies for all five of its ships would be transferred over to P&O Nedlloyd. Participation in the Voluntary Intermodal Sealift Agreement (VISA) program will also continue.

Farrell has already filed application with MarAd for approval to transfer its three MSP slots covering the *Endeavor*, *Endurance* and *Enterprise* to FLI Ships, a US citizen subsidiary of Farrell which will be spun-off into a separate, independent US corporation.

In its letter of application to MarAd, Farrell stated: "Under the arrangements, all US citizen seafaring jobs associated with the three (3) MSP vessels will be continued. All three (3) Farrell Lines MSP vessels will continue to be operated under US flag."

Farrell's application further noted that: "The Merger will not take place until after completion (in the following order) of both: (i) the sale by Farrell Lines to FLI Ships Holdings, Inc., a Delaware corporation and a Section 2 Citizen, of all the issued and outstanding capital stock of FLI Ships and (ii) the implementation of the transfer of the three (3) MSP operating agreements which are the subject of this transfer notice. Once the three (3) MSP operating agreements have been transferred, the three (3) US-flag vessels which are covered by such operating agreements will be time-chartered to either P&ONL FAME, Inc., a Delaware corporation ("FAME") and a wholly-owned subsidiary of P&O Nedlloyd B.V., an affiliate of P&ONL, or Farrell Lines. In either case, the time charterer of the vessels (FAME or Farrell Lines) will be a citizen eligible to document a vessel under Chapter 121 of title 46. United States Code (i.e., a 'documentation citizen')."

Farrell also noted that under the larger acquisition transaction, the US-flag vessels *Chesapeake Bay* and *Delaware Bay*, which Farrell currently operates under time charter from First American Bulk Carrier Corporation, will remain under US-flag and will retain their US crews.

In a statement of commitment to a continued US-flag presence, Farrell noted that: "The financial strength of the combined P&ONL-Farrell Lines will support the future employment of the vessels and their crews under United States flag. In short, after implementation of the transfer which is the subject of this notice, there will be no diminution of the commitment to the Department of Defense, the Department of Transportation, or the officers and seafarers crewing the US-flag Ships."

## Support the SUP Political Fund

### Three SUP Members Join Pension Ranks

Three SUP members have joined the ranks of pensioners, bringing the total number of SUP members now receiving a pension to 1,122. They are as follows:

**Donald L. Erickson**, 62, Book No. 1871, joined SUP in 1958, 37 years of seetime.

**Thomas H. Vail**, 62, Book No. 855, joined SUP in 1959, 32 years of seetime.

**James E. Werler**, 63, Book No. 18239, joined SUP in 1966, 27 years of seetime.

### SUP Meetings

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

	Hdqs.	Branch
July	10	17
August	14	20
September	11	18
October	10*	16
November	13	20
December	11	18

\*Tuesday

## West Coast Sailors

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FAX: (808) 531-3058

#### WELFARE OFFICE

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**PENSION PLAN OFFICE**  
(415) 495-5949

## Philippine government increases base wages for seamen

The Philippine Department of Labor and Employment announced this month that it is increasing the base wage for able-bodied seamen by 30 percent to comply with the minimum standard set by the International Maritime Organization.

Currently the base wage for Filipino AB's is \$335 per month. Effective July 1, wages will be increased to \$385 and on July 1, 2001 to \$435.

The Labor Department said the wage increase will only cover seamen with employment contracts dated on or after July 1. Sailors who signed employment contracts prior to July 1 will not receive the increase until those contracts are terminated or expire.

## Court rules Coast Guard has authority in mariner cases

The United States Court of Appeals for the Fifth Circuit ruled this month in **Mallard Bay Drilling, Inc. v. Herman** that the authority of the U.S. Coast Guard over the working conditions of merchant seamen is exclusive.

In this case, the Occupational Safety and Health Administration (OSHA) issued a citation against Mallard citing three violations of the Occupational Safety and Health Act after four Mallard employees were killed in an explosion on a drilling barge in Louisiana. Although the Coast Guard took the lead role in investigating the accident, OSHA asserted its jurisdictional claim since the barge was uninspected.

The Appeals Court held in its decision that OSHA lacked authority to regulate the working conditions of the employees aboard the barge and that such authority rests solely with the U.S. Coast Guard.

## New company to enter Hawaii trades; gov't ok's ship construction funds

The Pasha Group and Ommeren Shipping LLC, announced the signing this month of a \$70-million contract to build a modern, Jones Act, Pure Car and Truck Carrier (PCTC).

The new ship will be built at Halter Marine's Pascagoula, Mississippi shipyard, provide new competitive service to meet market demand between the West Coast and Hawaii.

The Maritime Administration also confirmed a Title XI financial guarantee to construct the new PCTC-type vessel, which will be deployed in the Hawaii/Mainland trade. "Based on our research," said George W. Pasha, IV, president and CEO of Pasha Hawaii Transport Lines LLC (PHTL), "there is widespread support in the Hawaii/Mainland Roll On-Roll Off shipping community for a Pure Car and Truck Carrier-type vessel in this trade. The vessel also will be enrolled in the military's Voluntary Intermodal Sealift Agreement, and will be eligible to carry Department of Defense-sponsored vehicles and rolling stock." PHTL is a joint venture between the Pasha Group, a California-based automobile handling and logistics company, and Van Ommeren, a Connecticut-based ship owner.

The company will deploy this 13,000-DWT vessel to carry more than 4,000 automobiles, buses, trucks, and/or other large and oversize Ro/Ro type traffic. The new vessel's design will incorporate a total of 10 decks~ with three hoistable and three strong decks, and a 100-ton stem ramp.

"This vessel has a proven design and the flexibility to carry a wide range of Ro/Ro cargo in enclosed, underdeck stowage," said George Pasha, III Pasha chairman.

"This PCTC design is the most widely accepted method in the world for the maritime transportation of motor vehicles," Pasha added. "In my more than 40 years' experience in global automotive logistics, waterborne vehicle commerce generally follows Ro/Ro transport methods when available in any maritime trade lane.

"This is due to the inherent efficiencies of this type of transport for motor vehicles. We are confident this service will fill a void-and meet growing demands in the Hawaii/Mainland trade," Pasha said.

# MarAd celebrates 50 years



Last month the Maritime Administration (MarAd) marked its 50th Anniversary. To celebrate the event, MarAd stopped by the Ready Reserve Fleet in Alameda. With the ships of the fleet as a backdrop, SUP and MFOW members pose for a photo op. From left to right: Daniel Foster, Gene Campedel, Joe Lopez, Angel Gojilde, Brian LePrevost, Ilya McVey (MFOW), James Marsh, Steve Cary, John Duran, and Bill Sims (MFOW).

The overall mission of MarAd is to promote the development and maintenance of an adequate, well-balanced, United States merchant marine, sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of serving as a naval and military auxiliary in time of war or national emergency.

## All-American cruiseship bill

*continued from page 1*

America's domestic cruise trades will ultimately be comprised solely of vessels built in the United States.)

### Ship Construction Contract Terms:

As set out in the "United States Cruise Vessel Act", the shipyard contract must contain the following terms and conditions:

-The vessel operator must contract to build in the United States at least one cruise

vessel more than the total number of foreign built cruise vessels operated in the domestic cruise trades. (This requirement will help ensure that the vessel owner and shipyard realize the economics of scale that result from the series construction of commercial vessels);

- The vessel operator must contract to build a total number of vessels having a combined passenger capacity equal to or greater than the combined capacity of his foreign built cruise vessels;

- Each cruise vessel built under the contract must be at least 20,000 gross tons and have berth or stateroom accommodation's for at least 800 passengers; and

- The first cruise vessel to be built by an American shipyard for the operator must be delivered within five years from the date that the foreign built U.S.-flag cruise vessel commences operations. The second cruise vessel covered by a contract must be delivered by the shipyard within two years from the two, and any subsequent vessels must be delivered by that shipyard to that operator at a rate no slower than one every two years beginning with the date the second vessel was delivered by that shipyard.

### Required Phase-Out of Foreign Built Cruise Vessels:

Within two-years from the date a replacement cruise vessel (or vessels) is delivered by the American shipyard to the operator, the foreign built United States-flag cruise vessel it was built to replace must cease all domestic cruise trade operations.

### Operating Priority for U.S. Built Cruise Vessels:

Cruise vessels built in the United States under this legislation would be given a priority to operate on an itinerary as compared to a comparable foreign built U.S.-flag vessel.

### No Impact on Other Laws:

This proposed legislation does not af-

fect or change any other existing statute or requirement relating to the transportation of cargo or passengers in domestic commerce.

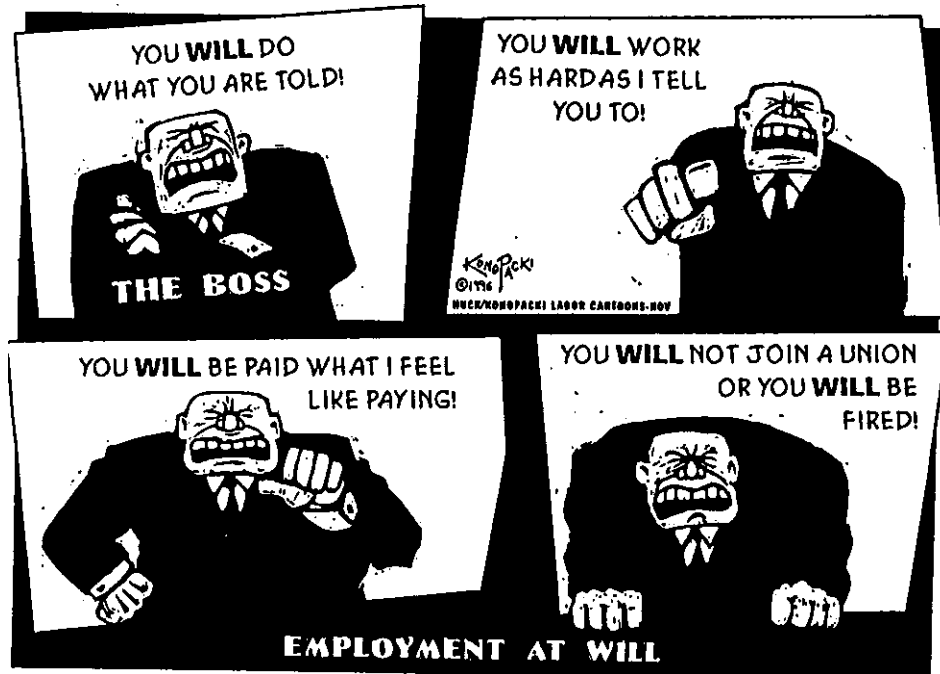
At the Committee hearing Senators McCain (R-AZ), John Breaux (D-LA), Kay Bailey Hutchison (R-TX) and Ernest "Fritz" Hollings (D-SC) spoke strongly in favor of the bill, while Senator Olympia Snowe (R-ME) expressed objections. Senate Majority Leader Trent Lott (R-MS) said that the revamped bill was an improvement over the original legislation, but that it still had problems that needed to be addressed before moving forward.

As the *West Coast Sailors* went to press, a House of Representatives companion bill to the Senate version had not been introduced.

If S.1510 is passed by Congress and signed by the President, Voyager Holding, Inc. has committed to bring foreign-flag cruiseships under the American flag. Voyager signed an agreement last year with SUP-contracted American Ship Management to provide crews and management services for cruise vessels Voyage plans to operate.

Al Wallack, president of Voyager, said that the legislation "is essential for our company so that we can establish a presence and identity in the American cruise market as we develop a fleet of large modern U.S.-built and U.S.-flagged cruise vessels employing American workers. It will give us and other American companies a chance to jump-start the American cruise vessel industry."

In addition to the SUP maritime organizations supporting S.1510 are the ILWU, MM&P, MEBA, SIUNA, the American Maritime Congress, the Maritime Institute for Research and Industrial Development and the Transportation Institute. Scores of port associations across the country and travel and tourism related organizations are also in support.



## East Coast longshoremen vote to extend bargaining agreement

The International Longshoremen's Association (ILA) and the U.S. Maritime Alliance (USMX), a new umbrella group representing employers on the East and Gulf coasts, announced on June 19, they had agreed on an extension of the current collective bargaining agreement.

The membership of the ILA will vote on June 26 whether or not to ratify the proposed three-year extension.

If ratified, the extension would take effect when the current five-year contract expires on September 30, 2001.

Both ILA President John Bowers and USMX Chairman Dave Tolan hailed the agreement, saying it would benefit labor and management.

According to the *Journal of Commerce* the extension covers master contract issues and local contracts as they apply to containerized cargo.

The terms of the extension provides a \$1.00 per hour wage increase on October 1, 2001 and October 1, 2002. The hourly increases would also apply to longshoremen who entered the industry under new hire wages agreed to in previous contracts.

The proposed extension also establishes a third tier of wages for those who enter the industry after October 1, 2001. That wage rate is pegged at \$15.00 per hour. New workers hired before October 1, 2002 would get a \$1.00 per hour increase at that time.

The ILA and USMX also agreed that "certain productivity requirements" agreed to in bargaining in 1996 would be implemented by October 1, 2001. The language is believed to refer to a provision limiting longshoremen to 16 hours of work a day.

The proposed extension also calls for an increased employer contribution to the health and welfare plan from the current \$4.00 per hour to \$5.00 per hour by the end of the extended contract.

## Balloting for ILWU International Officers begins this month—McWilliams v. Spinosa

The membership of the International Longshore and Warehouse Union began its three-election cycle for Titled Officers, International Executive Board members, and Coast Committeemen on June 19. Ballots will be counted on August 3.

Vying for the Union's presidency are incumbent Brian McWilliams and current mainland Vice President James Spinosa.

McWilliams has held the Union's top post for six years. Prior to his election as president, McWilliams served as vice president under former president David Arian and worked for many years as the ship's clerk out of Local 34 (San Francisco). McWilliams is also a former member of the SUP.

Spinosa's working background is also that of ship's clerk; serving four terms as president of Local 63 (Los Angeles) Spinosa served three years as California coast committeeman before being elected mainland vice president in 1997.

For the position of mainland vice president Bob McEllrath is running unopposed. McEllrath comes out of Local 4 (Vancouver, Washington) and is currently a coast committeeman from the Pacific Northwest.

The job of International Vice President is a contest between incumbent Leonard Hoshijo and Wesley Furtado; both are members of Local 142.

Joe Ibarra, current International Secretary-Treasurer and member of Local 29, is running for reelection without opposition.

There is a full field of candidates vying for the ILWU's Executive Board and for the Longshore division's Coast committee.

The secret mail-in ballot election is being conducted by Sequoia Pacific Systems.

Candidates for ILWU International Officers were nominated at the Union's convention in Portland, Oregon, last month.

## Norwegian pilots refuse to work overtime

Pilots at Norway's Sture oil export terminal announced last week that they had stopped working overtime.

By only working their normal shift, ships have been delayed loading by 12 to 15 hours.

The pilots are employed by Statoil and are demanding a wage increase.

## Surfing down-under to increase awareness of substandard shipping

Maritime workers in Australia hosted surfing competitions in Coolangatta, Queensland and Wollongong, NSW, on the first weekend in June. The events were a venue for the union campaign to raise public awareness about the silent invasion of the Australian coast by substandard, foreign shipping.

"Foreign shipping is torpedoing our jobs, sinking our merchant fleet and polluting our coastline," said Maritime Union of Australia (MUA) Southern Queensland Assistant Branch Secretary Dave Perry. "We're drawing a line in the sand. We're fighting them on the beaches."

Foreign ships have dominated the carriage of Australia's international trade for decades. But coastal trade and the coast has been protected by federal legislation restricting the carriage of the domestic transport to Australian flagged and crewed vessels where possible. Now that is all changing. The government is encouraging shippers to use cheap, foreign-flagged and crewed vessels—a move that has ended up in the Federal Court in Melbourne.

"Too many of these vessels employ unskilled, sweated labor, holding fraudulent certification," said Perry. "Many of them have to bribe manning agents to

get jobs. Far too many are abused and exploited on the job. Too many of the ships are rustbuckets. It's a recipe for disaster. The Australian public would not pile on the top of overloaded buses or trains from India, nor would they like sharing the roads with trucks registered in the Philippines. This is especially so if they knew the people driving them are paid starvation wages and go without sleep for days at a time. We're calling on Australians to keep our beaches free of cheap shipping. We're raising the alarm so people know we are now at greater risk of ships running aground covering our beaches with oil."

The Queensland Year 2000, Old Malibu championships, were held at Coolangatta Beach, on June 3. At the same time, the MUA Southern New South Wales Branch will hold a friendly surfing competition and environmental awareness campaign with the Koori community on North Wollongong Beach.

"Indigenous Australians more than any others understand the threat an influx of substandard shipping will bring to this country," said MUA Branch Secretary mark Armstrong. "They didn't exactly welcome the first fleet. The destruction that another wave of foreign shipping will bring to our shores will be devastating."

## Fighting to save shipping Aussie maritime unions take government to court: cabotage is the issue

The Federal Court in Melbourne, heard the Australian maritime unions case on June 1, against Deputy Prime Minister and Transport Minister John Anderson. The Maritime Union of Australia (MUA), Australian Maritime Officers' Union and the Australian Institute of Marine and Power Engineers are alleging that the government policy of permitting foreign ships to carry Australian domestic cargo at the expense of Australian ships is in breach of the Navigation Act.

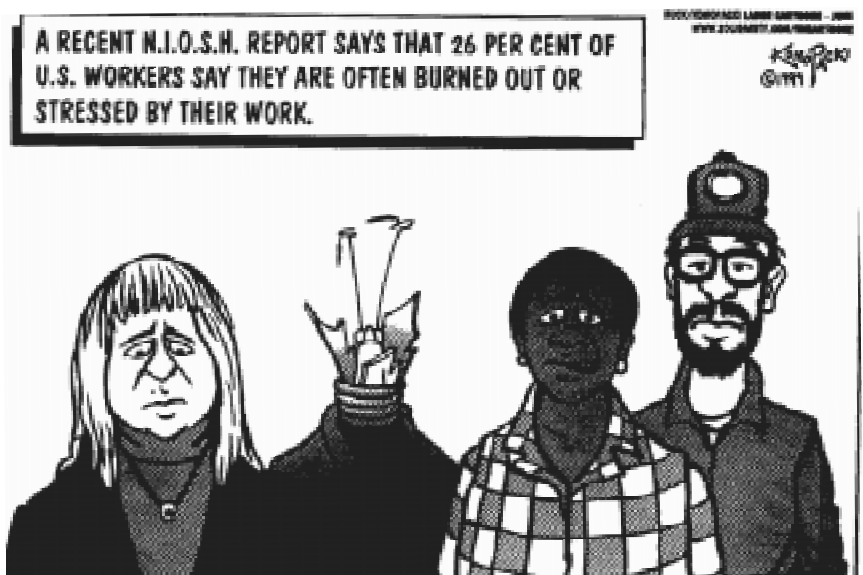
At the center of the court action is the recent decision by the Department of Transport to award single voyage permits to Western Bulk Carriers. As a result CSL Australia bulk carrier *River Torrens* has been put out of business.

Under the Australian Navigation Act, domestic cargo is restricted to Australian-flagged and crewed vessels where possible. But Australian ship owners have complained directly to the Minister for Transport John Anderson, that the government is encouraging shippers and cargo forwarders to manipulate the sys-

tem in order to get cheap cargo rates from foreign, tax exempt, ships crewed by Third World labor. They do this by waiting for Australian ships to sail before demanding urgent carriage of cargo or by claiming the Australian ships are not suitable.

Union lawyers Maurice Blackburn argued against the department issuing further single voyage permits to Western Bulk Carriers before Justice Susan Kenny. The unions also subpoenaed CSL Australia executives David King and Michael Beck. Representatives of all three maritime unions will attend the hearing, including MUA National Secretary John Coombs, and Deputy National Secretary Paddy Crumlin.

Deputy Prime Minister and Minister for Transport John Anderson, Western Mining and Western Bulk Carriers are named as respondents. Representing the unions are Maurice Blackburn solicitor Anne Gooley, Will Houghton, QC, an expert in administration law and barrister Sam Horgan, who specializes in maritime law.



## "Routine" in Mahimahi



SUP members Jimmy Alarcon, Pete Karmelich and delegate Charlie Mohun take a blow for the camera aboard Matson Navigation Company's m/v Mahimahi.

## California shipping lanes moved farther out to sea

New sea lanes, approved last month by the International Maritime Organization in London, will require large ships to sail farther off the Central California coast. The new sea lanes are designed to prevent collisions and groundings by the thousands of commercial vessels that ply the waters between Los Angeles and San Francisco, the busiest shipping corridor in the United States.

A coalition of government regulators, shippers and conservationists took years of informal talks, negotiations and approvals to various levels to hammer out the voluntary compromise. Environmentalists had pressed for mandatory regulations, which shippers opposed.

The new routes were prompted in part by Alaska's *Exxon Valdez* spill in 1989 and also by a spill last year off Coos Bay, Oregon, by the foreign-flag vessel *New Carissa*. In that incident, rough seas prevented rescue workers from recovering the bulk carrier's fuel before it washed ashore.

Officials of the National and Oceanic Atmospheric Association and the U.S. Coast Guard highlighted the fine points of the agreement at a news conference on Yerba Buena Island on May 31.

The new sea lanes are slated to go into effect in less than six months, once U.S. and foreign shippers are notified and navigation charts are altered.

The sea lanes include northbound and southbound corridors for large commercial vessels, as well as separate routes for ships carrying hazardous materials such as liquefied gases and other toxic chemicals.

"This helps keep an accident from happening," said Scott Gudes, a NOAA official, who praised the unique partnership between federal and state regulators, the shipping and oil industries, bar pilots, port officials, fishermen and environmentalists that led to ratification of the proposal.

"It's very encouraging that these diverse groups came together and hashed out the details," said Vice Admiral Ernest Riutta, commander of the Coast Guard for the Pacific Area. "The fact that we're all here today and still talking to each other reflects the spirit of the agreement."

More than 4,000 large vessels make their way along the Central California coast every year, most traveling between 2.5 and 25 miles offshore. Each carries up to one million gallons of bunker fuel, a heavy fuel similar to crude oil, which they use in their engines.

Routing vessels farther offshore, officials said, will provide more time for rescue tugs and aircraft to respond to dis-

abled vessels to prevent them from grounding and spilling their fuel. The new routes also will further separate commercial traffic from the fishing boats and recreational vessels that typically travel close to shore.

The Monterey Bay National Marine Sanctuary, the nation's largest offshore refuge, and one of the four national marine sanctuaries that commercial ships pass through, has the greatest bio-diversity of cold-water marine life in the world. Its kelp forests provide habitat for a wide range of wildlife, including the rare sea otters, sea birds, fish and invertebrates, many of which are particularly susceptible to the effect of an oil spill.

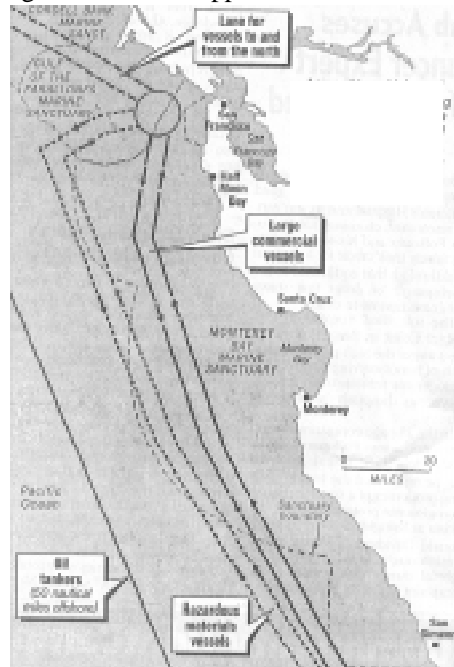
The voluntary measures call for large commercial vessels to use north-south tracks ranging from 13 to 20 nautical miles offshore along much of the coast.

Ships carrying hazardous chemicals will be asked to stay within sea lanes between 25 to 30 nautical miles offshore. Under a pre-existing treaty, oil tankers would remain at least 50 nautical miles from shore.

Rep. Sam Farr (D-Monterey) praised the shipping industry's participation in the sea lanes agreement. "You can't do this without the role of the private sector," he said. "It's their ships. It's their fuel."

Vessels have stayed close to the California coastline from Point Pinos to Point Arguello in an effort to reduce the distance between San Francisco and Los Angeles. The new routes will add 20 to 30 minutes for vessels between those two ports.

The shipping lane proposal was developed through a two-year collaborative effort led by the Monterey Bay National Marine Sanctuary and the U.S. Coast Guard. It took an additional two years for the international agreement to win approval.



## Maritime Policy Initiatives 2000 urges existing maritime policies continue

This is the third in a series of articles taken from a portion of the report "Maritime Policy Initiative 2000" — produced by the Working Group on Maritime Policy, formed by the Military Sealift Committee on the National Defense Transportation Association (NDTA). These articles were originally published in the *American Maritime Congress Washington Report*.

The emphasis, on this month's review, is to take action to ensure that existing maritime policies and program continue to operate as intended...to maintain the current U.S.-flag merchant fleet and to lay the foundation for future growth.

The Working Group consists of Vice Admiral Albert J. Herberger, USN (ret.), and representatives of major U.S.-flag ocean carriers, maritime labor unions and maritime associations, including the American Maritime Congress.

In addition to new policy initiatives aimed at improving the attractiveness of the U.S.-flag registry for private investment and addressing the competitive footing of the U.S.-flag fleet in the international market, the report recommended immediate actions to maintain the existing fleet.

First, the Working Group advised reducing the operating and capital costs faced by U.S.-flag ocean carriers by:

- Continuing to offset the capital and operating cost advantages of foreign-flag ships by enrolling militarily useful U.S.-flag vessels in the Maritime Security Program (MSP);

- Enacting tax reform legislation to improve and expand the Capital Construction Fund (CCF), improve depreciation for U.S.-flag vessels, provide relief from the Alternative Minimum Tax, partially exempt from tax American seafarers' wages earned in international commerce, and allow business tax deductions for conventions held on U.S.-flag cruise ships in both domestic and international service, and

- Continue to streamline the Coast Guard and other regulations applied to U.S.-flag vessels, but not to foreign-flag vessels operating in U.S. ports and waters.

The MSP, which promotes a core U.S.-flag fleet of militarily useful commercial vessels, skilled American merchant mariners, and U.S.-flag carriers' associated global intermodal capacity for use during national emergencies, represented a new era in cooperation between the maritime industry and the U.S. government, the report noted. With its allied program, the Voluntary Intermodal Sealift Agreement (VISA), the MSP ensures that the Armed Forces continue to have ready access to the sealift capacity needed to meet national security needs.

The report urged continued funding and support for the MSP and VISA, although it noted that the current authorization for the MSP expires in 2005.

Tax reform legislation highlighted in the report mirrors the National Security Sealift Enhancement Act, introduced in the Senate as S. 1858 by Senator John B. Breaux (D-LA) and cosponsored by Senators Daniel K. Inouye (D-HI) and Paul S. Sarbanes (D-MD), and in the House as H.R. 3225 by Congressmen Jim McCrery (R-LA) and William Jefferson (D-LA), cosponsored by Jennifer Dunn (R-WA), Martin Frost (D-TX), Steven Kuykendall (R-CA), Nick Lampson (D-TX), Jim McDermott (D-WA), and

Charles "Chip" Pickering (D-MS).

One provision of the identical bills would extend the partial income tax exemption on foreign-source income provided to U.S. citizens working overseas to U.S. merchant mariners serving in the international trades, thereby reducing the tax liability faced by merchant mariners and their employers. Another provision would allow U.S. shipowners to deposit earnings from U.S.-flag, foreign-built ships into a tax-deferred CCF, permitting shipowners to increase the amount of capital available to build vessels in U.S. shipyards.

The bills also would allow any ad valorem duties from ship repairs done abroad to be deposited into the CCF rather than going into the general treasury, exempt shipping income earned in the foreign trades from the Alternative Minimum Tax and grant U.S. shipowners a more aggressive depreciation schedule.

Second, the report recommends strengthening the partnership between the U.S. government and the private-sector U.S.-flag merchant marine. A key to strengthening the private-public partnership, the report, said, is to promote the uniform application of cargo preference laws to ensure that all cargoes subject to preference are carried by U.S.-flag ships.

U.S.-flag cargo preference laws help the U.S.-flag fleet address the advantages held by foreign-flag ships by ensuring that a base of cargoes — cargoes generated by the U.S. government — continues to be available for U.S.-flag ships. Cargo preference is vital to the continued viability of the U.S.-flag fleet, the report emphasized.

Despite the importance of cargo preference, however, the volume of preference cargoes carried on U.S.-flag vessels has declined significantly over the last 10 years, the report said, due primarily to the Armed Forces' pullback from overseas bases at the end of the Cold War.

Third, the report recommends that the U.S. government and the U.S.-flag fleet should capitalize on new opportunities for increased business.

The coastwise trades offer significant room for growth, the report said. Landside distribution systems, truck and rail, already are at or near capacity along the East and West coasts, the report said, making coastwise transportation an attractive solution to congested highways and rail lines.

## End of the line for mooring lines?

Automated mooring systems could render traditional mooring ropes obsolete within a decade, according to a New Zealand company that has successfully tested a revolutionary suction pad mechanism.

The system, known as Ironsailor, requires four units to be housed in a vessel's hull, two fore and two aft.

As the ship comes into port, vacuum pads protrude from the compartments and attach to a counterplate on the wharf, at 28 tons of vacuum.

The counterplates are rail mounted in boxes on the side of the quay, allowing them to move up and down with the tide and swell, thereby reducing movement at the wharf.

In some version, these boxes are themselves mounted on horizontal rails, allowing vessels to be moved along the dock while still tied up.

# American Ship Management Wage Rates effective July 1, 2000

## C-10 and C-11 Class Vessels

Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit Daily	Benefit Monthly	Money Purchase Pension Plan Daily
	Monthly	Daily				
Bosun over 20,00 GT	\$4,020.43	\$134.01	\$4,143.19	\$64.45	\$1,933.46	\$25.00
Bosun 15,001-20,000 GT	\$3,823.15	\$127.44	\$3,979.11	\$61.90	\$1,857.02	\$25.00
Bosun 9,001-15,000 GT	\$3,640.17	\$121.34	\$3,798.60	\$59.08	\$1,772.68	\$25.00
A.B. Maint.	\$2,732.97	\$91.10	\$2,992.55	\$46.55	\$1,396.51	\$25.00
A.B.	\$2,862.66	\$95.42	\$3,123.76	\$48.59	\$1,457.66	\$25.00
AB Watchstander/ Daystander	\$2,862.66	\$95.42	\$3,123.76	\$48.59	\$1,457.66	\$25.00
O.S.	\$2,215.86	\$73.86	\$2,476.23	\$38.52	\$1,155.65	\$18.51

### OVERTIME RATES

The hourly overtime rate for all ratings  
except the Ordinary Seaman ..... \$22.56  
Ordinary Seamen ..... \$16.92

### CARGO RATES

The hourly cargo rate for all ratings:  
Straight Time Hours ..... \$16.92  
Overtime Hours ..... \$27.88

### SHORTHANDLED (Section 7 SUP Work Rules)

Bosun ..... \$38.51  
A.B. .... \$29.02

### STANDBY RATES (Section 43 SUP Work Rules)

**Bosun**  
Straight Time Hours ..... \$21.53 ..... \$25.00  
Overtime Hours ..... \$35.42

**A.B.**  
Straight Time Hours ..... \$20.63 ..... \$25.00  
Overtime Hours ..... \$34.02

### SHIFT SHIP GANGS (Section 44 SUP Work Rules)

**Bosun**  
Straight Time Hours ..... \$19.08 ..... \$25.00  
Overtime Hours ..... \$31.74

**A.B.**  
Straight Time Hours ..... \$17.99 ..... \$25.00  
Overtime Hours ..... \$30.33

### DECK PORT WATCHES (Section 55 SUP Work Rules)

**Bosun**  
Straight Time Hours ..... \$25.69  
Overtime Hours ..... \$38.51

**A.B.**  
Straight Time Hours ..... \$19.34  
Overtime Hours ..... \$29.02

### FUEL OIL SPILL CLEANUPS

Straight Time, all ratings ..... \$13.16

## SUP Shoregang

### RATING

		Money Purchase Pension Plan
Rigging-Splicer and Sail Maker		
Straight Time .....	\$24.13	\$25.00
Overtime .....	39.11	
Rigging-Wire Splicer's Helper		
Straight Time .....	\$22.20	\$25.00
Overtime .....	36.33	
Rigging-General Maintenance Work		
Straight Time .....	\$21.93	\$25.00
Overtime .....	35.90	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time .....	\$23.10	\$25.00
Overtime .....	37.60	
Storekeeper-General Maintenance		
Straight Time .....	\$23.10	\$25.00
Overtime .....	37.60	
Bosun		
Straight Time .....	\$26.57	\$25.00
Overtime .....	42.62	
Bosun's Mate or Leaderman		
Straight Time .....	\$24.13	\$25.00
Overtime .....	39.11	
Carpenter		
Straight Time .....	\$23.63	\$25.00
Overtime .....	38.48	

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

## J-10 Class Vessels

### RATING

		Money Purchase Pension Plan
<b>Bosun/AB</b>		
Monthly Base Wage .....	\$3,388.72	\$25.00
Daily Base Wage .....	\$112.96	
Daily Supplemental Wage .....	\$54.14	
<b>A.B. Watchstander/Dayworker</b>		
Monthly Base Wage .....	\$2,573.31	\$25.00
Daily Base Wage .....	\$85.78	
Daily Supplemental Wage .....	\$43.74	
Hourly Overtime Rate .....	\$20.30	

### CARGO RATES

The hourly cargo rate for all rating:  
Straight Time Hours ..... \$15.23  
Overtime Hours ..... \$25.09

### SHORTHANDLED (SECTION 7. SUP Work Rules)

Bosun ..... \$34.66  
A.B. .... \$26.12

### DECK PORT WATCHES (SECTION 55. SUP Work Rules)

**Bosun**  
Straight Time Hours ..... \$23.12  
Overtime Hours ..... \$34.66

**A.B.**  
Straight Time Hours ..... \$17.39  
Overtime Hours ..... \$26.12

Fuel oil spill cleanup  
Straight Time, all ratings ..... \$11.84

# Matson Navigation Company Wage Rates effective July 1, 2000

### ITB Moku Pahu

RATING	Money Purchase Pension Plan
<b>Bosun</b>	
Monthly Base Wage .....	\$3,236.72
Daily Base Wage .....	107.89
Daily Supplemental Wage .....	39.79 ..... \$19.93
<b>A.B.</b>	
Monthly Base Wage .....	\$2,188.02
Daily Base Wage .....	72.93
Daily Supplemental Wage .....	31.25 ..... \$15.28
Overtime .....	\$20.51
<b>CARGO RATES</b>	
Straight Time Hours: .....	\$15.39
Overtime Hours: .....	25.36
<b>FUEL OIL SPILL CLEANUPS</b>	
All Ratings: Straight Time .....	\$11.97

### 071, Roll-on/Roll off, C-8 and C-9 class vessels

Rating	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan
	Monthly	Daily	Monthly	Daily	Monthly	Daily	
Bosun	\$3,991.89	\$133.06	\$4,114.01	\$63.99	\$1,919.85	\$25.00	Money Purchase Pension Plan
A.B. Maint.	\$2,711.04	\$90.37	\$2,971.46	\$46.22	\$1,386.69	\$25.00	
A.B.	\$2,840.04	\$94.67	\$3,101.75	\$48.25	\$1,447.55	\$25.00	
O.S.	\$2,200.03	\$73.33	\$2,458.79	\$38.24	\$1,147.29	\$18.51	

**OVERTIME AND OTHER RATES**  
The hourly overly overtime rate for all ratings  
except the Ordinary Seaman shall be ..... \$22.40  
Ordinary Seamen (overtime rate) ..... \$16.80

**CARGO RATES**  
The hourly cargo rate for all ratings shall be:  
Straight Time Hours ..... \$16.92  
Overtime Hours ..... \$27.68

### 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, 2000:**

President/Secretary-Treasurer .....	\$1,405.14
Vice President/Assistant Secretary-Treasurer .....	\$1,079.69
Branch Agent .....	\$1,079.69
Business Agent .....	\$1,060.58

**Benefits:** Medical and dental coverage; 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.

Attend your Union meetings

### Record of SUP Shipping May 2000

	Hdqs	Seattle	Wilm	Hono	Total
Bosun .....	3	1	5	0	9
Maint. Man .....	3	0	0	0	3
A.B. ....	22	11	18	12	63
A.B. Dayworker ..	0	0	12	0	12
O.S. ....	0	1	2	1	4
Standby .....	47	24	124	37	232
QMED .....	1	0	0	0	1
Cook .....	1	0	0	0	1
<b>TOTALS .....</b>	<b>77</b>	<b>36</b>	<b>163</b>	<b>49</b>	<b>325</b>

**SHORTHANDLED (SECTION 7. SUP Work Rules)**  
Bosun ..... \$38.24  
A.B. .... \$28.81

**STANDBY RATES (Section 43 SUP Work Rules)**  
Bosun  
Straight Time Hours ..... \$21.36 ..... \$25.00  
Overtime Hours ..... \$35.17  
A.B.  
Straight Time Hours ..... \$20.48 ..... \$25.00  
Overtime Hours ..... \$33.77

**SHIFT SHIP GANGS (Section 44 SUP Work Rules)**  
Bosun  
Straight Time Hours ..... \$18.95 ..... \$25.00  
Overtime Hours ..... \$31.53  
A.B.  
Straight Time Hours ..... \$17.85 ..... \$25.00  
Overtime Hours ..... \$30.12

**DECK PORT WATCHES (SECTION 55. SUP Work Rules)**  
Bosun  
Straight Time Hours ..... \$25.50  
Overtime Hours ..... \$38.24  
A.B.  
Straight Time Hours ..... \$19.21  
Overtime Hours ..... \$28.81

**FUEL OIL SPILL CLEANUPS**  
All Ratings: Straight Time ..... \$13.05

**SUP SHOREGANG WAGE RATES**  
Working Bosun  
Straight Time ..... \$26.38 ..... \$25.00  
Overtime ..... \$42.32  
General Maintenance  
Straight Time ..... \$21.79 ..... \$25.00  
Overtime ..... \$35.64  
Spraying, Sandblasting enclosed spaces: additional per hour ..... \$1.65

## Ship matching *Global Mars* found in southern China

A ship matching the description of the *Global Mars* which was hijacked in the Straits of Malacca in February was found in southern China. The Chinese authorities are investigating to make sure it is the *Global Mars*.

The *Global Mars* was attacked off the Thailand coast by 20 pirates armed with automatic weapons on the night of February 24. As reported in the March *West Coast Sailors*, the ship was carrying 6,000 tons of palm oil from Malaysia to India at the time. The 17-man crew were blindfolded and moved to a large fishing boat where they were held until March 7, before being transferred to a smaller boat and sent adrift. All 17 men have since returned home.

Authorities in Hong Kong and China have been searching for a tanker matching the description of the *Global Mars*, but with a different name. The vessel is reported to have been carrying a cargo of palm oil.

The 1985-built chemical tanker has been the subject of a US\$100,000 reward. Hong Kong Shipping News International carried an International Maritime Bureau alert detailing the vessel's particulars for several months following the incident in February.

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

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

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

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

### Schedule of class offerings:

10-14 July	16-20 October
24-28 July	30 October-3 November
7-11 August	6-10 November
11-15 September	27 November-1 December
25-29 September	11-15 December

## Stowaways who hijacked ship throw in the towel

Stowaways who hijacked the flag-of-convenience vessel *Medstar* on June 10 while the ship was enroute to Kanola, India, were persuaded by negotiators based in Germany to give themselves up and return the vessel to the control of the crew.

Ten Iranian and four Iraqi nationals stowed away on the vessel in Bandar Abbas, Iran, on June 8, and subsequently hijacked the ship demanding political asylum. The hijackers said they would blowup the *Medstar* if their demands were not met.

After ten European countries refused to grant asylum, the hijackers gave up and the vessel was escorted by the Indian Coast Guard to Mumbai (Bombay) where the hijackers were arrested.

After the stowaways were questioned by Indian authorities, it was revealed that the stowaways were part of a human trafficking racket and that they had paid \$250 each to escape their respective war-ravaged countries.

Investigators said, believed to be army deserters and petty criminals, they paid an agent (snakehead) in Iran with the help of local police.

The stowaways made their threat to blow up the ship when they found out the *Medstar* was bound for India, not Italy. The *Medstar* is owned by an Italian company and registered in St. Vincent. Her 22-member crew is comprised of Filipino and Croatian nationals.



Posing with the SUP wreath are left to right: "Chief delegate" Bruce Waygood and "Commander" Bill Quinlan, aboard the s/s *Jeremiah O'Brien* for the annual Maritime Day celebration in May in San Francisco. Photo submitted by Bruce Waygood.

## Fatigued mate and poor support system faulted in collision

According to the Bahamas Maritime Authority's investigating report, the cause for the collision between the *Norwegian Dream* and the *Ever Decent* was an overworked officer and the absence of a decision-support system.

The collision happened in August, 1999, between the Bahamas-registered cruiseship *Norwegian Dream*, operated by U.S.-based Norwegian Cruise Lines and the *Ever Decent*, a Panamanian-flagged containership owned by Evergreen Marine of Taiwan. (Reported in the September 1999 *West Coast Sailors*.)

Speaking at a conference on the future safety of large passengerships in London last May, Douglas Bell, deputy director for maritime affairs at the Bahamas Maritime Authority, said the intention was not to put the blame squarely on crew negligence.

At the time of the collision, which occurred off southeast England, there had been 10 ships in a very small area — a crossing point in a traffic separation scheme in the eastern approaches to the English channel.

As the *Norwegian Dream* approached the crossing area, the traffic situation became busier. The officer of the watch also was under pressure from other factors, such as ship reporting duties and the need to attend to the work of other crew members.

"The officer of the watch became overloaded," Captain Bell explained, "and in the heat of the moment [he] appears to have made a mistake in reading the information on the radar."

"There were mitigating circumstances," the report continued, "but his bridge practice did fall short of the ideal in several areas."

It seems he relied heavily on the use of radar for his anti-collision work and did few visual checks. Moreover, he did not use his radar in the most effective way, using the Automatic Radar Plotting Aids output on both radars in use. This meant that he did not have a single, continuous, reliable plot when matters became critical.

More important is why was the officer performing routine clerical burdens while the sole office on watch in a highly congested waterway?

In this particular case, the Bahamas had decided that the present requirements for equipment and training were "not adequate" for a large passenger ship of the type of the *Norwegian Dream*.

## Shipowner to replace Norwegian and British officers

In an attempt to cut costs and stay competitive, Norwegian owner Bergesen plans to replace about 600 of its 1,050 Norwegian and 200 British officers with Filipinos, Indians, Latvians, and Russians.

The move could save about US\$20 million a year. The company points to a high turnover of younger Norwegian officers and an increase in the average age of its Norwegian top officers.

The company stated that, "A large portion of this reduction will take effect at the normal term of employment and for the rest voluntary solutions will be sought in cooperation with the organizations involved. Cadets, trainees, and junior officers will be allowed to finish their education."

The move will be implemented over the next two years.

## Union backs railroad merger

Canadian National Railway (CN) and Burlington Northern Santa Fe Corp. (BNSF) announced they plan to merge, and received the support of more than 12,000 unionized employees this month.

The employees, members of the Brotherhood of Maintenance of Way employees (BMWE), agreed to support the deal after reaching a job-protection agreement with the railroads. The railroads have agreed that there would be no major downsizing of union workers as a result of the merger.

The railroads already have received the support of the Brotherhood of Locomotive Engineers, representing 7,000 BNSF locomotive engineers and 2,600 train service and rail traffic control employees with CN.

The two companies want to combine their railroads into a 50,000-mile rail system linking eight of the 10 Canadian provinces and 33 western and central states.



## ESU Office Assignments

For the month of July, Thomas Thompson will be in the Baytown office and Kevin Conroy will be in the Benicia office.

# ESU NEWS

JUNE 2000

Official Publication of the Exxon Seamen's Union

## American Progress Ship Rep. Nomination Period Open

On June 1, 2000 the ESU Agreement became effective for the employees on the *S/R American Progress*. Under the Constitution and Bylaws of the Exxon Seamen's Union we are required to conduct an election for a regular Ship Representative that will serve until a general election next year. Anyone interested in running for this position will need to submit a nomination form with 15 signatures from members in good standing as required by Article V of the ESU Constitution and Bylaws. The deadline for nomination forms to be received by the Union office is September 1, 2000. Following the nomination period, ballots will be mailed to the membership and a 60 voting period established. If you are in need of a nomination form, please see your Ship Rep. or contact either Union office.



On board the *S/R Benicia* Fleet Chef, Reid Decker presents Romeo Patricio with a plaque in honor of his retirement. The plaque was made by the ship's crew.

## Retirements

On May 31, **Joe Leitao** retired with 32 years of company service. Joe began his employment November 8, 1968 and sailed as Fleet Chef for most of his career.

On May 31, **Romeo Patricio** retired with 15 years of company service. Romeo began his seagoing career on February 26, 1985 and sailed as Cook. Joe and Romeo were good shipmates to sail with and their experience in the Steward's Department will be dearly missed. We wish both Joe and Romeo well in their retirements and all their future endeavors.

## Letter to the Editor

### Cost Cutting Aboard S/R Vessels

The cost cutting measures aboard the *S/R Charleston* have reached a new low. As of May 26, we ran out of bottled water before departing Baytown Texas. This was brought forward to the Captain but ignored. Three days later we ran out of Gatorade. As of June 15, these supplies have not been replenished. On our trip north our food supply became so diminished that our Cook went uptown on his own time and purchased selected vegetables. We were told we would not receive any other supplies until Texas on June 17. This trip was a normal run for this vessel. Since we arrived in Baytown, Texas, we ran out of bacon and eggs and a case of each had to be purchased to hold us over until the storing. We have run out of milk, most sodas, lemons, tomatoes, most cereals, fresh vegetables, laundry soap, fish and majority of meats. The only

toilet paper left on the ship is in the dispenser now. The Chef brought this forward to the Ship Group Coordinator and was told that it was good to keep the inventory down. Our Cook had to wash towels for two weeks to maintain fresh towels for the crew's quarters (normally supplied by outside services). We have crewmembers that came to this country from communist controlled countries and said they are not used to this kind of offensive treatment. A major concern with this company seems to be maintaining their safety record and not the well being and quality of life of its employees. *S/R* management should take a step back and look at the whole picture in a positive way and maybe then they will realize that we as *S/R* employees should come first in maintaining a healthy atmosphere aboard these vessels.

## Wage Reopener Negotiations Resume July 12

On July 12, the ESU Board will once again meet with the Company in Galveston, TX for the purpose of concluding wage review negotiations. We hope these talks will be productive and produce an agreement to be voted on by the membership and go into effect on September 1, 2000.

In the last edition of the ESU NEWS, the Union reported about the delays we were experiencing with starting wage reopener negotiations with the Company. The Union had made many inquiries as to when and why we had not received a reply to our request bargain wages. To the Union's surprise on May 18th we did receive a fax from management suggesting we begin negotiations on June 1, 2000. Even though this was short notice, we were able to convene the full ESU Executive Board and Union attorney, Sharon Groth together for a meeting on June 1.

At this meeting management was not prepared to bargain the wage reopener to a conclusion but wanted to hear our interests and supporting evidence before they completed the process of gaining final economic bargaining authority. The Board presented our argument and supporting data for a much deserved and needed pay increase for the unlicensed employees. This argument focused on CPI, the economy, attrition and competition pay within the whole maritime industry.

Last year the ESU bargaining unit received a 3.0% increase on Base and CSB wages. On real

wages this factors down to approximately 1.9% of year-end W-2 earnings since the increase was not factored on SSHOT, OT rates and Penalty pay. The Consumer Price Index (CPI-Inflation) for all of 1999 was 2.7%. When factoring last year's 1.9% increase on real wages against the inflation rate, ESU members lost ground and in effect received no increase when real wages are compared against CPI. In fact, we lost ground in the amount of .8%. Currently, inflation has been on the increase and the unadjusted 12-month rate ending on April 2000 is 3.0%.

Over the past few years' attrition has increased within the ocean going fleet. Officers and unlicensed alike are leaving the maritime industry in increasing numbers. Between 1993 and 1999 SeaRiver hired about 92 unlicensed employees. Out of that 92, 38 are no longer a part of our bargaining unit (41.3% attrition). Most have left the maritime industry to pursue better opportunities shoreside. It used to be one chose this profession because the pay was relatively good. But severe cuts in the late 80's and early 90's have contributed the exodus of maritime employees. The SeaRiver AB rating for example has lost tremendous ground against CPI since 1986. On pay base alone the difference is approximately \$480.00 and the hourly rate for a 5-year AB remains a meager \$8.68 per hour. Conversely, the national hourly average at the end of April 2000 had increased to \$13.64. The inability to retain employees has a

significant cost for the Company and if left unchecked the cost associated with this problem will only increase leading up to and after February 1, 2002, when full compliance with STCW (1995) is required.

Certainly, the lack of attractive pay is part of the reason why recruitment and retention of employees have become a major problem within the industry. The Board talked about using "Dollars per Day Worked" to compare the ESU to other competitors and pointed out the flaws with using this method as the only tool to evaluate wages. Dollars per Day worked does not compare ESU members on a level playing field with other competitors used in the Company comparison.

Management picked at our presentation and talked about how they viewed our position among the competitors in the tanker industry on a Dollars per Day basis. They disagreed with our interpretation of last year's 3.0%. They valued it at 2.3% but they did not compute the loss in pay on overtime and penalty payment. Overtime and penalty payments are significant components of the total pay package. When the Union evaluated last year's 3% increase on Base and CSB, wages were converted into across the board earnings and we arrived at an increase of 1.9%.

At the conclusion of our meeting, the Board made it clear to management that we would be evaluating any increase on an across the board earnings basis. Without doubt, any increase to be voted on by to the membership must meet greater expectations than past negotiations

## Former Mobil Oil Sailors Join ESU

The former Mobil vessel, the *American Progress* officially joined the SeaRiver west coast fleet when she arrived on June 10, at Cascade General Shipyard in Portland, Oregon. Within days numerous people visited the ship from the company and other agencies including the ESU and SUP.

On Monday June 12, a union meeting was held to answer questions and address the may transition issues that have arisen since the transfer. After the meeting, membership applications were received from all seven of the former Mobil employees aboard at the time including Joe Buffington, Derrell Ferguson, Keith Francis, "Pete" Giannissis, Charlie Hartman, Sumaila "Ish" Mumuni and Buddy Touchstone. The ESU sincerely thanks these new members and welcomes them into the ESU brotherhood. Addi-

tionally, and in particular, we welcome back Oiler Bill Burton who also decided to rejoin the ESU at the time.

On the following day, SUP Vice President Dave Connolly visited the ship with information relating to the integration of the old Mobil/SUP retirement plan into the ExxonMobil/SeaRiver plan. A meeting was also held between the

ESU Board Rep., Kevin Conroy, the ESU temporary Ship's Rep., Mike Doyle and Ocean Fleet Manager Stu McRobbie. The ESU left this meeting feeling optimistic that the final issues relating to the operation of the *S/R American Progress* within the guidelines of our contract could be resolved painlessly and within a reasonably short period of time.

### EXXON SEAMEN'S UNION

Affiliated with the Sailors' Union of the Pacific  
Founded March 28, 1941

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President Jerry Patterson

Vice President John Straley

Deck Trustee Ulrich Baur

Secretary/Treasurer Kevin Conroy

Engine Trustee Charlie Pollard

Rec. Secty. Thomas Thompson III

Steward Trustee Gerard Nelson



# SUP President's Report

June 12, 2000

## READY RESERVE FLEET AWARDS

As reported last month, the Maritime Administration on May 3, released the names of companies awarded contracts to operate and maintain vessels in the Ready Reserve Fleet.

However, MarAd's decision prompted a wave of protests filed by ship operators, including Patriot Contract Services, a division of SUP-contracted American Ship Management that resulted in the awards being stayed by the General Accounting Office until June.

Patriot has informed the Union this week the stay will remain in effect until the end of September. Until a final decision by the government is made, Patriot will continue to operate on a status-quo basis, the *Cape Breton*, *Cape Bover*, *Cape Blanco*, *Cape Borda*, *Cape Gibson*, *Cape Girardeau*, *Cape Intrepid*, *Cape Inscription*, *Cape Isabel* and *Cape Island*.

## MILITARY SEALIFT COMMAND BIDS

Last month the membership voted to approve tentative agreements with Matson Navigation Company and Patriot Contract Services as part of both companies' bids to operate two (Large Medium Speed Roll-on/Roll-off (LMSR) vessels, the *USNS William A. Soderman* and the *USNS LCPL Roy M. Wheat*, for the Military Sealift Command.

In the intervening month the Masters, Mates, and Pilots and the Marine Engineers Beneficial Association requested the MSC to delay the deadline for bids to be submitted as the Department of Labor (DOL) had not issued a wage determination for licensed personnel for the vessels in question. On June 1, the DOL issued a wage determination for licensed personnel, but at the same time reduced the wage determination for unlicensed personnel. How this latest turn of events might affect the wages, benefits, etc. negotiated by the Pacific District Unions (SUP, MFOW, SIU-A&G Cooks) is unknown as of this date. The wages, fringe benefits, etc., negotiated, are based on total cost for each unlicensed rating that were agreed upon by the SUP, MFOW, SIU-AGLIWD and the NMU to keep wage competition between the unions out of the bidding process.

The deadline for the submission of bids for the two ships is now June 19.

Will keep the membership informed.

## MATSON NAVIGATION COMPANY

On May 26, Matson proposed to the Sailors' Union and the Masters, Mates & Pilots to revamp the watchstanding schedule on a trial basis aboard the *Mahimahi* for the voyage commencing June 9.

The proposal itself, "alternative watchkeeping" was generated by Captain Tom Stapleton, Master of the *Mahimahi*, after he read an article in *Lloyd's Ship Manager* magazine on ways to reduce crew fatigue at sea.

The basics of "alternative watchkeeping" is that the watchstanders stand one watch of six hours and one of two hours. For example the 12 x 4 watch would work from midnight to 0600 and from 0800 to 1000; the 4 x 8 would work from 0600 to 0800 and from noon til 1800; and the 8 x 12 from 1000 until noon and from 1800 to midnight.

The SUP and the MM&P rejected this scheme.

## LMSR TRAINING

The next training class for those interested in working in the Large Medium-Speed Roll-on/Roll-off

(LMSR) vessels operated by Patriot Contract Services is scheduled to begin on July 10.

No one can be shipped to the LMSRs without taking the Military Sealift Command training which is provided by the SUP's Andrew Furuseth School of Seamanship in conjunction with Training Resources LTD.

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

In addition, in the June issue of the *West Coast Sailors* a schedule for the STCW basic course for the rest of the year will be published.

Patriot notified the Union that it is due to take over operation of four more LMSRs this winter. The *USNS Gordon* and the *USNS Gilliland* are scheduled to be delivered between November 6 and November 21, and will be homeported in Norfolk. The *USNS Shugart* and *USNS Yano* will be delivered between November 28 and December 12, and will be based at a yet undetermined port on the Gulf Coast. The *USNS Mendonca*, currently under construction at Avondale, is due to be delivered to Patriot around January 18, 2001.

## WAGE INCREASES: ASM AND MATSON

In accordance with the collective bargaining agreements with American Ship Management and Matson Navigation Company, an increase in wages and wage-related items (overtime, supplemental benefits, etc.) is due and payable on July 1. The ASM increase is four percent (4%) and the Matson increase is three-and-a-half percent (3.5%). The increase for the *ITB Moku Pahu* is three percent (3%).

Under the terms of both agreements, the Union shall have the right to allocate the increases in the form of wages and/or among the various benefit plans.

A proposal to allocate a portion of this year's wage increase was suggested by your secretary in March and recommended by a majority of the Quarterly Finance Committee which met in May.

The income generated by this allocation would help defray the increased costs of operating the hiring halls and to defray the costs associated with the possible establishment of a hall on the East Coast to serve the 11 LMSRs that will be based there, as well as other SUP vessels operating in that area.

Funds to partially defray the costs of operating the hiring halls are administered by the Joint Employment Committee Trust as stipulated in Section 28 of the General Rules in both the ASM and Matson agreements.

Specifically the amount proposed is one dollar (\$1.00) per member, per day which amounts to approximately one percent (1%) of the negotiated increases. This proposed allocation would come out of the base wage increase only. Overtime rates, supplemental benefit (vacation) rates would be increased by either 3.5% or 4%. If approved, this allocation would also apply to all Union officials.

In order to get the input of the working membership at sea and ashore, sent a communication to every ASM and Matson vessel as well as to the ASM and Matson shoregangs. The results of that survey indicate an overwhelming majority in favor of the proposed allocation.

Based on this response, recommend that the membership vote to allocate \$1.00 from the base wage increases due from ASM and Matson effective July 1.

## SEAFARERS' MEDICAL CENTER

Due to the termination of its lease at its long-time location, the Seafarers' Medical Center in San Francisco is moving to 49 Drum Street (second floor) effective July 1, 2000.

## CALIFORNIA LABOR FEDERATION CONVENTION

The California Labor Federation, AFL-CIO, has notified the Union that its 23<sup>rd</sup> Biennial Convention will

be held in Anaheim, California, from July 17 through July 19.

As the SUP is entitled to six delegates, recommend that Vice President Dave Connolly, Wilmington Branch Agent Wayne Burgess, Tom Larkin, Duane Nash, Charley Supple, and your secretary by duly elected as delegates.

## FOURTH OF JULY

All SUP halls will be closed on Tuesday, July 4, in observance of Independence Day, a contract holiday under all SUP agreements.

## BLOODY THURSDAY

The annual commemoration of Bloody Thursday, July 5, will be held this year at ILWU Local 10, 400 North Point Street in San Francisco at 10:00 A.M. Similar events will take place up and down the coast to mark this red letter day during the 1934 maritime strike.

## ACTION TAKEN

M/S to accept the President's recommendation regarding the wage allocation. Standing vote called for: 47 to concur, 1 to non-concur.

M/S to accept the President's recommendations to the State Labor Federation. Further nominations from the floor: Paul Calais. Standing vote taken as follows: Gunnar Lundeberg 52, Dave Connolly 43, Tom Larkin 37, Duane Nash 34, Charley Supple 24, Paul Calais 24, and Wayne Burgess 17. (Note: the Branch meetings concurred with the President's recommendations.)

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

Gunnar Lundeberg

### Wage Allocation Vote

	YES	NO
Headquarters	47	1
Seattle	15	0
Wilmington	23	0
Honolulu	10	10
TOTAL	95	11

### Poll of Ships and Shoregangs

	YES	NO
Adams	6	0
Jackson	1	5
Kennedy	6	0
Polk	6	0
Truman	6	0
Korea	0	6
Philippines	6	0
Singapore	6	0
Thailand	2	4
America (ex-Hoover)	5	1
Grant	1	5
Wilson	0	6
ASM Seattle Shoregang	9 (4 steady/ 5 casual)	
ASM Oakland Shoregang	4	0
Chief Gadao	9 (1 steady/ 8 casual)	
Kauai	4	3
Lihue (no response)		
Lurline (no response)		
Mahimahi	2	4
Manulani	6	1
Maui	7	0
Manoa	3	3
Matsonia	5	2
Mokihana	5	1
Moku Pahu	4	0
R.J. Pfeiffer	2	4
Matson P&R	7	1
<b>Grand Total</b>	<b>112</b>	<b>46</b>

# Maritime Day 2000

May 22, 2000



*Sol Ayoob, MFO Wilmington Port Agent, and Bill Berger former SUP Wilmington Branch Agent, at the Merchant Marine Memorial in San Pedro on Maritime Day.*

## Statement by Gordon S. Holder, Vice Admiral, U.S. Navy, Commander, Military Sealift Command

Every May we observe National Maritime Day. Instituted in 1933 by President Franklin Roosevelt, this year marks the 68th opportunity for a grateful nation to thank that heroic group of men and women who, through their service, have been key to the continued freedoms we enjoy in this country. Yet the service of the U.S. Merchant Marine goes back even further — 225 years, to the War of Independence.

In 1775, Col. John Glover of the Marblehead regiment of the Continental Army offered the charter of his schooner, *Hannah*, to his commander, Gen. George Washington. *Hannah* sailed September 5, prowling for British Broughton and crewed by merchant mariners, *Hannah* took her first prize two days later — the British vessel *Unity*. Merchant mariners have been critical to our nation's well being and defense ever since.

Today, 95 percent of the equipment and supplies needed by U.S. forces during a conflict is carried by sea — making sealift and MSC key players in our nation's defense. As MSC's multiple missions unfold, the merchant marine is there, integral to everything we do.

MSC is the world's largest operator of U.S.-flagged shipping and the world's largest employer of U.S. merchant mariners. Combining our 3,000 civil service mariners with the more than 2,000 commercial mariners on ships under contract to us makes MSC the largest mariner employer in the United States. These skilled professionals bring a variety of capabilities and an honored heritage to our command.

Throughout every conflict in our nation's history, America's merchant mariners have gone bravely into harm's way. One of the proudest eras began in 1939 when the world was plunged into global conflict.

Merchant mariners, sailing unarmed vessels along the U.S. East Coast were among the first to feel the bloody effects of enemy action. Within the first few months of the war, 13 American merchant vessels were sunk within sight of the coast by German U-boats; the ships' crews were lost. From early 1940 through the middle of 1942, U-boats sank Allied merchant ships faster than the ships could be built.

Throughout the war, going in harm's way was nothing unusual for civilian mariners working side-by-side with our Navy. With the massive amounts of cargo needed by Allied forces, merchant vessels were everywhere on the seas — carrying the goods and suffering enemy attacks. In fact, one in every 32 civilian mariners serving aboard merchant vessels in World War II died in the line of duty. That's a higher percentage of war-related deaths than any other service except the U.S. Marine corps.

Throughout the horrific action there were many individual acts of heroism. When Liberty ship *SS Stephen Hopkins* was sinking after a long and valiant battle with a German raider in the South Atlantic, Cadet Edwin O'Hara fired the last five available shells, setting the German raid *Stier* on fire. O'Hara, killed by shrapnel, and 40 others went down with their mortally-wounded ship.

There were similar feats of heroism and bravery under fire in all the world's oceans as the U.S. Merchant Marine provided the wherewithal for the Allies to win the war.

As we celebrate National Maritime Day, remember the sacrifices and heroic deeds performed by America's merchant mariners. We owe them an incredible debt of gratitude for their service through the years.

## By the President of the United States of America A Proclamation

Americans have always looked to the sea as a source of prosperity and security. Bounded by two oceans and the Gulf of Mexico, with the Great Lakes, the Saint Lawrence Seaway, scores of harbors, ports, and inlets, and thousands of miles of inland river shorelines, our Nation has been blessed with an unparalleled means of moving passengers and freight, protecting our freedom, and linking our citizens with the world.

Today, 95 percent of our imports and exports are moved by water—more than one billion metric tons of cargo—and our waterways currently handle 140 million passengers a year. Our domestic fleet is one of our most productive and cost-effective modes of transportation, moving 24 percent of the Nation's cargo at less than 2 percent of America's total freight cost. The men and women of the U.S. Merchant Marine and the thousands of other workers in our Nation's maritime industry have made immeasurable contributions to our economic strength, standard of living, and leadership in the global marketplace.

The U.S. Merchant Marine plays an equally important role in maintaining our national security. In times of conflict or crisis, the Armed Forces rely upon the Merchant Marine's sealift capability to transport critically needed equipment and supplies. Time and again, American mariners have demonstrated their willingness and ability to meet often daunting challenges. From World War II to Korea to Vietnam, from Desert Storm to the Balkans and in numerous incidents in between, the U.S. Merchant Marine has responded with courage, patriotism, and a steadfast devotion to duty.

The 21st century will hold new challenges for our maritime industry, including an anticipated doubling of cargo and passenger traffic in the next two decades. If we are to meet those challenges, we must maintain a robust U.S.-flag fleet, crewed by American mariners. Last September, the Secretary of Transportation presented to the Congress a blueprint for modernizing our Marine Transportation System—the waterways, ports, railways, and roads that move people and goods to, from, and on the water. We must build more and better ships, modernize our shipyards, create deeper ports for today's ever larger containerships and ocean liners, and maintain a skilled maritime workforce. We must also ensure that local, State, and Federal agencies, the U.S. military, the maritime industry, shippers, labor unions, environmental groups, and other concerned organizations work in partnership to carry out this blueprint.

As we celebrate National Maritime Day this year, we also mark the 50th anniversary of the U.S. Maritime Administration. Throughout the past five decades, the dedicated men and women of this agency have worked to improve the competitiveness of our maritime industry in world markets and to strengthen our ability to respond swiftly and effectively in times of crisis. On behalf of a grateful Nation, I salute these outstanding public servants for their commitment to the U.S. Merchant Marine and to the shipbuilding, repair services, ports, and intermodal water and land transportation systems they need to function efficiently.

In recognition of the importance of the U.S. Merchant Marine to our Nation's prosperity and security. The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, do hereby proclaim May 22, 2000, as National Maritime Day. I urge all Americans to observe this day with appropriate programs, ceremonies, and activities and by displaying the flag of the United States in their homes and in their communities. I also request that all merchant ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-second day of May, in the year of our Lord two thousand, and of the Independence of the United States of America the two hundred and twenty-fourth.

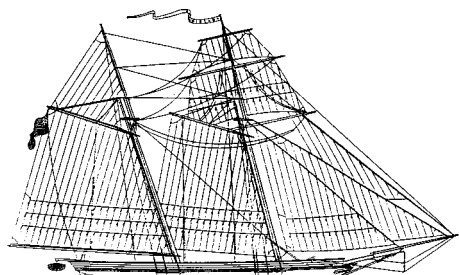
## Statement by Vice President Gore

America's strength at sea has always been a key part of our national security. Bounded by two oceans, criss-crossed by inland waters, topped by our Great Lakes, and supported by the Gulf of Mexico, America is literally encircled by waters that require us to maintain our competitive edge. The U.S. Merchant Marine, a fleet that is U.S. built, U.S. owned, and U.S. crewed, is helping to ensure that success in the 21st Century.

A strong America requires a strong merchant marine. I am proud of our administration's record in promoting the development and maintenance of a modern, efficient merchant fleet, capable of helping our expanding world trade and meeting the needs of the military in times of conflict or national emergency. The Jones Act is the foundation of our American maritime industry and an essential part of the fabric of our nation's economic and national security. I am committed to ensuring the presence of a U.S. flag merchant fleet capable of meeting our defense sea-lift needs and ensuring a presence in international maritime commerce.

On this National Maritime Day I salute the dedicated men and women of our U.S. Merchant Marine and wish them God Speed and smooth sailing as we ask the nation to pause and honor all of their contributions to our nation.

Attend your  
Union meetings!



# SUP Branch Reports

## Seattle

May 15, 2000

Shipped the following for the period: 3 bosuns taken by 2 A cards and 1 B card; 5 ABs taken by 3 A cards and 2 B cards; 4 AB reliefs filled by 3 B cards and 1 D card; 1 OS filled by a B card. Shipped 21 standbys filled by 3 A cards, 8 B cards, 6 C cards and 4 D cards.

Registration for the period: 10 A cards for a total of 38; 8 B cards for a total of 22, and 6 C cards for a total of 22.

### **Ships checked**

*Maui, Kauai, Manulani* no problems. *APL Korea, APL Thailand, APL Singapore* and *APL Philippines* with little or no problems. Rigging loft OK.

Was out for a week of vacation. I would like to thank Robin Colonas for standing in for me. Norm Christianson, Mike Dirksen, Bruce Smith, Bill Mahwhinney, Robin Colonas, and Dennis Murphy have all donated time to help make this branch work.

During the last three weeks, attended the King County Labor Council meetings and the Puget Sound Maritime Trades meeting. The Secretary-Treasurer of the KCLC, Ron Judd, has been named as the Western Regional Director of the AFL-CIO. Brother Judd is a fearless and tireless labor leader whose skills brought us the 50,000 strong, AFL-CIO union protest march during the WTO convention here in Seattle. Ron has been a good friend to the SUP and has greatly appreciated the work the Sailors do on the picket lines here in the Northwest. Steve

## Wilmington

May 15, 2000

During the month of April shipped the following: 5 bosuns, 12 AB, 18 AB Maint., 4 OS. Also shipped 124 standbys. Registered 15 A cards, 19, B cards, 15 C cards, and no D cards.

### **Ships Checked**

*President Adams, President Polk, President Jackson, President Kennedy, APL Korea, APL Thailand, APL Singapore,* and *APL Philippines* all with few or no problems. Also boarded *Mahimahi, Manulani, Matsonia, Lurline, Lihue, Ewa,* and *Chief Gadao* without problems.

Attended the SUP Building Corporation Trustee's Meeting at Headquarters on May 4, 2000. Under discussion were many items pertaining to the smooth functioning of our hiring halls. I want to advise all delegates to keep track of original shipping dates and to notify the union. Along with dispatching and office administration, I've been busy patrolling the waterfront in service to the membership as well as to scout out organizing possibilities.

*Wayne Burgess*  
Branch Agent

Williamson from Teamsters local 174, will replace Ron. The Sailors have stood alongside Steve and Teamster 174 with their organizing drives the last two years.

*Vince O'Halloran*  
Branch Agent

## Honolulu

May 15, 2000

During the month of April 2000, dispatched the following jobs: 2 AB steady, 2 AB relief, 1 AB return and 1 OS. These jobs were filled by 3 A members, 2 B members, and 1 C member. Also shipped 34 casual standby jobs filled by 4 A members, 8 B members 10, C members, 10 D members and 2 MFOW members.

During the month of April 2000, registered the following members: 5 A members, 5 B members and 1 C member. To this date, we have 6 A members, 10 B members, 2 C members and 2 D registrants for a total of 20.

### **Ships checked**

*Kauai, R.J. Pfeiffer, Matsonia, Lihue, Maui, Ewa, Lurline, Chevron Washington* with few or no problems. On April 19, along with Tony Mendez, Pat Weisbarth, and Rob Morgan, attended a large union labor rally at the State Capitol in support of HGEA workers. Shortly thereafter, the Governor granted the unionized state workers a pay raise. This shows you the power of union solidarity!

On April 26, attended the Honolulu Maritime Trades Council meeting. President Gunnar Lundeborg attended our May Branch meeting fielding and answering many questions from the Honolulu members. It was an informative session greatly appreciated by the membership.

*Mike Duvall*  
Branch Agent

# San Francisco Business Agent

June 12, 2000

**Chief Gadao** - Called her gang back. Jack Stasko is the new serang with Ian McLeod as delegate. She is scheduled to make one trip and then lay up for scheduling purposes.

**Kauai** - Joe Piscopo delegate: running smoothly.

**Lihue** - Rich Cahill is the delegate. She is supposed to run here for awhile, at least during the change over.

**Lurline** - Dan McDonald, delegate, Charley Supple, relief bosun, came in, discharged her cargo and laid up in Richmond for inspection and repair. Called her gang back after a short yard stay. High-pressure water blasting project completed with good results.

**Mahimahi** - Charles Mohun, delegate: Many clarifications, but in spite of that, she is a good ship with a happy gang.

**Manoa** - Harry Naeole, delegate: no problems.

**Matsonia** - Pete Villanueva, delegate: no problems.

**Maui** - Running smoothly with Lee Dancer, delegate.

**Mokihana** - Bob Copeland, delegate, Jimmy Kawasaki, bosun: running smoothly.

**Moku Pahu** - Patrick Weisbarth made the relief in Hawaii and is the delegate. Made this one in Crockett. The gang wants it known that the food situation when there is a lay-up, needs to be taken more seriously by the cost cutters in the office. This is a workhouse and additional aggravations are unwelcome.

**R.J. Pfeiffer** - Grant Wegger, delegate: No problems on this ship. She is running all over the coast. Meanwhile, the rumor is that she will be on the northwest triangle when things settle down.

**Chevron Arizona** - John Svane, bosun; Dave McKeithon, delegate.

**Chevron Colorado** - Alan Peightal,

delegate: In at Richmond Long Wharf for a routine visit.

**Chevron Mississippi** - Running smoothly in at Richmond Long Wharf after a trip to Hawaii. Paul Seager is the delegate; Kim Hoogendam, bosun, and Judi Hamlin, chief steward. All round good gang.

**Chevron Washington** - Robert Berioso, delegate: Just back from Hawaii where they enjoyed a nice stay and a visit from Honolulu agent Mike Duvall. She is in good shape, with several crew replacements coming up and scheduled to go to Hawaii again this month.

**Chevron Shore Gang** - Rick Wilson is the new dock bosun at the Long Wharf. Congratulations Rick, and best wishes to Paddy Shrimpton who made the big time with Chevron Shipping in San Ramon. Nate Taylor did a real good job handling the dock during the change over.

**American Progress** - Together with Exxon Seaman's Union (ESU) Recording Secretary Kevin Conroy, Vice President Dave Connolly boarded this ship in the shipyard at Swan Island, Portland. While they prepare for a stint in the Alaska crude trade, the gang is adjusting to the changes under ESU agreement and remains committed to SUP membership.

**Polar Alaska** - Along with Vice President Dave Connolly, went aboard this tanker in Benicia. We spent a brief visit with the gang and spoke with them regarding the SUP.

**San Francisco Bar Pilots** - Running smoothly; Roy Tufono is the new delegate.

**Foss Maritime** - Continuous efforts to protect our jurisdiction over petroleum barge movements, have not resulted in any satisfactory changes. The gang has already started to talk about, and anticipate contract negotiations, which will come up later this year. Tom Tynan is the delegate.

**Ready Reserve Fleet** - Paul Calais,

delegate: All in good order with only minor exceptions. The *Cape Blanco* participated in the 50-year anniversary of MarAd celebration by having an open house for the public. These events are important as a means of informing people about the role of the Merchant Marine in the national defense.

**American Ship Management, Shore Gang** - Norman Kwak, delegate: routine.

**President Adams** - John Makaiwi, delegate, brought her in clean and took his trip off. Carl Schou is the new bosun. Ship scheduled for Dutch Harbor.

**President Jackson** - Dennis Tinsley, delegate: big crew change with four men coming on counting one return. Dennis is taking his trip off and Rich Reed will take over as delegate.

**President Kennedy** - John Gabourel, delegate: Good trip, no beefs, but some plain talk about the intent of time back, past practice, and the spirit of the agreement.

**President Polk** - Ray Morgan, delegate, and Mike Freng, relief bosun. Big turn-over on this one; no problems.

**President Truman** - Vince Estrada, delegate: Problems with time back taken up with company.

**President Wilson** - Gary McDevitt, delegate: Lodging claim was no good. You can't collect if you're working. Portable water system needs some work. New filters have been installed.

**America** - Ted Ochoa, delegate: No problems, no replacements in the deck gang; happy ship.

**USNS Fisher** - Louie Urbano, delegate; Peter Selivanoff, bosun. The crew aboard this high-profile ship again demonstrated their exceptional abilities by completing the loading operations ahead of schedule and then, after shifting to anchor off Fort Story, deploying the ramp and causeway for a flawless load-out. A first-rate operation in fine SUP-style.

Next port-of-call is New York City as the featured ship in the July 4th Fleet Week.

**USNS Seay** - Izzy Isdri relieved Mike Pflieger as delegate. Mike devoted a lot of unpaid hours of hard work arranging watch schedules, establishing jurisdiction, and squaring away the many predicaments of a new ship. Bosun Mick McHenry is in charge as they secure for sea. Expected to sail for Baltimore and then Pearl Harbor.

*Bill Henneberry*



## Dispatcher's Report Hdqtrs. May 2000

<b>Deck</b>	
Bosun .....	3
Carpenter .....	0
MM .....	3
AB .....	22
OS .....	0
Standby .....	47
<b>Total Deck Jobs Shipped .....</b>	<b>75</b>
<b>Total Deck B, C, D Shipped .....</b>	<b>18</b>
<b>Engine/Steward</b>	
QMED .....	0
Pumpman .....	0
Oiler .....	1
Wiper .....	0
Steward .....	0
Cook .....	1
Messman .....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>2</b>
<b>Total E&amp;S B, C, D Shipped .....</b>	<b>1</b>
<b>Total Jobs Shipped - All Depts. ....</b>	<b>77</b>
<b>Total B, C, D Shipped-All Depts. ...</b>	<b>19</b>
<b>Total Registered "A" .....</b>	<b>85</b>
<b>Total Registered "B" .....</b>	<b>90</b>
<b>Total Registered "C" .....</b>	<b>12</b>
<b>Total Registered "D" .....</b>	<b>10</b>