



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, June 20 2003

MarAd Chief underscores need for Maritime Security Program reauthorization, U.S.-flag short-sea shipping fleet

Pointing to the critical role that the U.S. Merchant Marine and U.S.-citizen seafarers played in supporting U.S. military operations that led to the liberation of Iraq, Maritime Administrator William G. Schubert this week emphasized the need for Congress to reauthorize the Maritime Security Program (MSP) before it expires in September of 2005.

In a June 17 address before the United Seamen's Service Annual Meeting in New York, the MarAd Chief cited the U.S. Merchant Marine for contributing to "the most successful sealift operation" in the Nation's history in terms of speed and mobility and cooperation among government and private sector entities. This cooperative effort included the U.S. Transportation Command, the Maritime Administration, the Military Sealift Command, the Military Traffic Management Command, the U.S. Coast Guard, and U.S. ship managers, U.S. seagoing and shoreside unions, according to Schubert.

"Failure to support reauthorization [of the MSP] would mean the eventual disappearance of a viable U.S.-flag fleet, and ultimately the U.S. merchant mariner pools" Schubert cautioned. "This cannot be allowed to happen if the United States is to retain an ability to 'go it alone' if ever needed."

Schubert backed up his statement on the need to reauthorize the MSP by quoting General John Handy (USAF), Commander-in-Chief of the U.S. Transportation Command, who, in clear, frank terms declared: "We simply cannot, as a nation, fight the fight without the partnership of the commercial maritime industry."

Schubert said that the U.S.-flag shipping industry's support during Operations Enduring Freedom and Iraqi Freedom was "tremendous," noting that U.S.-flag liner ships transported 29,708 Twenty-Foot Equivalent Units (TEUs) of cargo, or the equivalent of 100 miles of containers. During Operation Iraqi Freedom 135 ships, or 81.3 percent by U.S.-flag carriers, moved some 21 million square feet of cargo, he said.

Although the Iraqi people have been liberated, efforts to help Iraq continue with the rebuilding of that nation, Schubert said.

The U.S. Merchant Marine continues to play a vital role in the rebuilding of Iraq, the MarAd Chief indicated, noting that so far 10 U.S.-flag vessels delivered 113,043 metric tons of food aid

with more shipments scheduled, plus two more U.S.-flag ships have delivered construction cranes and oilfield equipment.

Overall, "U.S.-flag carriers are providing continuous weekly services to Iraq and the Middle East," the Maritime Administrator said. "Again the U.S. Merchant Marine answered the call."

The MSP offers the government and U.S. taxpayers the most "bang for the buck," Schubert said, noting that that program along with the agency's Voluntary Intermodal Sealift (VISA) program "relieve the American taxpayer from bearing the procurement, overhead, and maintenance cost of a 'pro-

Maritime Administrator
continued on page 11

Manukai slated for christening next month

After months of vacillating on whether to purchase two containerships being built at Kvaerner Philadelphia Shipyard, Matson Navigation Company will christen the first vessel—*m/v Manukai*— on July 12. Matson announced on May 20 that it would buy the vessels instead of time-chartering them.

Christening the *Manukai* will be Mrs. Margaret Inouye, wife of Senator Daniel K. Inouye (D-HI). Mrs. Inouye also christened the *s/s Hawaiian Enterprise* in 1969 which was renamed *Manukai* in 1973 and was recently sold for scrap.

The first Matson vessel named *Manukai* went into service in 1921 and was operated by the company until 1948. She then sailed under foreign-flag and was scrapped in 1952.

The new *Manukai* was floated out of a flooded drydock at Kvaerner in the Delaware River on March 29. Since that date, the vessel has been in the process of being outfitted.

Prior to the christening, dock trials will begin, which will test the functioning of the ship's equipment followed by sea trials.

The ship will follow the Delaware River to deep water in the Atlantic to test all systems under normal operating conditions. In addition to testing the bow thruster and maneuvering performance, speed trials will be conducted to confirm that the ship will achieve at least 22.5 knots at full load draft, as required by contract, between Matson and Kvaerner.

The vessel is expected to enter the West Coast-Hawai'i service in late July and early August.

The second vessel currently under construction will be named

the *m/v Maunawili*. Named by R.J. Pfeiffer, chairman emeritus of the Matson board, the *Maunawili* is the third vessel in Matson's history to bear this name. The first *s/s Maunawili* was a freighter that was purchased by Matson in 1925 and was in service until 1946.

The second *s/s Maunawili* was originally a World War II C-4 troop transport that was purchased by Matson in 1964 and converted to a containership. It was named the *Hawaiian Monarch*, renamed the *s/s Maunawili* in 1978 and was in Matson's service until 1982.

The keel for the new *Maunawili* was laid at Kvaerner yard in mid-April.

The saga of Matson's on-again, off-again, on-again decision on the *Manukai*-class ships was thoroughly reported on in the March, April, and May issues of the *West Coast Sailors*. Forced into concessionary bargaining by the company, which threatened to time-charter the vessels to companies with different Unions than those under contract with Matson, the SUP, MFO, MM&P and MEBA ultimately reached agreement with the company over the new ships.

The only Union yet to reach agreement with Matson is the American Radio Association (ARA) which represents the radio operators.

In a letter sent to Matson president James Andrasick this month, ARA President William Schuman stated:

"In your memorandum to Matson employees you indicate satisfaction with the fact that MNC (Matson Navigation Company) has reached agreement "with all but one of our current

offshore unions" and that "we are hopeful that a mutually satisfactory agreement can be reached with that remaining union which presently provides one crew member aboard each ship that Matson owns or operates."

"Your statement is incorrect and misleading in a number of respects. First, it is apparent that MNC has no intention of attempting to reach a mutually satisfactory agreement with ARA, and second, ARA does not provide an MREO aboard all Matson ships. At the company's urging for economic reasons, ARA agreed to waive its fleetwide jurisdiction on those vessels in the shuttle operation and ARA agreed to waive the sales and transfer clause to allow the company to charter the *Kaimoku* and *Kainalu* to Sea Star, again for economic reasons. MNC's representations in those situations proved to be less than accurate. There is no reason to believe that your statement about reaching a "mutually satisfactory agreement" is anything more than posturing since your representatives have, for over two years, made it clear that MNC would accept nothing less than ARA's agreement to waive its jurisdiction and give up the jobs on the new ships. Discussions with ARA over this period have been characterized by MNC's complete lack of good faith and candor. ARA made several proposals to accommodate MNC's perceived economic needs, all of which were rejected out of hand.

"Your rhetoric notwithstanding, it is clear that MNC's strategy from the outset has been to engage in union busting tactics and threats to squeeze concessions from its unions. This strategy included obtaining ARA's agreement to give up the jobs on the new builds with the added threat that MNC will not negotiate a new agreement when the current agreement expires on December 31, 2003. ARA will not cave in to your threats to destroy the livelihoods of our members.

"If you choose not to deal with ARA in good faith that is your choice."

Bloody Thursday

Coastwise events — Sat., July 5

San Francisco: ILWU Local 10, 400 North Point St. at 10:00 A.M.: Speakers, music and food.

Wilmington: There will be a picnic at Peck Park, 560 North Western Ave., in San Pedro beginning at 10:00 A.M. The event is sponsored by ILWU Locals 13, 63 and 94. There will be speakers, music and fun for the entire family.

Seattle, Washington: ILWU Local 19 will host a barbecue at Vasa Park on Lake Sammamish, off of Highway 90 from 11:00 A.M. to 4:00 P.M.



Second class postage paid at San Francisco, CA (USPS 675-180)

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Kevin Asheen	10.00
Richard Cahill	25.00
Linda Cramp	10.00
Sandy Earle	40.00*
Donald Kruse	20.00
Leo Moore	40.00*
Whitey Secrest	50.00
Douglas Taylor	20.00*
Art Thanash	129.50

*In lieu of dues increase.

Political Fund

Richard Cahill	25.00
Linda Cramp	30.00
Richard Crowell	30.00
Marty Davies	80.00
Mike ElMobdy	20.00
Edgardo Feguracion	10.00
Exxon Seamen's Union	20.00
John Fernandez	50.00
Donald Kruse	20.00
Gunnar Lundeborg	50.00
Joseph Moitoso	40.00
Jose Obsuna	10.00
William Ofsthus	100.00
Mike Orosz, Jr.	10.00
Jose Rovelo	20.00
Ralph Senter	70.00
Tulilo Tautala	20.00
Morris Thibodeaux	50.00
Louie Urbano	20.00
Colin Walker	20.00
Gilbert Wilson	100.00

West Coast Sailors

John Battles	25.00
Richard Cahill	20.00
Anton Christensen	25.00
Anthony Figueroa	30.00
Michael France	20.00
Sylvan Frankel	25.00
Sedek Idris	10.00
Marty Joseph	50.00
Roland Kula	25.00
George Lemak	25.00
Bob Loschi	100.00
James Minster	20.00
William Ofsthus	50.00
Kai Sorensen	25.00
Jim Stelpstra	20.00
Morris Thibodeaux	50.00
Gilbert Wilson	25.00

Dues-Paying Pensioners

Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Orson Larsen	Book #4095
Joseph Napier	Book #2299
John Perez	Book #3810
Ralph Senter	Book #7323

“STOP THE LATEST TAKE-AWAYS!”

by Art Pulaski, Executive Secretary-Treasurer,
California Labor Federation, AFL-CIO

The “take-away” people are at it again. Yes, hard core anti-worker politicians are trying to take away our overtime pay, prevailing wage, injured workers benefits, new job safety protections and paid family leave. It’s even worse now. The same extremists want to recall the Governor we elected just eight months ago.

Of course, we haven’t won everything we need from Governor Davis. One never does. But Gray Davis has signed more than fifty pro-worker bills into law, from daily overtime, prevailing wage, paid family leave, to more protections on job safety and workers’ comp.

The point is, he was elected fair and square and the millionaires who want the job know they couldn’t win in a regular election. A normal election will involve many months of voter scrutiny over each candidate. Darrell Issa. Know the name? He’s worth tens of millions. He’s in Congress representing the San Diego area. He has voted against nearly 90% of the AFL-CIO’s union bills. He backs almost every anti-worker bill. That’s just not fair. Mr. Issa has a record of voting against Fair Trade and truck safety (HR 2299), against job safety (S.J Res 6), against the Patient Bill of Rights (HR 2663), against Federal workers’ right to bargain, file grievances and the freedom to join a union (HR 5005), and much more. His voting

record for workers rates very “poor.”

Imagine doing away with all the bills Governor Davis signed. That is what Darrell Issa would be expected to do if an unusual recall effort allowed this obscure extremist to become governor.

Mr. Issa is tapping into his millions to finance the Governor’s recall effort, because he wants to replace Davis. A governor should be recalled in cases of “fraud”, “Malfeasance” or other “criminal” activity, but **not** to relinquish this important office to a rich man who is financing the recall for his personal ambitions.

Let’s say “no” to this shortcut scheme for a rich man to take our Governor’s office. Let’s say “no” to throwing out November’s election results for pure personal and partisan gain. Let’s say no to Darrell Issa. NO recall. Please don’t sign the petitions.

Carroll J. Gray, Book No. 2671. Born in Georgia in 1919. Joined SUP in 1946. Died in Montana, May 2, 2003. (Pensioner)

Alfred Loschi, Book No. 4063. Born in Michigan in 1920. Joined SUP in 1952. Died in British Columbia, Canada, April 29, 2003. (Pensioner)

Liberty and Victory Cruises

s/s Jeremiah O’Brien

Book passage on the *O’Brien’s* historic ‘Up a Lazy River 2003’ Cruise to Stockton: San Francisco to Stockton, July 3, and/or Stockton to San Francisco, July 7. This is our first ever cruise to Stockton. We will leave San Francisco via the inland waterways through the California Delta up the San Joaquin River, a trip of about nine hours to arrive at our berth at the Port of Stockton. Same day return to San Francisco will be on a waiting charter bus that will bring you back to your car. Sailing date to Stockton is July 3.

Or sail with us from Stockton to San Francisco on July 7. Included in this cruise is a continental breakfast, lunch from the ship’s galley, a hot barbecue pre-arrival dinner prepared on a huge chuck wagon, live music on the main deck and free parking.

You will see the delta as never before...from high above the river bank on the deck of a World War II Liberty ship.

This is an experience you won’t forget! Reserve your ticket by calling the Shoreside office at 415-544-0100 or visit www.ssjeremiahobrien.org. Fare is \$175 one way or \$300 round-trip per person. All proceeds go to preserving our historic Liberty ship! All Aboard for the Stockton River Cruise!

The ship will be open at the Port of Stockton for viewing on July 4, 5 & 6 from 9:00 A.M. to 5:00 P.M.

s/s Lane Victory

Sail to the east end of Catalina Island from San Pedro and return. Sailing dates are: July 19 or 20, August 16 or 17, September 13 or 14: Boarding 7:30 A.M. to 8:30 A.M. Return to Berth 94 around 4:30 P.M. Cost \$100 per adult, \$60 per child, age 15 and under.

Includes continental breakfast, catered buffet lunch, ship tour, simulated air attack, four free drinks, two museums, live band music and commemorative services for merchant ships sunk during WWII and 50th anniversary of the Korean War.

For more information call 310-519-9545 or online at www.lanevictoryship.com.

Memorial service aboard Mahimahi

The crew met on the bridge for a memorial for SUP Bosun, George Lua, MFOW Reefer, Chris Harlow and SUP Ordinary Seaman Soon H. Kong, “Chinook”, three shipmates who recently passed away. We shared stories about Chris, “Chinook” and George and then proceeded to the starboard bridge wing where we stood for a moment of silence in their memory.

At 1520 at Lat 33-23.4 N and Long 178-58.3 W, under cloudy skies with a low westerly swell and moderate southerly sea, we placed a “Lundeborg Stetson” and two white paper wreaths on the sea honoring them. The crew wrote messages on the cap wishing them smooth seas and following winds on their next voyage. The ensign was dipped and three long blasts followed by one short blast were sounded on the ship’s whistle as the ship proceeded toward Guam. We watched the white cap and wreaths until they disappeared from view.

Lloyd Rath, Master
m/v Mahimahi

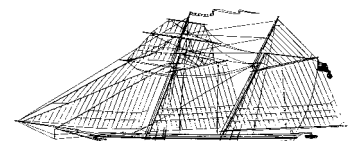
Timely Reminder

Third quarter 2003
dues are due
and payable *now!*

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the members’s admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Thirty Dollars (\$130.00) shall accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$130.00) per quarter, payable in advance.



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

BRANCH OFFICES

Seattle, WA 98106
2414 SW Andover St. (206) 467-7944
Bldg. F, Ste. 105 FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
Honolulu, HI 96813
707 Alakea St. (808) 533-2777
FAX: (808) 531-3058
Norfolk, VA 23508
1058 West 39th Street (757) 489-3865
FAX: (757) 489-3785

WELFARE OFFICE

(415) 778-5490

PENSION PLAN OFFICE

(415) 437-6889

Final Departures

Glenn W. McCarter, Book No. 4731. Born in Tennessee in 1912. Joined SUP in 1934. Died in San Diego, California, May 12, 2003. (Pensioner)

George E. Lua, Book No. 4078. Born in Hawai’i in 1941. Joined SUP in 1966. Died in Honolulu, Hawai’i, May 14, 2003.

Neptune Orient Lines name new CEO

Singapore based Neptune Orient Lines has appointed former cabinet minister David Lim as the new group president and chief executive. Lim, 47, left his post as acting minister of information, communication and the arts earlier this year to pursue a corporate career. He replaces Flemming Jacobs, whose contract was terminated in January.

Lim is a former CEO of container terminal operator Port of Singapore Authority Corp., and was tipped for the NOL appointment since his decision to step down.

"We are delighted to have found someone with such strong strategic capabilities

to head the Group as we position for sustained profitability into the future," NOL chairman Cheng Wai Keung said. NOL's four-man executive committee, which ran the group in the absence of a CEO, steered the struggling company back into a \$20 million profit in the first quarter. It took the decision to sell profit-making American Eagle Tankers to Malaysia International Shipping Corp. NOL shareholders have approved the sale, which will fetch over half a million dollars in cash. The transaction is expected to be closed by the end of July. NOL purchased American President Lines in 1997.

Ron Widdows to head APL

Neptune Orient Lines (NOL) has appointed Ron Widdows as the new CEO of its containership arm APL. Widdows, who originally joined APL in 1980, became executive vice president of APL in 2001, and has been acting APL as CEO for the company since January, when NOL fired its president and APL head Flemming Jacobs.

NOL chairman Cheng Wai Keung said, "His [Widdows] 30 years experience in the industry, together with his farsighted approach and commitment to achieving sustained profitability while meeting customer needs, makes him an excellent choice to lead APL into the future."

In addition, Singaporean businessmen Ang Kong Hua and Willie Cheng Jue Hiang will join NOL's board of directors. NOL said both Cheng, country managing director for IT solutions provider Accenture Singapore, and Ang, NatSteel president "offered a valuable breadth of skills and management experience in the global business arena."

Also announced: Tim Rhein has been appointed chairman of APL Logistics, taking over for Mr. Cheng Wai Keung who remains a board member for the company.

Maersk files application with MarAd to take over control of 15 MSP vessels currently operated by U.S. Ship Management

As expected, Maersk Line has filed an application with the Maritime Administration to formally begin the commercial process of assuming direct control of 15 Maritime Security Program vessels currently operated by U.S. Ship Management (USSM).

In late April, MarAd's Chief Counsel Robert B. Ostrom wrote that Maersk "qualifies as an eligible transferee" of the MSP agreement between the promo-

tional agency and USSM. However, Ostrom stressed that his opinion "in no way addresses whether MARAD would grant approval for such a transfer if an application were filed." MarAd's decision was reported in the May *West Coast Sailors*.

USSM said that it intends to challenge MarAd's decision and is confident that it will not withstand judicial scrutiny.

Overtime win for labor in Congress

Working families have won the first battle in the fight to protect overtime pay. Realizing they lacked the votes to pass the bill, Republican leaders yanked H.R. 1119, the "Family Time Flexibility Act," the day before a scheduled House vote. But they will bring the measure—which would allow employers to give workers compensatory time off in place of time-and-a-half pay for overtime work—to the floor soon. It was the second time in recent weeks that moderate Republicans joined most House Democrats to force the leadership to shelve the measure.

But millions of workers could still lose their overtime pay by the fall of 2003, if Bush continues to pursue his aggressive regulatory proposal that would scale back federal rules that guarantee many workers overtime. Since late March, union activists have phoned and sent hundreds of thousands of messages protesting H.R. 1119 to elected officials.

Balloting for ILWU officers begins this month

The membership of the International Longshore and Warehouse Union began its three-year election cycle for titled officers, International Executive Board members, and Coast Committeemen on June 16. The secret mail balloting, conducted by Sequoia Pacific Systems, will conclude on July 31.

Incumbent International President James "Spinner" Spinosa and International Mainland Vice President Robert "Big Bob" McEllrath are unopposed, as are incumbent Coast Committeeman Ray Ortiz, Jr. and Joe Wenzl.

Vying for the International Hawai'i Vice Presidency are incumbent Westley Furtado and George Martin.

With the pending retirement of International Secretary-Treasurer Joe Ibarra, the race for that office is between Willie Adams, a longshoreman from Local 23 in Tacoma, and Marina V. Secchitano, San Francisco Regional Director of the Inlandboatmen's Union of the Pacific.

In addition, there is a full-field of candidates running for the ILWU's Executive Board.

Candidates for International officers were nominated at the Union's convention in San Francisco last month.

The delegates passed a host of resolutions including one in support of the Jones Act and other U.S. cabotage laws.

Wall of Honor dedication



Maritime Day, May 22, 2003, in San Pedro at the Maritime Memorial and new Wall of Honor dedication: L-R top row: Bill Deitsch, Tom Larkin, Ernie Jalomo, Bill Mitchell, Mike Webb, Bill Berger, Mark Hurley, Eli Wegger, Kris Skorodynski, Ken Delancey, John Folcarelli, Vaa Tautala, Jim Strelpstra. Front row: Skro Koumashian, Tony Figueroa, Hanns Baemayr, Kaj Kristensen, Duane Nash, Frank Rosales and Rob Morgan.

USAF General praises merchant sailors for their role in Operation Iraqi Freedom

More than 5,000 U.S. citizen merchant mariners who played a vital role in the liberation of Iraq, and who continue to support U.S. efforts in the post-war reconstruction of that country, were praised recently for their service to the Nation by the Chairman of the Joint Chiefs of Staff General Richard B. Meyers, USAF.

The legacy of U.S. merchant mariners, whose service is essential to the Nation's economic and military strength, spans from the American Revolution to the ongoing war against terrorism, General Meyers said at a National Maritime Day wreath-laying ceremony sponsored by the Navy's Military Sealift Command on May 22.

"The unsung heroes of the U.S. Merchant Marine are not just part of history. They're a vital part of our joint force today," General Meyers said.

The Nation's highest ranking military officer saluted U.S.-citizen merchant mariners who served aboard 157 (U.S.-flag government and privately-owned) ships that moved supplies and equipment needed to support U.S. military operations that culminated in the successful liberation of Iraq.

"During Iraqi Freedom, you performed brilliantly," General Meyers said, noting that U.S. merchant mariners delivered 21 million square feet of cargo, or in other words, "roughly the equivalent of shipping out everything inside the Pentagon three times over" in the short time span of four months. "Imagine inflicting that on the enemy!" he exclaimed.

By comparison, during Desert Storm, U.S. merchant mariners and the Military Sealift Command delivered more than 450 shiploads transporting some 33 million square feet of cargo in less than seven months, and while that performance was "superb," U.S.-citizen seafarers were determined to surpass this milestone, General Meyers said. "We were not content with that superb performance," he said. "Over the past 10 years, we got better, much better."

U.S. merchant mariners were also praised for posting high readiness rates during the Iraqi conflict. "You posted readiness rates near 100 percent," General Meyers said. "You used combat loads to keep unit equipment together.

You used up-to-date technology for in-transit visibility. Plus, you did all this under the threat of a terrorist attack, a threat that was virtually non-existent during Desert Storm."

General Meyers also explained how the U.S. Merchant Marine played an important strategic role during operations that led to the liberation of Iraq.

"When the Turkish Government initially denied access to the Fourth Infantry Division, 30-plus ships had to hold in the Mediterranean for weeks. This was surely confusing for Saddam – he didn't know whether we would start the war or wait until this got resolved. Our flexibility to go either way kept the enemy off balance," General Meyers said. "Our success, once again, was the direct result of the contributions of our dedicated and selfless merchant mariners."

The Joint Chief also cited the essential role that 215,000 U.S. merchant mariners played as the Nation's fourth-arm of defense during World War II.

"I for one think that during World War II, no one was more essential to the allied war effort than our Merchant Marine. We thought of ourselves as the 'arsenal of democracy,' but it took over 215,000 merchant mariners to deliver that arsenal — to make it relevant," General Meyers said.

The Joint Chief also honored over 6,000 U.S. merchant mariners who perished during World War II, noting that their death rate was second only to that of the U.S. Marine Corps. "They all risked their lives for our country and for democracy. They went into harm's way bravely facing the 'Wolfpacks' of German U-boats in notoriously dangerous waters such as the 'Black Pit' southeast of Greenland and 'Torpedo Alley' in the North Atlantic."

General Meyers was among a host of dignitaries who saluted U.S. merchant mariners for their service to the Nation on National Maritime Day. U.S. seafarers were also honored in a National Maritime Day proclamation issued by President Bush, and also by Secretary of Transportation Norman Y. Mineta, Secretary of Labor Elaine Chao, and Maritime Administrator William G. Schubert.

Source: AMC Washington Letter

American Ship Management Wage Rates effective July 1, 2003

C-10 and C-11 Class Vessels

Rating	Wages		Supp. Benefit Base		Supp. Benefit Monthly	Money Purchase Pension Plan Daily
	Monthly	Daily	Monthly	Daily		
Bosun over 20,00 GT	\$4,393.23	\$146.44	\$4,527.38	\$70.42	\$2,112.75	\$25.00
Bosun 15,001-20,000 GT	\$4,177.66	\$139.26	\$4,348.08	\$67.64	\$2,029.22	\$25.00
Bosun 9,001-15,000 GT	\$3,977.72	\$132.59	\$4,150.84	\$64.56	\$1,937.06	\$25.00
A.B. Maint.	\$2,986.39	\$99.54	\$3,270.04	\$50.87	\$1,526.01	\$25.00
A.B.	\$3,128.11	\$104.27	\$3,413.42	\$53.10	\$1,592.83	\$25.00
AB Watchstander/ Daystander	\$3,128.11	\$104.27	\$3,413.42	\$53.10	\$1,592.83	\$25.00
O.S.	\$2,423.21	\$80.77	\$2,705.85	\$42.10	\$1,262.81	\$18.51

OVERTIME RATES

The hourly overtime rate for all ratings

except the Ordinary Seaman	\$24.66
Ordinary Seamen	\$18.49

Money
Purchase
Pension
Plan
Daily

CARGO RATES

The hourly cargo rate for all ratings:

Straight Time Hours	\$18.49
Overtime Hours	\$30.47

SHORTHANDLED (Section 7 SUP Work Rules)

Bosun	\$42.09
A.B.	\$31.71

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$23.54	\$25.00
Overtime Hours	\$38.71	
A.B.		
Straight Time Hours	\$22.55	\$25.00
Overtime Hours	\$37.17	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$20.85	\$25.00
Overtime Hours	\$34.68	
A.B.		
Straight Time Hours	\$19.66	\$25.00
Overtime Hours	\$33.15	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun		
Straight Time Hours	\$28.07	
Overtime Hours	\$42.09	
A.B.		
Straight Time Hours	\$21.14	
Overtime Hours	\$31.71	

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings	\$14.38
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SUP Shoregang Maintenance Agreements

RATING

Rigging-Splicer and Sail Maker		
Straight Time	\$26.38	\$25.00
Overtime	42.75	
Rigging-Wire Splicer's Helper		
Straight Time	\$24.28	\$25.00
Overtime	39.70	
Rigging-General Maintenance Work		
Straight Time	\$23.97	\$25.00
Overtime	39.23	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time	\$25.25	\$25.00
Overtime	41.08	
Storekeeper-General Maintenance		
Straight Time	\$25.25	\$25.00
Overtime	41.08	
Bosun		
Straight Time	\$29.05	\$25.00
Overtime	46.58	
Bosun's Mate or Leaderman		
Straight Time	\$26.38	\$25.00
Overtime	42.75	
Carpenter		
Straight Time	\$25.83	\$25.00
Overtime	42.05	

Spraying, Sandblasting enclosed spaces additional per hour\$1.65

Money
Purchase
Pension
Plan
Daily

J-10 Class Vessels

RATING

Bosun/AB		
Monthly Base Wage	\$3,702.94	\$25.00
Daily Base Wage	\$123.43	
Daily Supplemental Wage	\$59.16	
A.B. Watchstander/Dayworker		
Monthly Base Wage	\$2,811.93	\$25.00
Daily Base Wage	\$93.73	
Daily Supplemental Wage	\$47.80	
OVERTIME RATE		\$22.19

CARGO RATES

The hourly cargo rate for all rating:

Straight Time Hours	\$16.64
Overtime Hours	\$27.43

SHORTHANDLED (SECTION 7. SUP Work Rules)

Bosun	\$37.87
A.B.	\$28.54

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun		
Straight Time Hours	\$25.26	
Overtime Hours	\$37.87	
A.B.		
Straight Time Hours	\$19.00	
Overtime Hours	\$28.54	
Fuel oil spill cleanup		
Straight Time, all ratings	\$12.85	

Money
Purchase
Pension
Plan
Daily



Matson Navigation Company

Wage Rates

effective July 1, 2003

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

Rating	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan Daily
	Monthly	Daily	Monthly	Daily	Monthly	Daily	
Bosun	\$4,374.75	\$145.82	\$4,508.58	\$70.12	\$2,103.99	\$25.00	
A.B. Maint.	\$2,971.06	\$99.03	\$3,256.46	\$50.66	\$1,519.68	\$25.00	
A.B.	\$3,112.42	\$103.74	\$3,399.24	\$52.88	\$1,586.39	\$25.00	
O.S.	\$2,411.03	\$80.36	\$2,694.61	\$41.91	\$1,257.32	\$18.51	

OVERTIME AND OTHER RATES

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

CARGO RATES

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

SHORTHANDED (SECTION 7. SUP Work Rules)

Bosun \$41.91
 A.B. \$31.57

STANDBY RATES (Section 43 SUP Work Rules)

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

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

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

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

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

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$14.30

SUP SHOREGANG: MAINTENANCE AGREEMENTS WAGE RATES

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

**Support the SUP
Political Fund**

CV 2600 Manukai-class vessels

Rating	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan Daily
	Monthly	Daily	Monthly	Daily	Monthly	Daily	
Bosun	\$3,747.33	\$124.91	\$3,861.97	\$68.66	\$2,059.72	\$25.00	
A.B.	\$3,021.77	\$100.72	\$3,300.23	\$51.34	\$1,540.18	\$25.00	
O.S.	\$2,340.81	\$78.02	\$2,616.13	\$40.69	\$1,220.70	\$18.51	

OVERTIME AND OTHER RATES

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

CARGO RATES

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

SHORTHANDED (SECTION 7. SUP Work Rules)

Bosun \$40.69
 A.B. \$30.65

STANDBY RATES (Section 43 SUP Work Rules)

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

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

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

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

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

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$13.88

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, 2003:*

President/Secretary-Treasurer \$1,490.71
 Vice President/Assistant Secretary-Treasurer \$1,181.52
 Branch Agent \$1,181.52
 Business Agent \$1,160.61

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

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

ESU Office Assignments

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

ESU NEWS

JUNE 2003

Official Publication of the Exxon Seamen's Union

PACE Union withdraws from ExxonMobil cooperative programs to protest hostility toward Union

While a member for the Executive Board did not have the opportunity to attend this meeting, as a member of the ExxonMobil Labor Council, we support the position they take and want to keep our members notified of all Council actions. The following is a communication that came out of the last Council meeting in Houston, Texas:

Nashville, Tenn.—June 11, 2003—The Paper, Allied-Industrial, Chemical and Energy (PACE) Workers International Union, which represents approximately 5,000 workers at ExxonMobil (NYSE: XOM) in the U.S., is withdrawing from cooperative and joint programs with the company. The only exceptions are programs involving worker safety. Other unions representing ExxonMobil are expected to join this action.

The joint and cooperative programs vary at each ExxonMobil location and range from fund raising for United Way and building or repairing low-income housing to blood drives and highway clean-ups. Perhaps the most significant changes will be the withdrawal by local unions from non-contractual workplace programs inside ExxonMobil facilities.

PACE Administrative Vice President Jim Pannell said local communities benefit from many of the joint programs, and local unions intend to continue these programs on their own.

“ExxonMobil continues to take posi-

tions not mirrored by other major oil companies, and has shown great hostility to PACE members in Baytown, Texas, and Baton Rouge, La.,” said Pannell. “It would be hypocritical for us to pretend we are somehow partners and have a cooperative relationship with ExxonMobil while the company is doing everything in its power to weaken unions at its facilities.”

“Other major oil companies are making some strides to improve their relationship with unions, but ExxonMobil is going in the opposite direction,” said Ray Sisneros, president of the ExxonMobil Union Council and a PACE member who works at the ExxonMobil refinery in Torrance, Calif. “ExxonMobil has demonstrated that cooperation is a one-way street.”

The decision to withdraw from the cooperative and joint programs was made last week at the meeting in Houston of the ExxonMobil Union Council. The council represents over 5,700 union members from PACE; the Intl. Brotherhood of Electrical Workers; Intl. Association of Machinists and Aerospace Workers; Intl. Brotherhood of Teamsters; the Communications, Energy, and Paperworkers Union of Canada; and independent unions from California to New England.

PACE International Union represents 320,000 workers nationwide in the oil, chemical, paper, atomic energy, automotive parts, grain milling, industrial minerals and cement industries.

Payroll deduction of Union dues explained

The ESU offices have received a few questions about how Union dues are deducted from your pay. Most calls are from members that just went on paid leave and they noticed a \$100 or \$120 current deduction on their pay voucher for Union dues.

For legal reasons, the company cannot deduct union dues from your pay while you are on the vessel. The company advances dues monies for you to the ESU while you are assigned to the ship and collects that advance from you when you go on paid leave. You may or may not have noticed but your paycheck is \$20 more per pay period when you are on the ship.

Depending when you start your paid leave assignment or the length of time you were on the vessel, determines how much the Company will deduct from your first check when you go to paid leave. If you sail for 60 days and go to paid leave, your first check should reflect collection of the two month's dues (\$80) that the company advanced to you while on the vessel and the current dues (\$20 - 1/2 month's dues) owed to the Union, which should total \$100 (\$40 X 2 + \$20 = \$100).

Just remember that at the end of the year you are not paying any more or any less than \$480 for the full year.

New hire orientation

On July 7, 2003 a new group of unlicensed employees will begin new hire training in Vallejo, CA. The Company has been conducting interviews and making offers of employment to those that are qualified. SeaRiver Human Resources are looking to have around 20 unlicensed in this class. Some candidates for employment are still waiting for clearance on medical exams and background checks, so this number may change. The completion date for this course is the third week of July and following completion of orientation, new employees should be assigned to a vessel immediately or shortly thereafter.

If a new member is sailing on your vessel in the near future, please take the time to provide operational input and make them feel welcome. Hopefully, these new employees will recognize the benefits of membership and become a part of the ESU.

SeaRiver fails to recognize War Zone – grievance filed

In May, the ESU learned from the Sailors' Union of the Pacific that the Office of the Under Secretary of Defense had approved war zone bonuses for merchant mariners. The zone was authorized for vessels in the Arabian Gulf west of 57 degrees longitude and the Gulf of Aden/Bab al Mandab Straits between 43 degrees west and 45 degrees west longitude and 12 degrees north and 13 degrees north latitude.

Under Article IV, Section 15 (War Risk) of the Agreement, the ESU gave the Company notice that we want to bargain for bonus payments for the unlicensed crew of the *S/R Mediterranean*. The *S/R Mediterranean* is the only SeaRiver vessel that has traded in the war zone outlined by Charles S. Abell for the Office of the Under Secretary of Defense.

On June 8, 2003, members of the ESU Executive Board met with management in Houston to discuss war risk bonuses for the unlicensed crewmembers on the *S/R Mediterranean*. To our dismay management failed to recognize that a war zone had been established, even though Under Secretary of Defense clearly outlines the war zone for bonus payment to merchant mariners.

On June 11, 2003, the Executive Board initiated a grievance, since the Company has wrongfully asserted that a war zone did not exist and therefore denied the Union of its right to bargain with respect to war area bonuses and war risk insurance for the employees trading in the war zone.

The union's proposal for resolution of the grievance is for the Company to recognize that a war zone exists pursuant to Article IV, Section 15, of the Collective Bargaining Agreement and to set a negotiation session over war area bonuses and war risk insurance as soon as possible.

A couple of other issues of interest were discussed at this meeting:

Short Term Disability Payments – The Company is in the process of doing an audit of sick pay disability benefits dating back to July of 2002. There has been at least 115 unlicensed and licensed ocean going employees that have been paid incorrectly under this plan. Once the audit is complete, the Company is going to get back to the Union with its results of the audit and we will communicate additional information at that time. We hope this will be resolved before the end of July.

Port Security – Currently the security level is at yellow, but certainly we have not seen the last orange level alert and no doubt this is going to be a reoccurring issue. The Board believes this issue will eventually have to be bargained once a final rule is issued on Port Security.

During March, Board members met with management to talk about a way to temporarily deal with the additional manpower needs while at orange level security. All that was talked about was on a voluntary basis but there are still many issues that need to be addressed.

Meanwhile, the Board is looking for feedback from the fleet on this issue. What kind of problems do you see with the current way things are being administered on the vessel when the level is elevated to orange? Does your workload change and how? Are you able to complete your normal duties under your job description? Please direct your feedback to a visiting Board officer and/or ESU monthly meeting.

30 years and still counting!



Recently on the *S/R Baytown* the crew helped AB George Ruark celebrate his 30th anniversary with the Company. George (left) is presented with a cake in his honor by Captain Dave Bercovici. Photo taken by ESU Ship Representative Mark Myser.

ESU News

Combined advanced deck/engine operations

The first combined Advanced Deck/Engine Operations (ADEO) course was held recently in Vallejo, CA. Segments of the course were conducted at the California Maritime Academy campus, on board the *S/R Columbia Bay* and at the Ramada Inn in Vallejo, CA where the Dangerous Liquid Cargo (DLC) course was taught in a classroom setting.

The Engine Department personnel started their training a couple of days in advance of the Deck participants. Their training began on May 30 at a Lab/Simulator at CMA. Part of the focus of this training was on steam boilers and diesel generator cycles. The group thought the CMA lab was excellent.

On June 2, the Deck Department personnel joined the Engine Department in Vallejo for the DLC segment of the course. This part of the course lasted five days and was conducted mostly in a classroom setting. Some of the course content covered deck emergency response procedures, cargo handling, pollution and prevention, basics of inert gas systems, tank entering and cleaning procedures. One day of training was conducted onboard the *S/R Columbia Bay* in San Francisco Bay.

Following the Dangerous Liquid Cargo course, the Deck Department personnel spent the next two days at CMA for deck specific training. This segment was Simu-

lator training, which included ARPA, Ship Handling and Watch Standing procedures.

Engine Trustee Will Ackley and Board Officer Thomas Thompson, as members of the Joint Union/Management Training Committee were present for this course. Thomas reports that a tremendous amount of information is presented in the allotted amount of time. Members offering feedback to the Union have been complimentary of this new course. Instructors were: Nils Knutstad and Sam Turkington.

The Union is very encouraged with the critiques received involving this course and believes that it will continue to evolve into an even more comprehensive and beneficial training tool for members in the future. The Union encourages our members to attend the next course that is currently scheduled for October 4-12, 2003. The Union and SeaRiver management has been in discussions concerning other training courses for all Departments and will update members when more details are available.

Members in attendance at the ADEO course were: Robert Knight, John McCarthy, William Ackley, Miquel Quiros, Stephen Bowles, John Drew, Donald Hatch, Kevin Conroy, Donald Koczon, Rajiko Puric, Ulrich Baur and Thomas Thompson.

Advanced deck and engine ops



ADEO Class pose for the camera in Vallejo, CA. Front row from left to right: Pumpman Robert Knight, Pumpman Rajiko Puric, AB Kevin Conroy and AB Stephen Bowles. Back row from left to right: AB John Drew, Pumpman Will Ackley, AB Ulrich Baur, Pumpman Donald Koczon, MS Miquel Quiros and Oiler Donald Hatch. AB Tommy Thompson and AB John McCarthy are not pictured. Photo by Leo DeCastro.

Recent promotions

The ESU Board would like to extend our congratulations to the following individuals that were promoted effective June 16, 2003. With these promotions the Seniority lists reflect a 2.0-manning factor based on a 10-ship fleet. Provided that the Company continues to operate 10 vessels, we do expect additional promotions in the near future due to retirements and other attrition.

<u>Able Seamen</u>	<u>OMED-Oiler</u>	<u>Cook</u>
Stephen Bowles	Christopher Ojiako	Gregory Connell
Doug Ensminger		

S/R Benicia and S/R North Slope sold

On May 29, 2003, SeaRiver Maritime, Inc. announced the sale of its two 165k DWT tankers, the *S/R Benicia* and the *S/R North Slope* to Western Overseas, Inc. on a "as is, where is" basis. Both vessels have been in lay up in Portland, Oregon since they were taken out of service due to OPA 90 phase out requirements.

During their service in the Alaska North Slope trade with SeaRiver and its predecessor organizations the vessels completed more than 800 combined voyages, and safely transported nearly one billion barrels of crude between Alaska and West Coast destinations. This accomplishment is a tribute to the many men and women that sailed in these vessels. Western Overseas intentions for these vessels are not presently known.

Election reminder

The deadline is rapidly approaching for the election of a Ship Representative on the *S/R Columbia Bay* and amendment to the Constitution and Bylaws. As of June 16, 2003, the American Arbitration Association has received 125 ballots. Although there is still time to mail in ballots, the participation thus far is below 50%.

The voting period for this election will end on July 14, 2003. Results will be announced the next day. If you need an additional ballot, let either Union office know and we'll send another. At your next monthly meeting, please remind everyone to exercise his or her right as an ESU member and **VOTE!**

New member

The ESU would like to take this opportunity to welcome Doug Ensminger, our newest member into our ranks. With the addition of Doug, the ESU membership stands at 255 members on June 15. The number of non-members in the bargaining unit presently stands at 12 individuals but we haven't given up hope that they too will recognize the benefit of membership.

Members are encouraged to spend some time with these shipmates to discuss the benefits of membership and how their individual support is important to the group as a whole. All non-members, whether they have yet to join or were in and resigned are encouraged to join and are welcome in the ESU at anytime.

Ship reports

S/R American Progress

Vessel boarded on June 12 in Beaumont. Joe Butler filling in as Temporary Ship Representative. Ship continues to trade between Port Everglades and Beaumont. Crew is doing well.

S/R Baytown

The vessel is currently in route to Singapore, ETA June 18. The ship is preparing for its yard period. The ship is estimated to be in the yard for a few weeks. Wen Shie Tai filling in for Mark Myser and reports that all is well.

S/R Bristol Bay

The vessel is still in lay-up at Orange, Texas. Some officers have reported to the vessel. The duration of the lay-up and the destination of the ship unknown at this time.

S/R Charleston

Vessel boarded by Union officer on June 7 in Baytown. Vessel returned to Gulf Coast trade from another successful trip to the West Coast. Currently scheduled to load in Baton Rouge and discharge in Tampa. Sean King filling in as Temporary Ship Representative. Everything is going well here.

S/R Columbia Bay

Vessel boarded by Union officer at anchor in San Francisco, CA on June 7. Hal Fitch filling in as the Temporary Ship Representative. A question came up from the engine department about the oiler's watch standing while in port and as been resolved, no other beefs. Ship Representative ballots for this vessel have been mailed and the election is underway.

S/R Galena Bay

Ship continues on ANS trade be-

tween Valdez and Anacortes. Ship Representative Levy Ponce on board and communicates regularly with Union. No major beefs reported.

S/R Hinchinbrook

Ship Representative Danny Jones in contact with the Union and reports that it has been a "great tour" with no beefs. The Board is glad to hear this, the vessel continues on the ANS trade between Valdez and the Puget Sound.

S/R Long Beach

Ship boarded by Executive Board Officer on June 5 and 7, in the San Francisco Bay Area, CA. Ship Representative Joe Graca on board reports everything going well. The vessel continues to split ANS loads between Southern California and the San Francisco Bay Area.

S/R Mediterranean

Vessel continues to trade overseas. Just had large crew change during the vessel's last port call. Frank O'Malia just returned from paid leave. Frank talked with the Baytown office before leaving about current issues. Thanks to Mallory Thomas for filling in as Rep. in Frank's absence.

S/R Puget Sound

The vessel in route to San Francisco, the Board Officer will be visiting the ship at Valero Dock, Benicia, CA. Ship Representative Michael Harrison on board, no beefs reported.

S/R Wilmington

Vessel boarded by a Union officer at the ExxonMobil dock in Baytown, Texas on May 25. Bob Ross filling in as Temporary Ship Representative. Everything going well. No beefs.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

701 W. Sterling Ave.
Baytown, TX 77520
Tel (281) 420-9276
Fax (281) 422-0710
E-Mail: esubay@msn.com

P.O. Box 792
Benicia, CA 94510
Tel (707) 746-5713
Fax (707) 746-7859
E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley
Secretary/Treasurer Leo DeCastro
Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell
Engine Trustee William Ackley
Steward Trustee Gerard Nelson

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

Schedule of Course Offerings for 2003

STCW 95 Basic Safety Training

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

Jul 14-18	Aug 25-29	Oct 6-10	Nov 17-21
Jul 28-Aug 1	Sep 8-12	Oct 20-24	Dec 8-12
Aug 11-15	Sep 22-26	Nov 3-7	Dec 15-19

Small Arms Training (MSC approved)

Jun 30-Jul 2	Sep 29-Oct 1	Nov 17-19
Aug 25-27	Nov 3-5	Dec 15-17

LMSR Vessel Training (MSC approved)

July 22-Aug 1	Sep 16-26	Nov 4-14
Aug 12-22	Oct 21-31	Dec 2-12

Survival Craft (Lifeboatman)

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

Training Information and Enrollment

Contacts

Rich Reed, SUP Welfare Plan Rep
SUP Welfare Plan
450 Harrison St., San Francisco, CA 94105
Tel: (415) 778-5490
Fax: (415) 778-5494
E-mail: supwelfareplan@hotmail.com

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

Support the SUP Political Fund

Record of SUP Shipping May 2003

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	4	3	3	0	10
Maint. Man	3	0	0	0	3
A.B. Dayworker	0	0	6	0	6
A.B.	16	11	22	5	54
O.S.	8	1	1	0	10
Standby	32	26	54	28	140
TOTALS	63	41	86	33	223

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

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450 Harrison Street
San Francisco CA 94105



Welfare Notes

June 2001

Co-Payment Reimbursements

Some active members, as well as retired members, still have questions regarding the reimbursement of medical and dental co-payments. Members who are covered by SUP Welfare Plan's medical and dental plans, and retirees with co-payments, are eligible to be reimbursed for these out-of-pocket expenses.

Co-payments are fees charged to you for covered services when you visit a medical or dental facility. This co-payment is due and payable to the provider of care at the time the service is received. Co-payments are routinely charged for prescription drugs, office visits and emergency visits. Members and retirees need to submit copies of the receipts for the co-payment along with proof of payment. Once the Welfare Plan Office receives the paperwork the reimbursement can be made. For retired members and their spouses the co-payment reimbursement will be deducted from your annual medical allowance. For active members co-payments are reimbursable only for the active member and not for dependents.

Active members who belong to out-of-area PPO medical plans and have yearly deductibles may also submit their payments for reimbursement. To collect reimbursements you need to present the "Explanation of Benefits" (EOB) and your proof of payment. Please contact the SUP Welfare Plan office if you have any questions on being reimbursed for your co-payments.

Women's Health and Cancer Rights Act of 1998; Reconstructive Surgery Following Mastectomy

Mandated Benefits:

Under federal law, group health plans, insurers, and HMOs that provide medical and surgical benefits in connection with a mastectomy must provide benefits for certain reconstructive surgery, effective for the first plan year beginning on or after October 21, 1998. In the case of a participant or beneficiary who is receiving benefits under the plan in connection with a mastectomy and who elects breast reconstruction, federal law requires coverage in a manner determined in consultation with the attending physician and the patient for:

- (1) Reconstruction of the breast on which the mastectomy was performed;
- (2) Surgery and reconstruction of the other breast to produce a symmetrical appearance; and
- (3) Prostheses and treatment of physical complications of all stages of mastectomy including lymphedemas.

These benefits must be provided in a manner determined in consultation with the patient and her attending physician. This coverage may be subject to annual deductibles and coinsurance provisions as deemed appropriate and consistent with those applied to other benefits under the plan.

Newborns' and Mothers' Health Protection Action (new clarification)

Mandated Benefits:

Group health plans and health insurance issuers generally may not, under federal law, restrict benefits for any hospital length of stay in connection with childbirth for the mother or newborn child to less than 48 hours following a normal delivery, or less than 96 hours following a cesarean section. (However, federal law generally does not prohibit the mother's or newborn's attending provider, after consulting with the mother, from discharging the mother or her newborn earlier than the 48 hours, or 96 hours as applicable). In any case, plans and issuers may not, under federal law, require that a provider obtain authorization from the plan or the issuer for prescribing a length of stay not in excess of 48 hours (or 96 hours).

This notice is part of, and should be kept with, your Summary Plan Description. If you have any questions, concerning these matters, please contact the SUP Welfare Office at (415) 778-5490.

Branch Meetings

A reminder to all members and retirees that SUP Welfare Representative Rich Reed will be attending the following Branch meetings:

- Seattle, July 21;
- Honolulu, September 15; and
- Wilmington, October 20.

SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

Telephone Numbers:

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

Former Maritime Administrator John Gaughan named MTSNAC Chairman

John A. Gaughan, Vice President of Government Affairs of the American Maritime Congress (AMC) and former Maritime Administrator during the Reagan Administration, has been named the new Chairman of the U.S. Department of Transportation's Marine Transportation System National Advisory Council (MTSNAC).

Gaughan, who has more than 25 years experience in a number of government posts, including serving in the White House as Deputy Assistant to the President and Director of the White House Military Office under President Bill Clinton and President George Herbert Walker Bush, and as Chief of Staff of the Department of Transportation from 1989-1991, succeeds Chuck Raymond, chairman of Horizon Lines, who chaired the Council for three years.

Before joining AMC, Gaughan served as President of First American Bulk Carrier (FABC) Corporation.

U.S. Secretary of Transportation Norman Y. Mineta welcomed Gaughan to his new post, noting his many years of dealing with major transportation issues.

"John has dealt with many of the tough issues in the field of transportation," Mineta said. "While at the Department of Transportation, he was Secretary Samuel Skinner's point person in numerous crises, including Desert Storm/Desert Shield, the 1991 national rail strike, Hurricane Hugo, and the Exxon Valdez oil spill clean-up and settlement. He played a key role in the successful development of President George H.W. Bush's national transportation policy, and he is a worthy successor to Chuck Raymond as chair of the MTSNAC."

As chairman, Gaughan will be overseeing the chartered, non-federal body that advises the Secretary of Transportation on marine transportation issues. MTSNAC is composed of 30 officials representing commercial transportation firms, trade associations, state and local public entities, the recreation boating industry, academia, and environmental groups.

"As the new MTSNAC chairman I look forward to the challenge of helping to develop an efficient and vital integrated national transportation system which is crucial to the Nation's economy and national defense," Gaughan said. "During these times of immense traffic congestion on the Nation's highways and the projections of huge international trade increases, it is crucial that we establish a first-rate intermodal transportation network. Also, in the wake of September 11 and the on-going war against terrorism, it is critical that the U.S. possess a secure transportation system, including a strong U.S. Merchant Marine and a domestic shipping fleet to protect our shores and ports from acts of terrorism."

Gaughan wants to raise the U.S.-flag vessel operators' profile both in the Nation's Capital, and with the general public. "I think there is a very positive story to tell about the U.S.-flag maritime industry. So many times we talk about this industry in abstract ways and don't get it down to a tangible level."

Source: AMC Washington Letter



Foreign-flag APL containership runs aground off Singapore

The 2,838 teu containership *APL Emerald* ran aground on June 12 southwest of Horsburgh Lighthouse after departing Singapore for Chiwan, China.

Informed maritime sources indicate that the vessel appeared to have strayed out of the eastbound lane of the traffic separation scheme in the Singapore Strait hitting an area called Middle Rocks.

The Maritime & Port Authority of Singapore said the *APL Emerald's* master reported that one of the vessel's water ballast tanks and four fuel oil tanks were damaged as a result of the incident with about 150 tons of fuel spilled into the sea.

The vessels was refloated and towed back to Singapore on June 19.

ITF expects big wage increase in 2004 after two-year freeze

The planned \$50 a month pay hike for flag-of-convenience ratings, which have been on hold since January, will probably not happen at all this year, according to a senior International Transport Workers' Federation official last month. However, the union grouping will be looking to make up lost ground, he added.

While the proceedings at the Sixth Lloyd's Ship Manager European Manning and Training Conference in Warsaw were consensual, it was clear that both unions and employers are seeking concessions within the framework of the recently agreed international negotiating structure, which takes in the International Transport Workers' Federation (ITF), the International Maritime Employers' Committee (IMEC) and the International Mariners' Management Association of Japan.

Ian Sherwood, lead negotiator of the IMEC, made it clear that the employers are willing to challenge the ITF on a broad front, including the welfare fund and even the benchmark rate itself.

Stephen Cotton, head of ITF's special seafarers section, stressed that the union was seeking cooperation rather than conflict. A steering group had considered the pay freeze issue, and would recommend that the ITF fair practices committee agreed what would in effect amount to a two-year pay freeze when it met in July. But as 2003 had been an excellent year for many shipping sector, a big pay increase would be expected in 2004.

Maritime Security grants announced; U.S. widens check at foreign ports

Tom Ridge, the U.S. Secretary of Homeland Security this month announced \$300 million in federal grants for port and maritime security. Ridge also said the U.S. Customs Service will expand its Container Security Initiative (CSI) beyond the world's 20 largest container ports to include ports in Turkey, Malaysia and Dubai. The second phase of CSI will expand security protection from 68 percent of container traffic to more than 80 percent, Ridge said.

The port grants from the Transportation Security Administration will provide \$170 million to 1,999 state and local governments and private companies. Private recipients include Horizon Lines, Matson Navigation, BASF Corp., Sunoco and Crowley Maritime.

Ridge also released \$58 million for "Operation Safe Commerce", a pilot program designed to spark private and public research and development in supply-chain security. That money will be divided by the Ports of Los Angeles and Long Beach (\$8.2 million), the Port Authority of New York and New Jersey (\$6.7 million) and the Port of Seattle, Tacoma (\$13.3 million).

Kurt Nagle, president of the American Association of Port Authorities, welcomed the new funds, but encouraged the Bush administration and Congress "to provide additional funding as soon as possible...given the high level of need."

Eight-nation team named for seafarer identity talks

International Maritime Organization secretary general William O'Neil announced last month that the United States and Britain would be joined by Brazil, Egypt, India, Nigeria, Panama and the Philippines as the eight strong grouping the IMO is sending to inter-UN agency cooperation discussions with the International Labor Organization, leading on to the development of seafarer identity certification requirements.

Meetings are scheduled for July and December in Geneva, with the ILO contributing a team of eight delegates. Four will be drawn from employers and four from worker representative bodies.

A representative from the ILO said the organization had been working to develop new draft rules to enhance seafarer and port staff security. However, while a draft code on port security staffing requirements was "virtually ready", the ILO emphasized that none of the work that had been done on seafarer security would preempt discussions with its IMO counterparts.



Bob Hope-class vessel USNS Benavidez

Seventh Bob Hope-Class LMSR vessel completes sea trials

The seventh and final *Bob Hope*-class Strategic Sealift ship, *Benavidez* (T-AKR 306), built by Northrop Grumman Corporation's Ship Systems sector, underwent sea trials in the Gulf of Mexico this month.

The 950-ft. cargo ship, built at Ship Systems' Avondale Operations in New Orleans, is undergoing at-sea testing of all equipment and systems, en route to Ship Systems' Ingalls Operations in Pascagoula, Miss., for additional dockside testing. The ship is expected to return to Avondale early next week, and to be delivered to the U.S. Navy this month.

This class of Navy ships is named for the legendary entertainer Bob Hope. All seven *Bob Hope*-class ships were built at Avondale Operations. The previous six ships in the class all played vital roles in Operation Iraqi Freedom, when they were used extensively in getting supplies and equipment to armed forces. Named for Master Sgt. Roy P. Benavidez, a Medal of Honor recipient from Cuero, Texas, the vessel has a beam of 105 ft. and is designed with nearly 400,000 sq. ft. of cargo space. With seven cavernous decks, the ship functions as a huge floating parking garage capable of loading, transporting and off-loading any type of wheeled or tracked military vehicle. The ship can carry more than 1,000 of these military vehicles, including M1/A1 Abrams tanks, along with other types of cargo, such as containers, trailers, equipment, supplies and break-bulk cargo. Despite a full-load displacement of 62,069 long tons, the ships' four medium-speed diesel engines can propel the ships at speeds in excess of 24 knots. The ships can accommodate 45 crew members, but can operate with a crew of only 27 people.

The *Benavidez* is operated by Patriot Contract Services for the Military Sealift Command and crewed on deck by the SUP.

Congressman McCrery introduces bill to stimulate development of U.S.-flag short-sea shipping fleet

Legislation designed to encourage the development of a U.S.-flag short-sea shipping fleet as a way of relieving congestion on the Nation's overburdened highway and rail systems has been introduced in the U.S. House of Representatives by Representative Jim McCrery (R-LA), a senior member of the House Ways and Means Committee.

Entitled the "United States Maritime Industry Promotion Act of 2003," the legislation (H.R. 2190) would among its uses provide the financial incentive to help expand the U.S. domestic fleet as an alternative to rail and highway transportation by opening up money deposited in the Maritime Administration's Capital Construction Fund to domestic ship construction.

The development of a short-sea fleet, similar to those that have been faring well in Europe for over 10 years, is one of the primary goals of Maritime Administrator William G. Schubert, and has drawn substantial interest from many sectors of the U.S. maritime industry and also from U.S. exporters and importers.

The bill has been referred to the House Ways and Means Committee and to the House Armed Services Committee for consideration.



SUP President's Report

June 9, 2003

ASM AND MATSON WAGE INCREASES

American Ship Management

The collective bargaining agreements between the Union and American Ship Management provide for a three percent (3%) increase on all rates of pay (base wages, overtime rates, etc.) and wage-related items (supplemental benefits) in the company's vessels and for those employed under the SUP Maintenance Agreement and the SUP Extra Maintenance Agreement effective July 1, 2003.

Recommend, subject to membership approval, that the 3% increase be allocated to all rates of pay and wage-related items.

Matson Navigation Company

The collective bargaining agreements with Matson, as amended in May 2003, provide for a three percent (3%) increase on all rates of pay (base wages, overtime rates, etc.) and wage-related items (supplemental benefits) in the company's vessels that are currently in operation (*Chief Gadao, Ewa, Kauai, Lihue, Lurline, Mahimahi, Maui, Manoa, Manulani, Matsonia, R.J. Pfeiffer*) effective July 1, 2003. The SUP Maintenance Agreement and the SUP Extra Maintenance Agreement increase is 3.25% as per the 2002 collective bargaining agreement, effective July 1, 2003.

Recommend, subject to membership approval, that the 3% increase be allocated to all rates of pay and wage-related items.

The four percent (4%) wage increase applicable to the *ITB Moku Pahu* becomes effective on September 1.

In accordance with the agreement covering the CV 2600 *Manukai*-class vessels wages, etc. will remain status-quo until July 1, 2005.

Changes in SUP Work Rules in all company vessels, except the *Moku Pahu*, regarding watchstanding become effective July 1 of this year. Details of those changes and how they will be implemented were published in the May issue of the *West Coast Sailors*.

MARITIME SECURITY PROGRAM

As reported in the last issue of the *West Coast Sailors*, the House Armed Services Committee passed legislation that would reauthorize the Maritime Security Program (MSP) after its expiration on September 30, 2005. This provision, incorporated into the National Defense Authorization Act for Fiscal Year 2004 (H.R. 1588) was passed by the full House of Representatives on May 22.

The ten-year Maritime Security Act of 2003 would expand the number of vessels in the program from 47 to 60 and increase payments to ship operators for crew costs from \$2.1 million annually to \$2.6 million in 2006 and 2007 with the Department of Defense authorized to recommend increases in payments in subsequent years.

Under the House proposal, five of the new MSP operating agreements or "slots" would be reserved for double-hulled product tankers operated by Section 2 U.S.-citizen companies as defined by the Shipping Act of 1916; eight new slots would be authorized for vessels selected by the Department of Defense and Transportation and would be awarded first to vessels owned and operated by Section 2 citizens, and secondly, to vessels owned by "documentation citizens" and operated by Section 2 citizens; and the 47 existing slots would be initially reserved ("grandfathered") for the vessels participating in the current Maritime Security Program as of September 30, 2005. Vessels (other than product tankers) which are older than 15 years of age as of the effective date of the new program can participate in the new program but must be replaced by a vessel that is 15 years of age or younger within 30 months from the effective date of the new program.

In order to receive an operating agreement under this "grandfather" provision in the new program, the ves-

sel must be: (a) owned and operated by a Section 2 U.S. citizen; or (b) owned by a Section 2 U.S. citizen and chartered to a "documentation U.S. citizen"; or (c) owned by a qualified documentation citizen trust and chartered to a Section 2 U.S. citizen; or (d) owned and operated by a defense contractor.

To be an eligible "documentation citizen" under the new program, the company must have a U.S. citizen chairman and CEO; have a majority of its board of directors comprised of American citizens who are appointed by, and can be removed by, the Department of Defense; and have a certification from its foreign parent that it would not interfere in the operation of the MSP vessel.

There are fundamental differences between the House proposal and the current legislation that was enacted in 1996. Instead of amending the Merchant Marine Act of 1936, the House bill places the program within the Defense Department rather than the Maritime Administration. While MarAd is charged with promoting the U.S. merchant marine, the Defense Department is not. This leaves the program, which is designed to maintain a commercial U.S.-flag fleet in the international trades, to the whims of the military. What is even more important is the change in the citizenship requirements for MSP operations.

Under the provision of the Maritime Security Act of 1996, operators have to be Section 2 U.S. citizens which basically means that the company has to be 100% American-owned.

American Ship Management is a Section 2 operator. The proposed legislation dilutes that provision by allowing foreign-owned companies to participate in the program on an equal basis with Section 2 operators.

In reaction to the proposed legislation, the SUP and MFOW sent the following letter, dated May 23, to members of the House and Senate Armed Services Committees, the Senate Commerce, Science and Transportation Committees and members of Congress from California, Washington, Oregon and Hawaii:

Dear Senator/Representative:

The Sailors' Union of the Pacific and the Marine Firemen's Union were astonished to discover in the National Defense Authorization Act of FY 2004 (HR 1588) proposals that fundamentally reverse critical citizenship requirements of the nation's Maritime Security Program (MSP) as set forth in the Maritime Security Act of 1996. We were further dumbfounded by the official report of the House Armed Services Committee claiming that these same citizenship requirements were "enhanced." They were not enhanced: they were diminished. We strongly support an expanded and reauthorized MSP. Without this critical legislation, no U.S.-flag ships would be engaged in the international liner trades. However, we want the Congress to understand the legislation it is voting on. The bill in its current form shakes the foundations of U.S. maritime law, holds dangerous potential consequence, and we herewith register our strong disapproval and objection to such changes.

The policies that reserve the nation's maritime assets for U.S. citizen owners are as old and as successful as the Republic they serve. A recent addition to that body of law is the MSP, providing support for 47 militarily useful U.S.-flag ships engaged in the international trades. Essential to its genesis, however, was the continuation of citizenship requirements of shipping companies sailing under the U.S. flag, as defined by Section 2 of the Shipping Act of 1916. In this way Congress acknowledged a difference between foreign-owned and citizen-owned operators and that the dilution of these requirements was neither prudent in terms of U.S. sovereignty nor consistent with U.S. maritime history.

How could it be necessary now, especially during this period of war and uncertainty, to eliminate the precedence of U.S. citizen operators over foreign operators? What has changed since 1996 that argues for anything but the opposite?

We contend that the reliable delivery of the nation's military equipment cannot be entrusted to

companies whose foreign corporate parents and their governments are routinely opposed to U.S. foreign and military policy. Even without opposition, no amount of past performance amongst foreign companies contracting with the Department of Defense can sufficiently diminish the risk of a possible conflict of interest. The complexity and interdependence of the national military logistical infrastructure depends on ready-made, embedded and unquestionable reliability. We submit that such pre-formed dependability comes only from those fully American-owned companies, who are dedicated by definition to support without threat of compromise.

We urge the Senate to investigate the real citizenship controls of U.S.-flag shipping under the House bill. Under the House legislation, any company with a defense contract shall be granted the same status as a U.S. citizen company, and the bulk of the MSP operating agreements shall be reserved for so-called "documented" citizens over true American citizen (Section 2) companies. Proposed is also an unclear temporary waiver of the use of U.S.-flag ships in MSP slots, should it benefit foreign-owned shipping companies to employ foreign-flagged ships in the trade. The long-term negative impact to the nation's domestic fleet, to its shipyards, and to its diversified supply of surge sealift mariners is enormous. In effect, the philosophy that created MSP is turned inside out, and U.S. maritime policy is now embarked on a new and ominous voyage.

That Congress would consider eradicating the citizenship components of U.S. maritime law at a time when the nation so heavily depends on sealift capacity and when the terrorists themselves are known to seek corporate cover in the opaque structures of foreign ship registries, strikes us as both generally shortsighted and categorically irresponsible. Finally, we are compelled by duty to warn Congress, through long experience in the unpredictable, clandestine, and unstable habits of international shipping capital, of the grave consequences of assigning to foreign operators alone the future of the United States as a maritime nation.

We urge retention of the existing MSP citizenship requirements.

Sincerely,

Gunnar Lundeborg, President/Secretary-Treasurer

Sailors' Union of the Pacific

Whitey Disley, President/Secretary-Treasurer

Marine Firemen's Union

The SUP and the MFOW sent a similar letter to MarAd regarding MSP citizenship requirements which was published in the January issue of the *West Coast Sailors*.

In the wake of the House action, spent the week of June 2 in Washington, D.C. discussing MSP and explaining the SUP/MFOW position with a variety of people including representatives of Senator John McCain (R-AZ), chairman of the Commerce Committee, Senator Ron Wyden (D-OR), Senator Maria Cantwell (D-WA), Senator Barbara Boxer (D-CA), Senator Dianne Feinstein (D-CA), House Minority Leader Nancy Pelosi (D-CA), Representative Neil Abercrombie (D-HI), Representative Bob Filner (D-CA) and Zoe Lofgren (D-CA).

Also discussed the issues with Maritime Administrator Captain William Schubert; Roy Bowman, Vice President Government Affairs for APL; and Phil Grill, Vice President of Government Relations for Matson and chairman of the Maritime Cabotage Task Force.

It was apparent from these meetings that the U.S. Transportation Command (USTRANSCOM) is driving the process in conjunction with Maersk Line and that House Armed Services Committee Chairman Duncan Hunter (D-CA), who held MSP hearings last year, was sufficiently convinced by those organizations to change his mind on citizenship requirements.

If and when the Senate will address MSP in this session of Congress is not known. Senator McCain's rep-

President's Report continued

representatives indicated that he would like to hold hearings on the matter, but the process could be circumvented if the Senate/House Armed Services committees in conference over the Defense Authorization Act agree on a reauthorized MSP. As of today's meeting, MSP is not in the Senate version of the defense bill nor has "stand alone" legislation been introduced in that body.

While the SUP and MFOW oppose the changes in MSP citizenship requirements as a matter of principle of national maritime policy, the practical effect on the membership of both Unions after September 30, 2005, could be disastrous as the nine MSP operating agreements held by ASM for the *APL China*, *APL Korea*, *APL Philippines*, *APL Singapore*, *APL Thailand*, *President Adams*, *President Jackson*, *President Polk* and *President Truman* expire.

Under the House bill the 47 ships "grandfathered" into the new program—which includes the nine mentioned—will be controlled by APL on October 1, 2005. Whether APL participates in a reauthorized MSP is not known. Mr. Bowman indicated that APL was reluctant to make a commitment because of the length of time (10 years) that an operator has to remain in the program, the insufficiency of \$2.6 million per ship and the unknown variable of the amount of government impelled cargo after September 30, 2005. If the citizenship provision of the House bill are retained, it will be problematic if ASM continues to operate APL vessels, including the *President Grant* and *President Wilson* which are not enrolled in MSP.

Will continue to keep a weather-eye on this issue and keep the membership fully informed.

LMSR CREWING STATUS

As of today's meeting, all eleven Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated by Patriot Contract Services for the Military Sealift Command remain in Full Operating Status as an integral part of Operation Iraqi Freedom and are expected to remain so at least until the end of the year.

The sailors in these vessels have done an outstanding job—working long hours under often difficult conditions to support our nation's troops. Many have put in their time and need to be relieved.

All members who have taken MSC-required training for these vessels should be prepared to serve in these ships if so requested, including those now working in commercial vessels. Members with Class B, Class C seniority and Class D registrants who have taken the MSC-required training should be aware that under SUP Shipping Rule #9 they "must accept jobs to which they are assigned. If any Class B member or Class C member fails to accept a job to which dispatched, without a

reasonable excuse, their registration shall be cancelled and they will not be allowed thereafter to register again."

This situation requires the cooperation of all SUP members so that the Union can fulfill its contractual obligations and to serve the nation. Those members who have not taken the training and desire to be a part of this important effort should contact any SUP agent.

CONSTITUTION COMMITTEE

In accordance with Article XXVIII of the SUP Constitution, all resolutions to amend the Constitution and Shipping Rules must be submitted, in writing, to today's headquarters' meeting or at the Branch meetings on June 16. The resolutions will be referred to a Committee on Constitution, consisting of three members elected at today's Headquarter's meeting and one member elected at the Seattle, Wilmington and Honolulu meetings next week.

The Committee will convene at Headquarters on Monday, June 23 to review the resolutions submitted and report back to the membership at the July coastwise meetings. If the proposed Constitution or Shipping Rule amendment or a substitution thereof is endorsed by the majority vote of the membership, it shall be placed on the 2003-2004 referendum ballot.

FOURTH OF JULY

All SUP halls will be closed on Friday, July 4, in observance of Independence Day.

BLOODY THURSDAY

The annual commemoration of Bloody Thursday will be held at ports up and down the West Coast this year on Saturday, July 5. Details of the observances will be published in the June *West Coast Sailors*.

SUP members on the beach are urged to attend these events which mark a red letter day during the 1934 coastwise maritime strike.

ACTION TAKEN

M/S to allocate the ASM and Matson wage increases to all rates of pay and wage related items. Carried unanimously.

Election of Committee on Constitution: Duane Hewitt, Art Thanash, John Crockett and Sonny Cooper (alternate).

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

Vice President's Report

June 20, 2003

Dispatching during wartime

As the membership is aware, the Union is engaged in a critical effort to crew the ships that support the nation's military. It is no minor effort. We were called to move materiel long before the war began, and we'll be moving the U.S. Army's gear around long after all the troops are home. The driving force of our success is the single-minded focus and continuous attention of all the agents of the Union to the job of dispatching in the LMSRs. They must understand not only what it takes to go to sea, but what it takes to go to sea ships chartered by the Military Sealift Command during wartime.

There are some fifty different qualifications that must be met or checked before each dispatch is written, and the specific personal issues of each individual member must be understood, worked on, and resolved. Behind every dispatch there are dozens of phone calls to medical personnel, travel agents, company personnel, training providers, and other Union agents. Behind every dispatch the Union sifts through piles of Coast Guard documentation, medical records, and training certification. There's a steady stream of emails, voice mails, faxes, files, and of course, phone calls, all of which are loaded with questions, disqualifications, problems, beefs, decision and indecision. All of it must be solved, and quickly, and not one thing dropped or forgotten.

Most of these Herculean efforts go unseen by the membership, and consequently they deserve recognition here. Kudos to Vince O'Halloran in Seattle, who has consistently provided legions of qualified seamen to the LMSRs, and also to Robin Colonas, who was excellent in short relief. Kudos to constant assistance of Mark Hurley in Wilmington, and to Keith Miller and Duane Nash in able relief. Here's to Mike Duvall and Bill Berger, who put their considerable persuasive powers to work at night and on weekends all hours of the day. Acting also in behalf of the MFOW, Jack Stasko has double the work but time and again he delivers for the Union. And kudos to the greatest dispatcher of all time, Knud Andersen, who taught me everything I know.

The most significant thing the senior membership can do to assist the Union during this critical moment in our history besides taking jobs in the LMSRs is to ship out in the commercial fleet to free up sailors for the government ships.

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

USNS Gordon—Bosun Sam Scott, delegate Mike English. Numerous communications indicate that things have settled down on this ship in Diego Garcia.

USNS Mendonca—Bosun Melvin Kelly relieved Doug Olney in Diego Garcia; delegate William Cornelius. Clarification on watches. More reliefs underway.

USNS Shughart—Delegate Inti Sternbach has things well in hand. Clarifications and reliefs.

USNS Bob Hope—Bosun Joe Richwagen, delegate Saul Townsend. In Diego Garcia. Reliefs are underway.

USNS Fisher—Bosun Dale Gibson; delegate Glenn Johnson took over from Glenn Loutsenhizer who did a fine job.

Cape Gibson—Bosun Danny Foster, delegate Erik Williams. In at Naval Magazine, Indian Island in the Puget Sound. Welcoming ceremony complete with medals and awards attended by Vince O'Halloran.

Colorado Voyager—Bosun Paul Seager; delegate Bill Fisher. New security policies under discussion with the Company. Received proposals for 2004 negotiations.

Dave Connolly

Mariners would pay for new ID card

The cost of obtaining a new seafarers identity, card, agreed upon earlier this month at the International Labor Organization (ILO) convention in Geneva, could be passed onto individual seafarers, said ILO sources. Despite attempts made by seafarers' groups to secure a resolution that would protect seafarers from paying for the new ID card, the new convention states that the issue of costs would be a matter left to national governments. A number of developing countries also raised concerns about the financial burden of the new cards but were given assurances that assistance would be offered by the ILO and individual governments. According to the ILO, the new card, which is expected to be in circulation before the end of 2004, will facilitate shore leave and transfer of seafarers.

Maritime Administrator

continued from page 1

foundly' larger organic military capacity."

He noted that the U.S. Department of Defense has estimated that it would cost the government some \$9 billion to replace the MSP and VISA programs, and over \$60 billion to replace global intermodal networks maintained by U.S.-flag carriers.

Noting current congestion on the Nation's highways and projections showing the doubling of international trade by the year 2020, Schubert called the development of a Short-Sea shipping fleet "a crucial initiative for the future."

"We cannot build our way out of congestion," Schubert declared, citing the high costs of highway improvements. New highways cost \$32 million per lane mile, and new highway interchanges are over \$100 million each, the MarAd Chief said. "America's economy, security, environment and quality of life are all dependent on a healthy marine transportation system."

The challenge is to find a way to "enhance the U.S. marine transportation system so it can be used to more effectively manage trade growth and provide an effective alternative to our already congested landside transportation system," Schubert said. The alternative solution, according to Schubert, is the development of a Short Sea Shipping fleet of vessels.

The U.S. already possesses water transportation connections to further develop a Short Sea fleet, with more than 25,000 miles of inland and coastal waterways that connect with thousands of miles of interstate highways, rail and pipelines, Schubert noted.

Pointing to 10 years of successful Short Sea Shipping ventures in Europe, Schubert declared that "we can do the same."

Schubert offered a number of steps the government can take to help develop a Short-Sea Shipping fleet, including:

- The need to support commercial initiatives by taking part in cooperative agreements to show the efficiencies of Short Sea Shipping.

- Establishing a Short Sea Shipping Cooperative Program similar to current MarAd cooperatives relating to cargo technology and ship operations activities.

- Developing legislation and tax reform initiatives to remove barriers to the growth of Short Sea Shipping.

"Through cooperation, planning, and support, the Short Sea Shipping initiative will help ease the congestion of the Marine Transportation System" Schubert said. "Short Sea Shipping is the wave of America's future." Source: AMC Washington Letter

SUP Branch Reports

Seattle

May 19, 2003

Shipped during the period: 1 Boatswain to a USNS ship filled by a B-card; 2 relief AB jobs taken by 2 A-cards and 1 steady USNS AB to a B-card; 22 standby jobs filled by 3 A cards, 15 B cards, 2 C cards, and 2 D's.

Registered during the period: 6 A cards for a total of 20, 9 B cards for a total of 34; and 6 C cards for a total of 18.

Ships Checked

President Jackson; President Adams and the President Polk all back from the Far East. The crew in the Jackson, as well as the other ships returning from Asia, have strong reservations concerning NOL's policy of restricting ship's crew from shore leave in ports where the SARS epidemic has a foothold. At this posting, the SARS news bulletins change almost daily from the World Health Organization and there seems to be no clear policy on travel restrictions amongst Pacific Rim countries. The Union is receiving all reports and claims from ships delegates, and Headquarters is monitoring this situation closely.

The Maui and Kauai called at Terminal 18 twice with no problems.

I was asked to speak before the Metal Trades Council on port security issues. It appears that the SUP and ILWU are the only Unions actively participating in "Port Security Committee" and "Harbor Safety Committee" meetings. We need a better showing from all of the maritime labor groups or everyone's going to find themselves barred from the docks.

With guidance from both the MFOW's Mike Carr and SUP Vice President Dave Connolly, I attended the "Merchant Marine Personnel Advisory Committee" seminar where recommendations to the USCG for the next IMO conference on hawsepiping your way to an Engineering License was discussed. Several of the attendees advocated for six months wiper time and thirty months school time. We adamantly opposed this direction as being unrealistic for working mariners trying to support themselves and their families and argued for the traditional route of "hawsepipers," which is seetime, self-study and testing.

I met with Congressman Ernest Istook (R-OK), Chairman of the Appropriations subcommittee on Transportation and Treasury, where we discussed Maritime Security Program and shipbuilding issues.

I attended the King County Labor Council and the Puget Sound Ports Council, Maritime Trades AFL-CIO meetings.

Vince O'Halloran
Branch Agent

Attend your Union meetings

SUP Meetings

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

	Hdqs.	Branch
July	14	21
August	11	18
September	8	15
October	14*	20
November	10	17
December	8	15

*Tuesday

Wilmington

May 19, 2003

Dispatched during the period: bosun: 5 AB: 19 AB Maint.: 7 OS: Utility: Stew: Mess: Oiler: Standby: 40. Total Jobs Shipped: 71.

Registrations stand at: A: 5, B: 19, C: 13, and D: 1.

Ships checked

APL Korea, Manoa, Ewa, Matsonia, Lurline-Jim Clay, delegate, APL Philippines, R.J.Pfeiffer-Mitch Roseveare, delegate, President Jackson, Mahimahi, APL China, Ewa-Joe McDonald, delegate, President Wilson, Matsonia, APL Thailand, Lurline, President Adams-Charlie Supple, delegate; R.J.Pfeiffer, APL Singapore.

Meetings attended: April 21, LA County Federation of Labor—announced Maritime Day and Wall of Honor Dedication. April 28 and May 12 Veterans' Memorial meeting. April 27 Rich Reed was kind enough to stop in and answer the members' Welfare questions. May 14—No one signed up for Marlinspike Class so it was cancelled. May 15 attended rededication ceremony of the May 14, 1934 (Bloody Thursday) Memorial. It was moved from Neptune and Harry Bridges Boulevard in Wilmington to Harbor and 5th Street in San Pedro close to the Wall of Honor.

On May 19, Gunnar Lundeberg attended the Branch meeting to explain and ask for ratification of the new Matson agreement. It is always a pleasure to have Gunnar personally give his report and answer our many questions.

May 22 we celebrated Maritime Day at the Merchant Marine Memorial. There was a great turn out for the dedication and blessing of the Wall of Honor. The festivities lasted over two hours. By far, my favorite part of the day was Dave Connolly's speech, "If We Were a Maritime Nation," at the luncheon. Dave spelled out what our country needs to do to get our Merchant Marine back on its feet. Connolly's speech was published in last month's West Coast Sailors. San Francisco Patrolman, Bill Berger, and former Patrolman, Kaj Kristensen, and a good rank-and-file turnout represented the SUP.

The Memorial is truly collaborative effort and there are many thanks to go around starting with the leadership of Ted Kedcierski, John Pitts, the Board of Di-

rectors of the Veterans Memorial Committee and the Committee Members. A special thanks to Jerry Strum, the architect, who designed both the Memorial and the Wall of Honor. In addition, we would like to acknowledge Gene Frank and crew who built the walls, Randall Montgomery, the engraver and Mike Donelon and crew who did the much-needed restoration on the original Memorial.

Please check your STCW certificates. If your basic safety training (BST) is not current (within 5 years), you need to take a year's discharges to the Coast Guard to get it updated.

Mark Hurley
Branch Agent

Honolulu

May 19, 2003

During the month of April, dispatched the following: 1 bosun, 1 bosun relief, 16 ABs, 1 AB return and 1 OS. These jobs were filled by 9 A members, 9 B members, 1 C member and 1 D registrant. Shipped 36 standby jobs filled by 2 A members, 13 B members, 17 C members and 4 D registrants for a total of 56 jobs.

During the month of April registered the following: 9 A members, 7 B members and 2 C members. To this date there are 10 A members, 6 B members, 6 C members and 2 D registrants for a total of 24 registered.

Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Kauai, Ewa, R.J. Pfeiffer and Lihue. All with few or no problems. Paint and rigging gang in transition with Keith Kamana as new bosun.

On May 18, attended the 26th Annual Maritime Memorial Day Boat Parade. This event is dedicated to all deceased merchant seamen; tugs were circled off Waikiki Beach, flowers were ocean dispersed, three long whistle blasts, and back to Aloha Tower for a reception

New Pensioner

One SUP members has joined the rank of pensioner bringing the total number of SUP members now receiving a pension to 920:

Brian P. LePrevost, 63, Book No. 4101, joined SUP in 1978, 20 years of seetime, basic pension.

San Francisco Business Agent

June 9, 2003

Visited and paid off the following ships:

Chief Gadao— Dean Smith, delegate; Keith Miller, bosun: Top-notch gang.

Kauai— Rich Cahill, delegate; Wally Lollies, bosun: Running smoothly. Informed the gang of the vote on new the Matson contract.

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

Matsonia— "Maltese-Falcon," bosun: Running smoothly.

Maui— Chuck Maringer, delegate: Coastwise, no disputes. Questions on new agreement.

Mokihana— "Polish Prince," delegate; Singapore Sid, relief bosun: Smooth running.

President Grant— Joe Wolff, delegate: No disputes, clean pay off.

APL Korea— Duke Maringer, delegate: Voyage pay off, no disputes.

APL Singapore— Tony Fague, delegate; Tom Gustin, bosun: In at 1600 out 0500 the next day. Running smoothly, good Seattle gang.

APL Thailand— Joe Moniz, Sr., bosun: Clean pay off, no disputes.

Pilot Boats—Running smoothly at Pier 9.

Also worked in the front office during the month.

William Berger

hosted by the Hawai'i Ports Maritime Council. On May 21, attended Port Council meeting, preparations for annual scholarship grants.

On May 14, good friend and P&R bosun George Lua died suddenly at home. Private funeral services were held on May 24, ashes were scattered from the tug Tira Lana, Keith Kamana and Monty Kalama represented the SUP at the service. The Honolulu membership sends our condolences to Mrs. Ardys Lua and family. With George's death and retirement of MFOW foreman Jimmy Ahnee, the Matson Honolulu shops will see quite a change.

Mike Duvall
Branch Agent

Norfolk Office

May 2003

In the month of May, shipped 2 bosuns and 4 ABs, taken by 2 B members and 4 C members—all fly outs. For our members who feel they got stuck. First you must remember you signed articles, which is a binding contract between you and the company to go and hit designated ports of call as MSC calls the shots, just as they did in the Gulf War and Vietnam, and all wars before that. So look at the brighter side, from the past pay offs everyone smiled all the way to the bank. These are not scheduled commercial run ships. They are tramp run ships. But you are building up all your perks for the future.

As I reported to MFOW, I attended National Maritime Day Ceremony sponsored by the Propeller Club of Hampton Roads, and for the 2nd year in a row we got top billing and Whitey Disley request that the S.S. Baton Rouge Victory get a roll call for the lives lost as she was sunk going up the river to Saigon. The Navy Band played Taps, the names were read, and a moment of silence, also for the 37 other lives lost in the Vietnam Break Out. The new ship Benavides went smoothly and from all reports all is going fine.

Jack Stasko
SUP Rep

Dispatcher's Report

Headquarters—May 2003

Deck	
Bosun	4
Carpenter	0
MM	3
AB	16
OS	8
Standby	32
Total Deck Jobs Shipped	63
Total Deck B, C, D Shipped	23
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	63
Total B, C, D Shipped-All Depts.	23
Total Registered "A"	78
Total Registered "B"	73
Total Registered "C"	8
Total Registered "D"	8