



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, May 19, 2000

## U.S. seafarer shortage addressed at national forum

### Coast Guard gives its perspective

Last month at a Washington, D.C. conference sponsored by the Baltic and International Maritime Council and the *Marine Log*, a ranking member of the U.S. Coast Guard said that an expected shortage of qualified U.S. mariners could both compromise the nation's national security capabilities and American shipowners ability to be competitive in the commercial marketplace.

Captain Myles S. (Chip) Boothe, Jr., Commanding Officer of the National Maritime Center in Arlington, Virginia, is responsible for the overall management of the Coast Guard's Mariner Licensing and Documentation Program as well as command oversight for the agency's National Vessel Documentation Center, delivered a comprehensive speech reflecting the Coast Guards perspective regarding the potential shortage of qualified U.S. merchant mariners.

Capt. Boothe framed the issues by highlighting the programs that support U.S. sealift capability: The Maritime Security Program, the Ready Reserve Fleet, Military Sealift Command vessels, and U.S. commercial vessels engaged in the Jones Act trades.

According to Coast Guard data, there are approximately 480 U.S. dry cargo and tank vessels exceeding 1600 gross tons. Capt. Boothe suggested that a ratio of three mariners for each job aboard each ship is probably realistic. As an example, he stated that there needed to be a manpower pool of between 6,000 and 9,000 able seamen.

Given the demand for qualified mariners, Capt. Boothe said the fundamental questions are: "What is the state of the qualified seafarers pool in the U.S.; what impacts the state of that pool; and how do we best preserve the existing pool and improve it?"

Boothe stated that "there is a widespread fear that the seafarers population is diminishing" as the workforce ages and retires. He pointed out that maritime academy graduates are increasingly taking shoreside jobs.

Another cause reducing manpower is the increased costs, in terms of time, money, and effort for mariners to maintain their qualifications in accordance with the International Convention on Standards of Training, Certification, and Watchkeeping (STCW). Capt. Boothe suggested there have been a large number of

### See Seafarer shortage

*Continued on page 3*

## Ready Reserve Fleet contracts awarded by MarAd

### Bum decision prompts protest by SUP company; government stays the award

On May 3, the Maritime Administration released the names of the companies award five-year contracts to operate and maintain vessels in the Agency's Ready Reserve Fleet (RRF).

MarAd's decision prompted a wave of protests filed by ship operators, including SUP-contracted Patriot Contract Services, that resulted in the awards being stayed by the General Accounting Office until June 14.

The current awards were made nearly two years after a previous MarAd RRF award was rescinded by the agency after protests were filed. On Oct. 1, 1999, Judge William B. Bryant of the U.S. District Court for the District of Columbia nullified the 1998 awards which restarted the bidding process.

Of the nine companies awarded vessels, Patriot was only awarded six ships. The company was also only awarded six ships back in 1998, but when that award was nullified continued to operate the 12 vessels on a status-quo basis that were transferred to Patriot from American President Lines in 1997.

Under MarAd's current decision, Patriot was awarded the

*Cape Breton, Cape Bover, Cape Blanco, Cape Borda, Cape Gibson and Cape Girardeau. If MarAd's decision sticks, the Cape Intrepid, Cape Island, Cape Isabel, and Cape Inscription will be transferred Crowley Liner Services.*

The essential elements of Patriot's protest to MarAd are that:

1) MarAd applied the evaluation criteria for the award in an arbitrary and capricious manner by assigning technical evaluation and risk management scores without a rational basis;

2) MarAd failed to conduct meaningful discussions with Patriot regarding technical deficiencies and risk assessment during the evaluation process; and

3) Patriot was severely disadvantaged and prejudiced by the fact that its original price proposal was made known to other bidders during the first round of protests in 1998.

As the West Coast Sailors went to press, waterfront sources indicate that CSX Lines (formerly SeaLand Service), APEX, V Ships, Stapp Towing and other companies have already or are in the process of filing protests.

Commenting on the current awards, SUP President/Secretary-Treasurer, Gunnar Lundberg said that "'MarAd's decision makes no sense as a matter of public policy. Patriot, a major U.S.-flag carrier in the international line trades, a holder of nine Maritime Security Program operating agreements, and a bona fide participant in the Defense Department's Voluntary Intermodal Sealift Agreement (VISA) again got the short end of the stick. The bureaucrats at MarAd who conjured up the awards are making decisions that are contrary to the development of a strong, viable U.S. merchant marine. The SUP will press for these awards to be overturned."

The other companies that were awarded RRF contracts are: American Overseas Marine Corporation (9 ships); Crowley Liner Services (8 ships); Interocean Uglan Management Corporation (11 ships); Keystone Shipping Company (12 ships); Marine Transport Lines, Inc. (9 ships); Mormac Marine Enterprises, Inc. (9 ships); Ocean Duchess, Inc. (3 ships); and Pacific Gulf Marine, Inc. (8 ships).

### See RRF contracts

*continued on page 4*

## Maritime policy group says MSP, VISA, cargo preference essential for U.S. in peace and war

Last month, the *West Coast Sailors* published a portion of the "Maritime Policy Initiatives 2000" report. This report issued by the working group on maritime policy, formed by Military Sealift Committee of National Defense Transportation Association (NDTA) in cooperation with the Maritime Administration, outlines initiatives to insure that the United States continue to have a strong commercial fleet and maritime employment base to meet defense needs.

This is the second in a series of articles originally published in the *American Maritime Congress*, ex-

amining the maritime policy initiatives recommended by the working group.

The report outlines a three-pronged process for meeting the challenges faced by the U.S.-flag maritime industry, starting with "keeping what works," those elements of U.S. maritime policy which have proven effective in ensuring marine transportation to serve the needs of the U.S. economy, and military sealift.

The report highlights the growing partnership between the Armed Forces and the U.S.-flag maritime industry that has improved the nation's strategic sealift

capabilities, including the Maritime Security Program (MSP) and the Voluntary Intermodal Sealift Agreement (VISA).

The group's Chairman, Vice Admiral Albert J. Herberger, Jr., USN (ret.), oversaw those developments as Maritime Administrator and as Deputy Commander in Chief of the U.S. Transportation Command (USTRANSCOM). The Working Group's participants included representatives of major U.S.-flag ocean carriers, maritime labor unions and maritime associations.

"Following the lessons learned from sealift operations in sup-

port of the Persian Gulf Conflict and Operations Desert Shield and Desert Storm, the maritime industry in the United States and the Department of Defense entered into a partnership designed to improve strategic sealift capabilities and increase the ability of the U.S. military to rely upon the U.S.-flag commercial merchant fleet for the sealift mission," the report said.

A key to the success of this partnership has been the ability of the leadership—senior DOD

### See Maritime industry

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# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED March 31, 2000..

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 10, 2000 hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$1,163,874.83*
Political Fund .....	\$1,164.21
Strike Fund .....	<u>\$1,293,730.99</u>
Total Cash and Investments 4th Qtr 1999 .....	<u>\$2,458,770.03</u>
*\$606.00 held for Wall of Honor (not included)	
\$16,600.00 paid 2/4/00 to AMMV for memorial	

### GENERAL FUND

Income:	
Dues, Initiation, Assessments .....	\$123,886.00
Interest .....	35,121.91
Donations - <i>West Coast Sailors</i> .....	2,139.00
Tanker & Joint Committee, Hiring Hall .....	61,137.46
Advertising & Promotion .....	157.00
Contributions - General Fund .....	2,495.00
Total Income: .....	<u>\$224,936.37</u>
Expenses:	
Auto & Travel .....	\$2,507.18
Rent .....	9,957.37
Postage, Printing & Office .....	4,900.92
Telephone & Telegraph .....	3,801.04
<i>West Coast Sailors</i> Publishing Expense .....	6,385.93
Per Capita .....	13,342.75
Salaries & Payroll Taxes .....	203,446.30
Office Workers Pension .....	3,931.20
Insurance .....	13,009.36
Field Expense .....	2,989.56
Committee & Neg., Conference & Conv. ....	8,500.32
Contribution .....	750.00
Election 1999-2000 .....	579.83
Investment Expense .....	977.52
Officials Pension .....	521.64
Flowers .....	455.19
Advertising and Promotion .....	143.02
Legal & Accounting .....	6,054.00
Subscription .....	<u>444.51</u>
Total Expense: .....	<u>\$282,697.64</u>

### BUILDING CORPORATION

Income:	
Assessments .....	\$3,424.00
Vending, Miscellaneous .....	40.93
Interest & Principle on Mortgage Notes .....	6,235.62
Rents .....	<u>113,912.44</u>
Total Income: .....	<u>\$123,612.99</u>
Expense:	
Building Services & Utilities .....	\$21,833.47
Repairs & Maintenance .....	5,173.88
Salaries & Payroll Taxes .....	11,464.90
Legal & Accounting .....	1,435.13
Filing Fee .....	531.00
Pension .....	86.94
Insurance .....	<u>166.50</u>
Total Expense: .....	<u>\$40,691.82</u>

### POLITICAL FUND

Income:	
Contributions .....	\$3,558.00
Interest .....	<u>4.38</u>
Total Income .....	<u>\$3,562.38</u>
Expense:	
Contributions .....	<u>\$5,100.00</u>
Total Expense: .....	<u>\$5,100.00</u>
Net Income .....	
<u>\$23,622.28</u>	

The Committee recommends that in accordance with the provisions of the collective bargaining agreements with American Ship Management and Matson, that the Union “shall have the right to allocate periodic [wage increases] in the form of wages and/or among the various benefit plans” that a portion of the 4% wage increase from ASM and the 3.5% increase from Matson due July 1, 2000, be allocated to the Joint Employment Committee Trust to help support the hiring hall.\*

/s/Douglas Gibson	/s/Mike Bailey
/s/Frank Portanier	/s/Paul Calais
/s/Fred Carlson	

\*After the Quarterly Finance Committee's statement was read at the Headquarters meeting, Mike Bailey requested that his name be removed as a supporter of the statement.

*ACTION BY THE MEMBERSHIP May 8, 2000. M/S—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the **West Coast Sailors**. Carried unanimously.*

## British seamen polled for strike action

*Royal Fleet Auxiliary is targeted after talks go nowhere*

The Rail, Maritime and Transportworkers (RMT) Union of Great Britain is polling its membership on whether to call an all-out strike against the Royal Fleet Auxiliary (RFA) over wages and working conditions.

The RFA provides logistical support to the Royal Navy.

Despite a series of 48 work stoppages called by the union since February to pressure government negotiators, an impasse over outstanding issues remains.

In addition to a wage increase, the RMT is demanding an end to the vacation differential between unlicensed and licensed mariners employed in RFA vessels. Currently unlicensed personnel accrue 41 days leave for every four months at sea while officers get 68 days leave for the same period.

Such differences were, until the 1980’s, part of the National Maritime Board industry-wide agreements. But since the collapse of the Board, the differences between licensed and unlicensed have been negotiated away in British ferries and in vessels operating in the North Sea.

Tony Santamera, RMT National Secretary, stated in a press release that “This dispute highlights the ‘us and them’ mentality prevailing in the Royal Auxiliary Fleet and is a throwback to the colonial past, where officers received more favorable treatment than men. Such obnoxious attitudes have no place in the 21st Century working environment.”

Voting by RFA crews worldwide is scheduled to conclude on June 6.

## Norwegian maritime workers win wage hike after striking

Unions affiliated with the Norwegian Confederation of Labor, including the Norwegian Seamen's Union, reached agreement with employers this month after a six-day strike that effectively disrupted crude oil exports, domestic ferry services and road freight.

The strike was precipitated by rank-and-file rejection of a 3.5 percent wage increase negotiated by the Confederation. Unions joining the strike represented ferry workers, petrochemical workers, dockers and teamsters.

The settlement reached reflects a 16-cent-per-hour wage increase and four extra days of holiday pay phased-in over two years. The renegotiated pack is subject to membership approval.

## Final Departures

**Harrison Beale**, Book No. 5622. Born in Washington in 1921. Joined SUP in 1953. Died in San Francisco, California, April 8, 2000. (Pensioner)

**Richard H. Klug**, Book No. 3087. Born in Oregon in 1926. Joined SUP in 1951. Died in Portland, Oregon, April 10, 2000. (Pensioner)

**J.T. Prince**, Book No. 3679. Born in Missouri in 1927. Joined SUP in 1948. Died in San Francisco, California, April 14, 2000. (Pensioner)

**Joseph S. Torrence**, Book No. 3202. Born in California in 1925. Joined SUP

in 1967. Died in Minnesota, January 14, 2000. (Pensioner)

**Bobby Gene Jestes**, Book No. 4278. Born in Oklahoma in 1929. Joined SUP in 1954. Died in Pleasant Hill, California, April 28, 2000. (Pensioner)

**William Snow**, Book No. 7441. Born in Minnesota in 1922. Joined SUP in 1966. Died in La Mirada, California, April 20, 2000. (Pensioner)

**Richard P. Lee**, Book No. 4060. Born in Hawaii in 1925. Joined SUP in 1957. Died in San Rafael, California, March 29, 2000. (Pensioner)

## Support the SUP Political Fund

### *West Coast Sailors*

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

**BRANCH OFFICES**  
Seattle, WA 98134  
1253 Sixth Ave S, Ste A (206) 467-7944  
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

**WELFARE OFFICE**  
(415) 778-5490  
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## SUP Meetings

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

	<i>Hdq.s.</i>	<i>Branch</i>
June	12	19
July	10	17
August	14	20
September	11	18
October	10*	16
November	13	20
December	11	18
*Tuesday		

# Fast rescue boat training off San Diego



*SUP members taking Fast Rescue Boat training off San Diego. This training is part of the SUP's comprehensive training for the military command LMSRs operated by Patriot Contract Services. From left to right in front, Amani Maat Kheru and Jessie Hurdle; in back the instructor and Lyman Gador.*

## Former MarAd administrators assess U.S.-merchant marine

The current and five former Maritime Administrators this month gave their opinions on the state of the U.S. merchant marine in a panel discussion sponsored by the Propeller Club in Washington, D.C.

Comments came from Clyde Hart, Jr., MarAd's current Administrator; Andrew Gibson, Administrator from 1969-1972; Samuel Nemiron, Administrator from 1979-1981; John Gaughan, administrator from 1985-1989; Warren Leback, Administrator from 1989-1993; and Albert Herberger, Administrator from 1993-1997.

Gibson noted the role that the U.S.-flag fleet has played throughout history, but stated that retaining the fleet in international trades will be difficult unless policy-makers address the competitive advantages enjoyed by foreign-flag vessels. "Other countries have adjusted their tax codes to help shipowners compete effectively."

Nemiron emphasized the importance of the Maritime Security Program, but said that more must be done to encourage private investment in the U.S.-flag fleet.

Gaughan stated that a national policy of maintaining a viable U.S.-flag merchant fleet for national and economic security should be the touchstone for future maritime initiatives. "Maritime security comes with a cost. It cannot be done on the cheap."

Captain Leback said that more must be done to address the cost differential between operating U.S.-flag ships and foreign-flag ships that is attributable to taxes: both corporate income taxes on shipping companies and individual income taxes on merchant seamen.

The next major challenge facing the U.S.-flag merchant marine, he said, will come when the current Maritime Security Program authorization expires in 2005.

Admiral Herberger said there is an increasing defense role for maritime as the sealift capacity provided by the U.S.-flag fleet will remain the Armed Forces most cost-effective transportation option. Herberger also called on the federal government to encourage more private investment in the U.S.-flag fleet by reducing the tax and regulatory burden on U.S.-flag vessel operators.

## Royal Caribbean crewmen arrested for selling cocaine

Three crewmen from a Royal Caribbean cruiseship, *Splendor of the Seas*, were arrested and charged in the Cayman capital of George Town on April 3, after trying to sell cocaine to an undercover policeman of the Royal Cayman Island Police anti-drug task force. This prompted a search on the ship, which turned up more cocaine stuffed into shoes in a ceiling of the ship.

Royal Caribbean spokesman Michael Sheehan said the three apparently found about 1.5 pounds of cocaine and took it into Grand Cayman to sell when the ship docked in the British Caribbean territory.

The workers face up to 20 years in jail if convicted. The crewmen were from the Caribbean nations of Dominica, Trinidad, and Tobago, and St. Vincent and the Grenadines.

## Seafarer shortage

*Continued from page 1*

mariners who have retired from a seagoing career to avoid these costs. "If true," Capt. Boothe added, "and the trend continues, this could have significant impact on our continued ability to adequately meet a future military sealift capability, unless we find a solution to our training shortfall to provide sufficient qualified mariners."

Capt. Boothe believes that the first key step to identify manpower issues is to share all available data on the seagoing workforce. He also said that while the Coast Guard is not in charge of recruitment or retention, the agency "can contribute to the successful maintenance of a viable merchant marine through flexible application of regulations and policy which ensures an equivalent level of safety."

Recruitment and retention is a responsibility between the shipowners, maritime unions, and the Maritime Administration, Boothe emphasized. He also said that the Department of Defense, particularly the Military Sealift Command, needs to participate in finding and funding solutions.

Capt. Boothe indicated that maritime transportation is expected to double or triple within the next two decades and it was therefore imperative for the nation to "en-

sure a capable workforce remains available to operate our ships, or we will be destined to become more dependent on foreign shipping. This will merely serve to exacerbate our problems and weaken our future ability to respond to national emergencies. Lowering the qualification standards of our mariners or granting national emergency waivers are both short sighted alternatives and neither is the answer to improving our competitive edge."

Capt. Boothe believes the maritime academies and the 280 other training institutions (including the SUP's Andrew Furuseth School of Seamanship) play a key role in maintaining the viability of the qualified mariner pool as serving as a valuable recruitment arm.

On the subject of training and qualification of U.S. seafarers, Capt. Boothe suggested "that there needs to be an alarm sounded throughout the maritime industry that those that wish to continue a seagoing career need to acquire the required STCW training without delay. Based on anecdotal data from our regional examination centers, I would suggest that we are well behind the STCW training 'eight ball'. It appears significant numbers of seagoing mariners are deferring acquiring the required training to meet the U.S. and STCW regula-

tions. And by the way, I do not believe that the number of currently approved training providers is sufficient or growing fast enough to accommodate an eleventh hour rush of mariners to meet the February 2002 deadline for compliance with the 1995 amendments. **It is already nine o'clock and time waits for no one!** Therefore, I believe we must make a concerted collective effort; government, management, labor and training infrastructure together to encourage and enable our seafaring workforce to meet the training challenges in a timely manner. It requires an investment in our most valuable resource people."

Capt. Boothe acknowledged that this is an area where the Coast Guard must do a better job in assisting the mariner.

As far as other potential sources of maritime talent, Capt. Boothe stated, "I believe the military seagoing services represent exceptionally fertile ground for recruiting professionals who may be quickly prepared to assume merchant mariner positions. The Coast Guard needs to be responsive to challenges to thinking outside of a the box in reviewing the applicability and potential equivalency of military training to meet STCW and U.S. licensing and documentation standards. We must strive to continue making merchant mariner licenses and documents available and attractive to our service men and women."

In his remarks, Capt. Boothe also said that the maritime industry "must carefully re-examine our manning policies for U.S.-flag ships being mindful of the every increasing intellectual and physical workload we are placing on smaller crews who are sailing larger and more technology dependent vessels."

"In an effort to maximize the efficiency of our ships and crews, I believe we have perhaps compromised the ability to grow our mariners of the future by removing many entry level (trainee) positions. Further, at the same time, we have perhaps prematurely spent many of the maritime professionals needed the nurture those that do enter this vital profession, and in the process potentially jeopardized vessel safety and our mariners' long-term health and well being."

## Matson growing with the Hawaii economy; adds seventh ship

Matson Navigation Company is adding a seventh vessel to its Hawaii Service fleet effective May 14. Responding to the strengthening Hawaii economy and the concurrent increase in market demand, this will allow the company to increase its number of round-trip voyages annually from 156 to 182.

"We are encouraged by the positive trends seen in the state's economic indicators in recent months," C. Bradley Mulholland, president and CEO, said. These signs of growth have been reflected in increases in Matson's freight volume. While we have utilized reserve vessels during peak periods in the past year, we are now confident that the demand in the Hawaii trade merits deploying a seventh ship in our fleet on a full-time basis. The increased frequency and additional capacity of this new schedule is designed to fully accommodate new economic growth in Hawaii."

The new schedule will feature seven arrivals from the West Coast every 14 days. From Northern California, the schedule provides twice weekly service, with direct sailings every Wednesday and Friday from Oakland to Honolulu. From Southern California, Matson will offer twice weekly service, with direct sailings from Los Angeles to Honolulu every Saturday and every other Wednesday. The alternate Wednesday sailings will include an Oakland call prior to Honolulu. The Pacific Northwest service will continue to offer a weekly Sunday departure.



**Voluntary contributions from the membership to the following funds:**

# Organization/ General Fund

<b>Erik Finneman .....</b>	<b>50.00</b>
<b>Tony Jones .....</b>	<b>25.00</b>
<b>Newell Robison .....</b>	<b>50.00</b>
<b>Charles Smith .....</b>	<b>100.00</b>
<b>Ernest Stimach .....</b>	<b>20.00</b>
<b>Bruce Thompson, in memory of Bill Grist .....</b>	<b>100.00</b>
<b>Richard Walsh .....</b>	<b>10.00</b>

## Political Fund

Norm Christianson .....	50.00
Richard Chung .....	20.00
Edward Coester .....	40.00
Dave Connolly .....	25.00
Sandy Earle .....	100.00
Erik Finneman .....	50.00
Steve Foster .....	25.00
John Furrie .....	20.00
John Gabourel .....	30.00
Rich Goen .....	20.00
Walter Harris .....	10.00
Carrol Heich .....	20.00
Michael Henneberry, in memory of Red Henneberry .....	20.00
Nick Hoogendam .....	20.00
Sedek Idris .....	20.00
Knud Jensen .....	45.00
Tony Jones .....	25.00
John Kelly .....	100.00
Jerry Komoto .....	30.00
Stanley Lane .....	20.00
Larry Loe .....	20.00
Gunnar Lundeberg .....	25.00
Duke Maringer .....	25.00
Mike McLavy .....	50.00
Charles Mohun .....	70.00
Terrance O'Neill .....	25.00
William Ofsthus .....	50.00
Francisco Rosales .....	25.00
Steve Ross .....	100.00
James Savage .....	20.00
David Shands .....	25.00
Morris Thibodeaux .....	40.00
Bruce Thompson in memory of Peek-a-boo Kelly .....	100.00

# West Coast Sailors

<b>Alwyn Best .....</b>	<b>25.00</b>
<b>Peter Bragg .....</b>	<b>20.00</b>
<b>Sandy Earle .....</b>	<b>31.00</b>
<b>Donald Erickson .....</b>	<b>20.00</b>
<b>Thor Erikson .....</b>	<b>10.00</b>
<b>James Fernandes .....</b>	<b>25.00</b>
<b>Erik Finneman .....</b>	<b>50.00</b>
<b>Art Kardinal .....</b>	<b>20.00</b>
<b>James Kawasaki .....</b>	<b>20.00</b>
<b>Alberto Laurel .....</b>	<b>10.00</b>
<b>Woodrow Leiter .....</b>	<b>25.00</b>
<b>Mark Littlejohn .....</b>	<b>40.00</b>
<b>Jack Milano .....</b>	<b>10.00</b>
<b>William Ofsthus .....</b>	<b>50.00</b>
<b>Francisco Rosales .....</b>	<b>25.00</b>
<b>James Savage .....</b>	<b>10.00</b>
<b>William Walker .....</b>	<b>10.00</b>

# Wall of Honor

(San Pedro Merchant  
Marine Memorial)

<b>Knud Jensen .....</b>	<b>25.00</b>
<b>Whitey Secrest .....</b>	<b>20.00</b>
<b>Morris Thibodeaux .....</b>	<b>40.00</b>



# Dues-Paying Pensioners

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

# Florida's Supreme Court stands firm against crime on cruise ships

Florida's Supreme Court has overturned a lower court decision and ruled that a crime committed aboard a cruise ship 100 miles off the Florida coast can be prosecuted in State court.

Charged with burglary and attempted sexual battery against a 13-year old girl aboard the Liberian-flag ship *M/V Atlantic*, in January 1997, during a four-day cruise to the Bahamas, Matthew Stepansky has claimed that the charges should be dismissed because the crime occurred outside of Florida territorial jurisdiction. He further contested that prosecution was "precluded by the Supremacy Clause of the U.S. Constitution". The Fifth District Court sided with Stepansky.

The Florida Supreme Court's decision, however, reverses the Fifth District Court's decision finding that the section in question (Section 910.00(3)(d)) which is part of Florida's "special maritime criminal jurisdiction" statute, is constitutional as applied in this case. Since the U.S. government and the flag state were not planning on prosecuting this crime, Florida is allowed to prosecute Stepansky.

Individual states have been granted wide latitude, by the United States Constitution, the Supreme Court, and pertinent federal legislation, to assert concurrent jurisdiction over maritime criminal matters extending beyond the State's territorial limits, which is three miles.

# California State Labor Federation: Joint Legislative Conference

By Dave Connolly

On behalf of the Union, I attended the California Labor Federation's Joint Legislative Conference in Sacramento on April 25 and 26. The purpose of the conference was to learn lobbying skills and techniques on the first day, and then practically apply those skills in discussions with state legislators the following day.

Prior to the breaking down into workshops, the delegates assembled and were addressed by labor allies Senate President Pro-Tem John Burton, Sen. Speaker Robert Hertzberg and others. Art Pulaski, the Executive Secretary-Treasurer of the California Labor Federation, identified the wage gap between the wealthy and the workers as a primary concern of union leadership. CEO pay continues to grow faster than any other economic indicator. The average CEO of a major corporation made \$11.9 million in 1999, up 23% from the previous year. That salary is 476 times more than the average blue-collar worker earning \$25,000 a year. The CEO-to-worker pay ratio in Germany is 13 to 1 and in Japan it is 11 to 1. Raising the minimum wage can start to address these concerns. Despite Oregon and Washington at \$6.50 an hour, California's minimum wage is now set at \$5.75 an hour. That figure calculated annually is 28 % below the federal poverty level. To meet that level the minimum wage must be raised to \$8.70 by 2004 and indexed to the cost of living. On behalf of the membership, I endorsed a petition to the Industrial Welfare Commission to raise the minimum wage.

Other SUP-supported state legislation is as follows:

- **Senate Bill 546: Fairness for Unemployed Workers.** This bill would raise the unemployment benefit in California from \$230 to \$429 per week. Forty-one states and the District of Columbia pay a higher benefit than California.
- **Senate Bill 996: Fairness for Injured Workers.** This bill would increase the maximum weekly disability benefit from \$490 to \$651 per week and index it to 100% of the state's average weekly wage.
- **Assembly Bill 1889: Employer Neutrality.** This bill would require employers using state money not to interfere with an employee's federally guaranteed right to join or form a union.
- **Assembly Bill 1220: Tax Credit Disclosure.** This bill requires corporations that benefit from tax credits to document their claims of job creation.

The conference then presented several workshops on various issues of importance to working people. I participated in the following workshops

- Using Wage & Hour Law Offensively.
- Legislative Action in the Field (Sweatshops)
- What's New in Apprenticeships
- Fairness For Injured Workers

On the final day of the conference, in conjunction with the Contra-Costa and Alameda Labor Councils, I attended a group Q & A session with legislators in the Capitol Building. Using their past voting records as a guide, legislators were asked for their position on the above-mentioned bills, and then were asked to actually commit to favorable votes. Assemblyman Tom Torlakson from Contra Costa, a former merchant seaman with the MFOW, pledged 100% support for all of our issues and legislation. Assemblywoman Ellen Corbett and Audie Bock, both from Alameda County, also pledged full support. The group also questioned Lynn Leach from Walnut Creek, as well as staff from Don Perata's and Dion Aroner's office.

Following this session, visited various offices of senators and assemblymen, securing support and voicing concerns. It is clear that the political clout of labor is growing-not because of large campaign contributions-but because of union member turnout in elections. In the 1998 election cycle, 28% of all California voters were union members. So despite the relative under-representation of unions in the overall workforce, almost a third of the voting public was labor in those elections. Overall, I found the corridors of the California State Capitol in Sacramento to be remarkably accessible to the SUP.

## RRF Contracts

continued from page 1

The cost of the contracts awarded is estimated by MarAd to be worth \$1.1 billion. The estimate includes the \$316.3 million value of the basic contracts, in addition to shipyard work and other maintenance and operational expenses. Ship manager will be

reimbursed for these costs.

The Ready Reserve Fleet is comprised of vessels useful to the military, which stay in a high readiness state and are activated within four, five, ten or 20 days notice from the Defense Department. MarAd is responsible for acquiring, upgrading, deactivating and maintaining the RRF.

## Captain charged after a crewmember reports a leak to the Coast Guard

Davor Maric, a tanker captain has been charged with failing to report a leak in his ship after the Coast Guard was tipped off by a member of his crew.

Maric of Croatia had his passport confiscated and his movements restricted to metropolitan Baltimore and the Croatian Embassy in Washington. He was released on \$30,000 bail on May 2.

The charges started on March 22, when Maric attempted to unload part of the Norwegian tanker's cargo of liquid ammonium nitrate which is used in fertilizer and other products.

A Coast Guardsmen was given a note that said the tanker had a crack in its hull.

Another crewmember then told an inspector that the ship was taking on water and was in danger of sinking.

Inspectors found a hastily patched 12" by 18" hole in the engine room of the 6,379-ton *Freja Jutlandic*. Apparently the ship's operator had asked the captain to keep quiet about the damage. Initially the ship leaked about 105 gallons of oily water per hour, but later the crew estimated it was about five times that amount.

Maric is charged with violating federal laws that requires reporting hazardous conditions to the Coast Guard and with creating false entries in the ship's record to conceal the dumping of untreated oily waste.

ESU Office  
Assignments

For the months of June, John Straley  
will be in the Baytown office and Kevin  
Conroy will be in the Benicia office.

ESU NEWS

JUNE 2000

## Blue Cross Blue Shield update

Recently, one of our members phoned the Baytown office to report he had finally, after many attempts, received a new Blue Cross Shield card. Although relieved to receive a new card, he was disappointed to see the company name on the card still read, “Exxon Shipping Company” instead of SeaRiver Maritime, Inc. It has been almost seven years since Exxon Corporation changed the shipping company’s name. This can lead to confusion when medical providers compare the company name on forms versus the company name on the employee’s card.

In addition to the incorrect company name, the prefix number (ZGA) to the subscriber number had been changed to ZGB. The Union has been in contact with our company contact Terry Thompson and BCBS about these discrepancies. BCBS informs us the ZGA number has in fact been changed to ZGB but the ZGA number coordinates with ZGB and both prefixes should work when filing claims. Apparently, the company name in the BCBS system has never been changed.

The Union has requested through Terry Thompson that the name be corrected and all members be mailed a new card. Meanwhile, we recommend you continue to use your BCBS card as you have done in the past. We will update the membership when to expect new cards.

## Three ESU members retire

On February 29, 2000, Jeffrey Ammon retired with 20 years of company service. Jeff was hired on January 8, 1980 and sailed as Pumpman for most of his career with Exxon Shipping/SeaRiver. On April 20, 2000, Jack Darragh retired with 16 years of company service. Jack had broken service and was rehired on September 21, 1987. He sailed as Maintenance Operations Assistant (MOA) for most of his career. Effective May 31, 2000, Robert “Bob” Edwards will be retiring from the company. Bob was hired on November 20, 1968 and had 31 years service with the company. He sailed as a Pumpman in the fleet. We wish all of these shipmates and ESU brothers well in their retirements and all of their future endeavors.

## Baytown Clinic

Recently, several ESU members have received letters informing them that the HealthSouth Clinic in Baytown, Texas would no longer be taking patients after February 18, 2000. Please disregard the letter. The reason for the misunderstanding regarding the letter is that Dr. Nazari is no longer associated with HealthSouth. The clinic is still receiving patients at the same location. Dr. Nazari did state, however, that some time in the near future they would be relocating about a half mile away to the Baker Road Plaza at 407 West Baker Road Baytown, Texas. Dr. Nazari will maintain his association with SeaRiver Maritime and looks forward to receiving patients in his present and future location.

## ExxonMobil CEOs big winners in merger

ExxonMobil chairman and chief executive Lee Raymond received a bonus of \$14 million for completing the blockbuster merger last year and his salary rose from \$1.9 million to \$2.1 million. Raymond's total pay package, combined with stock awards and other compensation, is about \$25 million; an increase from approximately \$12 million in 1998.

Lou Noto, the former Mobil head, received a bonus of about \$8.6 million. His package, including bonus, salary, restricted stock options and other compensation, rose to about \$14 million from approximately \$5.5 million in 1998.

Official Publication of the Exxon Seamen's Union

# 2000 wage negotiations

In accordance with the provisions of our contract, on February 20, 2000, the Exxon Seamen’s Union made a formal request to SeaRiver management to re-open our agreement for the purpose of negotiating wages. We further requested that the Company provide us with information that is vital to the Union as we prepare for these important negotiations. The Board also requested that these negotiations commence 90 days prior to September 1, 2000, as required by Article XVIII of our agreement. As of mid-May we have not received a response.

We have made numerous inquires since our first request as to where and when these important negotiations are to take place. Management’s response has been to cite work related to the Exxon Mobil merger as the reason for their “The lights are on, but no one is home” reticence regarding the negotiations.

Again, SeaRiver management has shown that they have a picayune regard for our bargaining agreement. We are eager to meet for these negotiations. We hope management will approach these negotiations with a mindset of thinking outside of the box as we are so often requested to do on issues that interest them. We think that a sizable wage increase across the board is not only appropriate, but also long overdue.

## Stranded (almost)

On April 30, 2000, a coterie of five SeaRiver unlicensed seamen descended upon College Station, Texas to attend the USCG approved Basic Firefighting course. They were shocked and dismayed to learn that no arrangements had been made for them with regard to lodging and meal subsistence. Additionally, the school had not been notified of their intended participation. After numerous calls they were allowed to check in at the motel. The issues were resolved with the school and their subsistence money was given to them on Tuesday afternoon May 2, 2000.

The ESU urges all members to carry an updated card with the SeaRiver emergency numbers on it. Please notify the Union immediately if you encounter any problems such as this in the future.

Since the early 1990’s, we have experienced a continued devaluation of contract items, such as meal subsistence, clothing allowances and ground transportation. More importantly, our wages have not kept up with inflation. Additionally, we have incurred the cost of time, money and effort to maintain our respective ratings in accordance with STCW, and saddled with a myriad of extra duties due to these regulations and crew downsizing. SeaRiver Management should realize that they can’t continue to operate as they did during the recession years of the 1980’s and early 1990’s. Recruiting qualified seamen in those years was made easier by high unemployment and stagnant wages in the overall economy and you didn’t have the burden of stifling regulations.

Today our robust economy that continues the longest expansion in history is also siphoning off the pool of qualified mariners. People have choices in an economy with a 3.9% unemployment rate. There is little enthusiasm for a job with odd hours and long absences from home that comes with a high seas lifestyle when the economy is so good ashore.

Qualified mariners in all ratings are being drawn away by shoreside industries because they pay more money, they don’t have to contend with the maze of a regulatory system that is out of control, and they get to be with their families every night. A good recruitment program is useless unless there is enough incentive for retention. In order to achieve a reten-

tion of qualified personnel to meet our present and future needs, SeaRiver management has to make some important decisions. Are they willing to compensate their employees for the ever-increasing workload they are placing on downsized crews? Are they willing to compensate their employees for the unprecedented revenue growth that we helped create? Are they willing to restore the quality of life aboard the ships that have been in decline over the past decade? Are they willing to make a commitment to stop pitting one employee against another by making unfair petty managerial decisions?

Only when some of these important issues are addressed will we be able to attain those ambitious goals set forth by Mr. S. Paul Revere, President of SeaRiver Maritime in his April 25, 2000, letter to all SeaRiver employees. Our ideal has always been to foster a relationship with management based on mutual trust, good faith, and dealing with each other in a fair and honest manner. We will continue in this endeavor. We, as a Union, challenge management to act responsibly and to think outside of the box when making these decisions. We suggest to management that in today’s economy they are also competing with industries ashore for their human resource needs. They have the power to recruit, train and retain a pool of qualified employees that will serve the needs of the Company now and well into the future. We are confident that they will meet the challenge.

## New hire STCW

Over the past few months many questions have been asked regarding the Navigation Watch Standing Assessment and Proficiency Checklist booklets given to new hires without STCW certification.

Some of our new members said that they had been given the impression, and assumed that the checklist had to be completed on their first tour and on their own time or their employment would be terminated. This is an incorrect assumption.

We spoke with the SeaRiver Training Department and they assured us that while they do urge the new Maintenance Seamen to complete the checklist as soon as possible, on their own time, they have never implied that it was mandatory to retain their employment. We recognize the burden that is placed on Maintenance Seamen. They work in virtually every department and their spare time is minimal. It is the Union’s contention that if a person is new, they should familiarize themselves fully with their new job and surroundings before they take on any non-required administrative burdens. It is the Union’s position that this checklist sign-off is totally voluntary since it is not a USCG requirement for Maintenance Seamen. We hope this clears up any misunderstanding regarding this issue.

## Legal issues to be discussed

On May 18, 2000 ESU President, Jerry Patterson will travel to New Jersey to meet with our arbitration attorney David Grossman. The meeting will be on May 19 in the A.M. at the law offices in Kenilworth, New Jersey. Pending arbitrations and other related legal issues will be discussed.

EXXON SEAMEN'S UNION

Affiliated with the Sailors' Union of the Pacific

Founded March 28, 1941

701 W. Sterling Ave.  
Baytown, TX 77520  
1(800) 213-7236  
Fax (281) 422-0710  
E-Mail: esubay@msn.com

P.O. Box 792  
Benicia, CA 94510  
1(800) 729-3101  
Fax (707) 746-7859  
E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley  
Secretary/Treasurer Kevin Conroy  
Recording Secretary Thomas Thompson III

Deck Trustee Ulrich Baur  
Engine Trustee Charlie Pollard  
Steward Trustee Gerard Nelson



# SUP President 's Report

May 9, 2000

## READY RESERVE FLEET AWARDS

On May 3, the Maritime Administration released the names of companies awarded ship manager contracts for the Ready Reserve Fleet (RRF). Once again Patriot Contract Services, a division of American Ship Management, and its contracted unions including the SUP came out on the short-end of the stick as Patriot was only awarded six vessels down from the 12 it currently manages.

Patriot was awarded the *Cape Breton*, *Cape Bover*, *Cape Blanco*, *Cape Borda*, *Cape Gibson*, and *Cape Girardeau*. The *Cape Intrepid*, *Cape Inscription*, *Cape Isabel* and *Cape Island* were awarded to Crowley Liner Services. As of this date, it is too early to tell if companies, including Patriot, will contest the award, but in all likelihood, this will occur.

If the award to Patriot actually goes into effect the wage and benefit scales ratified by the membership in February (see the February 25 issue of the *West Coast Sailors*) will be applicable. More information on the RRF awards will be published in the May edition of the *West Coast Sailors*.

At the April 24 meeting, the employer Trustees agreed in principal to the Union proposal but, upon the advice of the attorneys, recommended that the proposal be reviewed by the Internal Revenue Service. The recommendation was accepted by the Union Trustees. A full report to the membership will be forthcoming when the process is completed. In other Plan business, the Trustees were informed that the audit of the Plan for alleged unauthorized charges to the Plan by former Administrator Vern Johansen has not been completed. Thomas Havey and Company, Plan auditors, advised that the process should be completed this week.

## MILITARY SEALIFT COMMAND BIDS

As reported last month Matson Navigation Company and Patriot Contract Services both notified the Union that they intend to submit bids to the Military Sealift Command (MSC) in response to that agency's Request for Proposal to operate and maintain the *USNS William A. Soderman* and the *USNS LCPL Roy M. Wheat*. These vessels are undergoing conversion work for use by the U.S. Marine Corps. In accordance with the authority granted to your secretary to negotiate a collective bargaining agreement for these vessels reached tentative agreement with both companies last week. The agreements reflect the June 10, 1999 contract between ASM and the SIU Pacific District Unions (SUP, MFOW, SIU-Marine Cooks) applicable to the Large Medium Speed Roll/on Roll/off (LMSR) vessels. The wages, fringe benefits, etc., are based on total costs for each unlicensed rating that were agreed upon by the SUP, MFOW, SIU-A&G and the NMU to keep wage competition between the Unions out of the bidding process. For the SUP the wage and benefit package submitted to Matson and Patriot for inclusion in their respective bids is as follows:

### Full Operating Status (FOS): Manning: 1 Bosun, 6 ABs, 2 OSs

	Monthly Wages	OT Rate	Supplemental Benefits (Vacation)	SUP Welfare	SUP Money Purchase	JEC	Training
Bosun	\$3,605.36	\$17.22	\$1,189.77	\$40.00	\$14.00	\$4.00	\$6.97
AB	\$2,590.72	\$11.87	\$854.94	\$40.00	\$13.00	\$3.00	\$5.25
OS	\$1,991.73	\$11.15	\$657.27	\$40.00	\$13.00	\$3.00	\$3.05

- Supplemental Benefits: 10 days per month  
Benefit Plans: Daily
- 1) Monthly wage is based on 30 days.
  - 2) The first eight hours of work on Saturday, Sunday and holidays is paid as an additional days pay (double-time).
  - 3) All work in excess of eight hours is paid at the overtime rate.
  - 4) Two-and-a-half percent (2½%) increase in all costs (wages and wage related items) for the 2nd , 3rd, 4th and 5th years of the contract.

### Reduced Operating Status: Manning: 1 Bosun, 1 AB, 1 OS

	Monthly Wages	OT Rate	Vacation (Daily)	SUP Welfare	SUP Money Purchase	JEC	Training
Bosun	\$3,666.18	\$17.52	\$20.38	\$32.00	\$10.00	\$2.25	\$3.00
AB	\$2,635.99	\$12.10	\$14.65	\$32.00	\$10.00	\$2.25	\$3.00
OS	\$2,026.40	\$11.37	\$11.26	\$32.00	\$10.00	\$2.25	\$3.00

Vacation: Five (5) days per month  
Benefit Plans: Daily  
\*All other provisions applicable to FOS shall also apply to ROS.

Recommend membership approval of this tentative agreement as Matson and Patriot are required to submit their complete proposals (including labor costs) to MSC within the next two weeks.

## PROGRESS ON PROPOSED HOUSING BENEFIT

The Trustees of the SUP Welfare Plan met at Headquarters on April 24, to discuss, among other issues, the use of the funds derived from the sale of the parking lot adjacent to Headquarters. The Trustees of the Plan are, for the employers: Dennis Herrera of American Ship Management/Patriot Contract Services, and Tom Percival of Matson. For the Union: Vice President Dave Connolly and your secretary. As the membership will recall the lot was sold on August 11, 1999, for \$13 million. The buyer, Atlantic Pacific Companies, put \$3 million down of which the Welfare Plan received \$2,511,639. The remainder of the \$3 million was paid out

for real estate commission, taxes, attorneys fees, etc. (See the September 24, 1999 issue of the *West Coast Sailors*). The balance of the purchase price, \$10 million, is due and payable to the Welfare Plan within 18 months after the close of escrow, which is mid-February 2001. As the membership will also recall, then Union Trustee Duane Hewitt and your secretary proposed to the employer trustees in 1998, that proceeds from the sale of the lot be paid to current and future SUP pensioners as the money to purchase the lot was derived from the allocation of the entire 1949 wage increase. Background on this issue is in the September 25, 1998 *West Coast Sailors*.

The Union's proposal is that a "housing benefit" would be paid out monthly with the exact amount to be determined by actuarial analysis. The recipients of the benefit should include the following:

- All SUP members who are currently receiving a regular pension;
- All SUP members who are receiving a mandatory deferred vested pension;
- All SUP members who are receiving a Chevron pension and who were dues-paying members while so employed;
- All future retirees who are now active members, and who qualify under the five-year vesting rule as of the end of fiscal year 1999 (July 31, 2000).

## CHEVRON SHIPPING COMPANY

Chevron notified the Union last month that for each dollar contributed by an employee to the company's 401(k) Profit Sharing/Savings Plan in the first quarter of 2000, Chevron matched the contribution with \$5.38 worth of company stock. In order to reap the rewards of profit sharing, an SUP-represented employee must contribute 2% of his or her base wages to the company's 401(k) Plan. Also, on May 2, along with Vice President Dave Connolly, met with Tom Moore, president of Chevron Shipping; Michael Carthew, Vice President and General Manager Marine Transportation and Jim DeCruz, Labor Relations Analyst, at Chevron's new offices in San Ramon, California, for a general discussion regarding marine transportation of petroleum.

## FOSS MARITIME COMPANY

On April 17, and 18, SUP members employed by Foss caucused at Headquarters to formulate proposals to submit to the company to resolve outstanding grievances regarding jurisdiction, compensation for casuals employees, etc. In attendance were rank-and-file members Doug Ahuna, Steve Cushman, Chris Fuller, Tom Farola, Mel Jackson, Ron Kram, Paul Makarczyk, Cesar Mendoza, Eric Partika, Walter Price, Tom Tynan (delegate), Mike Worth, Paul Wuestewald, Vice President Dave Connolly and your secretary. As of this date, the company says it is still reviewing our proposals.

## LMSR TRAINING

The next training class for those interested in working in the Large Medium-Speed Roll-on/Roll off (LMSR) vessels operated by Patriot Contract Services is scheduled to begin on June 12. No one can be shipped to the LMSRs without taking the Military Sealift Command training which is provided by the SUP's Andrew Furuseth School of Seamanship in conjunction with Training Resources LTD. Applications to attend training classes are available at every SUP hall, the Andrew Furuseth School of Seamanship and the SUP Welfare Plan.



President 's Report ... continued

Currently the SUP is aboard the *USNS Fisher* and *USNS Seay*. By the end of this year, the SUP will crew on deck the *USNS Gordon*, *USNS Yano*, *USNS Gilliland*, and *USNS Shughart*. In early 2001, the *USNS Mendonca* will be delivered, and if either Matson or ASM is successful in being awarded the *USNS William Soderman* and/or the *USNS LCPL Roy Wheat*, MSC-LMSR training will be required.

It is, therefore, imperative that interested members take the required training. All a member has to do is invest his time for approximately three weeks as the costs of training, lodging, subsistence and transportation are paid for by the SUP Training Fund.

STCW '95 CERTIFICATES

All hands are reminded that by February 1, 2002, that you must possess an STCW (Standards for Training, Certification and Watchkeeping) 1995 certificate in order to keep sailing past that date.

In order to obtain an STCW '95 from the Coast Guard, a sailor must have taken and passed STCW required training. The required training is available through the SUP's Andrew Furuseth School of Seamanship.

For more information, contact Jack Mannering, school director, at (415) 546-1537 or by fax (415) 546-7923.

BUILDING CORPORATION

Trustees elected to the Sailors' Union of the Pacific Building Corporation met at Headquarters on May 4. All Trustees were in attendance: Wayne Burgess, Paul Calais, Norman Christianson, Dave Connolly, and your secretary.

The Trustees reviewed the status of the properties the Corporation holds on behalf of the Union and signed a

statement in accordance with Article XIV of the SUP Constitution that "...without the consent of the Union first obtained, no action shall be voted upon by him/her as a member of the Board of Directors of the Sailors' Union of the Pacific Building Corporation other than the general management of the Union's property and declaring a dividend."

Dave Connolly was elected secretary of the Corporation and Gunnar Lundeberg was elected president.

Under new business, the Trustees reviewed proposals from two Union contractors to perform necessary concrete repair on the Headquarters building and to waterproof the structure. Water has cracked and eroded some of the sealant between the concrete panels and parts of the facade are cracked. It should be noted that no major outside repairs have been performed on Headquarters since it was constructed in 1950 and that the building was last waterproofed in 1985.

After full discussion the Trustees voted unanimously to award the contract to International Waterproofing, Roofing and Building Restoration, a division of Aetna International, Inc. The cost of this necessary work is \$309,000 and will be paid-out over a year, interest free, with a ten-year guarantee for materials and labor. It should be noted that International's bid was \$70,000 less than its nearest competitor and that the competing bidder's proposal was more limited in scope.

Repair and restoration of the terrazzo in front of the building is an ongoing and almost completed project that is being accomplished by Pacific Terrazzo Repair and authorized by last terms Building Corporation Trustees.

The next item discussed was the escalating rents in the South of Market area and the high demand for office space. In line with past practice of maximizing income from the Headquarters building, the Trustees voted unanimously to test the real estate market for an alternative tenant for the third (auditorium) floor. In light of the Trustees action and the direction given to your sec-

retary, a listing agreement to lease the space was signed with Colliers International on May 5. The current tenant's lease expires on August 31.

The Trustees were also briefed on the work being accomplished to restore and protect certain paintings of historic importance to the Union in the Dispatch Hall, including the mural listing the names of SUP members who were killed at sea during world War II.

MATSON AGREEMENT BOOKS

New agreement books incorporating the June 16, 1999 through June 30, 2002, contract between the SUP and Matson Navigation Company arrived from the printer this month and are available at all halls. The books cover the SIU-Pacific District General Rules, SUP Work Rules, SUP Maintenance Agreements and SUP Shipping Rules. The books are formatted differently from previous years due to cost. It should be noted that Matson is being charged \$10 a copy if it wants a book.

The American Ship Management agreement books are nearly completed and should go to the printers within the next two months.

MEMORIAL DAY

All SUP halls will be closed on Monday, May 29, in observance of Memorial Day a holiday recognized under all SUP contracts.

ACTION TAKEN

Tentative Agreement with Matson/Patriot to MSC - M/S to concur.

M/S to concur with the President's report in its entirety.

Gunnar Lundeberg

Maritime industry

Continued from page 1

officials and industry CEOs—to reach consensus on objectives, the report continued, citing the importance of the Maritime Security Act in retaining militarily useful vessels under the U.S. flag and maintaining an employment base of skilled U.S.-citizen merchant mariners.

In fact, the MSP and VISA have proven so successful that today the Armed Forces have access to 53 percent more U.S.-flag sealift capacity than was utilized during the seven months of Operations Desert Shield and Desert Storm. The integration of U.S.-flag carriers into the military's transportation planning also means that today's fleet could deliver the cargo faster and more efficiently, the report continued.

Another maritime policy proven successful in supporting the U.S.-flag fleet is cargo preference, the report said. By reserving military cargoes and a portion of other government-generated cargoes for carriage on U.S.-flag ships, cargo preference helps to offset the disadvantages U.S.-flag ships face in the international market.

To ensure that the United States continues to have access to modern, efficient U.S.-flag ships in the foreign trades, the report says the nation must continue to address the unequal playing field in the international market. Foreign-flag ships operate under maritime policies and tax regimes in their flag states which favor investment in new ships and permit lower capital and operating costs compared to the United States.

In addition, many foreign-flag ships operate under the flags of countries where national-flag merchant fleets are viewed as instruments of broader national economic policies, the report said, resulting in national maritime policies that protect those fleets from the economic pressures of the international marketplace. The U.S.-flag fleet in the foreign trades is also highly productive, with today's ships as

much as six times more efficient than those of 40 or 50 years ago, the report said. But in the foreign trades U.S.-flag carriers must compete with foreign carriers operating under highly favorable maritime policies of their flag states.

"Today's U.S.-flag fleet in the foreign trades is highly productive—it carries virtually the same amounts of cargo today as it did 40 years ago, but with 85 percent fewer ships," the report said. "The majority of this gain reflects the greater efficiencies realized through containerization and the growth of intermodal international trade, both of which were innovations pioneered by American companies and U.S.-flag ships.

"Moreover, today's U.S.-flag intermodal liner fleet, which represents 75 percent of the vessels in the U.S.-flag fleet in the foreign trades and which carries 85 percent of that cargo (by value), also offers its customers—commercial and military—a broader range and scope of services than before," such as door-to-door intermodal capability, and "in-transit visibility" of each item being shipped, the report continued.

The report also noted the growth in size and productivity of the Jones Act fleet. The U.S.-flag domestic fleet has more than tripled in size since 1965, the report said, and quadrupled in productivity.

The domestic fleet plays a vital role in national security, the report said, because its companies, merchant mariners and shipbuilding base provide the "critical mass" that sustains the nation's maritime infrastructure.

"Neither the U.S. Navy nor the U.S.-flag foreign trading fleet represents sufficient mass to sustain a national shipbuilding or maritime base of sufficient robustness to meet the U.S. military's mobilization needs, including providing for the activation of reserve sealift vessels," the report said.

Source: American Maritime Congress

Maritime Union of Australia takes cabotage fight to court

The Maritime Union of Australia (MUA) took legal action in the Federal Court this month in Melbourne against the government policy of permitting foreign ships to carry Australian domestic cargo at the expense of Australian ships.

At the center of the court action is the recent decision by the Department of Transport to award single voyage permits to Western Bulk Shipping for a fertilizer contract.

The permit which provided cargo for the Maltese-flag *MV Algarve* and more recently the Singapore-flag *MV J Emma* has left the former Australian National Line bulk carrier *River Torrens* and its Australian crew at anchor, in Brisbane, without work.

"We will not stand by while the government and shippers continue to rot the single voyage system to put Australian ships and crew out of work," said action MUA national secretary Paddy Crumlin. "Shipping is part of Australian domestic transport sector. But it is now being taken over by foreign ships and labor. I suppose this government will have road and rail follow suit."

Under the Australian Navigation Act, domestic cargo is restricted to Australian flagged and crewed vessels where possible. But Australian ship owners have complained directly to the minister for transport, Deputy Prime Minister John Anderson, that the government is promoting a policy whereby shippers and cargo forwarders are manipulating the system to obtain cheap cargo rates from foreign, tax exempt ships crewed by Third World labor. They do this by waiting for Australian ships to be far from port before demanding urgent carriage of goods or by insisting on tonnage above and beyond the small coastal vessels.

The maritime unions have commissioned a report which concludes that the government policy of allowing foreign ships to take Australian cargo may be in breach of the Navigation Act. Union lawyers Maurice Blackburn will be arguing for injunctions against Western Bulk Shipping carrying any further Australian fertilizer. Deputy Prime Minister and Minister for Transport John Anderson, Western Mining and the *Algarve* are named as respondents.

Record of SUP Shipping					
April 2000					
	Hdq	Seattle	Wilm	Hono	Total
Bosun	3	4	3	0	10
Maint. Man	1	0	0	0	1
A.B. Dayworker	0	0	8	0	8
A.B	23	12	4	5	44
O.S.	1	1	0	1	3
Stew. Util.	0	1	0	0	1
Standby	47	13	85	34	175
Cook	0	1	0	0	1
TOTALS	75	32	100	40	247

# SUP Branch Reports

## Seattle

April 17, 2000

Shipped the following during the period: 2 bosuns, 7 ABs, 1 OS, and 23 standbys for a total of 33 jobs. The regular jobs were filled by 5 A cards, 2 B cards and 3 C cards. The standby jobs were taken by 2 B cards, 6 C cards, and 4 D cards.

Registered during the period: 11 A cards for a total of 39; 5 B cards for a total of 26, and 5 C cards for a total of 18.

### Ships checked

APL Singapore, APL Korea, APL Thailand, APL Philippines with little or no problems. Rigging loft gang checks out okay. Maui, Kauai, and Manulani running smoothly.

Attended Maritime Trades Department-Puget Sound Ports Council meeting where I was appointed to the Secretary-Treasurer's position. My predecessor, John Battles, instructed me on the importance of maintaining a presence with this arm of the AFL-CIO. John held the positions of President and Secretary-Treasurer of the MTD many times during his tenure as Agent for the Sailors' Union. As well, I represented the SUP at the Washington State COPE convention. A list of labor endorsed candidates will follow.

Vince O'Halloran  
Branch Agent

## La Niña makes its exit; El Niño backs her up

La Niña is finally fading away according to the National Aeronautics and Space Administration's Goddard Space Flight Center in Greenbelt, Maryland. This means the West Coast should have drier and warmer weather next winter and the South and Midwest could get more rain and relief from drought-like conditions, benefiting farmers.

The Atlantic coastal regions (e.g. North Carolina) which were victim to mass flooding in the wake of Hurricane Floyd could get relief because hurricanes are less likely to form, and if they do, are less likely to strike land, according to David Adamac, a research oceanographer at Goddard Space Flight Center.

However, El Niño is sneaking up from behind. NASA scientist who review spacecraft data and ocean buoy observations, have noted a rise of four degrees in the water temperature off the Pacific Coast of South America.

## Wilmington

April 17, 2000

Shipped the following during the period: 3 bosuns, 6 ABs, 4 AB maint., and 84 standbys, for a total of 99 jobs shipped.

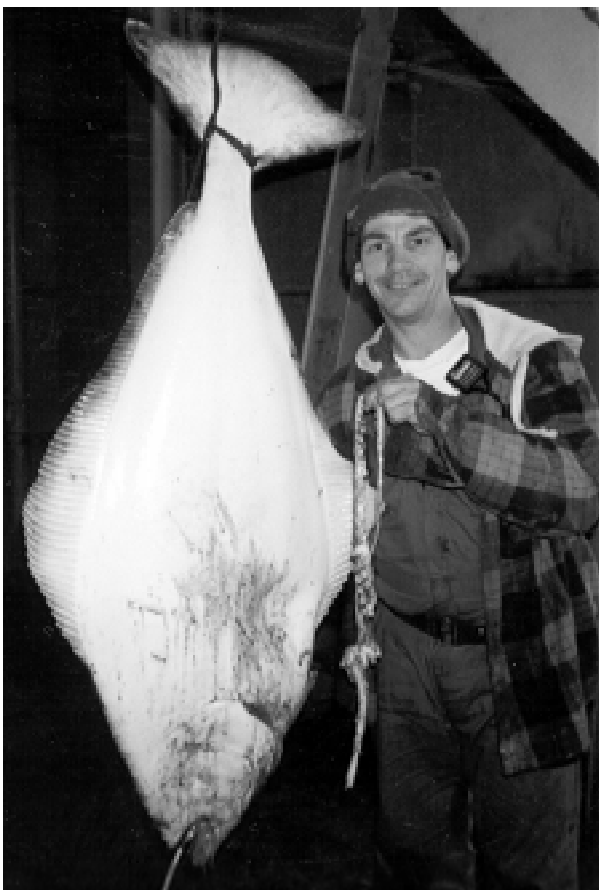
Registration stands at 48 A cards, 30 B cards, 13 C cards and 7 D cards.

### Ships checked

Presidents, Adams, Polk, Wilson, Grant and Truman; Mahimahi, Lurline, Matsonia, Lihue, Manoa, and Ewa. There were no problems.

Several members directed questions to Bill Henneberry regarding the "borrowed" monies that were discovered earlier. Mr. Henneberry answered all questions to the best of his knowledge.

Wayne Burgess  
Branch Agent



Doug Gibson with the catch-of-the day; a 150 lb. halibut. Awaiting a berth, Capt. Brocco in the M/V President Polk allowed her to drift off Dutch Harbor, AK

## Honolulu

April 17, 2000

During the month of May 2000, dispatched the following jobs: 1 AB steady, 1 AB relief and 1 OS. These jobs were filled by: 1 A member, 1 B member, and 1 C member. Also shipped 25 casual standby jobs filled by: 6 B members, 12 C members, 6 D registrants, and 1 MFOW member.

Registered the following during the month of March: 3 A members, 5 b members, and 1 C member. To this date, we have 7 A members, 7 B members, 2 C members, and 2 D registrants, for a total of 18.

### Ships checked

Kauai, Ewa, P.J. Pfeiffer, Matsonia, Lihue, Maui, and Lurline, with few problems on any of these ships.

I attended the Honolulu Maritime Trades Council meeting on March 22.

Mike Duvall  
Branch Agent

## "Bushwhacked"

The state of Texas, under the leadership of Governor George W. Bush, is ranked:

- 50<sup>th</sup> Spending for teachers salaries
- 49<sup>th</sup> Spending on the environment
- 1<sup>st</sup> Percentage of poor working parents without insurance
- 47<sup>th</sup> Delivery of social services
- 42<sup>nd</sup> Child support collections
- 5<sup>th</sup> Percentage of population living in poverty
- 1<sup>st</sup> Percentage of children without medical insurance
- 48<sup>th</sup> Per capita funding for public health
- 1<sup>st</sup> Air and water pollution
- 41<sup>st</sup> Per capita spending on public education
- 1<sup>st</sup> Executions (average one every two weeks for Bush's five years)

Just think of what he could do for the country!

## One SUP Member Joins Pension Ranks

One SUP member joined the rank of pensioners: Bob J. Southard, 60, Book No. 7454. He joined the SUP in 1959. This brings the total number of SUP members now receiving a pension to 1,131.

## San Francisco Business Agent

Kauai - Bob Bacon, delegate, with "Singapore Sed," bosun. In good order.

Lurline - Dan MacDonald, delegate: Charley Supple relieving Bob Burns as pokini. Everybody watching the schedule and listening to rumors on route changes as plans get changed for new seven-ship rotation.

Mahimahi - Charles Mohun, delegate: Smooth trip. Good gang. Joe Moniz in for Orsen Larsen. A few clarifications, one of the best rides we have; sails for Guam.

Manoa - "Red" Bell, bosun; Roland Gerbacio, delegate: Everything in good order, sailed for Guam. Some of the gang have managed to get visas to land (go ashore) in Mainland China. It's not easy, but it's possible.

Manulani - Tom Gustin, delegate, and Ali Baba (El Mobdy) bosun: Good gang on this one, all from Seattle. She doesn't come in here very often, so it was good to see old shipmates. Gang waiting to see if she will lay-up in June.

Matsonia - Charley Clark, delegate: Running smoothly; Joe McDonald, bosun.

Maui - Art Kardinal, delegate: George Simpier in for Wally Lokies. Ship is running smoothly. One thing to remember is that

when men are called early or retained, those men come from the backup watch, not just men selected at random by the mate.

Mokihana - Bob Copeland takes over as delegate for Ralph Shiohita, Jimmy Kawasaki, bosun. Ship arrived late and sailed for Guam in good shape.

Moku Pahu - Called the gang back but the bosun had already taken another job. New bosun is Robin Colonas from the Seattle branch.

Foss Maritime - Tom Tynan, delegate: After a series of rank-and-file meetings, we sent the company a proposal to resolve outstanding grievances.

ASM, Shore Gang - Norman Kwak, delegate: In good order.

President Adams - Doug Chessire, bosun: Running smoothly.

President Grant - Don Potts, bosun, Ted Soderberg, delegate: Brought her in clean. Ed Sugitan takes over for Ted. Signed articles for the Far East.

Pres. Jackson - Dennis Tinsley delegate and Bill Mitchell bosun: Email from the ship: replacing linoleum in the mate's office is carpenter's work—payable at the low cargo rate for daymen on straight time. Routine trip, signed articles for Far East.

President Polk - James Savage, delegate, and Tom O'Dell, serang, making another trip. Ship clean, no beefs.

USNS Fisher - Louie Urbano, delegate; Peter Selivanoff, bosun. Putting their training and skills to the test, this talented gang put out a serious fire in the laundry room. Kudos.

USNS Seay - Mike Pfleegor, delegate; Mick McHenry, bosun. Some jurisdictional questions resolved: the bosun will run the show on all operational ramps, side-ports, winches, etc. A dedicated group of sailors committed to a successful sail-away in June.

Cape Borda, Cape Blanco, Cape Bover, Cape Gibson, Cape Girardeau - Routine. Company agreed to supply a replacement microwave for one of the ships.

Chevron Arizona - John Svane, bosun: Many questions about the ongoing changes in the Jones Act tanker trades. Professional crew handling difficult work.

Chevron Colorado - Thor Erikson, bosun: Made her at Richmond Long Wharf. No new beefs.

America - Ted Ochoa, delegate, Mitch Roseveare, bosun. No beefs; a hard-working gang on a busy ship.

Bill Henneberry

## Dispatcher's Report

Hdqtrs. April 2000

### Deck

Bosun .....	3
Carpenter .....	0
MM .....	1
AB .....	23
OS .....	1
Standby .....	47
Total Deck Jobs Shipped .....	75
Total Deck B, C, D Shipped .....	12
Engine/Steward	
QMED .....	0
Pumpman .....	1
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. ....	75
Total B, C, D Shipped-All Depts. ..	12
Total Registered "A" .....	86
Total Registered "B" .....	91
Total Registered "C" .....	11
Total Registered "D" .....	13