



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, May 21, 2004

Kerry reaffirms support for maritime programs

Responding to questions submitted by the AFL-CIO Transportation Trades on behalf of its affiliates, Senator John Kerry, the AFL-CIO's endorsed candidate for President and the presumptive Democratic Party nominee, reiterated his support for a number of top maritime programs and policy objectives.

Specifically, Senator Kerry stated that he supports full enforcement of cargo preference laws because "I believe that government cargo should be shipped on U.S.-flag ships whenever possible in accordance with the law." He further expressed his continuing support for the Maritime Security Program and pledged as President to "support long-term funding for 60 vessels so that we have an adequate fleet available for our military and commercial needs."

With respect to efforts to enact meaningful maritime tax reform legislation, Senator Kerry stated that since "it is in the best interests of our economic and national security to maintain a U.S. merchant fleet...my administration will thoroughly review international shipping practices to determine which steps can be taken to achieve parity with foreign merchant fleets."

Waiver of cargo preference statutes threatens American defense, security, economy and U.S.-flag merchant marine

A proposal by two government acquisition councils to waive cargo preference laws for contracts and subcontracts involving the ocean transportation of "Commercially Available Off-The Shelf" (COTS) items would seriously threaten the Nation's defense, security, and economy, by destroying a major portion of the U.S.-flag merchant marine, American Maritime Congress (AMC) President Gloria Cataneo Tosi stated in comments filed recently with the General Services Administration.

Tosi's comments were made

in response to a rule proposed earlier this year by GSA's Civilian Agency Acquisition Council and the Defense Acquisition Regulation Council that would render U.S. cargo preference laws inapplicable to COTS items shipped overseas by U.S. departments and government agencies, including the Department of Defense (DOD), the Department of Agriculture (USDA), and the Agency for International Development (AID).

COTS items that would be exempt from the U.S.-flag shipping requirements of U.S. cargo preference laws include all commissary and exchange cargoes; military and other U.S. Government household goods; bagged, boxed or processed food aid and development projected cargoes moved by the USDA and AID; purchases by contractors and subcontracts made under DOD and other U.S. Government contracts; and, all DOD and other U.S. agency purchases that are not military unit equipment, Tosi pointed out.

Tosi cited the following reasons why proposed rules should be opposed:

- "Inclusion of the Cargo Preference Act of 1904 and the Cargo Preference Act of 1954 (on a list of laws that would not apply to COTS items) would undermine and could render without meaning these longstanding cargo preference laws of the United States. This would deprive U.S.-flag vessels of the cargo that is vital to such vessels remaining under the U.S. flag;

- "Inclusion of U.S. flag cargo preference laws on the list of laws to be waived ignores the extensive recent history, compromises, and official assurances on the usage of such waivers and is contrary to the intent of Congress—and without approval of, consideration by, or consultation with the committees of jurisdiction in Congress for such laws;

- "Inclusion of these laws represents a fundamental national policy change with respect to the law, Defense and Transportation Department sealift and transportation policy, and the President's national maritime policy; and,

• "Inclusion of these laws would undermine the extended and expanded Maritime Security Program (MSP) signed into law by the President on November 24, 2003 and, indeed, undercut its very premise of strengthening our Nation's defense sealift and manpower capabilities. It would impose costs to the United States, DOD, homeland security, and the President's budget far out of proportion to any conceivable gain."

By depriving U.S.-flag ships of the preference cargoes they need to survive against foreign-flag operators in the highly competitive international trades, the proposal would force more than 100 vessels from the U.S.-flag, which, in turn, would all but destroy the Nation's defense sealift capabilities, and harm the economy, Tosi cautioned.

The proposed rule "would greatly diminish our Nation's maritime defense base, national defense sealift fleet and personnel, severely curtail secure, reliable power projection capability, cost American jobs and foreign exchange, and reduce federal tax revenues," Tosi said. "These consequences dwarf to any conceivable benefit that such [cargo preference] waivers might bring to acquisition reform."

The acquisition councils ignore the history of events that has unfolded since September 11, 2001 by proposing a rule "that could extinguish much of our Nation's U.S.-flag fleet, denying cargoes it needs to survive, even as our Nation's military commanders stress the importance of the U.S. merchant marine to current operations," Tosi said. The councils also "ignore the fact that such a rule would decimate the private-sec-

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ILWU shuts Los Angeles terminal after container explosion

Following an explosion on April 28 that destroyed a cargo container being delivered to the Trans Pacific Container Service Corp. (TraPac) terminal in the Port of Los Angeles, the International Longshore and Warehouse Union (ILWU) shut down the container facility to protect worker safety and assure the security of the Wilmington, California, community.

The explosion tore the top, sides, and back off of the container that was on a small tractor trailer used to move cargo on the docks. The driver is reported safe and no one else has

been reported injured.

"We are very fortunate that no one was hurt, but this incident is a direct result of the ports' failure to put proper security measures in place," said Dave Arian, the president of ILWU Local 13. "We have been fighting for the proper inspection of all containers coming into the port, but the shipping companies are not interested in protecting the port community."

Longshore workers have not been allowed to check incoming cargo containers even when there are questions about its origins. In the case of the TraPac container it came onto the terminal without supporting documentation but the dock workers were told to move it to the ship anyway.

The container was destined for the ship *Micronesian Heritage* which was scheduled for a 7:00 P.M. departure. It had stopped at the terminal to pick up just 74 containers on route to Samoa and other Pacific ports.

"We understand the need for good work productivity, but by rushing instead of inspecting a container without the proper documentation we had a near tragedy," Arian said. "We are fortunate that the container wasn't loaded on the ship when this explosion occurred because the impact could have been even worse."

According to the planning manual for the ship, the container that exploded was supposed to be loaded just below a container that contained hazardous materials. The TraPac terminal is located just off of Harry Bridges Boulevard near the intersection with the 110 freeway in Wilmington.

"If the explosion had happened after the hazardous cargo container had been placed on top, we might have had toxic materials blanketing the longshore workers and floating all over Wilmington and San Pedro," Arian added. "We have to protect the community and put effective port security measures in place. TraPac is not the only stevedore company that puts profits before safety and security."

The members of ILWU Local 13 decided to close down the facility when TraPac officials refused to stop loading cargo after the explosion.

Although the exact origin of the explosion has not been ascertained, initial reports indicate it was the result of propane tanks packed by an individual in a shipment of personal effects.

TraPac is a subsidiary of Mitsui O.S.K. Lines Ltd., which operates a 173-acre facility at berths 136 through 146 in the Port of Los Angeles.



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SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED MARCH 31, 2004

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 12, 2004, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$958,620.68
Political Fund	\$247.02
Strike Fund	\$1,293,730.99
Total Cash and Investments 1st Qtr. 2004	\$2,252,598.69

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$121,205.50
Interest	36,761.92
Donations - <i>West Coast Sailors</i>	3,785.00
Tanker & Joint Committee, Hiring Hall	162,652.81
Advertising & Promotion	425.00
Miscellaneous Reimbursements, Fines	380.00
Reimbursed Administrative Expenses	26,571.28
Bequests	40,000.00
Contributions - General Fund	3,245.00
Total Income:	\$395,026.51

Expenses:

Auto & Travel	\$2,870.04
Rent	15,429.78
Postage, Printing & Office	8,037.02
Telephone & Telegraph	5,800.30
<i>West Coast Sailors</i> Publishing Expense	8,295.99
Per Capita	13,279.75
Salaries & Payroll Taxes	225,697.75
Office Workers Pension	5,706.00
Insurance	26,297.64
Field Expense	3,625.51
Committee & Neg., Conference & Conv.	2,693.72
Investment Expense	1,393.02
Advertising & Promotion	280.00
Legal & Accounting	13,987.24
Contributions	1,750.00
Flowers	226.78
Officials Pension	805.23
Election Expense	2,494.50
Equipment Purchase	1,589.73

Subscription	4,294.68
Total Expense:	\$344,554.68

BUILDING CORPORATION

Income:

Assessments	\$3,352.00
Interest & Principle on Mortgage Notes	6,235.62
Miscellaneous	2.32
Rents	106,829.56
Total Income:	\$116,419.50

Expense:

Building Services & Utilities	\$28,655.37
Repairs & Maintenance	39,095.20
Salaries & Payroll Taxes	13,634.34
Legal Expense	14,912.06
Consultant Fees	15,000.00
Filing & License Fees	347.00
Office Expense	44.31
Pension	124.20
Insurance	4,128.82
Total Expense:	\$115,941.30

POLITICAL FUND

Income:

Contributions	\$4,530.00
Interest61
Total Income	\$4,530.61

Expense:

Contributions	\$4,650.00
Office Expense	172.07
Total Expense:	\$4,822.07

Net Income

/s/Allen Gonzalez

/s/Romaine Dudley

/s/Rafael Cooper

/s/Michael Nielsen

/s/Randy Runyan

ACTION BY THE MEMBERSHIP May 10, 2004. M/S/C—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.

National World War II Memorial honors U.S. Merchant Marine

The new National World War II Memorial, which will be officially dedicated in Washington, D.C. on May 29, before an anticipated 800,000 people, honors the vital role of the U.S. Merchant Marine and the patriotic service of thousands of U.S. merchant mariners during World War II.

Visitors entering the Memorial are greeted by round bronze plaques bearing the U.S. Merchant Marine's emblem, its 1775 birth date, and an inscription reading "In Peace and War."

The maritime plaques flank both sides of the Memorial's grand ceremonial entrance, and are prominently displayed at the base of two 60-foot high flagpoles flying the American flag, along with similar bronze works of art honoring the U.S. Army, Navy, Marine Corps, Army Air Forces, and Coast Guard.

Visitors are also greeted at the 17th Street ceremonial entrance by National Park Service Rangers who serve as tour and information guides. Park Ranger Dave Ruppel describes the critical role that the U.S. Merchant Marine played during World War II. "Commercial shipping—ships of the U.S. Merchant Marine—played an important role in moving men and supplies across the oceans" during World War II, Ruppel told a group of visitors entering the Memorial on an overcast morning in early May. "The War would not have been won without them."

The \$172 million Memorial, which was sponsored by the American Battle Monuments Commission and authorized by Congress in 1993 to be constructed, is situated on the Mall between the Lincoln Memorial and Washington Monument. The new World War II Memorial is balanced by promenades, twin Atlantic and Pacific pavilions symbolizing a war across two oceans, and wreaths of oak and wheat on granite pillars symbolizing the Nation's industrial and agricultural strength, which, according to the National Park Service, "were essential to the global war effort." A Roll Call of the Nation of the 56 U.S. States, Territories, and the District of Columbia, that united in a common war effort are inscribed on the pillars.

One of the Memorial's main attractions is the Freedom Wall, which is surrounded by fountains on both sides, and houses 4,000 gold stars commemorating more than 400,000 Americans who gave their lives in World War II. More than 6,000 U.S. merchant mariners lost their lives and more than 700 U.S.-flag merchant ships were lost at sea during World War II.

A World War II Registry is also on the Monument's grounds, and contains a database of names of those who served in the war effort both in uniform and on the home front. (www.wwiimemorial.com)

Source: AMC Washington Letter

Final Departures

Howard Christian, Book No. 4096. Born in Missouri in 1922. Joined SUP in 1943. Died in San Francisco, California, April 14, 2004. (Pensioner)

Theodore Bates, Book No. 5445. Born in Washington in 1924. Joined SUP in 1948. Died in Everett, Washington, April 20, 2004. (Pensioner)

Eugene Horden, Book No. 5767. Born in Poland in 1926. Joined SUP in 1955. Died in Warrensburg, Montana, April 30, 2004. (Pensioner)

Raymond Lidberg, Book No. 4054. Born in Minnesota in 1927. Joined SUP in 1956. Died in Santa Rosa, California, February 19, 2004. (Pensioner)

Clarence Landergreen, Book No. 3957. Born in Washington in 1928. Joined SUP in 1948. Died in Grand Coulee, Washington, April 22, 2004. (Pensioner)

Salvatore M. Russo, Book No. 3100. Born in California in 1924. Joined SUP in 1946. Died in San Pedro, California, May 4, 2004. (Pensioner)

Sulo A. Toivonen, Book No. 3185. Born in Finland in 1913. Joined SUP in 1949. Died in Chico, California, March 4, 2004. (Pensioner)

Edward Turner, Book No. 1919. Born in Kentucky in 1921. Joined SUP in 1943. Died in California, April 30, 2004.

Support the Sailors' Political Fund

West Coast Sailors

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Merchant mariner sentenced to jail for falsifying USCG application

Joseph A. Boevink, age 51, was sentenced on May 5, by United States District Judge Thomas S. Zilly in Seattle to two months in jail, followed by up to 60 days in a halfway house, and two years of supervised release, for falsely claiming that he had never been convicted of a criminal offense on an application for Merchant Mariner license submitted to the U.S. Coast Guard in Seattle in January 2001. One of the purposes of the license is to ensure that the U.S. Coast Guard knows who has access to, and is traveling on, merchant vessels that operate within United States waters. Boevink was convicted of the offense of false statement to a United States Agency on March 10, 2004, following a two-day trial before a federal jury in Seattle.

The case marks the first time a merchant mariner, identified through the nationwide U.S. Coast Guard initiative known as "Operation Drydock," has been convicted of a criminal offense at trial. Court records show that in December 2002, the U.S. Coast Guard initiated "Operation Drydock," a comprehensive criminal and counterterrorism investigation designed to identify vulnerabilities in the merchant mariner credentialing process. The Coast Guard, working with the Federal Bureau of Investigation (FBI) National Joint Terrorism Task Force (NJTTF) and other interagency partners, compared the names of over 220,000 credentialed merchant mariners against law enforcement information to identify anomalies. Boevink was identified as an active mariner who had made false statements on his application for a Merchant Mariner Document concerning past criminal convictions and drug use. While there is no evidence Boevink has any association with terrorism, the U.S. Coast Guard determined that Boevink had falsely claimed that he had never been convicted of a criminal offense (other than a traffic offense), when in fact Boevink previously had suffered convictions for burglary and possession and use of drug paraphernalia.

Special Assistant United States Attorney E. Kate Patchen and Assistant United States Attorney Lawrence Lincoln prosecuted the case.

Boevink is not a member of the Sailors' Union of the Pacific.

Implementation of anti-Union Pentagon personnel rule system put on hold

Maritime Unions targeted

Union leaders around the United States have reacted with caution to the Bush administration's announcement in April that it would delay the introduction of a controversial new personnel system at the Department of Defense.

The administration had planned to introduce its new National Security Personnel System (NSPS) in October, just before the presidential election the following month. However, apparently concerned at the intensity of resistance to the proposal in an election year, the administration has now eased its stance.

Navy Secretary Gordon England, who was put in charge of the project some weeks ago, announced that details of the new system covering around 700,000 civilian workers at the department would not be released until November and that the first workers would not be enrolled until next year. He added that the new NSPS would be extended across the department only over several years and after extensive discussions with personnel. He described proposals for the new system, released in February, which touched off furious union protests and strong objections from Democrats at Capitol Hill, as simply a starting point for discussions.

Ron Ault, president of the Metal Trades Department of the AFL-CIO, an umbrella group for 17 unions including shipyard workers, said, "If they tell you you are going to die from arsenic today or the electric chair tomorrow, you take the delay. This at least gives us the option of regime change (through the presidential election). From that point of view it is a victory." He ascribed the administration's decision to "the political pressure we are putting on them" in Congress and through worker demonstrations around the country, particularly in

key electoral districts. The powerful union coalition fighting the new system "put enough heat on them politically that they backed off." He also said, however: "It does not put off the program itself. They are still writing the regulations as we speak. This just means we don't bite the bullet yet." He said the department's Unions would continue to agitate against the proposed new system.

The Pentagon argues that the NSPS will allow for a much-needed streamlining of labor-management relations, permitting greater efficiency and security at a time when the U.S. military is being fundamentally reshaped for a new era. An outline released in February, however, touched off furious reaction from the department's myriad unions, Union representatives argue that the system is intended expressly to drum Unions out of the Pentagon.

The implications may be particularly severe for workers in the maritime sector. Some maritime union officials believe it has the potential to eviscerate their membership, particularly if, as they expect, it is extended to workers for private sector government contractors.

Under the outline, entire classes of workers would be unable to participate in collective bargaining, including "supervisors" and "team leaders". This would effectively remove the right to union representation from ship's officers and even lower ranks with leadership responsibilities, union sources said. Though the system would initially affect only seafarers and other workers employed directly by the Pentagon, maritime sources claim the aim is to extend it to government contractors. If so, its impact would reverberate through the wider shipping industry, affecting mariners at a range of shipping lines with government contracts.

Dispute over control of U.S.-flag ships continues between Maersk and USSM

In a dispute that has been ongoing for over a year (see the April 2003 *West Coast Sailors*) between Maersk Line, Ltd. (MLL) and United States Ship Management (USSM) over the control of fifteen U.S.-flag ships enrolled in the Maritime Administration, issued an interlocutory order stating that MLL is eligible to submit an application to the Agency to transfer USSM's MSP operating to MLL. However, MarAd emphasized that, "No final deposition of Maersk's application was made." USSM vows to continue to fight.

Charlotte, Carolina-based USSM presently collects MSP monies as bareboat-charterer and manager of the ships for Norfolk, Virginia-based MML. The Danish parent company has long sought to eliminate USSM from its triangular relationship with MarAd.

MLL operates four MSP vessels but claims that there is a provision in the contract between USSM and MLL that enables MLL to operate the ships directly.

MLL further claims that the arrangement between the two companies "has proven unworkable, resulting in inefficiencies, duplicative management arrangements and added costs."

USSM was started in 1996 when the A.P. Moller Group, Maersk's Danish parent, purchased the international operations of Sea Land Services, Inc. and Sea Land's fifteen MSP vessels were transferred to USSM. MLL is a "documentation citizen" under U.S. law while USSM is a Section 2 citizen as de-tended by the Shipping Act of 1916.

When MSP was enacted in 1996, MarAd made an exception to the Section 2 citizenship requirement for Maersk. All other MSP operators must be Section 2 citizens. For example, SUP-contracted American Ship Management is a Section 2 citizen and operates nine MSP vessels for APL Ltd., a wholly-owned subsidiary of Singapore-based Neptune Orient Lines.

Matson launches the "Paniolo Express" for Hawai'i's cattle industry

Matson Navigation Company, Inc. announced, this month, that it has launched a new "Paniolo Express," providing direct eastbound ro-ro service from the Big Island of Hawaii and Maui to the West Coast. The new service will offer Hawai'i's cattle industry a number of service enhancements, with the key benefit the reduction of transit time from the Neighbor Island ports of Kahului and Hilo to Long Beach and Oakland. Under the current service, cattle are shipped from the Neighbor Islands to Honolulu on barges and then transshipped on Matson's long haul vessels, which sail between Honolulu and the West Coast; by eliminating this step, transit time will be reduced from eight to five days. The new service may also provide some benefits for Hawai'i agricultural products, such as nursery stock.

The initial service will include direct calls from the Big Island to Long Beach and from Maui to Oakland. Plans are underway to expand the service to include direct calls from the Big Island to Oakland later this summer.

"Matson remains committed to meeting all of Hawai'i's ocean transportation needs, both westbound and eastbound," said Dave Hoppes, vice president, ocean services. "We have worked closely with Hawai'i's cattle industry in addressing their particular service issues and have developed the 'Paniolo Express' in a direct response to these discussions. In addition to adjusting our vessel schedule to include direct service to the West Coast from Maui and the Big Island, we are in the process of developing newly designed

cowtainers that will improve the quality of cattle carriage capabilities while concurrently reducing the cost of the equipment purchases."

With the new "Paniolo Express," Matson's ro-ro vessels, *Matsonia* and *Lurline* will make Neighbor Island port calls as part of their eastbound return voyage to the West Coast. Because of the lower volume moving in Matson's eastbound Hawai'i service, the ro-ro ships will have ample capacity to meet the cattle industry's needs throughout the year, including during peak periods. The service will only be able to accommodate ro-ro cargo, in that the Neighbor Island ports have no gantry cranes for container operations. Neighbor Island container freight will continue to move on Matson's two Neighbor Island container barges, which are equipped with their own gantry cranes. Later this summer, the *s/s Great Land* will be added to the service, with direct calls from Hilo to Oakland.

The newly designed cowtainers, which will complement the enhanced service, will be constructed in the coming months. Matson is building the prototype for the industry's review.

"As the state's leading ocean carrier, Matson will continue to make efforts to provide all of Hawai'i with quality ocean transportation services," said Hoppes. "We have longstanding relationships with the state's agricultural industry and provide these customers with an eastbound service that offers frequency and value. Our 'Paniolo Express' underscores our interest in working with Hawai'i's industries in tailoring our service to meet unique requirements."

Foss Maritime Company reorganizes

Foss Maritime Company and its parent company, Marine Resources, Inc. (MRI) recently announced a reorganization plan that is projected to increase MRI's ability to provide strategic guidance to Foss and its sister company's.

As part of the reorganization, Foss president and chief executive officer Steve Scalzo will become Chief Operating Officer of MRI. Prior to joining Foss, Scalzo worked for Chevron Shipping Company. Scalzo will join MRI President and CEO Paul Stevens, formerly of Matson Navigation Company, in bringing direction and structure to the eight tug and barge companies it owns. The SUP has a collective bargaining agreement with Foss covering bunker operations in San Francisco Bay.

MRI is owned by SaltChuk Resources, a privately held company, which also owns Totem Ocean Trailer Express (TOTE) which operates vessels in the Alaska trade.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

*In lieu of dues increase.

Jim Bailey	20.00
Brendan Bohannon	20.00*
Chris Bright	40.00
Robin Colonas	95.00*
Lee Dancer	50.00*
Sandy Earle	20.00*
Tom Fate	20.00
Barry Fisher	20.00
Michael France	20.00*
Edgardo Franco	10.00
Clinton Gregg	50.00
Dean Gross	35.00
Philip Howell	80.00*
Sedek Idris	10.00
Ed King	30.00
Mark Littlejohn	40.00
David Mercer	20.00
Duane Nash	50.00*
Rickey Pangan	50.00
Jesper Pfeil	20.00*
Thomas Riley	20.00*
Whitey Secrest	50.00
George Sherbuba	15.00
Andy Simkanin	20.00
John Svane	40.00*
D. Taylor	20.00*
Bruce Thompson in memory of J. Cockeye Doyle	25.00
Grant Thorne	20.00
Tanya Viau	50.00
William Wood	60.00

Dues-Paying Pensioners

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

West Coast Sailors

Calvin Browning	25.00
Anton Christensen	25.00
George Cooney	25.00
Cal Cunningham	25.00
George Dally	25.00
Ted Davis	25.00
Jerome Dominguez	10.00
George Elinoff	25.00
John Folcarelli	20.00
Daniel Foster	20.00
Sylvan Frankel	25.00
John Gabourel	10.00
Jon Goodwin	20.00
Clinton Gregg	50.00
Fred Gregorio	25.00
John Gugich	30.00
Herman Hallman	20.00
Jan Johnsson	20.00
James Kawasaki	25.00
Stanley Lane	20.00
Gunnar Larsen	20.00
Hans Lilledahl	30.00
Lawrence Martin	10.00
Joseph McShane	25.00
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William O'Connor	25.00
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Kevin Sheen	10.00
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Kai Sorensen	25.00
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Leo Surmeian	25.00
Bruce Thompson in memory of Vera Child	25.00
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Richard Walsh	25.00
Charles Weber	25.00
Chester William	25.00
William Williamson	25.00
Jack Wood	25.00
Tom Wulzen in memory of George "Kelly" Wulzen ..	25.00
Edward Zoobick	25.00

Political Fund

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Brendan Bohannon	50.00
Bert Buris	80.00
James Burse	20.00
Milton Caballero	10.00
Robin Colonas	200.00
David Connolly	25.00
Lee Dancer	50.00
Mike Dirksen	50.00
John Drolla	20.00
Joseph Eckert	10.00
John Farley	25.00
Steve Foster	25.00
Clinton Gregg	100.00
John Hamann	20.00
Francis Hart	10.00
Sedek Idris	20.00
Monty Kalama	50.00
Keith Kamana	10.00
Gunnar Larsen	20.00
Gunnar Lundeborg	100.00
Virgilio Managbanag	20.00
Duane Nash	50.00
William Ofsthus	100.00
Mike Orosz	7.00
David Pangan	20.00
Ricky Pangan	50.00
Mike Parenteau	40.00
Ray Ramirez	20.00
Ronald Reed	110.00
Jose Rovelo	20.00
Jim Savage	20.00
Dave Shands	20.00
George Sherbuba	15.00
Andy Simkanin	20.00
Greg Smith	20.00
Tulilo Tautala	60.00
Bruce Thompson in memory of George Barnes	25.00
Grant Thorne	20.00
Patrick Weisbarth	30.00
Chester Williams	25.00
Danilo Ycoy	20.00
Edward Zoobick	25.00



Huge increase for NOL in first quarter

Neptune Orient Lines (NOL) on May 13, posted a massive increase in net profit for the first quarter 2004, at \$163.2 million, up 16 percent on 2003 at \$1.5 billion. NOL executives were confident of beating the record, \$429 million net profit, achieved in full year 2003.

The management team is not resting on its laurels after the record results of 2003," chairman Cheng Wai Keung said. Neither group president and chief executive David Lim nor Ron Widdows, chief executive of liner division APL, saw any significant adverse impact on profitability following China's attempts to cool an overheated economy.

"China's exports are growing strongly," Widdows said. Growth in liner volumes and reducing operating costs by \$17 million contributed to the strong performance, Lim said. NOL also experienced "stable" freight rates across the major trade lanes during the first quarter.

Chiquita admits to 'terrorist' payoff

Chiquita Brands International has admitted that its Colombian banana-producing subsidiary made "protection payments" to groups designated by the United States as terrorist organizations in an effort to "protect its employees from risks to their safety if the payments were not made". Chiquita said it had voluntarily disclosed the payoffs to the U.S. Justice Department, which has initiated an investigation. In Colombia, the U.S. State Department identifies FARC, the National Liberation Army and the United Self-Defense Forces of Colombia (UAC) as foreign terrorist organizations, with FARC and UAC also identified as drug traffickers. The U.S. Justice Department will be "evaluating the role and conduct of [Chiquita] and some of its officers", and Chiquita said it "cannot predict the outcome of the investigation or its possible effect on the company or its Colombian subsidiary". The Chiquita parent company owns the Belgian-based, 11-vessel Great White Fleet.

SUP Meetings

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

	Hdq.	Branch
June	14	21
July	12	19
August	9	16
September	13	20
October	12*	18
November	8	15
December	13	20

*Tuesday

Kiwi maritime union says "sweatship labor" plan by fishing companies is a disgrace

The Maritime Union of New Zealand reports that New Zealand fishing companies are looking at importing cheap labor from China should be sounding alarm bells for New Zealand workers.

Maritime Union General Secretary Trevor Hanson says the move is one that he has predicted for some time, and is part of what he sees as the accelerating trend towards the casualization of the maritime workforce. "This is the path we are taking of free market globalization—the only reason these companies will pull in Third World workers will be to employ them on Third World pay and conditions."

Hanson says the maritime industry is being ripped apart by the use of flag-of-convenience "sweatships" off the New Zealand coast. "We are constantly having to investigate incidents where foreign crews are being made to load and unload ships, taking the work off New Zealand workers."

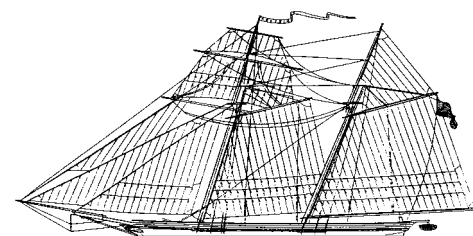
Unless New Zealand rejects this approach, the next stage would be foreign workers employed under low wages and poor conditions working on the waterfront and working within New Zealand in other industries, says Hanson. He says that Chinese maritime workers are some of the most exploited and frightened the

Maritime Union comes across in New Zealand ports.

Hanson stressed the Maritime Union was an internationalist Union that supported all workers, and often assisted foreign seafarers who were being ripped off by employers. "We are not opposed to foreign workers, but we are strongly opposed to companies exploiting cheap foreign labor to undermine wages and conditions for local workers. If the companies in question were going to pay New Zealand rates, under accepted New Zealand conditions of employment, and they were not going to displace local workers, it would be a different story,"

says Hanson.

The Maritime Union of New Zealand is currently running a national campaign for secure employment in the maritime industry with meetings in all ports being held over May.



Former maritime administrator to receive distinguished service award

Captain John A. Gaughan, Vice President for Government Affairs with the American Maritime Congress (AMC), will receive the Distinguished Service Award from the Seamen's Church Institute for service to the United States in 2003. The honor, part of the Silver Bell Awards Dinner, will take place on Thursday, June 3.

Gaughan spent the last six months of 2003 as the very first "Principal Maritime Advisor to the Iraq Ministry of Transportation and Communications." In that capacity, he provided the oversight that resulted in the resumption of Iraq's maritime transportation system through the rebuilding of the Port of Umm Qasr, and the organization of Iraq's maritime infrastructure, freight handling terminals and other maritime-related activities and ocean transportation. He has 29 years of 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 Officer under President Bill Clinton and President George W. Bush, Maritime Administrator during the Reagan Administration, and as Chief of Staff of the Department of Transportation from 1989-1991. He also served as the President of First American Bulk Carrier (FABC) Corporation until assuming his post with the American Maritime Congress.

DOD, USTRANSCOM, MarAd urge federal agencies to uphold cargo preference laws

U.S.-flag cargo preference laws for government-impelled cargoes should be maintained and not waived for the acquisition of commercially available off-the-shelf items. That was the unequivocal recommendation of three U.S. Government agencies most responsible for national defense sealift transportation operations and maritime policy.

This recommendation came recently from the U.S. Transportation Command (USTRANSCOM), the Office of the Under Secretary of Defense for Acquisition, Technology and Logistics, and the Maritime Administration (MarAd), in response to a January 15, 2004 proposed rule by the federal acquisition regulatory councils. The proposed rule would waive the Cargo Preference Act of 1904 (military cargoes) and the Cargo Preference Act of 1954 (civilian agency cargoes) for the purchase of all commercially available off-the-shelf items (COTS).

USTRANSCOM, the transportation and logistics command for all U.S. Armed Forces, opposed the inclusion of cargo preference laws on the list of laws to be waived for COTS acquisitions. It also stressed that the proposed cargo preference waivers would undercut an important compromise reached at the White House in 1997, under the leadership of the Office of Federal Procurement Policy, between the Department of Defense (DOD), USTRANSCOM, MarAd, and the maritime industry. This compromise, USTRANSCOM emphasized, "achieved a balance between the objectives of acquisition reform and DOD's support for the U.S.-flag maritime industry" and should be maintained.

The Office of the Under Secretary of Defense for Acquisition, Technology and Logistics in DOD made clear that the "U.S. merchant marine [is] heavily relied upon by DOD." It noted that waivers of cargo preference could weaken "DOD's ability to move forces and equipment during contingencies or war."

The Maritime Administration warned that "cargo preference is supported by the Administration and is a key compo-

nent" of the government's Voluntary Intermodal Sealift Agreement (VISA) program, which is DOD's principal commercial sealift readiness program and the Maritime Security Program (MSP), both of which "have great implications for national security and the future of U.S. ocean carriers."

"The recent operations in Iraq underscore the importance of MSP and the U.S.-flag merchant marine," MarAd stated. MarAd demonstrated just how important this was by noting that "in just the first six months of 2003, more than 7,600 U.S. merchant mariners" [crewing] 131 U.S.-flag vessels, including 35 of the 47 MSP vessels, supported DOD in Operation Iraqi Freedom. Without the commercial U.S.-flag merchant marine and its pool of skilled U.S.-citizen mariners that also crew the Government-owned fleet, the United States would have been forced to rely on foreign-flag vessels with foreign crews to support its military operations."

"Waiver of the cargo preference laws for the procurement of COTS would effectively dismantle the cargo preference program and the U.S.-flag merchant marine," MarAd declared. The serious disadvantages of "eliminating preference cargoes far outweigh any procurement benefits to be rendered by waivers of the cargo preference laws," MarAd concluded.

In all, over 50 comments were submitted. Besides comments from the American Maritime Congress on behalf of its member companies and the Marine Engineers' Beneficial Association, maritime comments were also received from: American Ship Management; APL, Ltd.; American Roll-On/Roll-Off; P&O Nedlloyd/Farrell Lines; Maersk Line, Ltd.; Maritime Institute for Research and Industrial Development on behalf of its member companies and the International Organization of Masters, Mates, and Pilots; TECO Marine; Transportation Institute; and American Shipbuilding Association.

Source: AMC Washington Letter

Carlyle Group reportedly seeks buyer for U.S.-flag Horizon Lines

American Shipper magazine reported in its May issue that The Carlyle Group, a private equity company in Washington, D.C., is looking to sell Horizon Lines. The Carlyle Group bought the former CSX Lines for about \$300 million in February 2003.

The asking price for Horizon is reported to be somewhere in the neighborhood of \$500 million. The company's revenue increases were well above expectations in 2003. Carlyle's intent may be "to divest itself of Horizon while it's on a roll," one financial source was quoted as saying.

China issues new SARS alert

China has issued a SARS alert following a confirmed case in Beijing last month, instructing local health authorities to enhance preventive measures for the viral fever known as Severe Acute Respiratory Syndrome.

Four new suspected cases have come to light, including parents of a Beijing nurse confirmed to have contracted SARS. In Beijing a total of 337 people are under quarantine, while 133 have been quarantined in East China's Anhui Province, which has reported one confirmed and one suspected case, the *China Daily* reported. Several people were infected in the southern province of Guangdong earlier this year, but there have been no deaths.

SARS, which severely hit Asia last year, had claimed more than 300 lives in China. Cruise shipping along with travel and tourism were hit hard and some Chinese shipyards are also reported to have missed out on some potential orders due to travel restrictions. Stringent temperature checks had been in place at passenger and cargo terminals.

House supports stricter security rules for ships arriving at American ports

The House of Representatives is standing by language in its version of the Coast Guard authorization bill to require ships coming into U.S. ports to meet U.S. security standards. By a vote of 395-19, the chamber voted to instruct conferees to hold to a provision in a House bill that requires foreign-flag vessels serving the United States to have a security plan specifically approved by the Coast Guard. The Coast Guard has been allowing foreign vessels to have a security plan approved by their home country government. The Senate version of the bill would affirm the Coast Guard's policy.

Congress included the security requirement when it passed the Maritime Transportation Security Act of 2002. Shortly afterward, however, the Coast Guard agreed to amendments to the international Safety of Life at Sea Convention that, in effect, precludes the Coast Guard from reviewing the security plan of a ship entering U.S. waters if the plan has already

been approved by the government of the country in which the ship is registered.

During debate on the motion, Representative Bob Filner (D-CA) noted, "Look at some of the largest registries in the world, like Panama, Malta and Cyprus, and you will find vessels that are often detained by the Coast Guard for violations of international safety laws. Now we expect those countries to protect U.S. citizens by making sure that their vessels have adequately implemented security plans," Filner said. "I, for one, am not willing to delegate our security responsibilities to the government of Panama, Malta or Cyprus." Representative James L. Oberstar (D-MN) pointed out that the basic issue is whether the United States will have the ability to see that incoming foreign-flagged ships were loaded in accordance with a security plan that meets our standards and protects our security. "We do this already with aviation," Oberstar said. "Why can't we do it for maritime?"

Strike threatens Swedish shipping

Nine Swedish-flagged vessels in widely different trades could be hit by strike action on May 27 unless the Union representing unlicensed mariners, Seko Sjöfolkand and employer organization Sjöfartens Arbetsgivareförbund (SARF) can 'solve a pay dispute. The Union has decided to terminate an existing pay deal after the employers' side offered "unacceptably low wage increases". As well as the strike threat by up to 500 Union members, the Union will impose overtime and recruitment bans at all SARF member companies. The ships that would be affected are the TT-Line ro-pax ferry *Huckleberry Finn*, RIA Gotland's fast ferry *HSC Gotlandia*, the Wallenius Lines vehicle carriers *Boheme*, *Falstaff*, *Don Quijote*, *Mignon* and *Elektra*, Stena Line ro-pax ferry *Stena Jutlandica* and Gorthon Lines' forestry product carrier *Obbola*. The Union says it may seek to widen the conflict later to advance its goals.

Crowley tugs return to San Francisco Bay

Crowley Marine Services tugs, once a fixture in San Francisco Bay from the early 1900s to 1996, have returned home. Earlier this month Crowley relaunched its ship assist and escort service in the Port of Oakland with two high horsepower tugs—the *Tioga* (Z drive-4400 horsepower) and the *Sea Robin* (twin screw-5000 horsepower).

The company's Oakland operation is located at the 9th Avenue terminal. From there, Crowley is now providing traditional ship assist services to carriers, typically container shipping companies, as they enter and leave the port and its surrounding areas.

"Crowley Maritime Corporation has had roots in San Francisco since it was founded there 112 years ago," said Tom Crowley Jr., Chairman, President and CEO. "It is only fitting that we bring our ship assist operations back to this port where it all started. Our customers have been asking us to bring our high level of service back to the Bay Area; we listened and are excited to be able once again to provide them with services."

"In today's competitive ship assist market, it is important for us to be able to provide full ship assist coverage to our

customers in all of the West Coast ports in which they call," said Rob Grune, Vice President and General Manager, Ship Assist and Escort Services. "Our reentry into Oakland will enable us to do that."

"All of us here at Crowley are looking forward to working with the Bay Area maritime community in providing high-quality, reliable, safe ship assist services," said Todd Busch, Director, Ship Assist and Escort Services.

Returning to Oakland would not have been possible without the support of the company's operating unions, the International Organization of Masters, Mates and Pilots (MM&P) and the Inlandboatmen's Union of the Pacific (IBU). Working with these unions has enabled the company to ensure that the high level of service offered in its other ports will be provided in Oakland as well.

Oakland-based Crowley Maritime Corp., founded in 1892, is primarily a family and employee-owned company engaged in worldwide logistics, liner services, contract towing and transportation, energy support services, ship assist and escort services, vessel management and petroleum and chemical marine transport.

The health care crisis in America: Facts every worker should know

Quality health care that once seemed reliable is quickly being priced out of reach for millions of hardworking, taxpaying Americans. Here are the facts:

Health Care Costs Are Skyrocketing

Health care cost increases are easily outpacing wages, making it difficult for small businesses to provide basic coverage, and corporations are shifting the growing burden directly to their employees, leaving many Americans without affordable coverage. In the last year, wages have increased four percent, while insurance premiums increased 15 percent. By 2006, the cost of a family premium is expected to reach \$14,500 a year.

Nearly 44 Million Americans Have No Health Care

That's 2.4 million more uninsured this year than last year and the largest single jump in the number of uninsured in the past decade. Every minute, nearly five people lose their health insurance in the United States. More than 74 million people went without coverage for part of the last two years. This equates to every man, woman and child in California, Texas, and New York. Seventy-four percent of those without insurance come from working families and 8.5 million children in America have no health care.

It's Not Just a Problem for the Low-Income and Unemployed

With costs soaring and coverage dropping, no one is immune. Millions of middle-class Americans now share the same fears of low-wage workers who can't afford to pay their health premiums. Close to one million of those who lost their health insurance this year work full-time. The number of people earning more than \$75,000 a year who lost their insurance increased by 28 percent in the last year.

Small Businesses and the Self-Employed Can't Afford Health Care

Over 25 million Americans are small business owners who are unable to purchase insurance as cheaply as large corporations. Rising health costs are making it increasingly difficult for these owners and the self-employed to afford basic health coverage for their employees and their families.

Less than half of small businesses offer health insurance. Workers in small firms are three times as likely to be uninsured as workers in large firms.

The Crisis Affects Everyone

The scope of the health care crisis is reaching record proportions and touches the lives of Americans from all backgrounds, regardless of race, ethnicity, income, education, employment, or age.

Thirty-two percent of Hispanics living in the United States are uninsured. Ten of the 13 million uninsured Hispanics are in working families. Twenty percent of African Americans and 18 percent of Asians are uninsured, compared with 11 of whites. The number of people with college degrees who lost their insurance increased by 29 percent last year, and 13 percent of people aged 55-64, or 5.2 million people, were uninsured in 2000. One in 10 married women aged 50-64 lose coverage when their husbands retire at 65.

A Solution For California

The Health Insurance Act of 2003 (SB 2—Burton) is a big step for California. It extends health insurance to over a million workers by requiring their employers to provide it for them. But the Health Insurance Act is under attack on the November Ballot. This November, Vote YES on the Health Insurance Act to save your health care. A yes vote will protect the coverage you already have. Employers will pay a minimum of 80% of monthly premiums for every worker; a yes vote will allow you to keep your current doctor and your current insurance plan; a yes vote will keep uninsured workers out of the emergency room, saving taxpayers \$4 billion a year; and a yes vote will save taxpayers \$600 million every year by keeping uninsured workers off state programs.

That's why you need to vote yes — to save your health care.

We're doing something about it. Join us on June 19 in cities across the country as we Bridge the Gap for health care. www.ImAHealthCareVoter.org

Maritime Cabotage Task Force urges agencies to close Jones Act loophole

The U.S. Coast Guard and the Maritime Administration were urged this week to impose a final closure on a "back door" to the Jones Act to ensure preservation of the U.S.-citizen ownership requirement for vessels engaged in the U.S. domestic waterborne commerce in a detailed filing submitted by the Maritime Cabotage Task Force (MCTF), a 10-year old maritime industry coalition of more than 400 members, including brown and blue water carriers, seafaring and shoreside labor, shipyards, defense organizations and representatives of other transportation modes. The Sailors' Union of the Pacific is a member of the MCTF.

In February, the Coast Guard published a final rule amending the documentation regulations for vessels in the U.S. coastwise trade. This rule tightened the lease financing provisions contained in the Coast Guard Authorization Act of 1996, by redefining the term "primarily engaged in leasing or other financing

transactions" to include only transactions that have a financing component and exclude transactions that only include "leasing."

The Coast Guard and MarAd also in February issued a proposed rulemaking in which the agencies sought further input before finalizing other aspects of the lease-financing regulations. The May 4 MCTF filing supports the agencies' proposed rule. The coalition urged the agencies to prohibit all charters (and sub charters) of a lease-financed vessel back to the vessel's owner, except in the case of a lease-financed vessel used to carry proprietary cargo. The MCTF also urged the Coast Guard and MarAd to ensure that all Jones Act vessels compete on the same footing by adopting a grandfather provision that eliminates the opportunity for foreign shipping companies that have used vessel lease financing arrangements simply to enter the Jones Act trades to remain in those trades indefinitely.

National health care action day set for next month

California unionists to march across Golden Gate Bridge on June 19

Across the nation, tens of thousands, on June 19, will come together to demand solutions to the health care crisis in the United States.

In San Francisco, the California Labor Federation, AFL-CIO, in conjunction with community, healthcare and interfaith organizations, students and seniors will march across the Golden Gate Bridge to Save Our Health Care.

March activities will begin at 7:00 A.M. on June 19, at Crissy Field, part of the Golden Gate National Recreation Area, with the march itself commencing at 9:30 A.M.. Marchers will cross the Golden Gate Bridge and march back again to the San Francisco side. For those who can only do a one-way trip, transportation back will be provided. Non-marchers are also welcome. There will be speakers, music, activities and food at Crissy Field throughout the morning.

The main rally will begin at 11:00 A.M.. Senator John Kerry, the presumptive Democratic Party nominee, has been invited to speak.

In cities and towns across America on June 19, including New York, Boston,

Chicago, St. Louis, Miami and Atlanta, high visibility actions coordinated by the AFL-CIO will simultaneously take place. These actions, most also walking across bridges like the Brooklyn Bridge in New York City, will demand that the health care gap be bridged, right now!

The following are directions to the San Francisco action:

From 1-80 going West over the Bay Bridge: Take the Harrison Street exit (towards The Embarcadero); Turn right on Harrison Street; Turn left on The Embarcadero -the Embarcadero becomes Ferry Bldg./Ferry Plz./ World Trade Ctr.; Continue on to The Embarcadero - bear left on Bay Street; Turn right on Laguna Street -Laguna Street becomes Marina Blvd.; Take Marina Blvd. Into Crissy Field.

From 101 North towards San Francisco: Take the Duboce Street/Mission Street exit towards the Golden Gate Bridge; Turn left on Bay Street; Turn right on Laguna Street; Laguna Street become Marina Blvd. Crissy Field is along Marina Blvd.

From 101 South coming over the Golden Gate Bridge: Take the Marina Blvd. Exit towards the Marina; Bear right on Marina Blvd. Crissy Field is along Marina Blvd.

U.S. Navy pledges renewed security crackdown on shipping to Iraq

Commercial shipping companies face further tightening of existing security restrictions as the instability in Iraq continues and the threat of jihadist terrorism remains a global threat.

On May 4, the U.S. Navy's Central Command, which is based in Bahrain and has responsibility for the Middle East and East Africa, said it had established a new exclusion zone system around Iraq's oil terminals, adding that vessels straying within the zones that fail to identify themselves may be subject to attack.

In a shift prompted by last month's suicide attack on the Khawr Al Amaya oil terminal in which three sailors died and three more were injured, the U.S. Navy said vessels must alert coalition authorities before sailing into the buffer zone around the oil facilities at Khawr Al Amaya or Basra.

Failure to do so could prompt the use of deadly force against such vessels.

Central Command spokesman Commander Jamie Graybeal said: "We have established two new exclusion zones. The first is at 3,000 meters from the oil terminal in all directions and vessels are not meant to enter within the zone without contacting coalition forces and describing their intentions. They can then transit through as expeditiously as possible.

"The second is at 2,000 meters in all directions, though not extending into international waters. Within that zone, we have temporarily suspended the right of innocent passage for any vessel that is not coming from or going to the terminal."

He added that the Navy and Iraqi security forces would take a number of measures to "get the attention of the boat" from flares to deadly force if necessary.

"We take this very seriously," he said. Until recently, the coalition had an exclusion zone of 3.7 km in place around the terminals within which vessels would be boarded.

The U.S. Navy's stern declaration of intent came as its Marine Corps counterparts were meeting Singapore's security minister to address the issue of security in the Malacca Strait.

The visit follows comments by Singapore Defense Minister Teo Chee Hean, in which he criticized security provisions in the critical waterway as "not adequate". Those comments, coming some months in advance of a key meeting on regional security involving the U.S. and Asian nations, prompted a harsh retort from Malaysia, which strongly opposes introducing foreign troops to police the waterway.

In his first visit to Singapore, General Michael Hagee, the Marine Corps' commanding officer, met Tony Tan, the island-nation's coordinating Minister for Defense and Security. Such interactions serve to enhance the Singapore armed forces' capacity to operate across a spectrum of conflict situations.

For some time, Singapore has been pushing for a joint military force to patrol the Malacca Strait, to be funded and manned by countries benefiting from the waterway, though it continues to stress that the three coastal states retain prime responsibility.

Issues of jurisdiction, and the adequacy of existing security along the waterway, are likely to be a prime focus of the Regional Maritime Security Initiative, a series of multilateral talks to include the United States and Asian nations are due to begin later this year. The Malacca Strait is seen as a prime target for terrorists because of its importance to world trade. It handles around 50,000 vessels a year and an estimated one third of world trade, including 80 percent of Japan's oil imports.

France rethinks plan for second register

The French government is to return to the drawing board with its plans for creating an international register to encourage the development of the French flag fleet.

Last month, a bill creating the new register, which has been bitterly contested by seafaring Unions, has been taken off the government's legislative timetable to allow for new consultations between the Unions and shipowners.

New Secretary of State for Transport and the Sea Francois Goulard, who met Union leaders on April 21, has asked Bernard Scemama, chairman of the Higher Council for the Merchant Marine, to act as mediator between the two sides.

He said that, on the basis of the conclusions Scemama drew from the discussions, he and Minister of Equipment and Transport Gilles de Robien would decide on the government's future approach to the issue.

The decision taken by the newly composed government of Prime Minister Jean-Pierre Raffarin is the latest in a series intended to defuse conflicts provoked by the most controversial policy decisions

it took in its previous term of office.

It follows the resounding defeat suffered by candidates of the governing UMP party in the regional elections held in France in March.

The decision is a bitter source of disappointment to the French owners' organization Armateurs de France, which wanted to see the new register brought into service as quickly as possible, but marks a victory for the unions which had been calling for a complete redrafting of the bill.

The bill drafted by Senator Henri de Richemont gave French owners greater freedom to use lower wage non-French seafarers aboard their ships. The draft stipulated that only the master and his number two needed to be French.

The owners argued that the new register was needed to put them on a competitive par with their European Union neighbors and would create jobs for French seafarers by attracting more ships to the French flag. But the unions counter-claimed that the measure would destroy French seafarers' jobs.

Sea marshals to become permanent on Philippines passenger vessels

The Philippines plans to permanently deploy 12-16 sea marshals on every domestic ferry in a bid to strengthen security at ports and in domestic waters. The Philippine Coast Guard (PCG) says that 'Plan Sea Marshal', first adopted after the March terrorist attack in Madrid, will become permanent with the deployment of additional police and military personnel.

Being a maritime country and having a coastline twice that of the United States, a PCG briefing paper says, "the country's premier ports and passenger vessels are vulnerable to terrorist attacks." Each shipboard sea marshal team will be composed of two members of the PCG, Armed Forces or national police and six to 10 ship personnel provided by the shipping company. The PCG says that after a month of operation, the vessel security plan has provided a total of 577 (PCG, Armed Forces and national police combined) sea marshals to 22 passenger ships that have secured a total of 442,496 passengers and crew members.

Irish smoking ban causes confusion on ferries

The ban on smoking in public buildings introduced by the Irish government in March is causing confusion among ferry operators serving Dublin and other Irish ports. For simplicity Irish Ferries has introduced a total ban on smoking once inside its ferries. Stena Line by contrast is confused over the issue so that passengers have to extinguish their cigarettes when the 12 mile territorial limit is crossed. To resolve this issue Stena is seeking clarification of the new law from the Irish government but is still awaiting a response. A spokesman said that there is "a degree of uncertainty on how the law applies to ferries." Stena understands that the new law applies to its vessels once they enter Irish waters but it has approached the Irish Health & Safety Authority for answers so that it can make sure it is compliant. A total smoking ban already operates on Stena's fast ferries such as the *HSS Explorer*.

European dock workers launch safety campaign to reduce waterfront accidents

Members of the International Dockworkers Council will exchange information on waterfront safety as a first step in an attempt to drastically reduce the number of labor accidents in ports.

The initiative, described as a "high priority objective," was agreed at a recent meeting of the IDC's Committee of Safety and Prevention of Labor Risks in Barcelona, which was attended by 40 representatives from 20 ports in Europe.

Dockers from Cyprus, Greece, Spain, Portugal, Italy, France and Sweden analyzed existing policies in various European countries and agreed on the need to establish a "common minimum base" to protect workers.

The safety issue was highlighted just days before the meeting by the death of a stevedore in the port of Algeciras, the fourth Spanish docker to have died in recent months.

Highlighting that these tragic accidents must not be allowed to disappear in a

statistical blur, the IDC said that a key factor in improving the safety of stevedore operations was the participation of public administrations and private companies.

It also drew attention to the dangers of casual labor, a reference to the bugbear that underlies most union activity on the waterfront.

"Badly trained workers who are worse paid and put under exhausting long days without the appropriate material can be, in the short term, cheaper for the companies, but the result usually is catastrophic for all," the IDC said in a statement.

"That is the reason for the rejection by the IDC of the policies of deregulation of the ports that, with much insistence, are being applied in the European wharves."

"And that is the reason for the support of the IDC for policies which create stable jobs, training of the workers and reinvestment in labor safety measures."

MEBA pension trust completes ship deal and signs new pact

The Marine Engineers' Beneficial Association (MEBA) Pension Trust recently completed the sale of its subsidiary, First American Bulk Carrier Corporation (FABCC) to M-Holdings, Inc., a Delaware company newly created to accommodate P&O Nedlloyd (P&O).

The sale was complicated, and involved several steps that were designed to ensure that P&O, a foreign carrier, would continue to benefit from the use of the containerhips *Chesapeake Bay* and *Delaware Bay*—known as the 'Bay Ships'—which were owned by Fleet Capital and bareboat chartered by FABCC.

The Bay Ships have Maritime Security Program (MSP) contracts attached to them, so the sale of FABCC required Maritime Administration (MarAd) approval for the transfer of the Bay Ships' MSP contracts. In order to obtain MarAd approval, P&O created a new, U.S. corporation, namely M-Holdings, Inc., which in turn created a wholly-owned subsidiary named M-Ships, Inc. The FABCC was then sold to M-Holdings.

Immediately after the completion of the sale, M-Holdings and its subsidiary, M-Ships, Inc., merged into FABCC. The merged company then kept the name "FABCC." As a result of these corporate steps, FABCC is now a stand-alone, U.S. citizen company. It does not own any ships, but instead is party to bareboat and time charter parties, just as FABCC was party to such arrangements when it was owned by the MEBA Pension Trust.

At the same time P&O, through the "M" companies, was buying FABCC, the vessels were sold by Fleet Capital to Wilmington Trust Company, as Owner-Trustee for the benefit of Farrell Lines. P&O/Farrell then bareboat chartered the Bay Ships to the new, stand-alone FABCC, which, in turn, time-chartered the vessels back to P&O/Farrell.

The final corporate step involved the selection of a ship manager for the Bay

Ships. After the sale of the FABCC, the new, stand-alone company gave notice to Nicholas Bachko Company terminating its management agreement with respect to the Bay Ships. Marine Transport Lines, (MTL), which manages the Pacific Class, L-P Vessels, will be the new manager of the Bay Ships.

Prior to the closing date of the sale of FABCC, Atlantic Coast Vice President Don Keefe reached an agreement with M-Ships, Inc. (now known as FABCC), whereby M-Ships assumed the Nicholas Bachko collective bargaining agreement.

As set forth in the agreement with M-Ships, the company recognized the MEBA as the sole and exclusive agent for all of the officers working aboard the Bay Ships, as well as all other U.S. flag vessels that it directly or indirectly owns or operates, now or in the future. The term of the agreement extends through September 30, 2015. There will be a 3 percent wage increase effective July 1, 2004, and additional 3 percent increases effective January 1, 2006 and January 1, 2007. Effective January 1, 2006, the MPB rate shall be increased to 6 percent, plus Feinberg. The parties will engage in an economic reopener in 2007, and any changes that result from those negotiations will become effective January 1, 2008. The agreement also provides for economic reopener negotiations with respect to any vessels that the company may operate without MSP subsidies.

Furthermore, the agreement provides for attrition of the radio officer's billet as of July 1, 2006, or earlier, but only if the permanently employed radio officer retires or is discharged for cause. The ARA is an affiliate of the MEBA.

The agreement also contains enhanced job preservation protections that bind not only M-Ships, but also P&O/Farrell, MTL and any other manager, operator or charterer.

Cargo preference *continued from page 1*

tor mariner crew base, [thereby] requiring one more task to be shouldered by our already over-extended uniformed Armed Forces personnel."

The proposed rule would violate the Cargo Preference Act of 1904, which covers cargoes generated by DOD and the Cargo Preference Act of 1954 covering civilian agency generated cargoes, or in other words, between 50 and 100 years of standing law, that has been supported year after year by the Congress and the Executive Branch, Tosi said.

The proposed rule would have failed a myriad of legal and policy tests before the September 11 terrorist attacks, the global war on terror, and U.S. military campaigns that led to the liberation of Iraq and Afghanistan, Tosi noted. But during the post-September 11 era, "business as usual is no longer acceptable," the AMC President said. "Every action we take, even every rule we publish, should be looked at in terms of how it helps American jobs, the American economy, and American security at home and abroad. In light of September 11 and the long-term war on which we have embarked, this proposed rule fails that test."

Without question, the proposal also flies in the face of recent statements made by senior military planners responsible for defense transportation, Tosi said. These include statements by General John W. Handy (USAF), Commander of the U.S. Transportation Command, Vice Admiral David L. Brewer III (USN), Commander of the Military Sealift Command, and Major General Ann E. Dunwoody (USA), Commanding General of the Surface Deployment and Distribution Command, who jointly told the Seapower Subcommittee of the Senate Armed Services Committee on March 10 that they support the maintenance of a viable pool of U.S. merchant mariners "through enforcement of cargo preference requirements," Tosi said.

"Acquisition reform at any price is not responsible national policy," Tosi concluded. "When such a policy would destroy an industry, cost the U.S. Government money, undermine the President's budget, throw thousands of Americans out of work, and cripple America's defense sealift, then it should not stand."

Source: AMC Washington Letter

ESU Office Assignments

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



MAY 2004

Official Publication of the Exxon Seamen's Union

Company agrees to Negotiate War Zone Bonus

As many of you recall, the ESU was informed via e-mail on May 14, 2003 that War Zone Bonuses for Merchant Mariners had been approved by the Assistant Secretary of the Navy's Principal Deputy, Honorable Charles S. Abel.

The ESU had prior assurances during a communication meeting that, if indeed a war zone was declared, that the company would acknowledge such a declaration and the retroactivity of the definitive starting period. Mr. Dave Walker SeaRiver's labor coordinator gave the assurances at the time. On May 16, 2003 ESU Board member Jerry Patterson sent an e-mail to Mr. David Walker and Mr. Todd Covini requesting a meeting to discuss/bargain the issue. The ESU further stated that it was acceptable to add this

issue to the agenda to the communication meeting scheduled for May 21, 2003 in Houston, Texas. On May 19, 2003 in a reply via e-mail the Company agreed to meet and discuss the issue of war risk.

On May 21, 2003 the Company met with the Union in Houston to discuss the matter as part of our monthly Communications meetings. At that meeting, the Company requested further documentation as to the establishment of a war zone. The Union felt that they had given the company enough documentation and suggested that at the next meeting it was time to bring the entire ESU bargaining committee into the discussions and begin bargaining.

On June 9, 2003 the Union Executive Board and their attorney again met and conferred in good faith with the com-

pany in Houston, Texas. At that meeting, the company informed the Union that they didn't recognize that a war zone had been declared. In view of the company's position the Union had no alternative but to start the grievance process.

The Union submitted a 3rd step grievance on June 11, 2003, and requested the Company to "resolve the grievance by recognizing that a War Zone exists pursuant to Article IV, Section 15 of the collective bargaining agreement and set a negotiating session over war area bonuses and war risk insurance as soon as possible."

The company denied the grievance at the third and fourth step. The ESU requested arbitration and the date for arbitration was set for May 14, 2004.

In mid-April 2004 the ESU's legal

counsel was in discussions with the company regarding the Vessel Security Plan, during the ensuing discussions the subject of the impending war bonus arbitration was mentioned. It was during this particular information exchange that each party ascertained that there may still exist some common grounds to resolve this issue before arbitration. Therefore, without precedent or prejudice to their position on whether or not a war zone was declared, the company agreed to postpone the arbitration and negotiate the issue.

Although the war zone and the Vessel Security Plan will be discussed at some point during the ESU and company meeting on May 18, and 19, 2004, the issues are separate and will be bargained as such. It is the wish of the ESU that both issues will be resolved amicably.

Bargaining slated for Vessel Security Plan

The Exxon Seamen's Union will meet with SeaRiver management at the Hampton Inn in Seabrook, Texas on May 18, 2004 to begin negotiations regarding the implementation of the Vessel Security Plan (VSP) and the war zone bonus payment. On March 5, 2003 the ESU received an e-mail from Mr. Marty Meador detailing a desirable start up date of mid-April for the Vessel Security Plan even though it is not mandated by the USCG until July 1, 2004.

On March 19, 2004 the ESU sent the Company a formal request to bargain work rules changes that may apply to unlicensed personnel pertaining to the

Company's proposed Vessel Security Plan, and we asked that they delay implementation until we completed bargaining on the issue. The Company responded in a letter dated April 15, 2004 and provided the ESU with a copy of the VSP and stated that Mr. Meador's e-mail referenced by the Union was intended to request the vessel personnel to review, comment and practice the VSP, under a test program, in order to assess the effectiveness of the draft VSP. The Company also agreed in the same letter to reschedule the start of the test pilot program until mid-May in order to allow the Union an opportunity to review the

VSP and address any questions the Union may have regarding the VSP at the Ship Representative Conference in San Antonio, Texas on April 27, 2004.

At the Ship's Representative Conference each party agreed to meet and bargain this issue on May 18, 2004. The company then approached the ESU Board and stated their intentions to start testing the VSP immediately. The ESU worked tirelessly to try to accommodate their concerns and was willing to work with them as long as it didn't impact the ESU members or the current collective bargaining agreement. When it became apparent that they were not going to

honor their letter, and seemingly had no interest in any accommodation and very little regard for the collective bargaining agreement, the ESU vociferously protested. The ESU reminded management of their letter and expressed in the strongest terms that the ESU expects the company to honor their commitments.

The Exxon Seamen's Union views any attempt by the Company to unilaterally implement any part of the VSP prior to the conclusion of bargaining to be illegal and the ESU will respond in kind. Hopefully, through the bargaining process this issue can be brought to an amicable conclusion.

Ship reports

S/R American Progress

Executive Board Officer visited the ship on May 11 in Beaumont, Texas at the ExxonMobil Dock. Temporary Ship Representative, Edward Caldwell is still aboard and reports no beefs. There is still some questions over the impact of the Vessel Security Plan implementation. It was explained that the ESU would begin bargaining this issue May 18. The vessel continues in the Gulf, running between Texas and Florida.

S/R Baytown

Vessel continues on ANS trade from Valdez to ports of call in the Puget Sound area. Ship Representative Mark Myser recently discharged to paid leave. Mark was unable to attend recent Ships' Representative Conference due to tour rotations and was missed at the Conference. Recently rehired Able Seamen and former Ship Representative to the S/R *Mediterranean*, John Detwiler filling in as Temporary Ship Representative and checking in regularly. Stewards Department training being conducted on board. Questions have arisen concerning implementation of new security measures.

S/R Charleston

The SeaRiver Charleston was unceremoniously turned over to its new owners, *US Shipping* on April 29, 2004, at

Berth 34 in Galveston, Texas. May she continue her proud service in the tradition and spirit instilled in her by her former crewmembers. We wish her fair winds and following seas.

S/R Columbia Bay

Executive Board Officer visited the vessel on May 15, at Anchorage #9 in San Francisco Bay. Regular Ship Representative Thor Floreen on board and due relief soon. Thor was unable to attend annual Ships' Representative Conference and was missed. Vessel is slated to alternate between San Francisco and Puget Sound discharge ports for May and June. No beefs reported.

S/R Galena Bay

Vessel is in route to Singapore for shipyard stay. John Munich on board and filling in for ESU Representative Levy Ponce, and is reporting no beefs. Levy, unfortunately was unable to attend the Ships' Representative Conference. Vessel expected to arrive in Singapore end of May.

S/R Hinchinbrook

Vessel continues on ANS run from Valdez to Puget Sound ports. Ship Representative Danny Jones continues to mend and the Union wishes him a speedy recovery. Waverly Moore has filled in

as Temporary Ship Representative. Tank cleaning OT issue brought forward and being handled by Union. Additionally, the Executive Board has continued to receive complaints from members regarding shipboard managers unprofessional and abrasive behavior towards represented employees. The Union continues to communicate problems aboard this vessel to shoreside management.

S/R Long Beach

Executive Board Officer visited the vessel on May 3, at the Valero Dock in Benicia, CA. Nick Wise taking the reins as Temporary Ship Representative while longtime Representative Joe Graca enjoys paid leave. Nick reports no major beefs and is communicating with Union and conducted an onboard ESU meeting.

S/R Mediterranean

The ship is continuing her Far and Middle East trade. Regular Ship Representative Frank O'Malia attended the Ship Representative Conference and gave the ESU Board a first hand account of the great job being performed by the membership aboard the Med. Frank reported that everything was going well. It appears that the Med's SeaRiver life has been extended yet again. The vessel should be running under the SeaRiver flag until at least October, 2004.

S/R Puget Sound

Vessel continues in the Gulf/Florida gasoline trade between Corpus Christi, Texas and Tampa Bay, Florida. Board Member visited the ship on March 23, at the Valero dock in Corpus Christi Texas. Temporary Ship Representative George Ruark reported in on April 11, from Corpus Christi and reported that all was well.

S/R Wilmington

The Seabrook ESU Board officer visited the ship at the ExxonMobil Dock, Baytown, Texas on May 4 and 5 2004. Bob Ross is filling in as Temporary Ship Representative and reports everything going well. There were more questions regarding the Vessel Security Plan. It was explained that the ESU would begin bargaining this issue May 18. The crew also asked questions about the rumor that the sale of the "Willy" was a done deal when it left the shipyard in Singapore, the visiting Board member told them that SeaRiver President, Will Jenkins had assured the Board that this was indeed a rumor, and SeaRiver had no intention of relinquishing ownership of the vessel. The Ship continues its regular route and is on its final US coastwise voyage before it heads for the shipyard in Singapore.

2004 Ship Representative Conference Report

The 2004 Ship Representative's Conference convened in San Antonio, Texas on April 26, 2004. The Executive Board members arrived on Sunday April 25, 2004 and had Monday as a preparation day. The Ship Representatives traveled on Monday April 26, 2004 and arrived in the afternoon.

On Monday at 11:30 AM, the Company hosted a luncheon for the ESU Executive Board at the Hotel Valencia; Mr. Will Jenkins, President of SeaRiver Maritime Inc, hosted the luncheon. This was the first time that the Board had ever met the President of SeaRiver Maritime Inc. since he replaced the former President Paul Revere on January 1, 2004.

Mr. Jenkins was asked about the rumors circulating in the fleet that the sale of the S/R Wilmington was a done deal and further, that the ocean fleet itself was on the auction block. Mr. Jenkins confided that he had heard the same rumors and emphatically denied that they were true. He answered questions candidly and gave an informative overview of the present state of SeaRiver Maritime and his expectations of where he expects the company to be in the future. Mr. Jenkins message for the future outlook of SeaRiver while not glowing was still very positive. He stated that the ANS trade was still the cornerstone of SeaRiver's business followed by the niche market in the Gulf and the specialty trade on the east coast. He spoke positively about the new build program, and the possibility of acquiring extra tonnage in the interim if needed.

Mr. Jenkins also reiterated that the very essence of SeaRivers business and longevity depend on continuing and improving our excellent safety, environmental, and customer service record. President Jenkins left shortly after the luncheon and flew to New York on business, but he also took the opportunity to visit the S/R Wilmington while he was in the area.

On Monday evening the Ship Repre-

sentatives were treated to a welcoming dinner hosted by SeaRiver Management. Operations Vice President Stu McRobbie and ESU President Jerry Patterson made welcoming statements to the Ship Representatives thus officially opening the conference.

Mr. Ed Cahill, the retiring Human Resources Manager Of SeaRiver Maritime was recognized for his contributions and professionalism during his tenure as HR Manager and wishes of a long and happy retirement were extended to Ed and his wife Anne Marie.

Tuesday was management's day and Operations Vice President Stu McRobbie gave an operations overview of the current status of SeaRiver. Ed Cahill, who is the retiring Human Resources Manager spoke about his service and said farewell.

Terry Thompson then gave presentations on the present status of the Blue Cross Blue Shield plan followed by ExxonMobil's harassment policy. Mark Wertheimer, Fleet Manning Head gave a presentation on manning necessities and requirements, USCG documentation and the inherent problems that occur with the renewal of documents.

Marty Meador, who is charged with vessel security and the LPS program for SeaRiver gave a presentation on the impending July 1, 2004 implementation of the USCG mandated "Vessel Security Plan" (VSP), followed by an overview and the current progress of the "Loss Prevention System" (LPS).

The ESU Executive Board commenced Wednesday's activities with individual Executive Board reports starting with ESU President Jerry Patterson giving a slide presentation reviewing the ESU Ideology and Objectives.

ESU Secretary/ Treasurer Leo DeCastro continued with the Executive reports with a presentation of ESU long term goals, ESU 2003, goals and ESU 2004 goals.

Steward's department training underway

On April 28, 2004, annuitant and long-time ESU member, Fleet Chef Ayers Gonzales joined the S/R Galena Bay in Richmond, California to inaugurate the Stewards Department Training Program that was developed through the Joint Union Management Training Committee (JUMTC). This training allows for hands on training in a "real time" atmosphere that was not possible to duplicate with shoreside training courses that have been offered in past years. Trainees in this first training tour are recently promoted Fleet Chef, Gordon Gibau and step-up Ships' Cook, Russel Saia.

This training course, formulated jointly by the ESU and SeaRiver was initially approved at the urging of the Union. After approval of this course was obtained, both the Union and the company's Training Department worked mutually in formulating a comprehensive curriculum that takes into account all tasks and responsibilities associated with not only the Fleet Chef's position but the Ships' Cook rating. The selection of future trainees will be subject to both Ayer's availability and eligible members tour schedules. The JUMTC has an ambitious goal of providing this training to virtually all Cooks, individuals on the Cook's promotion list and all Chef's promoted in the last several years.

Need for this program was identified as a result of the atypical number of promotions that have been made within the department in the last several years. These promotions have outpaced available training within the same period, leaving, in the Union's opinion a void in necessary training designed to permit members to attain the necessary skills to excel in their new positions.

The Executive Board considers the ESU membership fortunate to have Ayers, widely considered as a "top-shelf" Chef onboard with this program. Moreover, the Union strongly supports this training course and is extremely grateful to Ayer's for his willingness to aid the membership in making this course a reality.

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



Conferee attendees from left to right: Charlie Pollard, Ship Representative, S/R Wilmington. Chuck Bell, Ship Representative, S/R American Progress. Frank O'Malia, Ship Representative, S/R Mediterranean. Sharon Groth, ESU Attorney. John Straley, ESU Vice President. Gerard Nelson, Stewards Department Trustee. Michael Harrison, Ship Representative, S/R Puget Sound. Jerry Patterson, ESU President. Leo DeCastro, ESU Vice Secretary/Treasurer. Dave Connolly, SUP Vice President. Joe Graca, Ship Representative, S/R Long Beach. Bob Knight, Ship Representative, S/R Charleston. Pat Campbell, Deck Department Trustee. Bill Ackley, Engine Department Trustee.

At the conclusion of Mr. DeCastro's presentation ESU Vice President John Straley gave a presentation on the Ship Representatives Responsibilities.

ESU President Jerry Patterson reviewed the process of the proper method of conducting a Union meeting.

1) Plan and announce meeting in advance; 2) Meeting should be informational and constructive with purpose; 3) Review available reference material; 4) Plan an agenda; 5) Designate a secretary to take notes; 6) Maintain control—remove anonymity by identifying person making statement; 7) Establish committees to provide feedback and solutions; 8) Capitalize on talent—former board members and Ship Representatives to explain the negotiating process and history of contractual provisions; and 9) Refine notes into minutes at first opportunity while still fresh on your mind.

ESU Secretary/ Treasurer Leo DeCastro wrapped up the Executive Board reports by giving a detailed financial report on the financial health of the Exxon Seamen's Union.

In the afternoon there was a lively discussion about the impending Vessel Security Plan, and later each individual Representative had the opportunity to address the Board with their particular concerns.

On Thursday morning Union Attorney Ms. Sharon Groth gave a legal presentation that focused on the pathway to Arbitrations and the mechanics of the decisions that are derived from them. At 11:00 AM on Thursday, SUP Vice Presi-

dent Dave Connolly was introduced to the group and gave a riveting presentation on various subjects that included an update on new USCG MMD issuance rules, Security issues, NAVIC medical standards, analysis of tanker trade and legislative updates.

Noticeably absent from this years event and sorely missed was ESU Recording Secretary, Thomas Thompson and SUP President and Secretary Treasurer Gunnar Lundeberg. Tom incurred a knee injury while at home on paid leave, but has since recovered enough to assume his Union duties in the Benicia ESU office. Brother Lundeberg was unable to attend because of on-going contractual bargaining with Foss Maritime Company. After the introduction of SUP Vice President Dave Connolly, prior to his presentation, ESU President Jerry Patterson read a letter from President Lundeberg to the assembled group expressing his regret at not being able to attend this year's event and extending his fraternal greetings to the representatives and wishing them a successful conference.

On Thursday evening, the 2004 conference concluded with an appreciation dinner for the Representatives hosted by the ESU Executive Board on behalf of the membership. The dinner was held at the Westin Hotel and at the conclusion each Representative was presented with an all-weather jacket that was emblazoned with their name and the ESU logo. It was the consensus by all in attendance that the conference was a success.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Jerry Patterson

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

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

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

Schedule of Course Offerings for 2003/04

STCW 95 Basic Safety Training

• Basic Fire Fighting	• Basic First Aid		
• Personal Survival	• Personal Safety and Social Responsibility		
May 26-30	Jul 26-30	Sep 6-10	Nov 15-19
Jun 7-11	Aug 2-6	Sep 27-Oct 1	Dec 6-10
Jun 23-27	Aug 23-27	Oct 18-22	Dec 13-17
Jul 12-16		Nov 1-5	

LMSR Vessel Training (MSC approved)

Jun 15-25	Aug 10-20	Oct 12-22	Nov 30-Dec 10
Jul 20-30	Sep 14-24	Nov 2-12	

Small Arms Training (MSC approved)

May 24-26	Aug 23-25	Oct 25-27	Dec 13-15
Jun 28-30	Sep 27-29	Nov 15-17	

Able Seaman (AB)

Jun 7-19	Sep 13-25	Nov 1-13
Aug 9-21	Oct 11-23	Nov 29-Dec 11

Survival Craft (Lifeboatman)

May 31-Jun 3	Sep 27-30	Nov 15-18
Aug 23-26	Oct 25-28	Dec 13-16

Training Information and Enrollment

Contacts

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Welfare Notes

May 2004

Those who struggle with drug and alcohol addiction do not set out to destroy themselves, their family, and their working career. Rather, these dire consequences are the effect of the vicious cycle of abuse and addictions.

According to a company that provides workplace drug tests nationwide, workplace drug use is on a steady decline. Their reports indicate that drug use on the job is down almost 10% since 1988 based upon employees they have tested for drugs. However, encouraging as these reports are, workplace drug and alcohol use remains a serious problem and could lead to disastrous events in the maritime industry.

Selecting drug or alcohol rehab for yourself or a shipmate could be one of the most important decisions you will ever make. The SUP Welfare Plan has two plans to help members who may find themselves in need of counseling or rehab. The Employee Assistance Program enables participants who encounter drug or alcohol abuse problems to call a twenty-four hour, seven day a week confidential toll free number for counseling and assistance. This plan is completely anonymous and confidential. The benefit is administered by Health Management Center and may be reached toll free at 1-888-215-8903.

The Welfare Plan also offers a program that will provide alcohol and/or drug abuse rehabilitation services for eligible members at a designated treatment center. This is a 28-day program, and a benefit that is limited to one rehabilitation per active member. No benefit is payable without pre-authorization from the Plan Office. Your medical providers may also carry a rehab or counseling benefit. Another option available to members is to check with Kaiser, Group Health, or Health Net if you feel you need assistance.

The recent crackdowns on mariners by the shipping companies and the U.S. Coast Guard indicate that they really mean business! Not addressing your drug or alcohol problem WILL have you sent ashore, possibly for good. Please contact the Plan Office in complete anonymity if you have any questions on these benefits.

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

With new Medicare drug cards, many seniors will pay more

Seniors began web surfing through a confusing maze of more than 70 possible choices for Medicare prescription drug discount cards May 3, many of which actually would cost seniors more for their medicine than they would pay at several online pharmacies, according to a study by the U.S. House of Representatives Government Reform Committee.

The cards were created as part of the Medicare prescription drug legislation that became law last year.

"While a few will benefit from the cards, too many seniors will still struggle to afford medications they need to stay alive. The Medicare drug discount cards are not a substitute for a comprehensive drug benefit with real reforms that rein in skyrocketing drug prices," said George Kourpias, president of the Alliance for Retired Americans.

According to the House study, a month's supply of the 10 most popular brand name drugs would cost seniors who use some of the cards more than they would pay if ordering the same drugs online.

It also notes, "the prices available with the new Medicare discount drug cards are far higher than the prices available in Canada and the prices negotiated by the federal government on the Federal Supply Schedule," which negotiates prices for the U.S. military, Veterans Affairs and other federal agencies and programs. The new drug law, pushed by President George W. Bush, bars the fed-

eral government from negotiating similar discounts for Medicare beneficiaries.

"Bush's discount drug card is nothing but a much-publicized distraction from the fact that America's seniors need help when it comes to paying for their drugs. America's seniors will pay more for drugs than any other group in the U.S.—\$1.8 trillion over the next 10 years—and they will get no break, thanks to the George Bush discount drug card," said Edward Coyle, executive director of the Alliance for Retired Americans.

The Alliance for Retired Americans urged seniors who are interested in obtaining the cards to research the 70-plus card options offered by pharmacies and drug companies carefully because each card carries an annual fee of up to \$30, charges different prices and may cover different drugs. Seniors are allowed to choose just one card and cannot change cards until 2005. But careful study may be difficult because the Medicare prescription card website may be carrying inaccurate pricing information, according to news reports.

In a related development, the Congressional Research Service (CRS) said the Bush administration apparently violated federal law when it ordered Medicare's chief actuary to withhold from Congress that the Medicare law's costs would exceed Bush White House claims by more than \$100 billion.

"Such 'gag orders' have been expressly prohibited by federal law since 1912,"

Jack Maskell, a CRS attorney, wrote in the report, the Associated Press reported.

Congress narrowly passed the Medicare drug bill in November based on the lower cost estimate, which swayed several wavering lawmakers concerned about the bill's cost.

Richard S. Foster, the actuary, testified before Congress, after the law was signed by President Bush, that he was

told by Medicare Administrator Thomas Scully to withhold the higher costs estimates or lose his job.

According to the CRS report, the action "would appear to violate a specific and express prohibition of federal law." It also said that the agency has a duty "to make professional and reliable cost estimates, unfettered by any particular partisan agenda."

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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Summary Annual Report for the SIU Pacific District Pension Plan

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2003. The annual report has been filed with the U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$12,590,672. These expenses included \$920,244 in administrative expenses and \$11,670,428 in benefits paid to participants and beneficiaries. A total of 3,929 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$137,395,691 as of July 31, 2003, compared to \$139,693,037 as of August 1, 2002. During the plan year, the plan experienced a decrease in its net assets of \$2,297,346. This decrease includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$10,293,326, including employer contributions of \$34,378, gains of \$1,175,214 from the sale of assets, earnings from investments of \$9,075,571 and other income of \$8,163.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

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

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

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

AFL-CIO urges Congress to take action to pass a strong Medicare program

Medicare beneficiaries on average already are spending some 20 percent of their incomes for health needs, far higher than younger age groups, in part because of what Medicare does not cover. Medicare does not cover the costs of prescription drugs (until the new law goes into effect in 2006), physical exams, dental health, eyeglasses, hearing aids and foot care, which are particularly important to seniors.

The new Medicare law was passed to benefit big drug companies—not consumers—and seniors and people with disabilities still will face significant expenditures for prescription drugs and other products and services necessary for quality of life.

The AFL-CIO is demanding Congress overhaul the Medicare prescription drug legislation so it works for seniors instead of the big drug companies. Opponents of the new law (including working families, seniors and consumer organizations) are formulating legislative strategies to repeal the worst provisions.

The AFL-CIO is asking Congress to:

- Repeal the provision that prevents Medicare from negotiating lower drug prices.
- Fill in the coverage gap so seniors receive coverage for drug costs between \$2,251 and \$5,100.
- Provide meaningful subsidies for employers who otherwise will drop existing coverage for more than 3 million seniors.
- Eliminate taxpayer subsidies for HMOs that were included in the law to lure seniors away from traditional Medicare coverage.
- Prohibit drug plans from denying seniors coverage for the drugs they need.

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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2003. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

SIU Pacific District Supplemental Benefits Fund, Inc. has committed itself to pay all supplemental benefits.

Basic Financial Statements:

The value of the plan assets, after subtracting liabilities of the plan, was \$2,109,227 as of July 31, 2003, compared to \$2,535,841 as of August 1, 2002. During the plan year the plan experienced a decrease in its net assets of \$426,614. During the plan year, the plan had total income of \$8,612,666, including employer contributions of \$8,567,523, earnings from investments of \$42,841 and other income of \$2,302.

Plan expenses were \$9,039,280. These expenses included \$472,106 in administrative expenses, and \$8,567,174 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information:

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

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

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

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

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

Paris MOU plans radical overhaul of inspections

The Paris Memorandum of Understanding (MOU) on Port State Control, in close cooperation with the European Commission, revealed on May 17, it had embarked on a fundamental review of the way it targets and inspects ships.

Officials meeting in Denmark this month agreed to consider scrapping the existing 25 percent inspection quota that member states currently have to meet and replace it with "full coverage" of vessels entering the region.

Although the details are yet to be hammered out, the intention is to step up the fight against substandard shipping by embracing a more risk-based approach to targeting, while reducing the burden of inspections on quality operators.

The initiative comes as membership of the Paris MOU is set to rise to 25 countries in the near future.

"Since the memorandum's formation in 1982, our membership will have nearly doubled, setting us new challenges," said Alan Cubbin, chairman of the Paris MOU's Port State Control Committee.

"Consequently the time has come for us to undertake a root and branch review of the inspection policy of the Paris MOU.

"This will include challenging some of the long-standing concepts such as the 25% (quota) and the target factor, which have served us well for many years."

Under present rules, members of the Paris MOU are required to inspect a quarter of all the ships that enter the region.

But the focus on percentage goals means that quotas are often met by targeting vessels that present few problems and, as such, can be processed swiftly.

"As membership grows, we need a different method of targeting ships," said Richard Schiferli, general secretary of the Paris MOU. "The 25 percent [quota] is hard to explain to the outside world."

Important issues under consideration include the criteria for follow-up inspections, with the periods between visit by inspectors likely to be shortened depending on the risk profile of the ship.

The review will also consider extending the existing provisions for banning tankers, bulkers and passenger ships to general cargoships, which the Paris MOU said presented a "disproportionate risk".

Under the present regime, rust-bucket general cargoships can carry on sailing within the region even if they have been detained numerous times within a short period.

Paris MOU officials are also looking at ways to ensure that vessels are properly targeted and inspected at anchorage, a key issue in peripheral ports such as Gibraltar and the Spanish north African enclave of Ceuta, which handle huge numbers of ships that call solely for bunkers.

Separately, the committee agreed revised criteria for allocating class responsibility in detention cases, bringing it in line with the Tokyo MOU and the U.S. Coast Guard.

Panama to allow United States to search its ships on high seas

Panama has agreed to allow the United States to search its flagships on the open seas if they are suspected of carrying nuclear, chemical, or biological arms or equipment, the *New York Times* said, citing Bush administration officials.

With the inclusion of Panama and Liberia, the world's two largest shipping registries, the Proliferation Security Initiative will subject almost 15 percent of the world's roughly 50,000 large cargoships to short-notice inspections, the

Times said, citing unnamed officials. The cargoships carry roughly 30 percent of the world's commercial shipping tonnage.

The initiative is a loose affiliation of countries organized by the United States to intercept unconventional weapons.

Panama's Minister of Government and Justice, Arnulfo Escalona, and John Bolton, the U.S. Undersecretary of State for Arms Control and International Security, signed the agreement on May 11.

Human error led to Alaska ferry grounding

An investigation by the U.S. Coast Guard into the May 10, grounding of the Alaska Marine Highway ferry *LeConte* has determined that the cause was human error.

In a prepared statement, USCG investigating officers said the ferry's captain, Harvey Williamson, and chief officer, William Petrich, were on the bridge when the vessel ran aground on Cozian Reef about 30 nautical miles north of Sitka. The conditions at the time were "good, with clear weather and calm seas," according to the report. However, when the ship was between Angoon and Sitka a decision was made to alter course for an unplanned route inside Otstoia Island to allow a tug and barge to pass. "The chief mate turned the ship without first checking the ship's position to determine the proper course," the report said. The *LeConte* passed on the wrong side of a navigational aide and "grounded on the reef at cruising speed."

On May 18, the *LeConte*, with a patched hull, was being towed to Ketchikan for repairs.

Greek officers crew lose licenses

Three officers of the Greek ferry *Express Samina*, which sank in September 2000 with a loss of 82 lives, have lost their license while a fourth has received a three-year suspension order. Greece's Disciplinary Council of Merchant Marine in April removed for life the competency certificates of Captain Vassilis Yannakis, chief officer Tassos Psychogios and second mate Yannis Triantafylos. The council found them guilty of extreme negligence in connection with the disaster. The council also suspended the license of chief engineer Gerassimos Skiadaresis for 36 months. The four, together with Hellas Flying Dolphins' representatives Costas Klironomos and Nikos Vicatos, have been indicted on criminal charges by an appellate court. They all have challenged their indictment before the country's highest court. If their petition is rejected, they will be tried by a three-member criminal court, facing sentences up to 10 years.

Greenpeace blocks GM cargo

The International Environmental Organization Greenpeace claims to have stopped the 53,000 dwt bulker *Global Wind* from entering Brazil's port of Paranagua on May 3, because it was carrying genetically modified (GM) soybeans, and threatens to block ships carrying similar cargoes.

The Vanuatu-flagged ship, carrying 30,000 tons of Argentine soybeans, was attempting to enter the Brazilian grain port to 'top off' its load with additional soybeans from Brazil. Many Argentine ports are too shallow for ships to take on a full load and it is common practice for ships leaving Argentina to stop in the deepwater port of Paranagua to top off. GM soya exports have been banned from Paranagua since October 2003, but the port does not prevent GM transit cargo passing through.

Greenpeace has launched a campaign dubbed "A Better Brazil without GMOs" and wants no GM soy entering the country to potentially contaminate the GM-free soya in the area.

Spain bars ships in Gibraltar dispute

The Spanish government has sparked a fierce dispute with Britain in the long-running dispute over Gibraltar by banning cruise ships that call at the Rock from subsequently entering Spanish ports.

The Gibraltar government said the "cruise ship war" was part of Spanish efforts to strangle the British colony's economy. It also voiced concerns that the Spanish move was effectively preventing European Union citizens from freely entering Spain, an EU state. That would breach European rules on the free movement of people.

A spokesman for the Foreign office attacked the Spanish move. "We don't see any justification or legal basis in what they are doing," he said. "If you want to return to serious discussion about a future relationship between the UK, Spain and Gibraltar, as Spain says it does, it is a strange way to go about it."

Gibraltar's trade minister, Joseph Holliday, said: "The government of Gibraltar feels that the move is indefen-

sible, unjustifiable and unacceptable. It is a Spanish attempt to undermine one of the pillars of our economy." He added that the Spanish had justified the ban by incorrectly invoking an EU law.

The dispute began late last month when Madrid ordered port authorities in Barcelona, Cadiz, Malaga and then Tarragona to ban non-EU registered cruise ships that had berthed at the colony. Since then, Spain has turned away five ships. The port authorities invoked an EU cabotage or freight regulation, decreeing that non-EU vessels can stop at only one EU port. British government officials say the regulation applies only to freight shipping and has nothing to do with cruise liners.

"Gibraltar is being singled out as the only place where this rule is applied. The Spanish government is singling out Gibraltar for purely political reasons," Holliday said. Gibraltar officials are calling for the Foreign Office to tackle Spain over the issue.

House Republicans refuse to allow debate or vote on overtime pay regulations

House Republicans on May 12, refused to allow a debate or vote on a motion that would protect overtime pay for workers who stand to lose their overtime pay under new rules issued last month by the Bush administration. Unless Congress acts or President Bush backs down, the regulations will go into effect Aug. 23.

The 222-205 party-line vote came on a motion by Rep. George Miller (D-Calif.) to instruct U.S. House of Representative members of a House-Senate conference committee on the fiscal year 2004 Labor, Health and Human Services and Education Appropriations bill to report out an amendment blocking any portion of the Bush administration's final overtime regulation that takes away overtime pay rights from workers who qualify under current rules. Only two Republicans voted against tabling the motion.

The U.S. Senate in May passed a similar amendment by Senator Tom Harkin (D-Iowa). However, House GOP leaders are expected to try and delay any vote on the Harkin amendment until after the Bush administration regulations take effect. As a result, "the vote on the Miller motion to instruct may be the only chance for the House to support the Senate overtime amendments and guarantee that workers will not lose their overtime rights," the AFL-CIO said in a May 11 letter to House members.

The Harkin amendment, which was attached to the Foreign Sales Corporation tax bill (S. 1627), allows updates to the Fair Labor Standards Act's (FLSA's) rules that govern overtime eligibility but ensures no currently eligible workers lose their overtime pay and lets stand any provision that actually expands overtime eligibility. It also applies retroactively. If the Bush overtime take-away goes into effect before the legislative process is finalized, the Harkin amendment would

halt the overtime pay grab.

For weeks, the White House has conducted an intense spin operation that tried to paint the new provisions of the FLSA as an expansion of overtime eligibility that would not cost workers their overtime pay rights.

"The House leadership passed up an opportunity to allow the Bush Administration to make any needed updates to the rules governing overtime pay, while stopping them from taking away overtime pay from even a single worker," said AFL-CIO President John Sweeney. "America's workers deserve to at least have a vote on this matter in the House so that they can see where their leaders stand on Bush's efforts to slash their overtime pay."

After a yearlong drive to take away workers' overtime pay, the Bush administration published its new overtime rules April 23 and they are due to go into effect in late August.

If they do take effect, it will "mean longer hours and less pay for millions of workers—and more litigation for our entire economy," Ross Eisenbrey, vice president of the Economic Policy Institute, told a Senate Appropriations subcommittee hearing May 4.

Eisenbrey told the committee the Bush administration overtime "final rule and its preamble are rife with ambiguity. Many of the regulatory provisions have been changed without real explanations, even while the [Labor] Department claims—contrary to the plain language of the rule—that it is not changing the law."

Although the Senate and House backed a similar overtime pay protection amendment last year, Republican congressional leaders, working closely with the Bush White House, stripped the amendment from the final version of appropriations bill to which it was attached.

Malaysia blasts U.S. proposals to police Malacca Strait against terrorism and piracy

The United States should not be invited to help patrol the Malacca Strait as it would create new problems in the waterway as the superpower itself is a target says the Malaysian Foreign Minister.

Over the last month, Malaysia has repeatedly rejected the idea that the United States and other states could help in securing the Malacca Strait against the threat of terrorism and piracy.

"In the case of the Straits of Malacca, the littoral states are Malaysia and Indonesia. But we can work with other countries, including Singapore which has the Straits of Singapore which joins (the Malacca Straits)," Malaysian foreign minister Syed Harold Altar said in an interview with *New Straits Times*.

"But if we invite [the U.S.], we are adding a new dimension as the country

invited has its own antiferces. We are then going to introduce new things in the area which did not exist."

U.S. forces in themselves are seen as a target of Islamic terror groups. In 2001 and 2002 Singapore detained members of Jemaah Islamiyah, a terror group affiliated to Al Qaeda, who planned to attack a U.S. Naval base in the Republic. Indonesia has also come out to say that the policing of the states should be done by the littoral states alone. "It is within the boundaries of our own sovereign rights and jurisdiction to deal with the issue," Indonesian Foreign Minister Hassan Wirayuda said after a meeting with his Malaysian counterpart.

Only Singapore has supported the involvement of other stakeholders in the security of Straits.

Record of SUP Shipping					
April 2004					
	Hdq	Seattle	Wilm	Hono	Total
Bosun	2	2	5	3	12
Maint. Man	4	0	0	0	4
A.B	15	13	12	8	48
A.B. Dayworker	0	4	2	5	11
O.S.	2	1	1	2	6
Standby	33	22	54	32	141
TOTALS	56	42	74	50	222



SUP President's Report

May 10, 2004

MATSON NAVIGATION COMPANY

At the request of Captain Jack Sullivan, Matson's Vice President for Vessel Operations and Offshore Labor Relations, MFOW President Whitey Disley and your secretary, met on March 30 to discuss the company's proposed purchase of a pure car and truck carrier for use in the Hawai'i trade.

Sullivan stated at the outset of the meeting that Matson had a confidentiality agreement with the owner of the vessel in question and requested the Unions to respect that agreement until the purchase was actually completed or the deal fell through. Due to that agreement, your secretary was unable to report on these meetings in April. Despite questioning by the Unions, Sullivan further stated that he was not at liberty to furnish any details of whom Matson was negotiating with, the identity of the vessel or where the vessel was being constructed. Instead, he indicated that Matson would require a signed special Memorandum of Understanding with all its contracted Unions, unlicensed and licensed, so it could be included in a cost analysis of buying the ship to the company's executive board which was scheduled to meet on April 22, in Honolulu.

Sullivan, using the tactic employed by the company in 2003, when it threatened to time-charter rather than buy the *m/v Manukai*, submitted to the SUP and MFOW wage, etc. proposals for the prospective new vessel that were substantially lower than the standard Matson agreement. Sullivan's weak rationale was that Matson had to meet the costs of other car carriers in the Hawai'i trade specifically TOTE's (Totem Ocean Trailer Express) 33-year-old vessel the *Great Land* which Matson time-chartered last July. This vessel is crewed by the SIU-AGLIWD and the AMO. The irony of Sullivan's proposal was that if Matson did buy the new ship, it would be able to cancel its charter with TOTE. Therefore what Sullivan was really proposing was a two-tier wage scheme whereby the new vessel would be on the Hawai'i run operating at lower crew costs than the *Lurline*, *Matsonia* and other company vessels retrofitted to carry rolling stock.

Since Matson was reluctant, to say the least, to furnish other details, the SUP and MFOW on April 8, sent an informational demand to Sullivan basically requesting the financial structure of the proposed deal between Matson and the entity that owns the vessel; whether Matson was negotiating to purchase, own and operate the vessel or considering other (i.e. time-charter) options, and what was the basis for Matson's wage proposal on March 30.

The SUP and MFOW met again with Matson on April 12, and April 19. At the April 19 meeting, the Unions were represented by Disley, MFOW Vice President Bobby Iwata, MFOW San Francisco Port Agent Tony Poplawski, SUP Vice President Dave Connolly, and your secretary. In addition to Sullivan, Matson was represented by Tom Percival, Manager Labor Relations & Vessel Operations, and Martin Oppenheimer, company attorney.

Matson's multi-media presentation focused on the ship under consideration, which -though Sullivan denied it- was the *Jean Anne* being constructed at V.T. Halter Marine, Inc. in Pascagoula, Mississippi, for Pasha Hawaii Transportation Lines, LLC (PHTL). Sullivan's denial that the *Jean Anne* was the vessel under consideration rang hollow as informed waterfront sources had told the Union that Sullivan, Percival and other Matson operatives had toured the shipyard and the vessel a few days previous to the meeting.

Background on the Pasha vessels, derived from the company's website, indicates that two 579-foot vessels are being built each with a capacity to carry more than 4,000 vehicles in the Hawai'i trade.

At this juncture in the meeting Matson submitted plans for the quarters of the ship in accordance with Section 3 of the General Rules and deemed them in compliance with Sections 11 and 12 of the General Rules. The company's next move was to submit a draft Memorandum of Agreement to the Unions for the vessel that

was essentially a Matson wish list. The company made similar proposals to the MM&P, MEBA and the ARA.

Despite the denials and veiled threats of Sullivan, informed sources again told the Union that Matson was negotiating to purchase the vessel outright and that the company's very real threat regarding the *Manukai* was just smoke and mirrors in this instance. The SUP and MFOW told Sullivan that we would wait and see what transpired at the April 22 board meeting before we made any decision and that as far as we were concerned, the vessel should be covered by the regular agreement if Matson bought her.

April 22 came and went with Matson, according to informed sources, backing out of the deal because of the premium price Pasha wanted for its vessel. Those sources also indicated that this was the third time Matson had attempted to buy the vessel.

The SUP and MFOW met with Matson again on April 28, when Sullivan confirmed that negotiations with Pasha had broken off. Naturally the bankrupt logic he used for Matson's failure to spend the capital to buy a pure car and truck carrier was that the Unions, specifically the SUP and MFOW, had failed to agree to concessions. Even Sullivan, who was emboldened by the *Manukai* scam, fumbled in his attempt to blame the Unions.

The Pasha deal could resurface as the *Jean Anne* is not expected to be delivered until late 2004.

In other news regarding Matson, the SUP and other seagoing Unions were informed by e-mail on May 7 that the company is interested in using the C-8 type vessel *Lihue* to move surplus tonnage from over-booked trans-Pacific liner operators. According to Matson, liner companies are seeking tonnage at wholesale rates to carry their surplus cargoes.

Matson said that other companies pursuing these charters operate ships "have the following distinct advantages as compared to the C-8s: most are newer diesel vessels with 21 crewmembers or less; the fuel consumption of the vessels is about half that of a C-8; the speed of the vessels is 1-1.5 knots faster; and that the vessels are self-sustaining."

Matson continued by stating that "to mitigate the operational disadvantages of the C-8s, to put the operational costs within a range where we can possibly fix these offered charters, and keep the *Lihue* in operation we must do the following: reduce officer and crew ratings costs closer to the rating costs of the CV 2600 (*Manukai*) vessels; move very quickly to finalize labor agreements that will allow Matson to compete for the charters without unreasonable risk and to commence bidding on the charters ASAP."

On behalf of the SUP, responded to Matson by stating that we were most interested in keeping the *Lihue* in active status and that the SUP is willing to meeting to discuss terms and conditions to cover her operation. Also request information for clarification on the nature of the proposed.

Anticipate that Matson will call for a meeting on this issue. Will keep the membership fully informed.

FOSS MARITIME COMPANY

After thirteen bargaining sessions with Foss, the SUP Negotiating Committee hammered-out a new collective bargaining agreement for those employed in the company's bunkering operation on San Francisco Bay.

Although the old agreement expired at midnight on Friday, April 30, the Committee was adamantly opposed to extending the contract. Instead, the clock was stopped at midnight with bargaining continuing throughout the weekend until agreement was ultimately achieved on Sunday, May 2, at 3:10 A.M..

As reported in the January and April issues of the *West Coast Sailors*, the company prior to the beginning of bargaining was concerned that the commencement of operations by Starlight Marine Services, a division of Harley Marine, had the potential to reduce Foss's market share in both the SUP bunkering operation and the ship assist and tug escort business under the jurisdiction of the Inlandboatmen's Union of the

Pacific (IBU). In addition to the increased competition, Foss representatives stated that the cost of the Starlight agreement with the SIU-AGLIWD was significantly less than the agreements the company had with the SUP and IBU.

The company strongly suggested, and made it a key point in bargaining, that the one way to reduce "competitive inefficiency" was for the SUP, IBU and Foss to resolve jurisdictional issues regarding the use of company tugs on the Bay. While the SUP agreement stipulates that SUP-crewed tugboats shall be used to move bunker barges, Foss has on occasion dispatched IBU-crewed tugs for this work which resulted in the SUP claiming the collecting for misassignment of our work.

With the preceding as background, the company at the outset of bargaining submitted proposals to address the tugboat jurisdiction issue, to which the Committee counter-proposed. This thorny problem was finally resolved after hard bargaining with the parties agreeing to the following contingent on an overall settlement:

SECTION 26: CONDITIONS FOR ASSIGNMENT OF TUGS

26.01: The Company agrees to maintain two (2) SUP and two (2) IBU tugs crewed continuously 24 hours. The Company reserves the right to alter the number of boats based on the activity level and economic conditions in consultation with the Union. However, the Company will maintain an equal number of SUP and IBU continuously crewed tugs. Should an odd number of vessels be crewed, one tug shall be crewed week on/week off with SUP manning one week and the IBU manning the opposite week.

26.02: The Company can use IBU boats as necessary without penalty or regard to the proprietary and traditional work jurisdiction, provided no continuously crewed SUP tug is presently available at the commencement of the job that crosses jurisdiction. This means that the Company may not use an IBU boat when an SUP boat is available.

26.03: When circumstances place a crewed boat of either union operating outside of its proprietary and traditional jurisdiction, the Company will return that boat to work in its proprietary and traditional jurisdiction as soon as practical.

26.04: Employees must declare one Union's list or the other, i.e., there shall be no cross-registration for regularly scheduled personnel.

26.05: SUP and the IBU shall share the order of call on intermittently crewed boats. Each crewing shall go exclusively and completely to one Union or the other, subject to the availability of qualified personnel. The procedures for crewing personnel shall be in accordance with the respective Unions' collective bargaining agreements.

Intermittently crewed boats shall be based on a 50/50 split of the work. Each particular crewing shall alternate between the two Unions. The first call shall be to the IBU, the second to the SUP, the third to the IBU, and so forth.

The intermittently crewed boats shall work according to the work rules as found in the section governing intermittently crewed tug work rules.

26.06: SUP and the IBU shall share the order of call on the call-out crews. Each call-out shall go exclusively and completely to one Union or the other, subject to the availability of qualified personnel. The procedures for call-out boat personnel shall be in accordance with the respective Unions' collective bargaining agreements.

Call-out crew order shall be based on a 50/50 split of the work. Each particular call-out shall alternate between the two Unions. The first call shall be to the SUP, the second to the IBU, the third to the SUP, and so forth.

The call-out crew shall work according to the work rules as found in the section governing call out-tug work rules.

continued on page 13

President's Report continued

26.07: There will be a regular quarterly review of the call order and overall tug activity. A committee comprised of representatives of the Company and both Unions shall, as part of the review, analyze Company dispatch records. If there are inconsistencies in the call order, or in the jurisdictional use of the boats, the appropriate adjustments will be made starting the first of the month following the review.

26.08: The SUP, IBU and the Company agree that any disputes arising out of the analysis of Company dispatch records related to this section shall be resolved jointly by the Company and both Unions. The parties will meet within sixty (60) days of the signing of this contract to determine the process to be utilized in the resolution of the aforementioned disputes.

It must be noted that, as of this date, the IBU has not yet agreed to this tripartite agreement. The IBU agreement with Foss also expired on April 30, but has been extended until May 14.

Not satisfied with a jurisdictional agreement so that it could better use its tugs, Foss proposed wage and work rule concessions that would have drastically reduced yearly income for those working on the boats (licensed engineers, deckhand engineers, licensed deckhand, deckhands) as well as those employed as tankermen. The Negotiating Committee made it clear throughout bargaining that the SUP was not interested in accepting economic concessions. Ultimately, that position prevailed.

The following are the highlights of the new agreement, subject to membership ratification.

TERM OF AGREEMENT

March 1, 2004 through February 29, 2008. However, the term of the agreement has a caveat. If Foss is unable to reach an agreement with the IBU on jurisdiction, then the new jurisdictional rules agreed to by the SUP and Foss shall become null and void. If this occurs the agreement shall expire on May 1, 2005, or, at the option of the Union, the term will continue until February 29, 2008 except that the negotiated wage and fringe benefit increases effective in 2005, 2006, and 2007, shall not apply.

Wages:

Effective upon ratification, the following straight-time wage rates shall apply:

- Tankermen increased from \$24.98 per hour to \$30.00 per hour.
- Engineers (crewed boats) increased from \$23.48 per hour to \$29.00 per hour.
- Deckhand Engineers/Licensed Deckhands (crewed) increased from \$21.76 per hour to \$27.50 per hour.
- Deckhands (crewed) increased from \$17.84 per hour to \$21.84 per hour.
- Engineers (call-out) increased to \$23.95 per hour; eight hours at the straight time rate plus overtime after eight.
- Deckhand Engineers (call-out) increased to \$22.20 per hour; eight hours at the straight-time rate plus overtime after eight.
- Deckhands (call-out) increased from \$17.84 per hour to \$18.10 per hour; eight hours at the straight-time rate plus overtime after eight.

The preceding rates reflect that standby time and travel time paid under the old agreement were incorporated into the straight time wage in exchange for the new jurisdictional rules and twenty-four crewing of certain SUP tugs. The Negotiating Committee was diligent in making sure these calculations were accurate to reflect current yearly income.

Effective May 1, 2005, all base wages will increase by 1.5%.

Effective March 1, 2006, all base wages will increase by 2.25%.

Effective March 1, 2007, all base wages will increase by 2.5%.

Overtime:

At time and a half.

Retroactivity:

Foss will pay 4% on all wages earned retroactive to March 1, 2004. In addition, Foss will make contributions for all negotiated increases to the SUP Welfare Plan and the SUP Money Purchase Pension Plan retroactive to March 1, 2004.

SUP Welfare Plan:

Increased the contribution to \$52.00 per day based on an eight-hour day with incremental increases during the term of the agreement.

SUP Money Purchase Pension Plan:

Increased from \$8.00 per day to \$10.92 per day. Of this amount, \$4.47 per day is a contribution to the SIU-Pacific District Pension Plan which is capped at \$893.78 per year.

Vacation:

Increased from 40 to 42 hours after one year of employment.

Funeral Leave:

Can be extended by four days by using sick leave pay.

Mileage:

Reimbursement for mileage at the IRS rate increased from 45 to 55 miles.

Holidays:

Language clarified and improved.

WORK RULES

Licensed Engineers, Engineers, Deckhand Engineers, Licensed Deckhands and Deckhands:

1) Crewed boats (24 hours) the work hours (watches) shall be from 2400 until noon and noon until 2400. This was in exchange for increased substantially straight-time rates. Language was also added to ensure that the watch below was called for certain work and that supervisory personnel shall not do SUP work.

2) Intermittently crewed tugs (those operated greater than two but less than seven days) shall receive the same wages and work rules as crewed tugs.

3) Call-Out Tugs (crewed for a specific job or day) shall be paid overtime in excess of eight hours straight time.

Crews shall receive a minimum of two (2) hours notification to report to work, and two hours notice of cancellation of assigned job.

Crewmembers must be given four (4) hours off between calls. If less than four (4) hours is given the time between calls will be counted as worked, and the call-out considered continuous for the purposes of calculation overtime. If four (4) hours off is given, the straight-time clock is restarted at midnight for the purposes of calculating overtime.

4) Call-Out Work List. The Company shall establish a Call Out Work List. Seniority Employees, not assigned to a continuously scheduled tug shall have the option of being placed on the List. Employees on the List shall be guaranteed 160 hours of work, and full pension, health and welfare contributions. Each Seniority employee on the List may select ten consecutive days off (1st through 10th, 11th through 20th, or 21st through 30th). Selections shall be made in order of seniority. The employee shall be "Available" for call on the remaining days of the month. The number of positions on the list will be determined by the Company prior to the start of each month. Hours counted toward the minimum shall include straight time, overtime, refused SUP call on "Available" days, maintenance hours and any source hours on IBU call-out work.

Order of call for call-out tug crewing:

(a) First Call - To the "Available" Seniority Employee on the Call Out Work List.

(b) Second Call - To any Seniority Employee without a regular schedule and not on the Call Out Work List, by Seniority.

(c) Third Call - Employee's on the Daily Standby List provided by the Union.

(d) Fourth Call - To the Union Hall during the regular business hours of the Union.

(e) Fifth Call - To Seniority Employees with a regular schedule, by seniority.

(f) Sixth Call - The Company may go to any source to fill these positions once the aforementioned re-

sources have been exhausted. The Company agrees to notify the Union of such crewing at its first opportunity during the regular business hours of the Union.

Tankermen:

The new agreement has improved language defining work, the wage rate for being reassigned to another barge was improved, transit time was retained and better defined, and maintenance hours (other than necessary) is limited between the hours of 8:00 A.M. and 5:00 P.M.

• Flex Tankermen: Working conditions were improved with a guarantee of fourteen, 12-hour days, with all time worked after fifteen days paid at the overtime rate. Flex tankermen will also have eleven hours off between assignments.

• Casual Tankermen: Overtime will continue to be paid after eight hours with new, improved language if a job is canceled or changed.

• The parties also agreed to language covering offshore barges in San Francisco Bay and provisions for tankermen working outside of the Bay Area.

The SUP Negotiating Committee, comprised of Mel Jackson, Rick Nickson, Stu Putzke, Tom Tynan, Mike Worth and alternates Mike Higa, Carl Turner, Vice President Dave Connolly and your secretary, unanimously recommends ratification of the agreement.

In caucuses held for the membership employed by Foss on May 3 and May 4, it was also a unanimous consensus to ratify the agreement.

Therefore, recommend general membership ratification of the Foss contract.

HOLIDAYS

All SUP halls will be closed on Monday, May 31, in observance of Memorial Day, a holiday under all SUP contracts.

All halls will also be closed on Friday, June 11, in observance of Kamehameha Day. In accordance with the Matson agreement, it is a paid holiday for all vessels at sea or in port, the paint and rigging gang, and casual standbys employed on that date.

ACTION TAKEN

M/S to ratify the Foss agreement. Carried unanimously.

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

Gunnar Lundeberg

Shughart gang recognized for outstanding service

The following letter was sent to President Lundeberg:

May 12, 2004

Dear President Lundeberg:

With this letter I want to recognize the outstanding service of SUP deck crew in the *USNS Shughart* during its recent emergency. In particular the efforts of AB Mike English, AB Dave Johnson AB Ken Farley, AB Jerry Mastricola, AB Derek Zirkle, AB Kendrid ("Action Jackson,") Jackson, OS Jason Beckwith, and OS Scott Carson deserve special recognition.

Their bravery and professionalism in fighting the fire in the ships engine room, which raged for more than 24 hours, saved the ship. The fire was fought initially, primarily, and repeatedly by the SUP gang, and ranks among the highest service I have ever witnessed. The ability of the crew to adapt to the changing situation, as well as to adjust and endure the extreme difficulties and adversities after the fire, was truly remarkable. Recognition is also due the unlicensed engine room members of the Marine Firemen's Union.

The Sailors' Union of the Pacific, Patriot Contract Services, and the United States of America should be proud of these men.

Respectfully,

Timothy Hill, Bosun, *USNS Shughart*

Vice President's Report

May 2004

Military Sealift Command Conference on Surge Manning

On May 18, at the Washington Navy Yard, in Washington, D.C., I attended a one-day meeting on surge manning in the LMSR's and in the RRF in support of Operation Iraqi Freedom (OIF). The Military Sealift Command and the Maritime Administration called all its contracted labor Unions and ship operators together to help study the issues and answer the problems facing the industry's ongoing sealift manpower challenge, especially in light of the expectation of sustained operations around the world. As a result, the concept of surge manning itself, which is predicated on short conflicts and manifested by sudden bursts of billets from ROS to FOS, may be momentarily obsolete. Admiral Brewer, MSC Commander, noted the surety of OIF 3 and the likelihood of years of continuing FOS operations as part of the impetus for developing a permanent manning strategy for the protracted military conflicts that were not previously part of U.S. sealift planning.

As part of the solution, the SUP presented and defended our existing manning model of a dedicated labor pool, built and maintained by the Union, nurtured by the hiring hall system, and fed by our training programs. This is a pool that remains committed to and trained for specific sealift operations regardless of and sometimes in spite of other opportunities. Numerous new crew relief and rotation policies were discussed and debated. With some considerable support, we contended that if reasonable and clearly defined expectations are set and met, highly trained and experienced mariners will remain part of a ready and capable group, thus making the need for permanent crew continuity irrelevant.

It must be noted, however, that in order for our system to work, and by that I mean our present system of relieving, rotation, and vacation, the SUP member must turn-to: must turn-to for work on the ship, must turn-to with the USCG to keep his or her credentials in order, and especially, must relinquish, on orders from the Union, his/her commercial job for the opportunity to serve the country and great legacy of the SUP. Those who can handle these magnificent ships in these critical times should continue to rise to the occasion.

Exxon Seamen's Union Ship Representative's Conference

In San Antonio, Texas, on April 28 and 29, in order to meet and discuss issues of mutual interest with the affiliated members and officials of the Exxon Seamen's Union, I attended this conference on behalf of the SUP membership as President Lundeberg was in negotiations with Foss. Addressing the assembled ship representatives (permanently assigned delegates) and the ESU Board of Trustees, I first discussed the Merchant Mariner Document process changes recently put into effect by the Coast Guard. I also delivered an explanation of the potential impact of the Coast Guard's new NVIC on physical evaluation standards for mariners. Because of great interest in security regulations, I presented another overview of these new regulations as they affect mariners. Finally, the broad competitive and leg-

islative forces in the domestic and international tanker trades were of great concern to our ESU brothers. They face the same stark realities in the maritime marketplace that we do, bear the same burden of idiotic government-imposed regulations, and they have the same unending problems with their employer that we have with our employers. The inescapable conclusion is that unified political action amplifies our voices to the point of recognition. Only sailors will fight for sailors, and we're far stronger together than we are apart.

Upgrading of AB endorsements

It has come to our attention that some AB's have not upgraded their MMD's for higher endorsements for which they are eligible. Everyone should be aware by now that going to sea today is not only about ability, it's about paperwork. Upgrading to the higher levels of Able Seamen is a critical part of maintaining your seamen's papers, and failure to upgrade from Special to Limited or from Limited to Unlimited (when you have the qualifying days of seetime) is a dereliction of documentation. It could prevent you from getting and keeping a job since the Code of Federal Regulations (CFR's) say that 50% of the unlicensed deck department must be Able Seamen with the Unlimited rating.



The rank-and-file SUP Negotiating Committee pictured at Headquarters during a break in bargaining with Foss Maritime Company, from left: Stu Putzke, Mike Worth, Mel Jackson, Carl Turner, Tom Tynan, Mike Higa and Rick Nickerson. Photo: Dave Connolly

Foss Negotiations

The traditionally difficult and complex Foss negotiations concluded early in the morning on Sunday May 2, 2004, after weeks of tough bargaining. The end product is a vastly different, vastly more ambitious contract, with bold new language on jurisdiction, penalties and improvements in all areas. The rank-and-file Negotiating Committee of Mel Jackson, Rick Nickerson, Stu Putzke, Tom Tynan, Mike Worth and alternates

Mike Higa and Carl Turner, did an outstanding job.

Ships Checked

APL China: delegate Dan McDonald. Several issues: taken up with the company.

Washington Voyager: James Serrell, delegate. Running smooth. Clarification on Fit for Duty. There's no such thing as Fit for Light Duty.

USNS Seay. Erik Williams, delegate. In the shipyard in Newport News. Clarification on garbage rate: if it happens on straight time hours, it's straight time. If it's on overtime it's overtime.

USNS Fisher: delegate Ryan Bowron did an excellent job. Reliefs for all in Diego Garcia

USNS Bob Hope: delegate Paul Harsany. Clarification on reliefs in first U.S. port. Company said no, we said yes, and we prevailed.

USNS Shughart: delegate Mike English and the entire SUP deck gang did a great job in the chaos of emergency activities.

USNS Pililaau: delegate William Sullivan. Round the world with minor problems. Night lunch being raided by supernumeraries. Payroll questions, travel reimbursements.

USNS Gordon: delegate Dave Erikson. Clarification on overseas reliefs and foreign articles.

USNS Mendonca: delegate William Neumiller. Enroute USA. Clarification on reliefs.

USNS Fisher: delegate Phil Fritts. Cobra Gold exercise in Thailand. Now back in Diego Garcia. Reliefs finally underway.

Members Ashore: This significant group has numerous issues that the Union's agents constantly address. Delayed issuance of documents from the Coast Guard, for example, or questions on impact of past criminality, or access to foreign countries, or applications for visa and passports, or eligibility for loans and citizenship. We act as de facto health counselors and representatives, explain-

ing eligibility and describing health and welfare benefits, unemployment benefits, disability benefits. With SUP membership comes the constant and competent guidance, instruction, and legwork of the Union's agents. Our primary responsibility is to ensure the initial and continuing success of our members, and as a result of these services, the Sailors' Union of the Pacific is a force for mariner integration, stability, reliability and professionalism.

Dave Connolly

Foreign mariner deported for making telephone call

The contrast between the letter and spirit of the US campaign against terrorists has again been thrown into relief with the deportation of a Russian seafarer on a product tanker that called in Texas this month.

The chief officer of the Latvian Shipping Company's 2001-built, 68,467 dwt *Latgale* was flown out on May 11 after spending one night in Jefferson County Jail. His crime was that he was spotted at a public telephone near his ship before immigration officials had boarded the ship to inspect his papers.

"This is like shooting someone for jaywalking," said an American seafarers' rights advocate who refused to be named.

According to Bob Walls of Celtic International, the local agent for the

Latgale's charterer, the tanker arrived in Port Arthur on Saturday, May 8, but U.S. Customs and Border Protection officials were not scheduled to arrive to process the crew until Monday, May 10.

Well-placed sources told *Lloyd's List* that this delay was because US Homeland Security personnel do not work weekends, which in turn is because they are not paid overtime. However, cargo handling on the *Latgale* was allowed to proceed on Saturday itself, "because the officials did not want to disrupt the ship's commerce",

Seafarers' rights advocates expressed outrage at the forced delay faced by the *Latgale* crew. However, foreign ships are not the only ones to face such situations.

A report in the *Beaumont Enterprise*

newspaper recounts the case of the US-flag, 1984-built, 20,384 dwt Cape Vincent, a ro-ro activated in the U.S. Military Sealift Command's Ready Reserve Force. Its crew of U.S. merchant mariners had to spend an extra day in port after their ship returned from the Middle East, because it arrived on Sunday. A Homeland Security spokeswoman quoted in the newspaper confirmed that "the agency normally does not have inspectors working Sunday".

This policy meant that the *Latgale's* 24 crew members, all of whom were said to have valid visas, were obliged to remain onboard for almost two days. As federal officials arrived for this task around noon on Monday, said Walls, they spotted the chief officer at a pay phone "20 meters

from the ship". He is said to have admitted that "he was taking a chance" by venturing outside prematurely.

Celtic was then asked to offload the chief officer's personal effects, and the seafarer was taken to the county jail. He was flown back to Russia. The other crew members were not allowed ashore after the incident, and the agent was asked to post armed guards to ensure no further incidents.

The ship sailed belatedly at dawn on May 12, after a replacement chief officer was flown in. By law, the chief officer's visa is expected to be revoked, and he is barred from entering the United States for 10 years. He faces up to two years of jail in the United States if caught doing so.

SUP Branch Reports

Seattle

April 19, 2004

Shipped during the period: 1 Boatswain B-card to Navy ship; 11 able seamen berths filled by 4 A-cards, 2 B-cards, 1 C-card and 4 D registrants. Three of these jobs were relief's and five to Navy vessels.

Registered during the period: 11 A cards for a total of 29; 6 B cards for a total of 22; 9 C cards for a total of 18.

Ships checked

President's Jackson, Adams and Polk all called in Seattle with little or no trouble. Maui and Kauai in twice and running smoothly.

I attended the quarterly Puget Sound Area Maritime Security Committee meeting and the Washington State Labor Council's Political Round Table meeting.

I interviewed Senator Patty Murray who was seeking the King County Labor Council's endorsement in her campaign for reelection to the United States Senate.

Senator Murray is a great friend of organized labor and she listened intently as I put forth our insistence for continued support for the "Jones Act"; that there be no amendments to such regarding potential "short sea shipping" initiatives; the need for continued support for the Military Security Program; and that displaced fishermen from the Bering Sea Aleutian Island Non-Pollock Groundfish Fishery buy-outs be provided funding for retraining.

We thanked Senator Murray and her staff for their support and help towards gaining funding for the "Pacific Coast Maritime Consortium" training programs. The PCMC is a labor/management training organization of which both the SUP and the Marine Fireman's Union are members.

Vince O'Halloran, Branch Agent

Wilmington

April 19, 2004

Shipped during the period: 3 Bosuns; 7 ABs, 4 AB Maint., 1 OS and 64 standbys for a total of 79 jobs shipped.

Registration stands at: 49 A cards, 39 B cards, 9 C cards and 6 D registrants, for a total of 103 registered.

Ships checked

Ewa, APL Thailand-PMH breakfast clarification, President Grant, Matsonia, President Jackson, Mokihana, Pfeiffer, APL Korea, Manoa, APL Philippines - clarifications for gang, Manukai, Pres. Adams, Mahimahi, APL Singapore, and APL China-clarification, daymen get four hours maint. OT on Saturday, plus one hour supper relief and not three hours maintenance plus supper relief.

Mark Hurley relieved me while I squared away some things from March 13, 2004 to March 19, 2004. He made the APL China, Manukai, President Wilson, Truman, Chief Gadao and Pfeiffer.

On March 18, Mark had lunch with Wendy Wang from Janice Hahn's office and Bent Christiansen and Paul Neilsen of the Veteran's Memorial about not moving it. On March 17, he attended an MTD lunch meeting.

When visiting the Mokihana on March 31, I attended a gathering in the captain's office with the representatives of various licensed and unlicensed unions and Shannon Donato from the Harry Bridges Institute. Captain Jim Hill asked the crew if they would donate to the striking UCFW workers, and if they did he would match it dollar-for-dollar. They donated a total of \$4,000! What great hearts and union solidarity! We were all proud as Captain Hill presented Shannon with the money. On April 1, attended Senator

Karnette's press event with Bill O'Brien at Banning Landing Community Center in Wilmington near a bunker fuel facility. The subject of the event was the only state business tax relief measure approved last year, Senate Bill 808 (Karnette), which was essential to help save about a 1,000 California jobs and businesses. This measure reinstates a partial exemption on sale's tax assessed on in-state purchases of bunker fuel, the gasoline that powers maritime vessels. Fuel taxation of bunker fuel does more harm than good for the states budget and economy, and helps California's competitors more than anyone else. To put it in plain English, when ships bunker in L.A., there are jobs created, tugs and barges and various other ones and money to be made here.

April 8, I attended an L.A./L.B. Harbor Coalition meeting at our hall, chaired by Luisa Gratz, president of Local 26 ILWU, concerning the FEC trying to silence our union voices. Coca Cola Company murdering union organizers and employees in Colombia, the Governor trying to cancel labor studies in our California universities, fighting Wal-Mart and winning in L.A. and the prep for the September Labor Day parade, permits, etc. A representative from Janice Hahn's office, said if the Wall of Honor Committee voted not to move it, the mayor's office will not move it.

On April 9, I attended an MTD Executive Board Meeting and on April 16, attended an MTD lunch meeting aboard the Lane Victory to elect officers and executive board members and was elected a board member.

Keith Miller
Branch Agent

Honolulu

April 19, 2004

Shipped during the month of March: 2 Bosun reliefs, 3 AB Maints., 2 ABs, 1 AB relief, 2 ABD reliefs, and 2 ABDs. These jobs were filled by 6 A members, 4 B members, and 2 C members. Also shipped 23 standby jobs filled by 2 A members, 7 B members, 9 C members, and 5 D registrants for a total of 35 jobs shipped.

During the month of March, registered the following: 9 A members, 8 B members, 2 C members, and 1 D registrants. To date now registered are 10 A members, 9 B members, 8 C members, and 5 D registrants, for a total of 32 registered.

Ships checked

Matsonia, Maui, Lurline, Lihue, Kauai, Ewa, R.J. Pfeiffer and Manukai. All with few or no beefs. Paint and rigging gang checked daily.

On April 18, attended the graduation ceremonies of the first class of 38 students from the Waianae Maritime Academy. These students, who all have obtained MMD's and BST certificates, will disperse throughout Hawai'i's maritime industries supplying a much needed pool of trained entry level personnel. This school is associated with our Pacific Coast Maritime Consortium.

On April 28, attended the Hawai'i Ports Maritime Council meeting. Had election of officers and discussions on background checks and proposed vertical tandem container lifts. Opposed by all Unions.

Mike Duvall
Branch Agent

San Francisco Business Agent

May 10, 2004

Visited and paid off the following ships:

Kauai— John Savage, delegate: Coastwise to Honolulu. Good shape; no disputes. Made twice in Oakland.

Lurline— Ernie Stimach, delegate: Island run. Jacked the captain for not calling standby for several trips.

Maui— Robert Jones, delegate: Coastwise run and Island. No disputes. Made twice in Oakland.

Moku Pahu— Eugene Moguin, delegate: Made at Crockett. Sugar run to Islands. No disputes.

R.J. Pfeiffer— Norman Kurtz, delegate: Island run. Members who have a carpenters stamp shall have first shot at doing carpenter work. Made twice in Oakland.

APL China— Joe Moitoso, delegate: Voyage pay off. Red Bell from Wilmington aboard. No disputes.

APL Philippines— Tim Thomas, delegate: Voyage pay off; no disputes.

APL Singapore— Frank Rosales, delegate: Voyage pay off. Squared away disputed time.

APL Thailand— John Kerlin, delegate: Voyage pay off; no disputes, except the gang is unhappy with the mate.

ASM Shore Gang— All going well. Also worked in the front office during the month.

Bill Berger

SUP member joins pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 849:

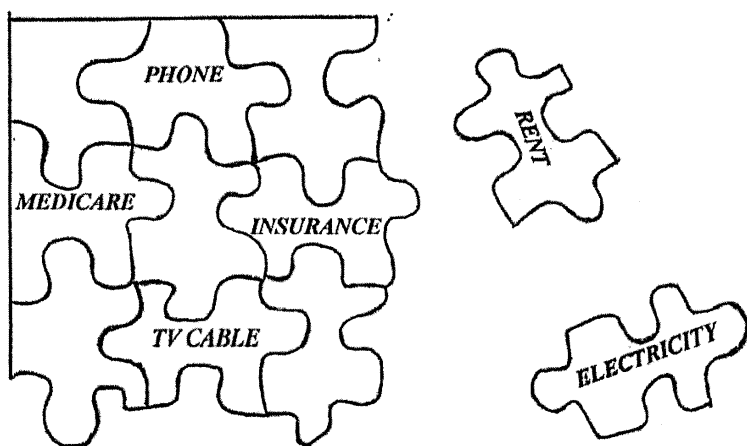
Frederick Trench, 86, Book No. 18052, joined SUP in 1990.

Dispatcher's Report

Headquarters—April 2004

Deck	
Bosun	2
Carpenter	0
MM	4
AB	15
OS	2
Standby	33
Total Deck Jobs Shipped	56
Total Deck B, C, D Shipped	12
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. ...	56
Total B, C, D Shipped-All Depts. .	12
Total Registered "A"	71
Total Registered "B"	65
Total Registered "C"	14
Total Registered "D"	12

Tired of trying to make the pieces fit?



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We may be able to help!

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