



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIII No. 11 583

SAN FRANCISCO, CALIFORNIA

Friday, November 24, 2000

## Congress not likely to act on U.S. cruise ship bill this year

According to a spokesman for Senate Majority Leader Trent Lott (R-MS), the Senate is unlikely to act on the United States Cruise Ship Tourism Development Act this year.

The Senate (S.1510) and House (H.R. 5337) bills would allow the operation of large foreign-built cruise vessels under the U.S.-flag in the domestic trades. The proposed legislation requires the vessels to be owned by American citizens, documented under the laws and regulations of the United States, crewed by U.S. citizens, maintained in American shipyards and replaced with vessels built in American yards.

The bill significantly expands the U.S.-flag cruise industry, creates new jobs for American merchant mariners and yields much needed work for U.S. shipyards.

The SUP, MFOW, ILWU, MM&P, MEBA, SIU-A&G and other maritime organizations strongly supported the legislation.

Lott's spokesman, John Czwartacki told the *Congressional Information Bureau* that despite major concessions and almost totally revamping the original bill, introduced over a year ago, "We still have some concerns." One such concern is a threat from U.S. cruise operators that they will cancel existing contracts to build vessels in American yards, such as Ingalls Shipbuilding, which is located in Senator Lott's hometown of Pascagoula, Mississippi, if the measure became law.

This bill, which will likely be reintroduced next year when the 107th Congress convenes is currently sponsored in the Senate by Senators John McCain (R-AZ), Barbara Boxer (D-CA), Conrad Burns (R-MT), Max Cleland (D-GA), Dianne Feinstein (D-CA), "Fritz" Hollings (D-SC), Kay Bailey Hutchison (R-TX), Daniel Inouye (D-HI), Barbara Mikulski (R-MD), Zell Miller (D-GA), Frank Murkowski (R-AK), Paul Sarbanes (D-MD) and Strom Thurmond (R-SC).

House sponsors are representatives Wayne Gilchrest (R-MD), Peter DeFazio (D-OR), Bob Filner (D-CA), Nancy Pelosi (D-CA), Christopher Smith (R-NJ) and Robert Underwood (D-Guam).

## Sailors' on deck in three more LMSRs

### Additional ships on the horizon in December

Patriot Contract Services, a division of American Ship Management, took delivery of three more Large Medium Speed Roll-On/Roll-Off (LMSR) vessels on November 10 in Norfolk, Virginia, with members of the SUP crewing the unlicensed deck department.

The *USNS Gordon*, *USNS Shugart* and *USNS Yano* brings the total of these specialized vessels operated by Patriot for the Military Sealift Command to five. The other LMSRs under contract and in operation are the *USNS Fisher* and *USNS Seay*.

Job opportunities for SUP members and members of the other Unions (MFOW, SIU-A&G, MM&P, MEBA, ARA) that have collective bargaining agreements with the company for these vessels will improve even further in December when Patriot crews the *USNS Gilliland* and *USNS Medonca*.

The *Gordon*, *Shugart* and *Yano* were formerly operated by SIU-A&G contracted Bay Ship Management while the *Fisher*, *Seay* and *Mendonca* are new builds constructed at Avondale Shipyard. Patriot will also begin operating the *USNS Pililaau* and *USNS Brittin*, currently being built at Avondale, next year and an as-yet-unnamed LMSR, also built at Avondale, in early 2002.

LMSRs can carry up to 1,000 U.S. Army vehicles, including tanks. They are designed and constructed with more than 380,000 square feet of cargo capacity to provide repositioning and sealift surge capacity to contingency areas worldwide. Longer than three football fields, the ships have a beam of 106 feet and displace 62,069 tons. With a draft of 34.5 feet, they have 65,160 shaft-horsepower and can cruise at speeds exceeding 24 knots.

These vessels are under a five-year contact awarded to Patriot by MSC in July 1999 to operate 11 LMSRs. An 11th vessel, *USNS Soderman*, was also awarded to Patriot, however, that vessel and the *USNS LCPL Roy M. Wheat* are currently being converted for the U.S. Marine Corps as Maritime Prepositioning Force enhancement ships which will operate in the Western Pacific and Indian Oceans. Patriot, Matson Navigation Company and non SUP-contracted companies have submitted bids to operate these vessels.

For more information, see the President's Report on Page 10.



USNS Yano underway.

MSC photo.

### Halls Closed

All SUP Halls will be closed Christmas Day and New Year's Day.



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

## Matson ends all-water Pacific Coast shuttle: trains replace ship

Matson Navigation Company announced this month that it was "restructuring" its West Coast cargo operation by terminating its all-water Pacific Coast Service and substituting an all-rail Pacific Coast express service in partnership with Burlington Northern and Santa Fe Railway Company (BNSF).

The new train service, which began on November 5, offers regular twice weekly, fixed-day service for international steamship and commercial carrier moving freight between Seattle and Los Angeles.

Matson's weekly port-to-port Pacific Coast shuttle began in July 1994 using the 070-type vessel *Manulani* and ended this

month with the *C-8 Ewa*.

Ron Forest, President of Matson Intermodal Systems which will manage the new operation stated that "Matson understands the requirements of both ocean carriers and commercial shippers and we are committed to providing the same high service standards for

this rail service that was achieved with our ocean service."

SUP President Gunnar Lundberg commented that he was disappointed that Matson had jettisoned the all-water services "particularly in light of the effort that all of the company's sea-going unions and the ILWU had helped to make it a success."

# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED September 30, 2000

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

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$1,104,339.06*
Political Fund .....	\$1,167.45
Strike Fund .....	\$1,293,730.99
Total Cash and Investments 2nd Qtr 2000 .....	\$2,399,237.50
*\$1,146.00 held for Wall of Honor not included	
\$16,600.00 paid 2/4/00 to AMMV for memorial	

### GENERAL FUND

Income:

Dues, Initiation, Assessments .....	\$90,070.50
Interest .....	37,631.28
Donations - West Coast Sailors .....	1,626.00
Tanker & Joint Committee, Hiring Hall .....	76,229.20
Advertising & Promotion .....	368.00
Miscellaneous .....	30.00
Contributions - General Fund .....	1,633.00
Total Income: .....	\$207,587.98

Expenses:

Auto & Travel .....	\$2,376.22
Rent .....	10,182.84
Postage, Printing & Office .....	5,696.76
Telephone & Telegraph .....	4,207.75
West Coast Sailors Publishing Expense .....	4,296.47
Per Capita .....	11,206.75
Salaries & Payroll Taxes .....	145,871.70
Office Workers Pension .....	3,931.20
Insurance .....	22,675.39
Field Expense .....	2,326.10
Committee & Neg., Conference & Conv. ....	5,004.79
Contribution .....	900.00
Investment Expense .....	1,434.42
Officials' Pension .....	819.92
Flowers .....	387.50
Advertising & Promotion .....	1,184.93

Legal & Accounting .....	3,752.74
Subscription .....	1,508.84
Total Expense: .....	\$227,764.32

### BUILDING CORPORATION

Income:

Assessments .....	\$2,372.00
Vending, Miscellaneous .....	31.98
Interest & Principle on Mortgage Notes .....	7,664.39
Rents .....	90,315.76
Total Income: .....	\$100,384.13

Expense:

Building Services & Utilities .....	\$21,835.62
Repairs & Maintenance .....	15,961.20
Salaries & Payroll Taxes .....	13,291.01
Pension .....	136.42
Legal & Accounting .....	2,000.00
Insurance .....	5,741.06
Total Expense: .....	\$58,965.31

### POLITICAL FUND

Income:

Contributions .....	\$3,238.00
Interest .....	3.51
Total Income .....	\$3,241.51


Expense:

Contributions .....	\$3,700.00
Bank Charges .....	34.00
Total Expense: .....	\$3,734.00

Net Income .....	\$20,749.99
1st Qtr .....	\$23,622.28
2nd Qtr .....	(\$80,282.52)
Year to date .....	(\$35,910.25)

/s/Karoly Kovacs            /s/Trev Motlow  
 /s/Arthur Thanash        /s/Remoni Tufono  
 /s/Tom Tynan

*ACTION BY THE MEMBERSHIP November 14, 2000. M/S—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.*

13. Publication Title <b>WEST COAST SAILOR'S</b>		14. Issue Date for Circulation Data Below <b>AUGUST 2000</b>	
15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		5,500	5,500
b. Paid and/or Requested Circulation			
(1) Paid/Requested Outside-County Mail Subscriptions Stated on Form 3541. (Include advertiser's proof and exchange copies)		NONE	NONE
(2) Paid In-County Subscriptions Stated on Form 3541 (Include advertiser's proof and exchange copies)		NONE	NONE
(3) Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Non-USPS Paid Distribution		NONE	NONE
(4) Other Classes Mailed Through the USPS		NONE	NONE
c. Total Paid and/or Requested Circulation (Sum of 15b. (1), (2), (3), and (4))		0	0
d. Free Distribution by Mail (Samples, complimentary, and other free)			
(1) Outside-County as Stated on Form 3541		1,732	1,729
(2) In-County as Stated on Form 3541		154	150
(3) Other Classes Mailed Through the USPS		NONE	NONE
e. Free Distribution Outside the Mail (Carriers or other means)		1,486	1,486
f. Total Free Distribution (Sum of 15d. and 15e.)		3,372	3,365
g. Total Distribution (Sum of 15c. and 15f.)		3,372	3,365
h. Copies not Distributed		2,128	2,128
i. Total (Sum of 15g. and h.)		5,500	5,500
j. Percent Paid and/or Requested Circulation (15c. divided by 15g. times 100)		0	0
16. Publication of Statement of Ownership <input type="checkbox"/> Publication required. Will be printed in the <u>October 2000</u> issue of this publication. <input type="checkbox"/> Publication not required.			
17. Signature and Title of Editor, Publisher, Business Manager, or Owner		Date	
 Publisher		10/2/00	

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

### Instructions to Publishers

- Complete and file one copy of this form with your postmaster annually on or before October 1. Keep a copy of the completed form for your records.
- In cases where the stockholder or security holder is a trustee, include in items 10 and 11 the name of the person or corporation for whom the trustee is acting. Also include the names and addresses of individuals who own or hold 1 percent or more of the total amount of bonds, mortgages, or other securities of the publishing corporation. In item 11, if none, check the box. Use blank sheets if more space is required.
- Be sure to furnish all circulation information called for in item 15. Free circulation must be shown in items 15d, e, and f.
- Item 15h. Copies not Distributed, must include (1) newsstand copies originally stated on Form 3541, and returned to the publisher, (2) estimated returns from news agents, and (3), copies for office use, leftovers, spoiled, and all other copies not distributed.
- If the publication had Periodicals authorization as a general or requester publication, this Statement of Ownership, Management, and Circulation must be published; it must be printed in any issue in October or, if the publication is not published during October, the first issue printed after October.
- In item 16, indicate the date of the issue in which this Statement of Ownership will be published.
- Item 17 must be signed.

*Failure to file or publish a statement of ownership may lead to suspension of Periodicals authorization.*

PS Form 3526, October 1999 (Reverse)

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Full Name <b>NONE</b>	Complete Mailing Address	
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PS Form 3526, October 1999 (See Instructions on Reverse)

## UFW ends grape boycott

The United Farm Workers Union called a halt to its current boycott of California table grapes this week. Union President Arturo Rodriguez, son-in-law of legendary UFW founder Cesar Chavez, said the decision to end the boycott was made because "some of the goals of the boycott have already been met."

Rodriguez said that three of the pesticides targeted by the Union —Dinoseb, Parathion, and Phosdrin— are no longer used. Methyl Bromide will be banned in 2005 and restrictions have been placed on the fifth chemical, Captan.

Rodriguez added that the UFW will focus its organizing efforts on other crops around the state. In recent years, the Union has focused its efforts on the rose, mushroom and strawberry industries among others.

The first UFW boycott of California table grapes was launched by Chavez in 1967, which resulted in most of the state's growers signing agreements with the Union. The second boycott began in 1973 and was honored by millions of consumers worldwide. The current boycott began in 1984. To galvanize supporters, Chavez went on a 36-day hunger strike in Delano.

## Legislation ends dual tax on U.S. merchant mariners

On November 9, President Clinton signed the Vessel Worker Tax Fairness Act (Public Law 106-489) which will relieve U.S. merchant mariners from having to pay state taxes both in the state which they reside and in states which their employment actually took place.

During the House debate on the measure, Representative Brian Baird (D-WA) stated: "I am honored to be here today as we take up this important legislation to provide tax fairness for thousands of hard-working Americans in my home state of Washington and throughout this nation. I am talking about men and women who work on barges and I am talking about boat crew members who do an honest day's work and want a fair shake when it comes to paying their taxes."

## Chevron provides government additional time to review proposed Texaco merger

Following discussions with the staff of the Federal Trade Commission (FTC), Chevron this month volunteered to refile its pre-merger notification and report form under the Hart-Scott-Rodino Anti-Trust Improvements Act:

Chevron's initial submission, made on October 23, was followed by an informal request from FTC staff for additional information about the business of Chevron and Texaco.

In response to that request, Chevron and Texaco have been providing information to the FTC on a voluntary basis.

Under the Hart-Scott-Rodino Act, the FTC must make a formal request for additional information it wants from the companies within 30 days of their original filing, or from any subsequent refiling. Chevron's refiling, completed on November 17, gives the FTC more time to review the information submitted by Chevron and Texaco before the Commission.

## Matson to increase Hawaii freight rates

Matson Navigation Company announced this week that effective February 14, 2001, its freight rates in the West Coast/Hawaii trade would increase by 3.5 percent.

According to a Matson press release, the hike is needed to offset increased operating costs and to improve ongoing improvements in vessels, terminals and equipment.

Earlier this year Matson increased rates by 3.9 percent and in 1999 by 2.5 percent.

C. Bradley Mulholland, Matson's president said that "While Matson is encouraged by the positive trends seen in Hawaii's economic activity, we nevertheless continue to experience increases in operating costs. This 3.5 rate increase is consistent with our longstanding philosophy of implementing modest, incremental increases as necessary. It will allow us to continue to make the investments needed for a reliable service of superior quality and value. Given the essential role ocean transportation has in supporting the state's economic activities, Matson's primary business objective remains focused on ensuring the company's services are among the best in the world."

## Judge blocks company scheme to flee country and dump union

In a landmark ruling for American workers, Judge Carlos Moreno of the U.S. District Court for the Central District of California issued a preliminary injunction on November 21, preventing Quadrtech Corp. of Gardena from moving its manufacturing operation to Mexico to escape unionization.

The company, which manufactures earrings and ear-piercing machines, announced plans to move to Tijuana one day after the International Union of Electronic Workers (now a branch of the Communication Workers of America) was certified by the National Labor Relations Board to represent the workers.

Most of Quadrtech's employees are female immigrants from Latin America that are paid the state minimum wage of \$5.75 per hour.

Lawyers at the NLRB, which petitioned the court on behalf of the workers, said this was the first time an American company trying to keep out a union had been prevented from leaving the United States.

In his ruling Judge Moreno stated that the NLRB has a "fair chance" of proving that Quadrtech intended to relocate not for economic reasons but to keep out the Union, which is illegal.

The Judge ordered the company to bring back the equipment it had shipped to Mexico and to keep all workers employed until the complaint was resolved.

Commenting on the decision, Harley Shaiken, professor of labor and global economy at the University of California at Berkeley told the *New York Times* that, "What's at issue here isn't the movement of a single plant but the future of collective bargaining as a viable institutional practice. If you move a plant to avoid a union, you undermine the whole system, and if you move when you are involved in collective bargaining, you destroy the whole process."

## On the beat in Norfolk



On the deck of the *USNS Seay*, bosun Mike Binsky, Ray Monday, Al Lillibridge, delegate Joe Obsuna and Norfolk Union Rep. Jack Stasko. Photo by Dave Connolly.

## Maritime Union of Australia calls for inquiry over grounding of foreign-flag ship — forms alliance with environmental groups

The Maritime Union of Australia (MUA) announced this month that it is calling for a parliamentary inquiry into the grounding of a Malaysian container ship *Bunga Teratai Satu* on the Great Barrier Reef.

Union concerns over deregulation of the shipping industry have been borne out with the grounding of the vessel which is laden with toxic chemicals and 1,200 tons of fuel. The *Bunga*, which held a permit to carry domestic cargo, has been subject to five port inspections, the last in Port Botany in August this year when it was detained.

"This outrageous threat to our world heritage barrier reef is a direct result of the Coalition Government policy of allowing foreign-flag ships to take over our domestic trade," said MUA Deputy National Secretary Paddy Crumlin. "The *Bunga Teratai Satu* is just one of the new recruits to the Federal Government's shonky fleet. They've got these poorly regulated vessels with badly trained crew undercutting Australian ships in what are effectively tax avoidance schemes getting direct sponsorship from Transport Minister John Anderson and his Canberra mates."

Cabotage laws restrict Australia's domestic trade to Australian flag shipping except where no suitable Australian ship is available. But shippers and freight forwarders, lured by cheap rates afforded by foreign ships employing third world, often poorly trained, and exploited crew finding loopholes in the act to avoid using the national flag.

The Australian Maritime Safety Authority (AMSA) does spot checks on ships, but inspectors are not always able to ensure all ships are seaworthy before sailing in a brief few hours. In recent years AMSA has seen a winding back of its funding under current Government policies and a number of senior management people have left disillusioned by Government intervention.

The *Bunga Teratai Satu* was last inspected by AMSA in Port Botany, on August 8, 2000. The inspector noted officers were not able to demonstrate operation of radio equipment, engine room

ventilation fire dampers were defective and the means of lifeboat recovery inoperative. The scrutiny the vessel has been put under in recent years demonstrates AMSA's serious concerns and yet on August 3, just five days before the ship was detained, and after numerous inspections detecting defects, John Anderson awarded a license for the ship to carry Australian domestic cargo for 12 months.

"The MUA is calling for a Parliamentary inquiry into the circumstances around the awarding of this permit. It's almost as if this government gave this ship the license to pollute and endanger our waterways because of their determination to destroy the Australian shipping industry. Our ships can't compete with these vessels because we maintain safety and training standards second to none in the world. We hold John Anderson responsible for any damage coming out of this. Only two months ago the minister was smugly boasting about his victory in the Federal Court against MUA efforts to prohibit the use of these types of vessels in the Australian domestic shipping industry," Mr. Crumlin said.

In the wake of the grounding of the *Bunga Teratai Satu*, environmental and surfing groups are joining a nationwide MUA campaign to protect the Aussie coastline from oil spills and pollution caused by substandard ships of shame.

Greenpeace, Friends of the Earth, the Australian Conservation Foundation, Environment Victoria, The Clean Water Coalition, Bay Rescue, The Surf Rider Foundation, Melbourne and Earthworker, an environmental group working out of Trades Hall in Sydney have all endorsed the MUA campaign for tighter cabotage laws which restrict foreign flag shipping trading on the Australian coast.

The green union campaign is centered on a billboard featuring a surfer covered in oil, currently on display in St. Kilda, Melbourne. Each month the billboard will move to another Australian capital where MUA members and green supporters will be leafleting beaches and shopping centers to alert Australians to the dangers substandard shipping.



# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

John Benson .....	25.00
Martin Birdsell .....	20.00
Joseph Eckert .....	20.00
Louis Evans .....	25.00
Capt. Ted Filipaw .....	200.00
Marvin Glasgow .....	59.15
Scott Griggs .....	50.00
Gabe McDonald .....	10.00

## Political Fund

John Benson .....	50.00
Richard Cahill, in memory of Bill Grist .....	25.00
Louis Clark .....	50.00
William Cody in memory of Jerry Garner .....	10.00
Romaine Dudley .....	20.00
Thomas Fate .....	5.00
Capt. Ted Filipaw .....	200.00
Scott Griggs .....	50.00
J.L. Henneberry, in memory John Henry .....	25.00
Sid Idris .....	100.00
John Kelly .....	25.00
Donald Kruse .....	20.00
John Lundborg .....	100.00
Gunnar Lundeberg .....	25.00
William McAndrew .....	25.00
Gary McDevitt .....	40.00
Mike McLavy .....	50.00
Jerry Napier, in memory of Robert "Nevada Bob" French .....	100.00
Scott Oliphant .....	20.00
Joe Potenti, in memory of Joe Potenti, Sr. ....	90.00
Ronald Reed .....	35.00
Randy Runyan .....	100.00
Ted Soderberg .....	20.00
Michael Soper .....	20.00
Morris Thibodeaux .....	60.00
Ivar Thorbjornsen .....	20.00
Grant Thorne .....	20.00

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

Curg Alsobrook .....	10.00
Christopher Bright .....	20.00
Lincoln Calvert .....	25.00
Louis Clark .....	50.00
William Cody .....	20.00
Thomas Crawford .....	20.00
Jose Duran .....	20.00
Bert Genita .....	20.00
John Kelly .....	20.00
John Lundborg .....	10.00
Jack Masterson .....	50.00
M. Monralbo .....	10.00
Raymond Morgan .....	20.00
Ronald Reed .....	35.00
Whitey Secrest .....	20.00

## West Coast Sailors

Gunnar Beaver .....	20.00
John Benson .....	25.00
Richard Cahill, in memory of Bill Cahill .....	25.00
Liam Casement .....	20.00
Lee Cherry .....	25.00
Doug Crute .....	10.00
James Fernandes .....	25.00
Sylvan Frankel, in memory of Wenzel Rasmussen .....	50.00
Johnny Gugich .....	10.00
Phil Howell .....	25.00
Anthony Jones .....	10.00
James Kawaski .....	20.00
Eric Kelm .....	20.00
John Kelly .....	25.00
Stanley Lane .....	40.00
Woodrow Leiter .....	25.00
Jose Lopez .....	10.00
Chester Mael .....	25.00
Jack Masterson .....	50.00
Jerry Napier, in memory of Robert "Nevada Bob" French .....	50.00
Teofilo Rojas .....	25.00
John Rushing .....	50.00
Lloyd Rust .....	40.00
James Saiki .....	10.00
Grant Thorne .....	20.00
Richard Walsh .....	10.00



## Dues-Paying Pensioners

Archie Aki	Book #3791	Gunnar Larsen	Book #3516
John Battles	Book #5512	Peter Paul Liptay	Book #3725
Roy R. Camerio	Book #4577	Frank Parks	Book #3798
Richard Cummings	Book #4666	John Perez	Book #3810
Knud Jensen	Book #3940	Charles Rafael	Book #3141
John Jewett	Book #4291	Kai Sorensen	Book #7479
Alfred Kerns	Book #3167	William Tice	Book #3239
Kaj E. Kristensen	Book #3120	Charles H. Wall	Book #3420

## Social Security increase 3.5 percent in 2001

Social Security and Supplemental Security Income benefits will increase 3.5 percent in 2001, with the average monthly Social Security benefit for all retired workers increasing from \$816 to \$845, the Social Security Administration announced last month.

The 3.5 percent increase slated for next year will be the largest annual rise in benefits since 1991, when it was 3.7 percent. Starting in 1975, Congress decided to automatically increase benefits each year.

## Moku Pahu outbound to Vietnam



Taking stores aboard the *ITB Moku Pahu* in late October, before sailing to Portland to load grain for Vietnam. From left to right: Joe Moitoso, Doug Olney, Pio Aujero, and Angel Gojlde. Photo by Bill Henneberry.

## Final Departures

**Raymond L. Markell**, Book No. 4650. Born in North Dakota in 1903. Joined SUP in 1935. Died in California, October 9, 2000. (Pensioner)

**Robert P Bergh**, Book No. 5674. Born in California in 1932. Joined SUP in 1956. Died in San Francisco, California, October 12, 2000. (Pensioner)

**Ricardo C. Caluya**, Book No. 4070. Born in the Philippines in 1904. Joined SUP in 1947. Died in New Orleans, Louisiana, May 26, 2000. (Pensioner)

**Carl E. Gaudette**, Book No. 2944. Born in Massachusetts in 1930. Joined SUP in 1948. Died in Harborside, California, September 19, 2000. (Pensioner)

**Charles A Fitzthomas**, Book No. 2052. Born in Michigan in 1923. Joined SUP in 1947. Died in Snug Harbor, Sea Level, North Carolina, September 8, 2000. (Pensioner)

**James Williams**, Book No. 3201. Born in Hawaii in 1918. Joined SUP in 1945. Died in San Francisco, California, October 19, 2000. (Pensioner)

**George Hodge**, Book No. 5276. Born in Pennsylvania in 1912. Joined SUP in 1944. Died in Manhattan, New York, October 15, 2000. (Pensioner)

**Glenn R. Jenner**, Book No. 3960. Born in California in 1923. Joined SUP in 1944. Died in Woodbridge, California, November 4, 2000. (Pensioner)

**George D. Winn**, Book No. 3037. Born in Idaho in 1903. Joined SUP in 1944. Died in Ogden, Utah, October 31, 2000. (Pensioner)

**Julius T. Hudzik**, Book No. 5752. Born in 1923 in New Jersey. Joined SUP in 1952. Died in San Francisco, California, November 11, 2000. (Pensioner)

## Memorial sculpture for merchant mariners proposed for London

The International Maritime Organization (IMO) plans to unveil a memorial to the world's seafarers next year on World Maritime Day. The sculpture will be located opposite the House of Parliament, on the Albert Embankment in London. An excellent site according to IMO Secretary-General William A. O'Neil: "In our discussions it was decided early on that the sculpture chosen be figurative in nature and visually striking. The reason for this is that every delegate from each of the 158 Member States of IMO and every visitor in the building should be immediately aware of the sculpture's significance," said O'Neil.

The memorial project is being financed from a Trust Fund established two years ago to mark IMO's 50th anniversary. A key contributor to the fund is the International Transport Workers' Federation, whose General Secretary, David Cockroft said, "We welcome this memorial and hope it will remind people of the hazards faced daily by the world's seafarers."

## Attend your Union meetings!

### West Coast Sailors

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## STCW 95 Basic Training Schedule for 2000

November 27-December 1  
December 11-15

## Oakland dredging project is finally funded

In late October, President Clinton signed the Energy and Water Appropriations Bill, which provides \$4 million for the Port of Oakland's Harbor Deepening Project, \$8 million for operations and maintenance dredging and \$2 million for the Hamilton Wetlands Restoration Project.

The Hamilton Project will use dredged material from the Deepening Project to restore wetland habitats.

The Deepening Project authorized by the passage of the Water Resources Development Act of 1999 will enable Oakland to deepen its harbor to 50 feet to accommodate the latest generation of

container ships.

Oakland's first priority will be enlarging the Inner Harbor Turning Basin from its current 1,200 feet diameter to 1,500 feet. This part of the project is scheduled to begin next March.

According to Port Director Chuck Foster, "Dredging is part of the Maritime Expansion Program, which also includes enhanced container terminal capacity, improved rail access for intermodal cargoes and numerous public benefit projects. This program will have tremendous economic impact, creating nearly 15,000 new jobs and adding over \$1.5 billion annually in total economic impact.

## U.S. attorney subpoenas Carnival Cruise Lines environmental records

The U.S. attorney in South Florida subpoenaed foreign-flag Carnival Cruise Lines on August 22, asking it to produce documents relating to environmental matters.

The company confirmed that the subpoena covered all the group's cruise lines including Carnival, Holland America, Windstar, Costa, Cunard and Seabourn.

A spokesman for Carnival Cruise Lines said, "At present we know very little about why the subpoena came to us and what the U.S. attorney is looking for. Once that becomes apparent, we may be able to comment further."

Rosa Rodriguez, spokeswoman for U.S. attorney Guy Lewis said the prosecutor's office would not comment on the issue. The subpoena would appear to be part of the investigation into cruise lines environmental record by the U.S. Justice Department's Environmental Protection Agency and Environmental Crimes Section.

## New Malaysian task force nabs pirates with increased patrols

The Malaysia marine police have arrested three pirates accused of 30 acts of piracy involving over \$263,000 worth of cash and goods.

This is the new Malaysian anti-piracy task force's first success.

Police Commander Muhamad Muda said that his team is now hunting a second gang, but "it is believed that they have gone into hiding."

Noel Choong at the International Mari-

time Bureau's Piracy Center in Kuala Lumpur said, "The increased number of patrols has been a success. The IMB would like to applaud the effort of Malaysia to improve the safety of their waters."

The Straits of Malacca has seen a spate of attacks, with IMB numbers showing that the numbers of attacks there registered with the Piracy Center had jumped to 30 by the end of September, compared with just two for the entire past year.

## "Half ahead" for ships near L.A. to curb pollution

Under a voluntary agreement negotiated this month between ports, shipping lines and environmental regulators to reduce air pollution in the Los Angeles/Long Beach harbor area, ships will reduce speed by five to ten knots within 20 miles of the area.

A study by the California Air Resources board indicates that slower vessel speeds will reduce emissions of nitrogen oxides by as much as 3.4 tons per day. Environmental agencies estimate that vessels are the source of 2 percent of the 1,200 tons of annual nitrogen oxide emissions in the Los Angeles basin.

Parties to the agreement include the ports of Los Angeles and Long Beach, the Steamship Association of Southern California, the Pacific Merchant Shipping Association, the U.S. Environmental Protection Agency, the California Air Resources Board, the South Coast Air Quality Management District, and the Marine Exchange of Los Angeles/Long Beach Harbor. The agreement will be implemented on January 1, 2001.

## Ship's anchors blamed for "killer" seaweed

Scientists have reported that the typically tropical seaweed, *Caulerpa Taxifolia*, which smothers marine life has spread to California allegedly from ship's anchors.

The green fern-like seaweed is thought to have been initially introduced into the Mediterranean on the Cote d'Azur in 1984 as the result of fish tank cleaning at Monaco's Oceanographic Institute.

In places where it becomes dominant,

the seaweed can change the ecosystem, hence the "killer" tag. Once the seaweed is established it is extremely difficult to remove. In France removal efforts include teams of scuba divers digging up the plant by hand.

So far the California seaweed, which is the same genetic strain as that in the Mediterranean, has covered vast areas off Carlsbad and Huntington Beach.

## Congress in "lame duck" status

As the West Coast Sailors went to press, uncertainty remained as who the next president would be. In response, the House of Representatives convened a rare "lame duck" session on November 13, cleared a three-week spending measure to keep the government operating through December 5, then promptly recessed.

On November 14, the Senate cleared the spending resolution and also recessed.

The House will reconvene on December 4, and the Senate on December 5.

# Ex-Lurline sinks off Cape Town



The *Belofin 1* (ex-*Britanis*, ex-*Lurline*, ex-*Matsonia*, ex-*Monterey*) sank 50 miles off Cape Town, South Africa under tow this month enroute from Florida to be scrapped in India.

"It's a bit of a non-event," said Cape Town Port Controller, Pierre Leblond. He added that he did not know what caused the ship to founder.

At the time of her sinking, San Francisco developer Tim McAteer was negotiating with the owners of the vessel in an attempt to bring her back to the City as a tourist attraction.

The *Belofin 1* was built by Bethlehem Shipyard at Quincy Massachusetts for Oceanic Steamship Company in 1931 and christened *Monterey*. Prior to World War II, she operated from the West Coast to the South Pacific.

During the war she was chartered by the U.S. Maritime Commission and assigned to the Army for use as a troop transport. In that conflict, she carried troops in both the European and Pacific theaters. Her first actual combat voyage occurred on November 6, 1942. She was in a convoy of 22 vessels bound for Gibraltar when the convoy was attacked without warning by 25 Junker planes using torpedoes and glider rocket bombs.

While the *Monterey* suffered minimal damage and no loss of life, two merchant ships and a destroyer had been hit. The *Monterey* successfully undertook the rescue operations of Grace Line's *Santa Elena*.

After the war, the *Monterey* was returned to Oceanic on September 26, 1946. Work began to reconvert her to luxury liner status at the United Engi-

neering Works in Alameda. Due to financial problems, work stopped in mid-1947. The vessel was then laid-up at the Alameda Bethlehem Yard and then sold to the Maritime Commission in 1952 and towed to the Suisun Bay lay-up fleet.

In 1956, *Monterey* was purchased by Matson and towed to Newport News Shipyard to complete her conversion. Renamed *Matsonia* she sailed in the Hawaii trades. In 1963 she was again renamed: this time *Lurline*.

When Matson decided to sell the ship to Chandris Lines in June, 1970, then SUP Secretary-Treasurer Morris Weisberger protested to the Maritime Administration. In a telegram to Maritime Administrator Andrew Gibson, Weisberger stated:

"Have been advised that Matson Navigation Company has sold the passenger liner *SS Lurline* to the Greek-flag Chandris Lines subject to Maritime Administration approval.

"At the time when maritime and related unemployment on the West Coast is at a peak and when the United States has embarked on plans to expand its merchant fleet, it will do such a program little good to leave Pacific passenger operations to foreign interests and to further cut back on potential troop transport available to the nation in the event of an emergency.

"For these reasons, we urge that Maritime Administration approval of the sale of the *Lurline* be denied."

MarAd approved the sale, with the *Lurline* becoming the *Britanis*. She remained in service until 1982 when she was laid-up in Florida.

## SUP Members

### Attend your Union meeting

The democratic structure of the Union is built on the general membership meetings. The SUP Constitution recognizes their importance in the closing paragraph of the preamble.

"And bearing in mind that we are migratory, that our work takes us away from any place where the majority might otherwise meet to act, that meetings can be attended only by a fraction of the membership, that the absent members, who cannot be present, must have their interests guarded from what might be the results of excitement or passions aroused by persons or conditions, and that those who are present may act for and in the interest of all, we have adopted this Constitution."

There is a great responsibility placed on those that can be present—to act in the best interest of the majority who cannot be present. The authors of that paragraph understood that all the provisions of the Constitution depend on the action taken by the membership at the meetings.

**If you believe in the democracy of your Union:**

**ATTEND THE MEETINGS.**



## ESU Office Assignments

For the month of December, Jerry Patterson will be in the Baytown office and Thomas Thompson will be in the Benicia office.



NOVEMBER 2000

Official Publication of the Exxon Seamen's Union

## Steve Wilson wins S/R American Progress Ship Rep election

*Special election for S/R Mediterranean, S/R Hinchinbrook and S/R Puget Sound set for early 2001*

On November 14, the American Arbitration Association of New York officially announced that QMED Steve Wilson had won the election for Ship Representative of the *S/R American Progress*. Steve, who ran against Will Ackley for the position, received 82 of the 128 votes cast in the balloting. The ESU thanks both Steve and Will for their willingness to serve the union membership and wishes Steve well in his tenure in office.

At the time of writing, the *American Progress* was headed for San Francisco from Valdez with what was believed to be her last load of ANS crude before returning via the Panama Canal to Gulf Coast service. Steve was expected to join the vessel and assume his official duties some time during the ship's call in the bay.

Since the retirement of George Young has left the *S/R Mediterranean* Ship Rep. position vacant and with the *S/R Hinchinbrook* and *S/R Puget Sound* now joining the fleet, the ESU Executive Board has decided to hold another special election to fill the three representative spots on those ships as well. The nomination period will be from December 1 to January 30 and the voting pe-

riod, which will again run for 60 days, will be from February through March. If no candidate seeks election to a position, the Executive Board may then appoint a member to fill the term as per our Constitution and By Laws. The ESU encourages anyone interested in running for any one of these Ship Representative positions to send the required 15 signatures along with any campaign statement he or she may wish to submit via certified mail to the Baytown office by January 30, 2001. The terms of office will be shortened to run concurrently with the *S/R Mediterranean* term in order to keep Ship Rep. elections in two groups.

In the fall of next year the offices of Vice President, Secretary/Treasurer, Deck, Engine and Steward's Department Trustee and the Ship's Representative positions onboard the *S/R Charleston*, *S/R Benicia*, *S/R Galveston* and *S/R Long Beach* all come up for election.

The Executive Board positions require 25 signatures from members in good standing and all nominations for these positions are due in the Baytown office by October 1, 2001.

## ESU Board urges members to Vote NO on new wage proposal

The entire seven member Executive Board of the Exxon Seamen's Union and the Union's attorney met with SeaRiver management during the week of November 5 in Charlotte, N.C. in a continuation of the wage re-opener issue. These meetings were prompted by a management request to reconvene the negotiations in hopes of reaching a mutually acceptable resolution. Regrettably, the Union must report that we were not successful in reaching that goal.

In the early evening hours of Thursday, November 9, SeaRiver management, after a tedious day of negotiations, presented to the Union their final wage offer. That wage offer was as follows: An increase of 3.0% across the board (ACB) and a \$500 lump-sum signing bonus for unlicensed employees upon ratification.

The Union then countered with the following statement:

We have looked at your offer and we believe it is nowhere near to what is fair to our members. Unless the Company can both increase the percentage and implement full retroactivity the Union Executive Board will be forced to take the following position:

1. The current actions that the Union implemented after our last negotiations will continue.
2. The Executive Board will very reluctantly submit the Company's final offer to the membership for their consideration.
3. The Union will actively and aggressively encourage the membership to reject the Company's final proposal.
4. The failure to obtain an amicable agreement may have a serious impact on our contract negotiations next year.

It is apparent that management is still blind to what has for a long time been clear to the Union, that is, that the value of their unlicensed employees has and continues to increase. The labor pool of qualified mariners continues to become smaller and the demand for properly certified and documented sailors is now at a premium. Additionally, new regulatory demands have placed new burdens on the employees for which they have never received compensation.

The Company has likewise failed in this proposal to offer just compensation for even the most basic requirement, which is the need for their employees to keep pace with the increased cost of living. With inflation presently increasing at approximately 3.5% this year, the Company's offer would in effect cause yet another decline in our members' and their families' standard of living. This coupled with the Union's previous estimation of a loss of 0.7% in 1999 would result in a considerable and entirely unwarranted economic setback. ExxonMobil Corporation and SeaRiver

Maritime, Inc. have experienced substantial growth in both size and profits during these times of economic prosperity. Their ability to pay a fair wage cannot be in doubt. What seems to be in question as indicated by management's derisory offer, is the value they put on their employees who have so greatly contributed to that growth and increased profitability.

Also of importance in the Board's decision to recommend that the membership vote NO on this proposal is the issue of the \$500 lump sum signing bonus. It is unacceptable to the Union for several different reasons. A non-benefit bearing lump-sum payment is not a fair alternative to an accurate and full retroactive reimbursement to the individual member based on his or her rate of pay. Furthermore, the Union does not endorse or see any justification for waiving benefits due to our members commensurate with their earned wages. Loss of benefits on these wages would amount to a sum that would continue to compound during the career of each individual member.

The Board urges all members to not be enticed by this lump-sum disbursement; it seems to be little more than a transparent attempt to buy an affirmative vote on ratification. The \$500 offer is inconsequential when weighed against the severe economic loss every member would experience if this offer were to be accepted. Our goal should remain as it has since the first wage reopener meeting in June, and that is a just and significant increase in wages. The ESU Executive Board has not lost sight of this goal and asks that neither do you.

To further illustrate the necessity for the membership to respond to the Company's inadequate wage offer with a resounding NO vote, the Union again met with management on Friday, November 10, to discuss renewal of the Blue Cross/Blue Shield Health and Dental Plans (See: Large Increases in Premiums Announced) and learned that increases of as much as 50% in members actual "out of pocket" expenses were anticipated. By this fact alone the ESU would have been compelled to continue to fight for raises that adequately reflect the rapidly changing economic environment that we are faced with today.

The Exxon Seamen's Union urges all members to send a clear message to management that it is time to recognize the true value of their employees and further urges the membership to stand firmly behind their Board in its effort to attain that fair and overdue recognition. The most effective way to send that message is by a unanimous NO vote to this latest attempt to undermine you and your Union.

## Ship reports

### **S/R American Progress**

Currently on last scheduled ANS run. Mike Doyle acting Ship Rep. Ship to load in LA approximately Dec. 1, then sails to Gulf to discharge in Baytown, Texas. Newly elected Ship Rep. Steve Wilson to join before trip back East.

### **S/R Baytown**

Ship Rep. Lee Airriess on board. Continuing mail delays. Vessel visited Tacoma, WA during second week of November.

### **S/R Benicia**

Ship boarded Nov. 6. No problems reported. Continues ANS run with visit to S.F. Bay anticipated last week of Nov. Joe Graca, Ship Rep. currently onboard.

### **S/R Charleston**

Vessel visited Nov. 15, no major beefs. Riding crew issue again diffused. Ship continues East Coast/Gulf trade with Chester Bell aptly representing the ESU.

### **S/R Galveston**

Vessel boarded Nov. 3 and Nov. 20. Had about a 12-day stay at San Francisco Dry Dock. Vessel squared away and continues in S.F. Bay lightering service with capable long-time Rep. Mark Myser aboard.

### **S/R Hinchinbrook**

Vessel slated for departure from Swan Island Shipyard in Portland, OR end of November. Earl Doucet serving as Ship Rep. Crew works to bring the vessel out for her maiden S/R voyage. Boarded Nov. 14 at dry dock.

### **S/R Long Beach**

With Ship Rep. Jackie Patterson on board, this workhorse of the Alaska North Slope route continues to service. No beefs reported.

### **S/R Mediterranean**

Completed shipyard period on Nov. 14 in Singapore. No problems reported by loyal ESU member and Temporary Ship Rep. John McCarthy.

### **S/R North Slope**

Sean Hughes on as ESU Representative. Boarded Valero, Benicia Nov. 3. No problems reported. Continues on to Valdez after short stay for repairs at Swan Island Shipyard

### **S/R Puget Sound**

Gill Randall takes the reins as first Temporary Representative. The vessel left Portland, OR flying the SeaRiver colors for the first time after crew completed work in the yard. Boarded Nov. 14.

### **S/R Wilmington**

Ship Rep. Johnny Navarro due for relief soon. No shipboard beefs reported. Vessel continues in "specialty" trade.



## ESU News

## Large increases in medical/dental premiums announced for next year

On Friday, November 10, the ESU Executive Board including the three trustees and legal counsel Ms. Sharon Groth met with company representatives to review and consider Blue Cross and Blue Shield medical and dental insurance issues. The health and dental insurance carrier plans to increase the premiums of both plans significantly as of January 1, 2001.

Blue Cross/Blue Shield's justification for the increase was two-fold; citing first a sharp increase in our claims experience last period and secondly, and at least equally pertinent, overall rising medical costs nationwide. The Executive Board was presented with scenarios that included "out of pocket" increases to the members that amounted to as much as 210% with respect to the medical plan premiums. Moreover, forward-looking projections into the year 2002 are not encouraging. Estimated rising claims and medical costs would indicate similar premium increases may very well be required the following year (2002) if we are to maintain these plans, as they now exist.

Though several modifications to our health plan were presented for consideration, ultimately the Executive Board's unanimous decision was to make no changes to the plan benefits and to take action to reduce the premium increase to a reasonable amount. As a result, the Board notified management that approximately \$259,000 in reserve be used to "buy down" the planned premium rate increase. The "buy down" amount was considered prudent as it still left a surplus that will be of assistance in reducing the anti-

ipated increase in 2002, if in fact, the projections prove correct. Even with this effort to reduce the impact of the increase, premium rates paid by the employee will rise by 50% for the BC/BS Health Plan. The employee out of pocket premium contributions for the year 2001 are anticipated to be as follows\*:

- Employee only: \$45.00 per month, an increase of \$15.00 (+50%);
- Employee+1: \$82.50 per month, an increase of \$27.50 (+50%);
- Employee+2 or More: \$120.00 per month, an increase of \$40.00 (+50%).

For the BC/BS Dental Plan the employee premium rates are anticipated to be as follows:

- Employee only: \$11.50 per month, an increase of \$4.00 (+53%);
- Employee+1: \$37.50 per month, an increase of \$8.50 (+29%);
- Employee+2 or More: \$55.00 per month, an increase of \$12.00 (+28%).

These increases appear to be indicative of escalating cost trends within the medical insurance industry and increased adverse claims experiences within our group. Premium rates for 2001 are still considered to be comparable to other policies, particularly when weighing the existing plans coverage against the benefits offered by other plans structured along the design concept of either PPOs or HMOs. However, possible large additional future premium increases may bring into question the feasibility of the present plan to survive without modification.

\*Actual increases subject to change.

## Lawsuit suffers setback

A Federal District Court in Texas has denied a Motion for a Summary Judgment in the lawsuit brought forward on behalf of non-salaried ExxonMobil employees. The suit, which includes SeaRiver unlicensed employees, maintains that the gross W-2 wages including overtime and other premium wages of non-salaried employees of the parent company (ExxonMobil) should be factored in to retirement calculations.

The Union has learned that the case has been appealed to the 5th Federal Circuit Court in New Orleans, LA, and that no announcement on that Court's decision can be expected until early next year (2001). Though this decision is disheartening, we remain hopeful that the appeal will be decided in the employee's favor and that ultimately the non-salaried employees will prevail.

ESU Attorney, Sharon Groth will continue to monitor this case and has assured the Executive Board that she will keep the Union informed of any new developments.

## Mandated Washington state D&A testing and security rounds to end

On September 2, 2000, the State of Washington, Department of Ecology repealed a significant number of rules contained in chapter 317-21 of the Washington Administrative Code (WAC). This action was prompted by a Supreme Court decision earlier in the case of *United States v. Locke* that had repealed four sections within the code and had ordered other sections of WAC 317-21 to be sent down for review by the lower court. Among those sections were rules involving the random drug testing of Stewards Department personnel and random alcohol testing of all unlicensed personnel. In addition, sections concerning illicit drug and alcohol use, watch practices and a number of operating procedures were among sixteen sections of the Code that were reviewed and made invalid by the Court.

Since September SeaRiver officers have on occasion continued to require members to work within guidelines that, in the Union's opinion, were invalidated by the Washington court. Most notably, mandatory four-hour security rounds and in at least one occasion, D&A testing of

Stewards Department personnel, as well as random alcohol testing of all unlicensed crewmembers aboard a vessel. The Union's position is very clear on this matter. Washington State mandated watch-keeping procedures that differ from those required by our Collective Bargaining Agreement or US Coast Guard requirements are improper. Moreover, there is to be no random D&A testing of Stewards Department personnel. Likewise, random alcohol testing of unlicensed employees is not permitted.

In discussions with management on November 10, the Union was told that the company would cease the random D&A testing of Stewards Department and the Washington State random alcohol testing. Management also stated that vessels trading in Washington State would not be required to operate by any watch-keeping procedures that were not common to vessels trading outside that trade. The Union asks that members be aware of this and if confronted by any of these issues that exceed what is permissible by contract, notify either Union office.

## Peter (Pete the Pumper) Bakke: ESU membership spanned five decades



A 17-year-old Pete aboard the steamship Red Canyon

As previously stated in the October issue of the *ESU News* a question that is frequently asked is who has the longest Company service? George Young AB and Ship Representative aboard the *SeaRiver Mediterranean* who retired October 31, 2000, had the longest continuous company service with 39 years. Peter Bakke, who spent many years as

Pumpman aboard the *SeaRiver Galveston*, retired June 30th 2000, with 31 years of company service spread over five decades. Peter, known affectionately around the fleet as "Pete the Pumper" started his career at the age of seventeen aboard the Standard Oil Company Steamship *Red Canyon* on December 27, 1952. Pete joined the Esso Tanker Men's Association on May 15, 1957 and sailed on various Company ships and barges during his long career. When other longtime SeaRiver veterans bragged about the length of their Company service Pete was fond of saying, "Where were you in 52?" Pete's last ship before his retirement was the *SeaRiver Galveston*. We wish him many happy years of retirement.

## SeaRiver fleet augmented by two

SeaRiver Maritime has officially added two new tankers to its fleet, the *S/R Hinchinbrook* and the *S/R Puget Sound*. The *S/R Hinchinbrook* is a 90kDWT vessel formerly named the *Overseas Ohio* and the *S/R Puget Sound* is a 50kDWT tanker, which, before being acquired by SeaRiver, had previously been called the *Potomac Trader*. Both vessels were in dry dock at Swan Island Shipyard in Portland, OR during November for repairs and other work necessary to prepare them for service within the SeaRiver Fleet.

The Union boarded both vessels while on dry dock November 14, and met with Temporary Ship Representatives Gillette Randall of the *Puget Sound* and Earl Doucet of the *Hinchinbrook*. Both Ship Reps reported no major beefs and that work was progressing well as the crew worked towards readying the vessels for departure from the shipyard. On November 17, the *Puget Sound* departed the Columbia River sailing to Valdez on her maiden voyage for SeaRiver and the *Hinchinbrook* was scheduled for departure from the shipyard on or about November 25. She too, is slated for ANS trade.

A number of questions arose concerning the manning requirements on these vessels. Both are unique in respect to most other ships in the fleet in that their galleys have not been

modified to facilitate a two-man Steward's Department. Additionally, the *Hinchinbrook* does not have UMS certification for the engine room. From a conversation with management on November 10, it was the Executive Boards understanding that UMS certification was not going to be pursued by the company at this time and that the vessel would have three QMED watch standers in the Engine Department. Additionally, until such time that Galley modifications are made, if at all, there will be a third man (MS) assigned to the Stewards Department.

A Union meeting was held on the evening of the 13th of November at the Radisson Hotel in Portland at which crewmembers from both vessels were in attendance. The meeting was well received and allowed members to convey questions and concerns not only about issues specific to these new vessels, but to such topics as the wage re-opener, discontinuation of Washington State Regulation procedures and Health and Dental Insurance rates. Participation was enthusiastic during the meeting and attendance numbers were impressive.

The Executive Board thanks all the members who attended and extends special recognition to brothers Gill Randall and Earl Doucet whose efforts were instrumental in organizing the meeting.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Recording Secretary Thomas Thompson III

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

# Sailors' Union of the Pacific/ Training Resources Ltd

## Schedule of Course Offerings for 2001

### STCW 95 Basic Training

**This course is mandatory under international law for those planning to continue going to sea after February 1, 2002**

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

Jan. 8-12	Apr. 30-May 4	Aug. 6-10	Oct. 29-Nov. 2
Jan. 29-Feb. 2	May 14-18	Aug. 20-24	Nov. 5-9
Feb. 12-16	June 4-8	Aug. 27-31	Nov. 12-16
Feb. 26-Mar. 2	June 18-22	Sep. 10-14	Nov. 26-30
Mar. 5-9	July 9-13	Sep. 17-21	Dec. 3-7
Mar. 19-23	July 16-20	Sep. 24-28	Dec. 10-14
Mar. 26-30	July 3-Aug. 3	Oct. 15-19	Dec. 17-21
Apr. 9-13			

### Military Sealift Command LMSR Vessel Training

This course covers LMSR Vessel Training, Fast Rescue Boat Training, and Small Arms Training.

Jan. 16-Feb. 7	Apr. 17-May 9	July 10-Aug. 1	Oct. 23-Nov. 14
Mar. 6-28	May 29-June 20	Sep. 11-Oct. 3	Nov. 27-Dec. 17

### Fast Rescue Boat Training (FRB)

Jan. 29-Feb. 2	Apr. 30-May 4	July 23-27	Nov. 5-9
Mar. 19-23	Jun. 11-15	Sep. 24-28	Dec. 10-14

### Small Arms Training (MSC approved)

Feb. 5-7	May 7-9	July 30-Aug. 1	Nov. 12-14
Feb. 21-23	June 18-20	Sep. 25-27	Dec. 17-19
Mar. 26-28	July 24-26	Oct. 1-3	

### Survival Craft (Lifeboatman)

Jan. 9-12	Apr. 30-May 4	July 16-20	Oct. 15-19
Jan. 30-Feb. 2	May 21-25	Aug. 6-10	Nov. 12-16
Mar. 26-30	June 25-29	Sep. 17-21	Dec. 10-14
Apr. 9-13			

### Hazardous Materials — HAZMAT (First Responder)

Jan. 17-19	Apr. 23-25	July 25-27	Oct. 24-26
Feb. 21-23	May 21-23	Aug. 22-24	Nov. 19-21
Mar. 14-16	June 20-22	Sep. 19-21	Dec. 12-14

### Tankship Dangerous Liquids (Tankerman PIC)

Jan. 8-12	Apr. 9-13	July 30-Aug. 3	Nov. 5-9
Jan. 29-Feb. 2	Apr. 30-May 4	Aug. 13-17	Nov. 26-30
Feb. 12-16	May 14-18	Sep. 10-14	Dec. 3-7
Mar. 12-16	June 4-8	Oct. 1-5	Dec. 17-21
Mar. 26-30	July 9-13	Oct. 22-26	

### Medical First Provider

Jan. 9-12	Apr. 17-20	July 17-20	Oct. 1-4
Jan. 30-Feb. 2	May 15-18	Aug. 14-17	Oct. 23-26
Feb. 27-Mar. 2	June 11-14	Sep. 18-21	Nov. 12-15
Mar. 12-15			Dec. 11-14

### Global Marine Distress and Safety System (GMDSS)

Jan. 8-19	Apr. 23-Mar. 4	Aug. 20-31	Oct. 29-Nov. 9
Feb. 5-16	May 21-June 1	Sep. 10-21	Nov. 26-Dec. 7
Mar. 12-23	June 18-29	Sep. 24-Oct. 5	Dec. 10-21
Apr. 2-13	July 23-Aug. 3	Oct. 15-26	

### Training Information and Enrollment

#### Contacts

Jack Mannering, Director  
Andrew Furuseth School of Seamanship  
450 Harrison Street, San Francisco, CA 94105  
Jack Mannering, Director  
Tel: 415-640-3525  
Fax: 925-674-1011  
E-mail: [jmannering@hotmail.com](mailto:jmannering@hotmail.com)  
or: [planoffice@sailors.org](mailto:planoffice@sailors.org)

Rich Reed, SUP Welfare Plan Rep  
SUP Welfare Plan  
450 Harrison Street  
San Francisco, CA 94105  
Tel: (415) 778-5490  
Fax: (415) 778-5494  
E-mail: [planoffice@sailors.org](mailto:planoffice@sailors.org)

# Welfare Notes

November 2000

## Active members

Do you know that you have a medical and dental benefits anniversary date? Once you gain initial benefit eligibility you must ship 60 days in a 12-month period to maintain your eligibility. The 12-month period begins with your "benefits anniversary date," not with the calendar year or the date on which you joined or paid off of a ship. Your anniversary date was determined when you first became eligible for benefits. If this is unclear, or you do not know which month your anniversary date is, check with your branch agent or call the Welfare Plan office for further information.

## Retirees

In order to better serve our retired members, and active membership, we have made it easier and less expensive for you to reach the Welfare office. Beginning in November, you may reach the Welfare Plan by toll-free telephone!

In addition to our regular local telephone numbers, those members who live outside of the Headquarters area may now reach us at (800) 796-8003.

*Rich Reed*

*SUP Welfare Plan Representative*

### 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**

## SUP 401(k) PLAN SUMMARY ANNUAL REPORT

Fiscal Year Ended December 31, 1999

This is a summary of the annual report for SUP 401(k) Plan, EIN 94-3134523, for the year ended December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement:

Benefits under the Plan are provided by SUP 401(k) Plan. Plan expenses were \$69,325 which consisted entirely of administrative expenses. A total of 612 persons were participants in or beneficiaries of the Plan at the end of the plan year.

The value of the Plan assets, after subtracting liabilities of the Plan, was \$202,765 as of December 31, 1999. During the short plan year, the plan experienced an increase in its net assets of \$202,765. This increase 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 or the cost of assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of \$272,090, including employee contributions of \$147,400, employer contributions of \$109,880 and net gain on investments of \$14,810.

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; and
4. Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, Inc., who is the Plan Administrator, 450 Harrison Street, San Francisco, California 94105. The charge to cover copying costs will be \$.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 450 Harrison Street, San Francisco, California 94105, 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, N5638, Pension and Welfare Benefit Administration, U. S. Department of Labor, 200 Constitution Avenue, NW, Washington, D. C. 20210.



# Norfolk office opens



Photo by Dave Connolly.

Jack Stasko representing the Sailors' Union of the Pacific and Marine Firemen's Union stands in front of the MM&P building in Norfolk which houses the SUP/MFOW office.

## SUP/MFOW Norfolk Office

1058 West 39th Street  
 Norfolk, VA 23508  
 Telephone: (757) 489-3865  
 Facsimile: (757) 489-3785

## Important Addresses and Telephone Numbers

SIU Pacific District  
 Pension & Supplemental Benefit Funds  
 1422 Market Street  
 San Francisco CA 94102

### Telephone Numbers:

- Main ..... (415) 437-6832
- Pension ..... (415) 437-6889
- Supplemental Benefits ..... (415) 437-6870
- Accounting ..... (415) 437-6850
- Administrative ..... (415) 437-6899
- Fax Number ..... (415) 437-1533

## Record of SUP Shipping October 2000

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	4	5	2	0	11
Maint. Man	2	0	0	0	2
A.B	24	14	12	3	53
A.B. Dayworker	0	0	6	0	6
O.S.	3	1	0	1	5
Standby	55	5	101	20	181
Cook	0	1	0	0	1
<b>TOTALS</b>	<b>88</b>	<b>25</b>	<b>121</b>	<b>24</b>	<b>259</b>

# Group on maritime policy say U.S.-flag ships and crews are the best choice for sealift missions

Of the U.S. military's available sources of sealift, only U.S.-flag commercial vessels with U.S.-citizen crews represents the best balance between cost and assured access and control, a maritime industry report concludes.

Lessons learned from the Persian Gulf War demonstrate that "chartering foreign-flag ships on the open market should no longer be considered as offering a viable alternative to U.S.-flag ships for defense sealift missions," the report said.

The report, "Maritime Policy Initiatives 2000," was produced by the Working Group on Maritime Policy, consisting of Vice Admiral Albert J. Herberger, USN (ret.), and representatives of major U.S.-flag ocean carriers, maritime labor unions and maritime associations. This Group was formed by the Military Sealift Committee of the National Defense Transportation Association. These articles were originally published in the American Maritime Congress' *Washington Report*.

Following the Persian Gulf War, the U.S.-flag maritime industry and the Armed Forces entered into a partnership designed to improve the nation's strategic sealift capabilities and increase the ability of the U.S. military to rely upon the U.S.-flag commercial fleet for sealift missions.

The report noted that the success of that partnering is reflected in four key components: an improved U.S.-flag maritime industry role in strategic sealift planning, the Maritime Security Program (MSP), the Voluntary Intermodal Sealift Agreement (VISA) Program, and VISA acquisition reform and contracting initiatives.

Analyzing the results of the Persian Gulf War sealift effort, the report stated that foreign-flag vessels were not available in the numbers, sizes and types that military planners had been counting on. The result was that many of the foreign ships chartered for service during the Gulf conflict were more costly, less efficient and less reliable than their U.S.-flag counterparts.

The report stated that foreign-flag ships chartered during Operation Desert Storm charged freight rates \$50 per ton higher than U.S.-flag ships.

Foreign-flag ships were also far less efficient, the report showed. Of the total amount of cargo carried to the Gulf, 79 percent was carried using 103 U.S.-flag ships, while it took 150 foreign-flag ships to carry just 21 percent of the cargo.

The report also noted that 13 foreign-flag, foreign-crewed vessels hesitated or refused to enter the Persian Gulf. In contrast, U.S.-flag ships and U.S.-citizen merchant mariners have sailed into harm's way to deliver the goods for America's Armed Forces in all of the nation's wars, including the Persian Gulf.

The report further noted that 40 percent of the foreign-flag ships chartered during the Gulf War were listed on the U.S. Coast Guard's "blacklist" for poor safety records.

In addition, the report points out that reliable access to U.S.-flag commercial vessels and U.S.-citizen crews will be even more important in the future, because "once military planners exhaust the ability to draw upon U.S.-flag merchant shipping, either government or privately owned, to support U.S. Armed Forces overseas, their ability to draw upon traditional non-U.S. sources to meet remaining requirements is substantially reduced from even what it was during the Persian Gulf Conflict."

Initiatives such as the MSP and VISA programs were created as near-term solutions to ensure the availability of the U.S.-flag merchant fleet to fulfill the ever-increasing sealift needs of the U.S. military, the report said.

"The increased sealift capacity provided through MSP is best illustrated by the fact that the 118,000 TEUs [twenty-foot equivalent units] of lift capacity in the MSP fleet is 53 percent more lift capacity than the total number of TEUs delivered to the Persian Gulf during the entire seven months of Operations Desert Shield and Desert Storm," the report stated.

Moreover, that total lift capacity represents the amount of cargo today's MSP fleet could move in a single sailing, not the amount the MSP fleet could move in a seven-month period, the report said.

Furthermore, VISA, which incorporates the MSP fleet, provides approximately 15 million square feet of militarily useful lift capacity.

"VISA encourages industry participation through its scheme of activation priorities and market-based compensation and facilitates a seamless transition from peace to war through a joint planning group, activation processes and pre-negotiated contracts," the report said.

## Routine in the *Mississippi*



Photo op by the header in the *Chevron Mississippi* loading cargo at Richmond Long Wharf last month. From left to right Romulo Casasola, Cesar Finones, and Dave McKeithon. Photo by Bill Henneberry.



# SUP President's Report

November 14, 2000

## PATRIOT GETS MORE SHIPS

On November 10, three more LMSRs were turned over to Patriot Contract Services in Norfolk: *USNS Gordon*, *USNS Shugart* and *USNS Yano*. A fourth vessel, *USNS Gilliland*, which is enroute to Norfolk from Diego Garcia is expected to call for a crew in early December.

In order to spread the work coastwise to members that have taken Military Sealift Command required LMSR training, the gang for the *Gordon* was filled by the Wilmington Branch, the *Shugart* by the Seattle Branch and the *Yano* by Headquarters. The few members from the Honolulu Branch that have taken the training will be shipped to future LMSRs. All of these vessels and presumably the *Gilliland* are for the time being in modified Reduced Operating Status (ROS) with an SUP deck department of one bosun, three ABs and one OS.

According to Captain Saunders Jones, Patriot's Chief Operating Officer, MSC notified the company that it tentatively plans to redeploy the *Gordon* and *Gilliland* to the New Orleans area some time during the first quarter of next year. If that, in fact, occurs, both vessels will go into Full Operating Status (FOS) for the voyage with an SUP gang of one bosun, six ABs and two OSs. Once in the New Orleans area the vessel will revert to ROS. Jones also indicated that an as-yet-to-be-designated LMSR could be activated FOS for maneuvers off the East Coast in late December or early January.

The *USNS Fisher* is enroute to Honolulu while the *USNS Seay* is in modified ROS in Newport News.

The seventh LMSR, *USNS Mendonca*, is currently under construction at Avondale Shipyard and will call for a full gang in mid-December.

## NORFOLK OFFICE

The Norfolk office of the SUP and MFOW formally opened on November 1, with Union Representative Jack Stasko at the helm. Brother Stasko has been fully occupied in covering the LMSRs, the *America* (ex-President Hoover), the *Chevron Arizona* in Florida and in signing up new registrants. Jack is doing a bang-up job representing the interests of the SUP and MFOW. His full report will be published in the *West Coast Sailors*. SUP Vice President Dave Connolly spent a few days in Norfolk, as well as traveling to Florida, to assist Brother Stasko.

The membership should note that replacements for those getting off the LMSRs (time up, etc.) will be dispatched from the SUP hall where the job originated in accordance with past practice. If that hall cannot fill the job, the other halls on the West Coast, including Honolulu, will fill the job with SUP members that have taken MSC-required LMSR training. If the job cannot be filled in this manner, qualified registrants shall be dispatched from Norfolk.

The same procedure for replacements shall apply to the *America* (ex-President Hoover), also in accordance with past practice.

## FOSS MARITIME COMPANY

The Committee elected last month to negotiate with Foss Maritime Company, caucused at Headquarters on October 24 to formulate preliminary bargaining proposals. Prior to the Negotiating Committee meeting, the Union received a communication from Foss requesting a "non-bargaining" meeting at a neutral site to discuss industry issues. The Company also proposed that the agreement be extended past the November 30 expiration date, due to the late start of the negotiations and the upcoming holidays.

The Negotiating Committee agreed to the meeting but decided to defer a decision on whether to extend the agreement until after hearing what the company had to say.

On November 7, the parties met at the Oakland Marriott Hotel. Representing the SUP were Negotiating Committee members Mel Jackson, Mike Scotto, Tom Tynan, Mike Worth, Paul Wuestewald, Mike Higa (alternate), rank-and-file members, employed by Foss, Ed Chilbert, Paul Makarczyk, Eric Partika, Vice President Dave Connolly, Business Agent Bill Henneberry and your secretary. Foss was represented by Warner Nelson, Vice President Industrial Relations, Scott Merritt, San Francisco Regional Director and Ern Russell, Marine Superintendent.

The company's presentation was an overview of its bunkering operation in San Francisco Bay, the cost of operating and the possibility of competition. After questioning the company on some of its data, the Committee caucused, and after a thorough discussion, unanimously decided that it was in the Union's best interest to extend the current agreement to better prepare for bargaining.

Accordingly, signed a Memorandum of Understanding, subject to general membership approval, to extend the Foss agreement until midnight March 2, 2001, with the stipulation that any first year economic settlement be retroactive to December 1, 2000.

The Negotiating Committee has a caucus scheduled for later this month. It is anticipated that bargaining will begin in December.

## CHEVRON SHIPPING COMPANY

The current collective bargaining agreement between the SUP and Chevron Shipping Company covering unlicensed mariners employed in the company's U.S.-flag fleet expires on January 31, 2001. In accordance with the provisions of that agreement, will notify Chevron this month of the Union's desire to negotiate a new agreement.

As per Article XVII, Section 5 of the SUP Constitution, a Negotiating Committee will be elected at the December Headquarters meeting. To serve on this Committee members must be employed by Chevron.

Membership input is key to bargaining. All hands interested are urged to submit proposals in writing to Headquarters for consideration by the Negotiating Committee.

## EAST COAST MEETING

Along with Jack Mannering, Director of the Andrew Furuseth School of Seamanship, attended the Ship Operations Cooperative Program (SOCP) Conference at the Masters, Mates & Pilots School (MITAGS) in Linthicum Heights, Maryland on October 31, and November 1.

SOCP is an organization comprised of organizations representing the U.S. government, American shipowners and ship managers, and maritime labor.

The wide range of issues discussed at this conference have a direct bearing on the membership:

- The critical importance of the Maritime Security Program in maintaining a U.S.-flag fleet in the international trades and the necessity of ensuring that it continues to be funded by Congress and that it be renewed, expanded and better funded when the authorizing statute expires on September 30, 2005.

- The importance of maintaining the Jones Act.
- The impact of the full implementation of STCW 95 in 2002 on the U.S. seagoing manpower pool and the necessity of training and recruitment.

These and other topics of importance were addressed by speakers that included Vice Admiral Gordon Holder, Commander of the Military Sealift Command, Vice Admiral (Ret.) Albert Herberger, former Maritime Administrator and Carl Bentzel, Counsel to the Senate Commerce, Science and Transportation Committee.

While at MITAGS, also briefly attended a seminar that was held by Patriot Contract Services for the senior officers (masters, mates & engineers) being assigned to the LMSRs. Had an opportunity to discuss the collective bargaining agreement and field questions from those who had never sailed with West Coast crews.

## TRAINING

STCW 95 and Military Sealift Command required training for the LMSRs will resume in January. The first STCW 95 class will begin on January 8, 2001, and the first LMSR vessel training class will begin on January 16, 2001. All training will be at the SUP/Training Resources Ltd. site in San Diego. The complete schedule of course offering for 2001 will be published in the November issue of the *West Coast Sailors* and in subsequent issues.

In order to continue sailing after February 1, 2002, all mariners worldwide **must** have an STCW (Standards of Training, Certification and Watchkeeping) '95 certificate.

In order to be dispatched to the LMSRs SUP, members **must** take the MSC required LMSR training.

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

Guidelines for obtaining SUP training benefits were published in the October *West Coast Sailors*.

## BUILDING CORPORATION

Due to coastwise membership action in September and October to remove Brother Wayne Burgess from "any and all elected office (Wilmington Branch Agent and SUP Building Corporation Trustee) of the Sailors' Union of the Pacific," there is now a vacancy on the Building Corporation which calls for five Trustees in accordance with Article X of the SUP Constitution.

Recommend that Brother Bill Berger be elected to fill out the remainder of the 2000-2002 term.

## HOLIDAY BENEFIT

The SUP and MFOW will again co-sponsor our 11<sup>th</sup> Annual Holiday Lunch for participants of the respective Union Welfare Plans and invited guests. In San Francisco this year's luncheon will be at SUP Headquarters from 11:30 A.M. to 3:00 P.M. on Friday, December 22.

The Branches will celebrate in their halls, as follows:

**Seattle:** Sat., Dec. 16 - 11:00 A.M. to 2:00 P.M.

**Wilmington:** Sat., Dec. 16 - 12:00 P.M. to 3:00 P.M.

**Honolulu:** Sun., Dec. 17 - 10:00 A.M. to 2:00 P.M.

As approved by the Union and Employer Trustees of both Plans, the cost of this benefit is prorated to each Plan based on the number of participants.

## ACTION TAKEN

M/S to ratify the extension of the Foss Maritime agreement.

M/S to elect Bill Berger as Building Corporation Trustee.

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

Gunnar Lundeberg

## Burgess appeals membership decision

Wayne Burgess #5638 this month formally appealed the decision of the membership in concurring with the Trial Committee's recommendations.

Burgess was brought up on charges (see the September *West Coast Sailors*) by Duane Nash #2437. A trial was held at the Wilmington Branch on September 5, with Burgess being found guilty of all charges. In a coastwise vote held at all SUP Branches and Headquarters in September and October, the membership concurred with the Trial Committee's recommendation to remove Burgess from "any and all elected offices (Wilmington Branch Agent and SUP Building Corporation Trustee) of the Sailors' Union of the Pacific."

In accordance with Articles XVIII, Section 8 of the SUP Constitution, an Appeals Committee will be elected at the December Headquarters meeting.



## Vice President's Report

November 2000

The last full edition of this report occurred more than 38 years ago, written by then Assistant Secretary Harry Johnson in the March 1961 issue of the *West Coast Sailors*. The front office has seen many changes since then, and this report will describe some that are underway now.

In addition to the customary office duties surrounding membership paperwork, grievance handling, and maintaining records, I'm pursuing the completion of many separate projects such as long-term organizing campaigns, a resolution to the Chinese visa beef, statistical analyses of projected manpower requirements, improvements to the SUP website ([www.sailors.org](http://www.sailors.org)), and producing a new member kit of materials to name a few.

I found out that there's a lot of math in this job. Before the new negotiated wage rates took effect in July, the task of calculating the percentage increases for every rating and every rate fell to this desk. Also handled wage and benefit calculation duties with regard to the costing out of proposed contracts, such as the Maritime Pre-positioning Force (Enhanced) and Ready Reserve Fleet bids.

In June, I traveled to the East Coast to board the *America* in Norfolk and then the *USNS Fisher* and the *USNS Seay* in Newport News. Fielded many questions and

worked to resolve numerous grievances particularly with regard to travel, jurisdiction, and storing and feeding. Also made the *Chevron Arizona* in Pascagoula and the *USNS Seay* again in JLOTS off San Diego.

In October, I returned to Norfolk to assist SUP/MFOW Union Representative Jack Stasko in opening the East Coast office. After Norfolk, traveled to Honolulu to attend an educational conference hosted by the International Foundation of Employee Benefit Plans. The seminars were designed to train new trustees about trust fund operations, benefit improvement, and legal issues. While in the Islands made the *R.J. Pfeiffer*, *Manulani*, and *Lurline*, and met with the sailors in the Paint and Rigging gang.

As a delegate to the Alameda Central Labor Council, I interviewed political candidates in the months preceding the elections and then worked for the victory of those state and federal politicians who are friends of labor.

In San Francisco, I've boarded ships and handled beefs and questions in the Matson, ASM, Ready Reserve, Chevron, Bar Pilots, Sea River, and Polar fleets. Finally, I am working with the President and the Foss Negotiating Committee to prepare for negotiations with Foss Maritime Company.

Dave Connolly

## Maritime Administrator urges nation to remember merchant mariners on Veterans Day

Clyde J. Hart Jr., Maritime Administrator released the following statement on Veterans Day, 2000.

"Each year, the Nation pauses on November 11 to give thanks to and for all who have served in our armed forces in times of peril. Sometimes overlooked are America's merchant mariners who have risked all to support and sustain our servicemen and women.

During World War II, nearly 6,000 merchant seamen and officers lost their lives in the struggle for freedom. In 1945, General Dwight D. Eisenhower said the members of the merchant marine, "by their devotion to duty in the face of enemy action, as well as the natural dangers of the sea, have brought us the tools to finish the job. Their contribution to final victory will be long remembered."

On Veterans Day 2000, ground will be broken on the National Mall in Washington, D.C., for the National World War II memorial. It is appropriate and gratify-

ing that the memorial will be dedicated to all who served in the armed forces and the merchant marine of the United States during World War II.

From the birth of the Nation through the epic battles of the 20th Century, our merchant mariners have served whenever and wherever needed, including in Korea, Vietnam and the Persian Gulf. Today we should remember those in the merchant marine who served our nation so gallantly in the past, and we salute those who are prepared to answer the next call, whenever it comes.

With the groundbreaking ceremony on the National Mall, we will especially hold in our hearts those who risked and sacrificed so much serving in the merchant marine during World War II.

Information about the role of the merchant marine during World War II and other conflicts is available on the Maritime Administration's web site at <http://www.marad.dot.gov/history>.

## SUP member honored

SUP member Johnny Yee #221, was recently honored by the United Nations, the U.S. Government and the Korean Government for his merchant marine service during the Korean War. With his wife Esther by his side, Brother Yee received a



commendation and several distinguished medals from Capt. D.P. Cook (pictured above), Commander of the U.S. Navy in Korea, and General Lee San Hoon (ROKA, Ret.). During the war, Brother Yee served in the *s/s Hong Kong Transport*.

## USNS Seay put through her paces in Exercise Turbo Patriot 00

In September the *USNS Seay*, operated for the Military Sealift Command by Patriot Contract Services and crewed on deck by the SUP participated in Exercise Turbo Patriot 00 along with other MSC-controlled vessels.

Part of the exercise consisted of JLOTS (Joint-Logistics-Over-The-Shore) off of Camp Pendleton, California. The following three photos, courtesy of the MSC, show the *Seay* being put through her paces.



*Seay* (top photo) underway passing the Arizona Memorial in Pearl Harbor to load U.S. Army equipment to be used in Exercise Turbo Patriot 00.



The SUP gang maneuvers *Seay's* side ramp from the weather deck to starboard using the ship's two 110-ton single pedestal twin cranes (right photo).

The *Seay*, (below) with her side ramp positioned on the starboard side and resting on Navy lightage.



## UN agencies propose to help abandoned crews

Shipowners may soon be required to provide financial guarantees to cover repatriation costs of abandoned seafarers. Draft proposals on this issue are being considered by the International Maritime Organization and the International Labor Organization. The proposals would also force flag states to pick up the tab if shipowners fail to act. Worldwide cases of crew abandonment are currently running around one per week.

The two United Nations agencies are also examining the idea of international standards governing contractual obligations to seafarers and dependents in case of injury or death.

# SUP Branch Reports

## Seattle

October 16, 2000

Shipped the following for the period: 4 bosuns, 10 ABs, and 11 standbys for a total of 23 jobs shipped. The regular jobs were filled by 8 A cards, 3 B cards and 3 C cards. The standby jobs were taken by 1 A card, 3 B cards, and 7 C cards.

Registered the following for the period: 8 A cards for a total of 42, 6 B cards for a total of 22, and 4 C cards for a total of 30.

### Ships checked

APL Korea, APL Thailand and APL Philippines with little or no problems. Kauai and R.J. Pfeiffer are running smoothly. Chevron Mississippi berthed at Anacortes and found in good shape. Shipped the gang back to the Manulani due out of the shipyard in Shanghai, China.

The Sailors' Union stood with the Operating Engineers Union in their contract and organizing dispute with Starbucks roasting plant in Kent, Washington. Along with Eric Thorkildsen of the Deep Sea Fishermen's Union attended the King County Labor Council meetings where Eric was appointed as a delegate to that body. We continue with our volunteer efforts on the political front.

The Seattle Branch holiday lunch will be held on December 16.

Vince O'Halloran  
Branch Agent

## Wilmington

October 16, 2000

Shipped the following for the period: 1 bosun, 7 ABs, 9 AB maints., and 90 standbys, for a total of 107 jobs shipped.

Registration stands at 46 A cards, 31 B cards, 9 C cards, and 7 D cards.

### Ships checked

Mahimahi, Maui, APL Singapore, President Kennedy, Ewa, President Wilson, Lihue, President Adams, President Grant, APL Korea, President Polk, APL Thailand and Mokihana.

President Gunnar Lundeborg attended today's meeting. He read his Headquarters report. He also answered any questions the membership asked. The Wilmington Branch holiday lunch will be held on December 16.

William Berger  
Branch Agent

## Honolulu

October 16, 2000

Shipped the following for the month of September: 1 Bosun return, 6 ABs, 2 AB reliefs, 1 OS and 19 standby jobs for a total of 29 jobs dispatched. These regular jobs were filled by 4 A members, 5 B members, and 1 D registrant. The standby jobs were filled by 5 A members, 2 B members, 8 C members, and 4 D registrants.

Registration during the month of September is as follows: 5 A members, 2 B

members, 2 C members, and 2 D registrants. To date we have 11 A members, 6 B members, 6 C members and 8 D registrants for a total of 31 registered.

### Ships checked

Lurline, Chief Gadao, Pfeiffer, Matsonia, Lihue, Maui, and Kauai, all with few or no problems.

Along with Bonny Coloma, MFOW agent, met the LMSR USNS Seay upon arrival at Pearl Harbor. There were a few minor beefs handled well by delegate Joe Moniz, Jr. The gang was quite busy with cargo operations; overall it was quite an impressive operation.

Matson Paint & Rigger, Pat Weisbarth, delegate: running smoothly with George Lum, bosun.

September 3, set up MTD booth and attended Hawaii's AFL/CIO Labor in Concern event.

The Honolulu Branch holiday lunch will be held on December 17.

Mike Duvall  
Branch Agent

## Norfolk

November 3, 2000

Shipped 1 bosun, 2 ABs, and 1 OS. Jobs filled by 1 A member, 1 B member, and 2 D registrants.

### Ships checked

America at Norfolk International terminal, deck delegate Robin Colonas. In very good shape. There was a minor problem with the fresh stores on a new fast turnaround run. Notified the company and Headquarters. The USNS Seay in drydock at Newport News Shipyard. Mike Binsky, bosun; Joe Obsuna, delegate. Usual shipyard problems regarding lodging which were squared away to the gang's satisfaction. Was able to get the night lunch for the gang. We are also working to get the company to provide some cas to sailors in ROS.

Chevron Arizona in Fort Lauderdale. Scott Oliphant, bosun; John Svane, delegate. No beefs. I was very impressed by the professional sailors here and their solid commitment to the SUP.

I visited various Navy and government job placement centers to investigate recruitment possibilities.

Setting up the office was no small task either. I set up the fax, phone, computer, shipping board, etc. I was glad to have SUP Vice President Dave Connolly here to help in this work and in patrolling the waterfront in this town of sailors.

I would like to thank Gunnar, Whitey Disley, all officials, and especially the rank-and-file for providing this opportunity for me to plant the SUP/MFOW banner back on the East Coast. Thanks also to Patricia Powell and Captain Pete Simmons of the MM&P for sharing space in this hall; it's a privilege to be here.

Also, the crewing of the Shugart, the Gordon, and the Yano went very smoothly and to everyone's satisfaction. The SIU unlicensed personnel showed professional seamanship regarding the turnover. The MFOW crew changes also went very smoothly. In closing it has been a very busy week, and I will maintain a constant vigil on these ship while they are based here.

Jack Stasko  
SUP/MFOW Representative

## San Francisco Business Agent

November 14, 2000

During the past month, I spent considerable time in the front office as Vice President Dave Connolly was out-of-town. Attended the San Francisco Bay Maritime Trades Department (MTD) luncheon, which is chaired by Gunnar Lundeborg. The speaker, Bill Gould, was a past Chairman of the NLRB. His comments showed how politics sometimes overshadows the decision making process at that agency.

Along with the President and Vice President, attended the Foss Maritime presentation at the Oakland Marriott, where the Company asked for a three-month extension on the existing contract. The Foss Negotiating Committee agreed to this request on condition that first year economic settlement negotiated will be retroactive to Dec. 1, 2000.

"Welcome aboard" to Brother Jack Stasko in Norfolk. This new office will better serve the needs of the Union. I first shipped out of New York, in 1961; it's good to see the SUP and the MFOW once again have a presence on the East Coast.

Chief Gadao - Sonny Cooper, delegate.

Ewa - Stan Lane, delegate. Bob Burns is the new bosun. Laid off the gang and went into idle status in Port of Richmond.

Kauai - John Kerlin, delegate.

Lihue - Keith Kamana, delegate. Sandy Earle made the bosun's job on a young card; running mostly between LA and Honolulu with occasional calls in the Bay Area.

Mahimahi - Tom Larkin, delegate. Orsen Larsen returned from his trip off. Restricted to ship time in Quindao will be taken up with the company by Dave Connolly.

Manoa - Take Masukawa, delegate. In good shape. Gang had questions about changing the shipping rules to promote an AB on the ship when there are no book Class "A" seniority members available to take the job. I went over the resolution process for changing the SUP Constitution, and the SUP Shipping Rules.

Matsonia - Joe Justice, delegate. Called her gang back and sailed for Honolulu.

Mokihana - Charles Mohun, delegate.

Moku Pahu - Joe Moitoso, delegate. Vessel departed the Columbia River for Vietnam with a load of grain.

R.J.Pfeiffer - Pat Minici, delegate.

Chevron Colorado - Bert Burris, delegate. Thor Erikson, bosun. This vessel celebrated her 1000th voyage this month at Richmond Long Wharf.

Chevron Washington - Peter Bragg, delegate. Long trip to the Gulf of Mexico to pick up product.

Chevron Mississippi - Dave McKeithen, delegate. Chris Bujnowski, bosun. Scheduled to make a trip to the Islands, and then clean up for the yard in Portland.

Foss Maritime - Tom Tynan, delegate. Just a reminder: When you have steady employment you are obligated to pay off your initiation fee at the rate of \$50 per month until you have paid off the entire \$800. This is true at Foss, Chevron, the Bar Pilots, as well as at Matson and ASM.

In other words, union wide.

San Francisco Bar Pilots - Roy Tufono, delegate.

Ready Reserve Fleet Alameda - Danny Foster, delegate. Cape Girardeau will call for a full crew in January and will go on maneuvers with the Navy.

ASM Shore Gang - Norman Kwak, delegate.

President Adams - Bill Remoto, delegate, bosun Ray Morgan.

President Grant - Teo Rojas, delegate. All in good order with a few items to discuss with the Mate.

Pres. Jackson - Keith Miller, delegate.

President Kennedy - Ira Reitzel, delegate. Phone call from Dutch Harbor, went over a few items, Ira has the situation in hand.

President Polk - Dan McDonald, delegate. Didn't get to talk to the gang, as all hands were busy taking off inspection plates for ABS inspection, etc.

President Truman - Ray Harlow, delegate. This vessel had plenty of problems and disputed time. I went over the problems with the gang and the mate; collected ALL.

Bill Henneberry

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2000/01:

	Hdqts.	Branch
December	11	18
January	9	16*
February	13*	20*
March	12	19
April	9	16
May	14	21
June	11	18
July	9	16
August	13	20
September	10	17
October	9*	15
November	13*	19
December	10	17

\*Tuesday

## Dispatcher's Report

Hdqtrs. Oct. 2000

Deck	
Bosun	4
Carpenter	0
MM	2
AB	24
OS	3
Standby	55
Total Deck Jobs Shipped	88
Total Deck B, C, D Shipped	15
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.	88
Total B, C, D Shipped-All Depts.	15
Total Registered "A"	90
Total Registered "B"	87
Total Registered "C"	9
Total Registered "D"	14