



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, November 21, 2003

House and Senate pass new maritime security fleet bill

Expanded program will maintain U.S.-flag presence in the international trades; President Bush expected to sign

Landmark legislation passed both houses of Congress this month which will be the successor to the Maritime Security Program (MSP).

After conferees from the House and Senate fine-tuned the bill, it was passed by the House of Representatives 362-40 on November 7, and approved by the Senate 95-3 on November 12. The bill now goes to the President's desk for his expected signature.

As part of the National Defense Authorization Act for Fiscal Year 2004 (H.R. 1588), the renamed Maritime Security Fleet (MSF) is a ten-year program that takes effect on October 1, 2005 upon the expiration of the current Maritime Security Program.

The new program expands the size of the fleet from the current 47 to 60 privately-owned, militarily-useful U.S.-flag commercial vessels operating in foreign commerce.

While MSP payments to vessel operators have remained frozen at \$2.1 million per ship since 1996, the new MSF program authorizes an annual per vessel payment of \$2.6 million in fiscal years 2006, 2007 and 2008. The amount increases to \$2.9 million per ship in fiscal years 2009, 2010 and 2011. In fiscal years 2012, 2013, 2014 and 2015, the amount is increased to \$3.1 million per vessel.

As with the Maritime Security Program, the Maritime Security Fleet program is subject to annual Congressional appropriation. If funds are not authorized, vessel owners and operators are permitted to flag-out their ships.

The new MSF program radically changes the citizenship requirements mandated in the current MSP under which operators holding MSP operating agreements must be Section 2 citizens as defined by the Shipping Act of 1916. With few exceptions, the MSF program does not make that a requirement.

While the new program reserves the first five operating agreements for product tankers built in the United States after the date the bill is enacted (or to a foreign-built tanker to be replaced by a U.S.-built tanker) to Section 2 citizen operators, it eliminates the existing citizenship-based priority system of the award of operating agreements to the 47 vessels participating in MSP as of December 31, 2004. It further directs that the eight remaining operating agreements should be awarded first to Section 2 owned and operated vessels or to "documentation citizen" owned and operated vessels. Under this category, the Secretary of Transportation through the Maritime Administration is to consider the appli-

cants' records of owning and operating vessels.

The "documentation-citizen" must certify that there are no treaties, statutes, regulations or other laws that would prohibit the operator from performing its obligations under an MSF operating agreement. The Secretaries of Transportation and Defense must both notify the House and Senate Committees on Armed Services and the Senate Committee on Commerce, Science and Transportation that they agree with this certification. If a vessel is chartered to a person owned or controlled by a person who is not a Section 2 citizen, the non-Section 2 person must enter into an agreement with the Secretary of Transportation.

To be eligible to be enrolled in the Maritime Security Fleet, a vessel must be operated in foreign commerce, determined by the Secretary of Defense to be suitable for national defense or military purposes, determined by the Secretary of Transportation to be commercially viable and a U.S.-documented vessel or a vessel that will be U.S.-documented if it is included in the Fleet.

In addition to all the above criteria, a vessel must also be either a roll-on/roll-off vessel with a capacity of at least 80,000 square feet and that is 15 years of age or less when included in the Fleet; or a tank vessel constructed in the United States after the date of enactment; or a tank vessel 10 years of age or less when included in the Fleet; or a LASH vessel 25 years of age or less when included in the Fleet; or any other type of vessel 15 years of age or less when included in the Fleet.

A vessel that is not a U.S.-flag vessel on the date of enactment of this legislation but which meets the above criteria for eligibility for inclusion in the Maritime Security Fleet shall be eligible for documentation under the laws of the United States if the Secretary of Transportation determines that the vessel is classed by and designed in accordance with the American Bureau of Shipping or other accepted classification society, and the vessel complies with applicable international agreements and associated guidelines.

The Secretary of Defense, in conjunction with the Secretary of Transportation, may waive the vessel age requirement if the Secretaries jointly determine that the waiver is in the national interest, is appropriate to allow the maintenance of the economic viability of the vessel, and is necessary due to the lack of available vessels and operators that comply with the age requirement.

Beginning no later than No-

vember 1, 2004, the Secretary of Transportation shall accept applications for the enrollment of vessels in the Maritime Security Fleet. Within 90 days of the receipt of an application, the Secretary of Transportation shall approve the application in conjunction with the Secretary of Defense and enter into an operating agreement with the applicant, or provide the applicant the reason for its denial in writing.

With respect to a vessel covered by a Maritime Security Program operating agreement as of December 31, 2004, the Secretary of Transportation may only accept an application from a person who has the authority to enter into an operating agreement for the full term of the operating agreement. In the case of a vessel whose charter ends September 30, 2005, only the owner of the vessel, including a beneficial owner of the vessel with respect to a U.S. citizen trust, shall have the authority to apply for an operating agree-

MSF *continued on page 5*



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Sailors' Union balloting begins in December

By secret mail-ballot, all eligible members of the Sailors' Union of the Pacific will elect officers for the 2004-2006 term and decide on proposed amendments of the Union's Constitution and Shipping Rules.

The two-month election period begins on December 1, 2003, and concludes on January 31, 2004, with the ballots tallied on Monday, February 2, 2004.

Pacific Election Services, Inc. was selected by the membership as Impartial Balloting Agent and will be responsible for the entire election process.

Nineteen SUP members have been certified as eligible candidates, by the membership, to run for office. The positions contested are Wilmington Branch Agent, Trustees of the SUP Building Corporation and delegates to the SIUNA Convention.

SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED SEPTEMBER 30, 2003

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 14, 2003, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,028,491.70
Political Fund	\$2,976.76
Strike Fund	\$1,293,730.99
Total Cash and Investments 3rd Qtr. 2003	<u>\$2,325,199.45</u>

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$98,346.50
Interest	14,191.99
Donations - <i>West Coast Sailors</i>	2,053.00
Tanker & Joint Committee, Hiring Hall	109,269.32
Advertising & Promotion	495.00
Reimbursed Administrative Expenses	18,457.70
Contributions - General Fund	1,325.00
Total Income:	<u>\$244,138.51</u>

Expenses:	
Auto & Travel	\$1,536.95
Rent	15,714.90
Postage, Printing & Office	9,741.64
Telephone & Telegraph	6,460.75
<i>West Coast Sailors</i> Publishing Expense	4,915.04
Per Capita	9,124.25
Salaries & Payroll Taxes	182,700.68
Office Workers Pension	5,296.20
Insurance	31,738.25
Field Expense	3,721.72
Committee & Neg., Conference & Conv.	9,046.79
Investment Expense	1,497.13
Advertising & Promotion	886.36
Legal & Accounting	21,528.59
Contributions	2,550.00
Flowers	162.38
Officials Pension	977.04
Subscription	2,693.07
Total Expense:	<u>\$310,291.74</u>

BUILDING CORPORATION

Income:	
Assessments	\$2,512.00
Interest & Principle on Mortgage Notes	6,235.62
Rents	59,016.45
Insurance Reimbursement	14,015.00
Miscellaneous	3.33
Total Income:	<u>\$81,782.40</u>

Expense:	
Building Services & Utilities	\$22,308.18
Repairs & Maintenance	45,284.04
Salaries & Payroll Taxes	15,344.57
Legal Expense	11,077.28
Conference & Negotiations	1,609.41
Pension	101.43
Insurance	9,220.43
Total Expense:	<u>\$104,945.34</u>

POLITICAL FUND

Income:	
Contributions	\$3,410.00
Interest92
Total Income	<u>\$3,410.92</u>

Expense:	
Contributions	\$3,475.00
Office Expense	0.00
Total Expense:	<u>\$3,475.00</u>

Net Income 3rd Qtr.	\$(89,380.25)
Net Income 1st Qtr.	\$157,207.84
Net Income 2nd Qtr.	(64,634.55)
Year To Date	<u>\$3,193.04</u>

/s/ Louis Frazier	Ernest Stimach
/s/ Arthur Thanash	Randy Runyan
/s/ Dennis Howard	Anthony Huertas

ACTION BY THE MEMBERSHIP November 10, 2003. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the *West Coast Sailors*. Carried unanimously.

Stowaways in Chinese ship thrown overboard

Fishermen in northern Brazil rescued eight African men who were thrown overboard last week after being discovered stowed away on a Chinese ship. The men, between the ages of 16 and 22, were found swimming several miles off the coast near Recife.

The incident came to light as the Center for Seafarers' Rights charged that continuing US denials of shore leave to innocent seafarers not only damages the emotional and material welfare of the merchant mariner, but endangers the lives of stowaways and undermines the readiness of seafarers to play an active role in the war on terror.

According to Brazilian federal police, six of the men said they were beaten and thrown overboard, while two more ap-

parently jumped off the boat of their own volition. The men said they had stowed away on the 27,088 dwt Hong Kong flag bulk-carrier *Tu King* before it departed from the Guinea, hoping to find jobs and opportunities that were lacking at home.

Federal police said they were waiting to question the master of the ship, which remained off the coast of Recife, waiting to clear health inspections before coming into port. Federal police said the master could be charged with illegally transporting foreigners and carries a possible prison term of up to three years.

A spokesman for the ship operator, Accord Ship Management of Mumbai, (Bombay) said that the report was uncorroborated and that while his company was not involved in the alleged incident, it would, in any case, provide details if the incident was confirmed.

AMO affiliates with SIUNA

The American Maritime Officers (AMO) announced on November 10 that it has affiliated with the Seafarers' International Union of North America, AFL-CIO.

The AMO traces its origins to the Brother of Marine Engineers (BME) which was issued a charter by the SIUNA in 1949. BME became an affiliate of the SIUNA in 1953, but affiliated with the National Marine Engineers Beneficial Association (MEBA) in 1959. Over the years, the BME became District 2 MEBA and finally AMO after withdrawing from the MEBA.

The SIUNA is a federation of autonomous Unions that elect their own officials, negotiates their own contracts and participates in their own pension and welfare plans.

Maritime unions under the banner of the SIUNA include the Seafarers' International Union-Atlantic, Gulf, Lakes and Inland Waters District/National Maritime

Union; the American Maritime Officers; the Marine Firemen's Union; the Sailors' Union of the Pacific; the Seafarers' International Union of Canada; and the Seafarers' International Union of Puerto Rico, Caribe and Latin America.

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SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2003/04:

	Hdqs.	Branch
December	8	15
January	12	20*
February	9	17*
March	8	15
April	12	19
May	10	17
June	14	21
July	12	19
August	9	16
September	13	20
October	12*	18
November	8	15
December	13	20

*Tuesday

Financial Departures

Alvin Layton, Book No. 5863. Born in New Jersey in 1914. Joined SUP in 1944. Died in San Francisco, California, October 17, 2003. (Pensioner)

Frank J. Rizzi, Book No. 5863. Born in California in 1922. Joined SUP in 1945. Died in Astoria, Oregon, October 14, 2003. (Pensioner)

Robert Weaver, Book No. 5863. Born in Illinois in 1922. Joined SUP in 1943. Died in Long Beach, California, October 25, 2003. (Pensioner)

Demorito B. Sampior, Book No. 7251. Born in the Philippines in 1914. Joined SUP in 1952. Died in San Francisco, California, October 24, 2003. (Pensioner)

Harold C. Hazen, Book No. 5863. Born in Wisconsin in 1934. Joined SUP in 1964. Died in California, September 26, 2003. (Pensioner)

Southern California grocery workers fight to maintain health benefits and wage structure

Over 70,000 members of the United Food & Commercial Worker's (UFCW) across Southern California are engaged in a struggle with major supermarket chains to maintain health benefits and wages.

On October 11, the Union struck Von's markets (owned by Safeway) over the proposals of the employer to slash medical benefits by 50 percent, impose a two-tier wage system for new workers and to freeze wages. After the walkout began, Albertson's and Ralph's grocery chains—in a show of "employer solidarity"—locked-out their UFCW employees.

Art Pulaski, Executive Secretary-Treasury of the California Labor Federation, stated that, "This is not only a UFCW fight—this is our fight. Companies are cutting hard-won health care packages and forcing workers to pay more for less. In contract negotiations across the state our benefits are the number one employer target. The UFCW strike/lockout is a 'line in the sand.' It will set the tone for all of our negotiations in the future. Our benefits are at risk every time another employer cuts health care."

To support the UFCW struggle and send the employers a message, Northern Californian's should not shop at Safeway.

The SUP in Southern California is playing an active role in supporting the UFCW. The Wilmington Branch has "adopted a store"—the Von's market on 25th and Western Avenue in San Pedro—and is assisting the UFCW with picket duties at that location.

HONOR ALL PICKET LINES!

President Bush names Admiral Loy as deputy secretary of Homeland Security

President Bush last month named James Loy as his nominee for the number two spot behind secretary Tom Ridge at the recently formed Department of Homeland Security, whose myriad agencies include the Coast Guard, Customs and Border Protection and the Secret Service.

In a statement, the president said he intended to designate Admiral Loy Acting Deputy Secretary of Homeland Security pending his confirmation by Congress. Admiral Loy, who graduated from the U.S. Coast Guard Academy in 1964 and rose to become Coast Guard commandant, is currently administrator for the Transportation Security Administration, which has oversight for the entire U.S. transport system. His appointment will be broadly welcomed by the U.S. maritime industry, which has increasingly felt shortchanged by the administration in its drive to improve the security of the U.S. transport network.

Though there is a widespread perception that the United States is most vulnerable to catastrophic terrorist attack through the maritime transport system, shipping has received but a fraction of the security funding supplied to more visible and voter-friendly modes, such as aviation.

The disparity has become increasingly alarming with the emergence of a raft of new regulation and legislation mandating costly security improvements across the shipping sector. Only last week, after much consultation with industry, the Coast Guard released new maritime security requirements in a final rule.

The new requirements, which mirror those of the recently passed Maritime Transportation Security Act, cover security assessments and the development of security plans for vessels and terminal facilities; the designation of security personnel for vessels and facilities; and the installation of Automatic Identification System equipment.

Alexander & Baldwin posts major profit increase for the third quarter of 2003

Matson's parent company, Alexander and Baldwin, achieved a 22 percent increase in third quarter profit.

Net income rose to \$21.7 million, or \$0.52 per share, from \$17.8 million, or \$0.43 per share, in the same period of 2002. Revenue increased to \$316.7 million from \$292.5 million.

Allen Doane, A&B's president and CEO, commented: "Third quarter performance was strong, a reflection of excellent performance at both Matson and A&B Properties." These two businesses represent about 90 percent of A&B's assets. "Matson has regained its operating momentum returning to profitability levels necessary for long-term investment in the business. In this regard, we are pleased to note the inaugural voyage in September of the *m/v Manukai*, the first new containership in Matson's fleet in more than a decade," Doane added.

In other Matson news

In recognition of Matson's continued strong growth, a changing mix of busi-

ness, and the introduction of new services, Matson Intermodal System announced October 16, that it is renaming its business entity to Matson Integrated Logistics.

"Our new name, Matson Integrated Logistics, reflects the company's goal of providing an array of multimodal transportation services," said Robert Papworth, president, Matson Integrated Logistics. "This is the platform for our strategy of creating a greater breadth and depth of logistics services for our customers, and more aptly describes the company going forward. Backed by Matson Navigation Company's long legacy of serving the shipping community, and the team of talented and dedicated people we have assembled at MIL, we are excited about our new direction."

Matson Integrated Logistics is a subsidiary of Matson Navigation Company. Matson is a wholly owned subsidiary of Alexander and Baldwin, Inc. of Honolulu.

Foss christens new SUP-crewed barge for San Francisco Bay bunkering

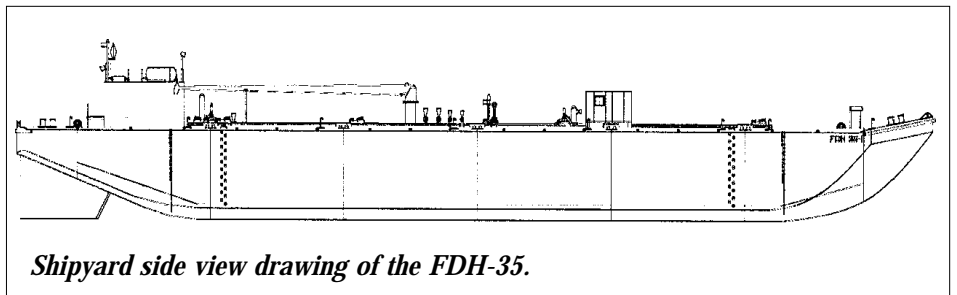


On the deck of the FDH-35 are from left: Tom Farola, Ed Chilbert, Harold Presswood, Eric Partika and Mike Worth. Photo by Dave Connolly.

On November 3, Foss Maritime Company christened the double-hulled barge, FDH-35, for use in its bunkering operation in San Francisco Bay.

The 35,000 barrel vessel, built by Zidell in Portland, Oregon, can carry over 32,000 barrels of fuel (bunker) oil and almost 3,000 barrels of marine gas/oil.

Her length overall is 240 feet and has a beam of 60 feet. When loaded she draws 18 feet 6 inches and displaces 5,936 long tons.



Shipyard side view drawing of the FDH-35.

The vessel's sponsor was Michele Swanson, advisor to the president of Global Trading and Fuel and Marine Marketing (FAMM) for ChevronTexaco Corporation. Foss has a contact with FAMM to deliver ChevronTexaco petroleum products in San Francisco Bay.

Also delivering remarks at the ceremony were Steve Scalzo, president and CEO of Foss; Captain Gerald Swanson, USCG Captain of the Port (San Francisco); Carlton Moore, administrator, OSPR of the California Department of Fish and Game; Steve Swinburn, marine manager for ChevronTexaco Shipping Company; Andrew Tong, Vice President, Fuels-America for ChevronTexaco FAMM; USCG Chaplain George Mendes; and Scott Merritt, San Francisco Regional Director for Foss Maritime Company.

Senator Mikulski brings home the importance of U.S.-flag ships, American mariners

In remarks October 22 before the Washington Propeller Club, Senator Barbara Mikulski (D-MD) commended the entire industry for its accomplishment during call-up in Iraq.

She also stressed the need for shipyards. "We need American ships and they need to be subsidized. We need an industrial base and we need jobs to support that industrial base."

She also joined in support of Senator Mary Landrieu's (D-LA) call for cargo preference afforded to U.S. vessels involved in rebuilding Iraq.

"We have another war, the war against terrorism," Mikulski stated. "One of the greatest threat is that to our ports." She went on to note that every port is in danger—"we need to protect those ports." The Maryland senator told the gathering that private industry cannot do it alone, nor can ports or states. "Port security needs federal financial help, especially for first responders." The federal government should pay that bill because "this is a national problem," she said.

"We also need to protect our Coast Guard," noting that the Coast Guard is "absolutely stretched to the limit. We have to put resources in the federal check-book. We have to replace their aging

fleet," which means work for U.S. yards. "All of these are wise uses of the tax dollar," she declared.

Responding to a question as to the best way to get both sides of Congress to agree to—and come forward with—adequate port security funding, Mikulski suggested that legislators must get to know the industry and visit the port facilities for themselves. "They will then see the needs first hand." She said that port authorities have to show what's needed.

Gloria Tosi, president of the American Maritime Congress, discussed with Mikulski the problem of identity crisis regarding the maritime industry. "The American public by and large does not know who we are," stated Tosi. Responding, Mikulski said that the American public is complacent just as long as what they need is on the shelves. She advocates media involvement to "tell the story."

Another participant asked how to turn around the Administration's negative attitude toward the Title XI Program. Mikulski responded, "I don't think you can do anything to turn it around—they're about being cheap."

On the positive side, however, Mikulski noted, "you have a pretty good Maritime Administrator, but the wallet is not there."

New Maritime Security Fleet

continued from page 1

ment for such participating fleet vessel. No age restriction shall apply to a participating fleet vessel during the 30-month period beginning on the date the vessel begins operating under an operating agreement if the Secretary determines the contractor has entered into an arrangement to obtain and operate a replacement vessel that meets the age requirements.

Subject to the availability of appropriations, the Secretary of Transportation shall enter into operating agreements for not more than 60 vessels in accordance with the following priority:

1) The first five operating agreements shall be awarded, to any tank vessel built in the United States after the date of enactment which is owned and operated by Section 2 United States citizens. An existing U.S. or foreign built tank vessel otherwise eligible for inclusion in the Fleet shall be eligible for an operating agreement under this priority if a binding contract for the construction in the U.S. of a replacement vessel is executed not later than 9 months after the date funds are available.

2) The next 47 operating agreements shall be awarded to participating fleet vessels (vessels covered by an operating agreement as of December 31, 2004). This number shall be reduced by one for each application for an operating agreement for a participating fleet vessel that is not received or approved.

3) The remaining operating agreements, including operating agreements that are not awarded to participating fleet vessels, shall be awarded first, to any vessel eligible to be included in the Fleet that is owned and operated by Section 2 U.S. citizens or that is owned by a documentation citizen and operated by a Section 2 U.S. citizen, and second, to any other vessel eligible to be included in the Fleet. Operating agreements under this priority shall be awarded by the Secretary in accordance with the applicants' records of owning and operating vessels, and with the approval of the Secretary of Defense.

In general, the Secretary of Transportation may, under this legislation, enter into an operating agreement effective fiscal year 2006. An operating agreement shall be effective for one year and, subject to the availability of appropriations, shall be renewable for each subsequent fiscal year through the end of fiscal year 2015.

If the contractor fails to materially comply with the terms of the operating agreement, the Secretary of Transportation shall notify the contractor and give the contractor a reasonable amount of time to comply. If the contractor fails to comply, the agreement shall be terminated and the Secretary may enter into a new operating agreement.

A contractor must give the Secretary 60 days notice of his intent to terminate an operating agreement. An operating agreement shall terminate three years after the date a vessel begins operating under the agreement if the contractor notifies the Secretary no later than two years after the date the vessel commenced operating under the agreement that he intends to terminate the agreement and the Secretary, in conjunction with the Secretary of Defense, determines that an acceptable application has been received for a replacement vessel that will be owned and operated by Section 2 U.S. citizens or owned by a documentation citizen and operated by a Section 2 U.S. citizen.

Notwithstanding Section 9 of the Shipping Act, 1916, if an operating agreement is terminated by the Secretary or if funds are not appropriated for payments under an operating agreement, the owner or operator of the vessel may place the vessel under a foreign flag that is acceptable to the Secretary of Transportation and the Secretary of Defense.

A contractor may transfer an operating agreement to a person eligible to enter into that operating agreement if the transfer is approved by the Secretary of Transportation and Secretary of Defense.

A contractor may replace a vessel under an operating agreement with another eligible vessel if the Secretary of Transportation, in conjunction with the Secretary of Defense, approves the replacement.

The specifics of the legislation regarding tankers directs the Secretary of Transportation to establish a program to provide financial assistance to construct up to five (5) privately-owned product tankers in the United States. Each vessel must be between 35,000-60,000 deadweight tons, be operated exclusively in the foreign commerce, and be covered by an Emergency Preparedness Agreement approved by the Secretary of Defense.

Within 90 days after the enactment of this legislation, the Secretary of Transportation, in consultation with the Secretary of Defense, shall publish a request for competitive proposals for the construction of product tank vessels. Any U.S. citizen or any U.S. shipyard may submit a proposal. The person proposed to be the operator of the vessel must possess "the ability, experience, financial resources, and any other qualifications determined to be necessary by the Secretary for the operation and maintenance of the vessel."

The shipyard in which the vessel will be constructed must have "the necessary capacity and expertise" to build the vessel or vessels, as determined by "the recent prior commercial shipbuilding history of the proposed shipyard in delivering a vessel or series of vessels on time and in accordance with the contract price and specifications."

When considering proposals, the Secretary is directed to give priority consideration to a proposal submitted by a Section 2 U.S. citizen and may give priority consideration to proposals that provide the best value to the Government based on the cost of construction and the commercial and national security needs of the United States. Subject to the availability of appropriations, the Secretary may pay up to 75 percent of the actual construction cost, not to exceed \$50 million per vessel. The legislation authorizes to be appropriated \$250 million to implement this program beginning in fiscal year 2005.

A vessel built with assistance under this legislation must be operated under the U.S.-flag, may not operate in the coastwise trade, and may not apply under Section 9 of the Shipping Act to be placed under foreign registry.

Vessels constructed with assistance under this legislation shall be given a priority under the Title XI program.

Editors Note: Portions of this article are courtesy of C. James Patti, President of the Maritime Institute for Research and Industrial Development (MIRAID).



Important notice to all seafarers, licensed and unlicensed

The *S.S. Lane Victory* received a letter from the commanding officer of the United States Coast Guard National Maritime Center in Arlington, Virginia, dated August 21, 2003, which states:

"We will accept service on the *S.S. Lane Victory* as creditable toward a mariner's credential based on the guidelines of policy letter 09-01." [Operating section of NMC Policy Letter 09-01: Ref: (c); Para: 3a(2); 3f(1)&(2)]

Basically, what this means to you, the seaman, deck or engine, licensed or unlicensed, is that for every three days you volunteer your time on board the *S.S. Lane Victory*, you will receive one day credit, up to 180 days, towards time required to renew or upgrade your credentials. Furthermore, this time will not be accepted at any Coast Guard inspection office in the United States.

As you are aware, the *S.S. Lane Victory* is one of the last fully operational victory ships from WWII. She has been designated a national historical monument and is home to one of the most inclusive and extensive maritime museums afloat. For over ten years she has made six day cruises to Catalina each year as well as trips to San Diego, Port Huenueme and San Francisco.

It is the intent of USMMVWWII, the owners and operators of the *S.S. Lane Victory* (all volunteers) to continue to maintain and operate this ship in perpetuity; to pass on to each following generation this bit of history.

To do that we need your help. The average age of our present volunteer crew is in the mid 70's. All young in heart and spirit; but, let's face it, running out of time as the clock goes.

To stay afloat, the ship needs the younger generation to come on board and take over what this older generation has started. Hopefully, the fact that we can now offer you time towards raising/renewing your credential will be an incentive towards this end.

Come on down and meet Bill Skinner, chief mate, or Claude Gammel, chief engineer. Become a member. Get involved.

Los Angeles transit strike officially ends

A mechanics strike that idled the nation's third-largest mass transit system for more than a month officially ended November 19 when union members overwhelmingly approved a new contract.

The most contentious issue of the dispute—medical benefits—remains unresolved, but mechanics agreed to return to work even before the vote after the transit authority agreed to submit the health care issue to nonbinding arbitration. Arbitration could begin in a few weeks.

Buses began running Monday, November 17, about 90 percent of service had been restored by November 19, and full service for the Los Angeles area's 400,000 public transit commuters was expected by November 21.

As a way to woo passengers back to the buses and trains, all Metropolitan Transit Authority rides will be free through November 22, and holders of bus passes for October and November will be allowed to ride free until January.

Members of the Amalgamated Transit Union Local 1227 voted 1,159 to 191 to accept the contract, which includes a six percent raise over three years.

"I think the membership is happy the strike has ended," ATU President Neil Silver said. "We can all settle down and go back to work. Buses are back on the street." Silver is a former member of the SUP.

The MTA's more than 2,000 mechanics walked off the job October 14 and about 5,000 bus drivers and train operators refused to cross picket lines.

Medical benefits also are a key issue in a separate Southern California labor dispute between about 70,000 grocery clerks and three supermarket chains. That strike and lockout began on October 11 and has hampered business at more than 850 Vons, Ralphs and Albertsons stores.

British Columbia ferry workers vote to strike over proposed wage cuts

British Columbia ferry workers voted overwhelmingly on November 1 in favor of strike action to back up contract demands. However no strike date has been set as negotiations are continuing, Union president Jackie Miller said. She confirmed the BC Ferry & Marine Workers Union would be responding to the latest contract offer from BC Ferries. The company wants to cut wages, change working hours and do more contacting out. The previous contract expired on October 31. The Union has to give 72 hours notice of any job action and under British Columbian law, about half of its 4,400 members are considered essential so, therefore, cannot strike.

The British Columbia government has partly privatized the ferry service in the past year and the Union fears that changes sought by management would make the ferries unsafe. The Union said it would be willing to work with the company to make the ferry service more efficient but maintains that it should not be operated on a for-profit basis. The company says it has to become a profit-oriented operation but insists it has no intention of compromising safety.

ESU Office Assignments

For the month of December, Jerry Patterson will be in the Seabrook office and John Straley will be in the Benicia office.

ESU NEWS

NOVEMBER 2003

Official Publication of the Exxon Seamen's Union

ESU News/West Coast Sailors receives high accolades

On August 9 of this year, the *West Coast Sailors* forwarded to the Exxon Seamen's Union the following letter commenting on an editorial published in the July edition of the *ESU News/West Coast Sailors* titled, "Exxon Valdez in Perspective." The author of the letter, Ms. Jo McIntyre, is an active freelance writer specializing in business news in and around the Pacific Northwest.

This letter is just one example of the invaluable exposure and support that is provided to the Exxon Seamen's Union through its affiliation with the Sailors' Union of the Pacific. The *West Coast Sailors* enjoys a large circulation that is not limited to just members of the ESU and SUP, but is also extensively distributed to, and read by a wide variety of

TO THE EDITOR:

Lately, I've been bothered by a pattern I have noticed—the unwillingness or inability of reporters to get the story straight. For example, such prestigious newspapers as the *Wall Street Journal*, *The Oregonian* and the *NYT* continue to print news, which incorrectly implies blame for the fish die-offs in 2002 in the Klamath River on operations of the Klamath irrigation Project 200 miles away.

Irrigators, district managers and U.S. Representative Greg Walden have sent correct information based on statements from scientists, federal government project managers and irrigation district managers to every paper that prints the mistaken conclusions. Yet that information has been ignored for more than a year and the incorrect information keeps getting printed.

I thought maybe this was simply an anomaly based on reporter ignorance of rural issues, until I read a July 25, 2003 editorial in the "Official Publication of the Exxon Seamen's Union" published in the *West Coast Sailors*, the official newspaper of the Sailor's Union of the Pacific based in San Francisco. The editorial was a plea for perspective in the news media on an entirely different subject. The first paragraph of the editorial said: "With the grounding and subsequent oil spill of the tanker *Prestige* off the Coast of Spain late last year, the U.S. news media once again trumpeted the comparisons between this incident and the 1989 grounding and release of oil in Prince Williams Sound by the *Exxon Valdez*. Members (Union) have on many occasions commented on this seemingly insatiable urge by both the print and broadcast news agencies to include in any reporting of tanker incidents around the world with the words, *Exxon Valdez*."

The editorial went on to say that the media seems to think that the 1989 accident in Prince William Sound, Alaska was "the benchmark by which all such incidents should be compared," and suggested that "more suitable comparisons are available."

They printed a list of the top 20 large accidents, which have taken place around the world over the past 32 years. The information came "from governmental and private organizations" and omitted spills with dubious or missing estimates. Information included size of spill, location, year and the name of the ship involved. There was no Exxon ship in the top 20.

The worst oil release in history was in 1983 off Table Bay, South Africa when the *Castillo de Beliver* spilled 78.5 million gallons of oil. The next largest spill was off Portsall, Brittany, France in 1978, when the *Amoco Cadiz* leaked 68.7 million gallons of oil. Skipping down the list to number 20, we find the *Wafra* spilling 20.2 million gallons of oil in 1971, again off South Africa.

By comparison, the *Exxon Valdez* in 1989 was number 41 on the list with 11 million gallons of oil spilled. Of the top 20 spills, only three occurred after 1989 and they all ranked #15 or below.

So, you see, contrary to what the general interest reader or reporter may believe, oil spills have become less frequent and smaller in recent years.

If reporters want to make their news 'relevant' to readers by citing only North American oil releases, they could cite #3, the *Odyssey*, which spilled 43.1 million gallons off of St. John's, Newfoundland in 1988. Or #11, the *Hawaiian Patriots* release of 31.2 million gallons near Hawai'i in 1977. That's three and four times the size of the *Exxon Valdez*.

I hope the reporters and editors reading this information will take more time and make a good faith effort to ferret out the correct information and make more meaningful comparisons in their news reports. News these days is bad enough without having to exaggerate!

Jo McIntyre, Freelance, Business News Writer, McMinnville, Oregon

Note: *The Columbia Journalism Review* at Columbia University's Graduate School of Journalism is widely recognized as the premier voice and monitor of journalism and journalists in the United States.

influential organizations and government entities, as well as individuals connected with labor and the maritime industry.

This publication affords the ESU and its members a tremendous voice and recognition in the U.S. labor community. Additionally, the *West Coast Sailors* provides this Union the ability to communicate to its members and the industry, in an effective and efficient manner, the labor news and concerns specific to the rank and file of the ESU. The following letter has been printed in its entirety.

Message: I love the "West Coast Sailors" newspaper! Below is a copy of a letter I sent to editors of the *Columbia Journalism Review* and Editor and Publisher:

Promotions announced

The Union is pleased that recent promotions have been made but are disappointed that it did not occur in a more timely fashion. We hope this is not a sign of a return to the "snails pace" that management has promoted in the past. The ESU congratulates the following members on their recent promotions effective as of November 1, 2003:

Fleet Chef

Gordon Gibau
Johnny Navarro
Don Picou

QMED-Oiler

Rick Baur

Cook

Edward Benjamin
Stephen Baugh
Charlie Polk
Alfred Slaughter

These promotions satisfy, with the exception of six (6) positions on the Able Seamen seniority list, the company's contractual obligation to maintain all seniority lists at a 2.0 manning factor. This shortage on the Able Seamen seniority list is the result of insufficient hiring of qualified Able Seamen by the company. Currently, there is only one Maintenance Seamen on the MS seniority list with an AB endorsement. This is unacceptable to the ESU and while we recognize there is a shortage of AB's in the industry, we know of qualified ABs that have inquired about employment but are not on the payroll today. ESU Board members have pressed for these promotions for some time now and we continue to press the issue of AB shortages. Frankly, management has been once again dragging their feet on timely promotions and hiring specific to AB's.

Recent retirements on the Fleet Chef seniority list will necessitate additional Fleet Chef promotions provided the Company continues to operate 10 vessels. Operating 10 ships seems to be in doubt, so the promotion picture is unclear at this time. We do know that the current promotions do not reflect what appears to be the departure of four more Fleet Chefs within the next month or so.

For several months the ESU through the Joint Union Management Training Committee (JUMTC) has been working to try and address much needed training in the Steward's department. The ESU and management have had a number of conversations (during Union/Management Communication Meetings) in regard to Steward's Department training this year, and both parties have been active in developing a comprehensive onboard training program to better prepare eligible candidates for step-up positions in the Steward Department. A training module has been developed and is ready for implementation. The Union believes that the implementation of this training program should be initiated immediately and we are currently communicating with management to get this training underway. We have conducted some on board training for Steward Department personnel but we are working to make this program more structured so the training offered will promote uniformity within the department.

SeaRiver eliminates its Benicia agency

During the first part of November, SeaRiver implemented a decision to eliminate their shipping agents that worked out of the Benicia Ocean Fleet office. SeaRiver is now using Transmarine Navigation Corporation for all of their agent related services in the San Francisco Bay area.

The phone number on the "SeaRiver Phone Numbers for Oceangoing Personnel" cards for the 24 hour agent in Benicia is no longer in effect. Should you have an emergency in the San Francisco Bay area and need to contact Transmarine, the phone number is 925-932-3360.

Ship Representative needed on the S/R Wilmington

As of November 10, 2003, Allen Cooper resigned the Ship Representative position on the *S/R Wilmington*. Al has been stepping up to Third Assistant Engineer and felt he could not adequately serve the membership on the *S/R Wilmington* and pursue promotion to Third Assistant. The Executive Board and membership is grateful to Al for his willingness to serve and the job he did as Ship Representative on the *S/R Wilmington*.

As outline under Article V, paragraph 4-A, of the Constitution and Bylaws, "when a vacancy occurs in a Ship Representative position due to a resignation or for other reasons, the Executive Board can then appoint a member to fill the vacancy until the next scheduled election."

This appointment will last for the remainder of the term, which ends December 31, 2005.

If you are interested in being appointed as Ship Representative on the *S/R Wilmington*, please submit a request in writing to the ESU office. There will be an open period for interested members to submit a request. This period begins immediately and will conclude on January 31, 2003. The appointment will be announced on February 1, 2003. Again, the new Seabrook address is as follows:

Exxon Seamen's Union
1320 5th Street
Seabrook, TX 77586

ESU News

Contracted BCBS Healthcare can stretch medical plan dollars

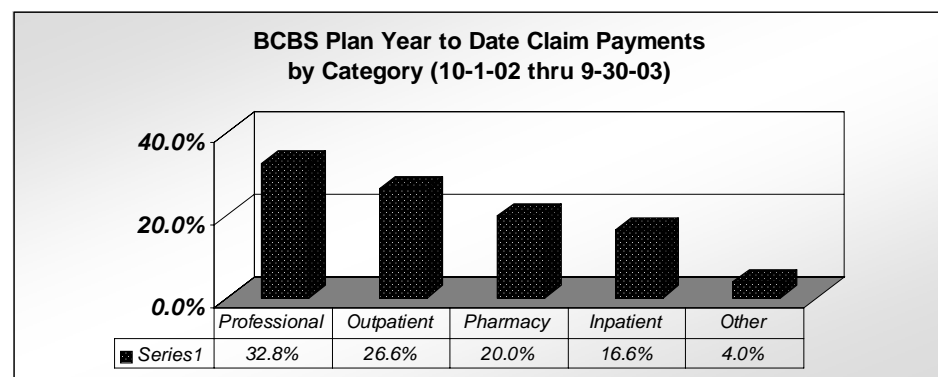
As was reported in the October edition of the *ESU NEWS*, employee out-of-pocket contributions and premiums will increase on January 1, 2004. When BCBS reviews our medical plan to set the rates for the coming year, they look at two key factors. Those factors are the current medical inflation and the dollar amount of claims for the prior year. If we have a good year and claims experience is below premiums, we may build surplus reserves and have a better chance to hold down ever increasing premiums and employee out-of-pocket contributions.

The Board would like everyone to be aware of a valuable tool to get the most out of plan dollars. Using BCBS contracted healthcare providers can create substantial savings for the medical plan by capitalizing on lower fees for doctor

visits, out-patient services, professional services, etc. Using contracted providers also helps lower the individual's co-payments (i.e 10% on doctor visits) because the co-payment is calculated on a lower dollar amount for the service. You can find contracted BCBS healthcare providers and facilities in your area on the Internet at www.bluecares.com.

The chart below is a break down of the claims experience for last year. Prescription drug experience for last year was 20% of the total claims. One way to save here is to request the generic brand medication if it is available.

Smart use of the medical plan by the membership will only help to keep the plan affordable in future years. If you need assistance in finding contracted healthcare providers, please feel free to contact the ESU office.



Ship reports

S/R American Progress

Vessel visited on November 8 in Beaumont at the ExxonMobil Dock. Ship Representative, Charles Bell back on board and reports everything is going well. Ship continues the gasoline run between Beaumont and Florida.

S/R Baytown

The vessel is currently in the ANS Valdez/Pacific Northwest trade. Regular Ship Representative Mark Myser is on board and reports no beefs.

S/R Bristol Bay

Ship visited on October 25 at the City Dock in Orange, Texas. The vessel was getting ready to leave during the week of October 27. The plan was to make three voyages between Baton Rouge, Louisiana and Florida. Pat Campbell the deck trustee on board and reports no beefs.

S/R Charleston

Ship in Singapore, going through its shipyard period with an expected ETD around November 11. Vessel plans to bring back a cargo to the West Coast and then return to the Gulf Coast about the third week of January 2004. Marvin Marcum filling in as Temporary Ship Representative and reports all is well.

S/R Columbia Bay

Executive Board visit conducted on November 15, at the Valero dock in Benicia, California. Stephen Bowles is filling in as Temporary Ship Representative. Vessel will clean tanks in San Francisco before an extensive tank inspection period in Port Angeles, Washington.

S/R Galena Bay

Vessel continues on the ANS trade between Valdez and Puget Sound terminals. Ship Representative, Levy Ponce communicates frequently with the ESU offices and reports no major beefs.

S/R Hinchinbrook

Vessel continues on the ANS trade between Valdez and the Puget Sound. John Navarro is filling in as Temporary Ship Representative. Johnny is staying in touch with the Benicia office by phone and reports no problems. Couple of contract clarifications.

S/R Long Beach

Ship visited by Executive Board Officer on November 4, at the Valero Dock in Benicia, California. George Taylor filling in as Temporary Ship Representative and reports that all is going well. Vessel had an extended in-port stay in San Francisco after discharging cargo for minor repairs.

S/R Mediterranean

The ship still trading in the Far East, everything running smoothly and no beefs. Future operation of this vessel is still uncertain.

S/R Puget Sound

Vessel entered "warm lay-up" at Mobile, Alabama on October 24. Ship does not have any unlicensed aboard the vessel.

S/R Wilmington

Vessel was visited at the ExxonMobil Dock, Baytown, Texas on November 8 and 10. Bob Ross filling in as Temporary Ship Representative, reports everything going well. Recently, the ship made its quarterly trip to Puerto Rico.

Most senior ESU Member to retire



Fleet Chef Ayres Gonzales has decided to retire after 38 years of company service. Ayres prepares to serve the crew of the *S/R Long Beach* in Benicia.

Photo taken in November by John Straley.

Retirements

Fleet Chef Ayres Gonzales has elected to retire on January 1, 2004 after 38 years of company service. Ayres started his career aboard the *Esso Lexington* on October 19, 1965. Currently, Ayres is the most senior employee in the fleet.

Effective November 1, 2003, Fleet Chef, John Ribeiro will take a disability retirement from the Company. John's career at ExxonMobil began on November 21, 1978, on board the *Exxon Washington* as a messman. John was a very strong supporter of the ESU. In 1990, with his experience in the Steward's department, he chose to step forward and serve the membership on the Executive Board in the capacity of Steward Trustee. John served the membership well at several negotiations and played a key role in the development of Steward's department training in the early 90's.

Effective November 17, 2003, Fleet Chef Bessie Webb elected to retire with 17 years of Company service. Bessie started her employment with Exxon Shipping Company on October 23, 1986. Her first ship with the Company was the *Exxon Philadelphia*.

The Exxon Seamen's Union would like to express its most sincere thanks to John, Bessie and Ayres for their exemplary support that they have provided this Union throughout their careers. All three were excellent shipmates and we wish them all the best in their retirement.

Resignation

Effective October 27, 2003, Fleet Chef, Pamela Hann has elected to resign from SeaRiver due to personal reasons. Pam started her employment with the company on February 23, 1988 on board the *Exxon Benicia* in the Steward's Department as a Utility person. She ultimately worked her way up through the department and was promoted to Fleet Chef on March 1, 2003. Pam was well liked by all that sailed with her, not to mention that she was an excellent Cook and Fleet Chef. She will be truly missed by all. We wish her well with future endeavors.

U.S. mail notice for fleet personnel

Prior to October 6, 2003, SeaRiver Maritime processed mail that was received for fleet personnel at U.S. Post Office Box #1512, Houston, TX 77251-1512, and a mail box within the SeaRiver office building in Houston (1200 Smith Street Ste# 3200 - Houston, TX 77002). Effective October 6, 2003, the Company will only utilize U.S. Post Office Box 1512.

If you haven't already, fleet personnel should notify businesses, family and

friends of this change so you will continue to receive your mail. Please remember to notify all subscription companies, magazines, newspapers, catalogs, credit card companies, etc. If you are already using the address list below, no action is necessary. The correct mailing address is as follows:

YOUR NAME
SEARIVER MARITIME, INC.
P.O. BOX 1512
HOUSTON, TX 77251-1512

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

1320 5th Street Suite A
Seabrook, TX 77586
Tel (281) 474-2430
Fax (281) 474-2463
E-Mail: esubay@msn.com

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

President Jerry Patterson

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

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

Congratulations!

Congratulations to Mr. & Mrs. Aaron Rathbun on the birth of a new baby boy. Hoot Aaron Rathbun was born on November 11, 2003. He weighed 9 pounds 3 ounces and was 21 1/2 inches in length.

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

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

Schedule of Course Offerings for 2003/04

STCW 95 Basic Safety Training

• Basic Fire Fighting	• Basic First Aid		
• Personal Survival	• Personal Safety and Social Responsibility		
Dec 8-19	Mar 22-26	Jun 23-27	Sep 27-Oct 1
Jan 5-9	Apr 5-9	Jul 12-16	Oct 18-22
Jan 26-30	Apr 19-23	Jul 26-30	Nov 1-5
Feb 2-6	May 3-7	Aug 2-6	Nov 15-19
Feb 23-27	May 26-30	Aug 23-27	Dec 6-10
Mar 1-5	Jun 7-11	Sep 6-10	Dec 13-17

LMSR Vessel Training (MSC approved)

Dec 2-12	Apr 6-16	Jul 20-30	Oct 12-22
Jan 6-16	May 11-21	Aug 10-20	Nov 2-12
Feb 17-27	Jun 15-25	Sep 14-24	Nov 30-Dec 10
Mar 9-19			

Small Arms Training (MSC approved)

Dec 15-17	Mar 22-24	Jun 28-30	Oct 25-27
Jan 19-21	Apr 19-21	Aug 23-25	Nov 15-17
Mar 1-3	May 24-26	Sep 27-29	Dec 13-15

Able Seaman (AB)

Jan 5-17	Apr 5-17	Aug 9-21	Nov 1-13
Feb 9-21	May 17-29	Sep 13-25	Nov 29-Dec 11
Mar 15-27	Jun 7-19	Oct 11-23	

Survival Craft (Lifeboatman)

Dec 16-19	Mar 29-Apr 1	Aug 23-26	Nov 15-18
Jan 20-23	Apr 19-22	Sep 27-30	Dec 13-16
Feb 23-26	May 31-Jun 3	Oct 25-28	

Training Information and Enrollment

Contacts

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

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

Welfare Notes

November 2003

Cigarette smoking costs American businesses over \$100 billion every year!! Over 30 million American adults want to quit smoking but lack either the motivation or the options available to help them.

Smoking is an addiction, more than 400,000 deaths in the U.S. each year are results of smoking related illnesses. Quitting smoking will cut the risks of cancer, heart disease, stroke, and lung and repertory diseases. Quitting can also save you a few dollars. A pack a day smoker can save about \$1500 a year!

Many of the medical coverage plans offered through the SUP Welfare Plan offer participating members excellent programs for cessation of smoking. Members who live in the Pacific Northwest and are covered with Group Health or Kaiser Oregon have available to them an outstanding and well recognized program called "Free and Clear." The Free and Clear program offers over the phone counseling and includes a personalized quit plan as well as all the materials you will need to quit. Free and clear may be reached by your Group Health or Kaiser membership services number or directly at 1-800-292-2336.

Those members covered by Kaiser Permanente groups are eligible for smoking cessation classes and groups through their Health Education Department. Kaiser programs may vary from facility to facility but do work with a structured curriculum that may include workbooks, group or one on one counseling, agreed upon quit dates, and class room activities. For more information from Kaiser about their smoking cessation plans you may reach them by phone, Northern and Southern California may be contacted at 1-800-464-4000. Kaiser Oregon at 1-800-813-2000. Kaiser Hawai'i may be reached at 1-800-966-5955.

Those members enrolled in Health Net coverage may participate in their Tobacco Cessation Program. They realize what a difficult decision this is and have created their "Quitting Matters" program. This program will assess your willingness to quit smoking, and then help and support you through the quitting process. Members enrolled in this program can quit on their own pace and will have access to a registered nurse for questions and advise during the quitting process. Health Net HMO subscribers can inquire on the program at 1-800-474-6515. PPO subscribers can call 1-800440-5741. Medicare members can call 1-800-337-7297. You may also obtain information on the Health Net web site at www.health.net.

It is never to late to quit smoking. Contact your health care provider through the above phone numbers and obtain the professional assistance you need to kick the habit!

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

Coast Guard Regional Exam Center to move to Oakland

The San Francisco Bay Regional Examination Center (REC) will be closed from December 19 through January 5.

On January 5, the REC will reopen in the Ronald V. Dellums Federal Building, North Tower. The old REC phone numbers will have a recording of the new phone number. The new address follows:

MSO San Francisco Bay (REC)
Oakland Federal Building, North Tower
1301 Clay Street, Room 180N
Oakland, CA 94612-5200
Telephone: 510 437-3097
Facsimile: 510 437-3096
E-mail: JBreden@d11.uscg.mil
John P. Breden, Boatswain's Mate Chief

Attend your Union meetings!

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

Subscribe to the West Coast Sailors via First Class Mail

Name (print) _____ Book No. _____
Address _____
City _____
State _____ Zip _____ Country _____

Subscriptions are \$25.00 per year.
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105



Record of SUP Shipping October 2003

	Hdqs.....	Seattle.....	Wilm.....	Hono.....	Total
Bosun.....	5	2	4	0	11
Maint. Man.....	7	0	0	0	7
A.B. Dayworker	0	0	6	2	8
A.B.....	23	8	11	4	46
O.S.....	0	2	2	2	6
Standby.....	41	22	65	24	162
TOTALS.....	76	34	98	32	240

Stowaways endangered by U.S. shore leave policy

New data reporting shore leave denials across the country show United States policies that endanger stowaways. The data was collected by the Seamen's Church Institute's Center for Seafarers' Rights (CSR) in October. The data was submitted this month to the United States Coast Guard, the United States Maritime Administrator, and the Department of Homeland Security.

"This survey shows alarming security issues affecting merchant mariners and stowaways. None of the collected data shows that crew members were denied shore leave because they posed a potential security risk. Rather, they were denied shore leave for administrative reasons and for precautions not justified by evidence of a threat. Instead of the crew posing a threat, more often they were punished for acts over which they had no control, such as stowaways secreting themselves on their vessels or shipmates jumping ship," said Douglas B. Stevenson, Director of the Center for Seafarers' Rights.

In a letter to Admiral James Loy, Administrator, Transportation Security Administration for United States Department of Homeland Security, the Center for Seafarers' Rights called official reaction to stowaways "problematic." The policy of detaining crew and requiring ship operators to place guards on ships on which stowaways are discovered (to guard both the stowaways and crew), endangers the lives of stowaways.

"This policy, which unreasonably punishes ships' crews and causes ship operators to incur high guard expenses, creates an incentive to make sure that stowaways are removed, one way or another, from ships enroute to U.S. ports," said Stevenson.

"With regard to detaining crew when shipmates jump ship or when stowaways are found on their vessels, the Center for Seafarers' Rights recommend that immigration inspectors not order the crew detained on their vessels except in cases where probable cause exists that specific crewmembers violated United States law."

The most common reason for denial of shore leave is the lack of a visa. The Center for Seafarers' Rights also strongly encouraged Admiral Loy to recommend that the United States ratify and implement the International Labor

Organization's Seafarers' Identity Documents Convention (Revised) (ILO-185). ILO-185 will enhance maritime security by setting international standards for seafarer identification documents that will provide reliable, positively verifiable and internationally acceptable identification. In addition to denials based on visa requirements, many situations involved private tank terminals (oil & gas terminals) prohibiting access to or from vessels tied up at their facilities, irrespective of the crew's immigration status. Some of the security/shore leave issues have already been resolved.

The Coast Guard's regulations implementing the Maritime Transportation Security Act have addressed the problem of private terminals' denial of shore access through requiring facility security plans to ensure coordination of shore leave for crews. The Center for Seafarers' Rights conducted a week-long survey of selected U.S. ports to assess the extent of and the reasons for denial of shore leave to seafarers. The "snapshot" occurred from October 5 to October 11, 2003.

Port Chaplains from the following ports submitted information: Port of Houston, Texas; Port of New York/New Jersey; Port of Tacoma, Washington; Port of Seattle, Washington; Port Everglades, Florida; Port of Philadelphia, Pennsylvania; Port of San Diego, California; Port of Boston, Massachusetts; Port of Brunswick, Georgia; Port of Lake Charles, Louisiana; Portland, Maine; Portsmouth, New Hampshire; Port Manatee, Florida; and Port Arthur, Texas.

The Center for Seafarers' Rights will continue to monitor shore leave denial nationwide. The Center for Seafarers' Rights of the Seamen's Church Institute is a worldwide resource for legal research, education, advocacy and assistance on seafarers' rights issues. The Center provides free counseling and referrals to merchant seafarers and seafarers' welfare agencies worldwide. The Center also works to improve national and international laws and practices protecting seafarers and improving maritime safety. CSR participates in IMO meetings, States Parties to the United Nations Law of the Sea Convention in New York City, and the International Labor Organization in Geneva.

Kvaerner Philadelphia Shipyard under scrutiny by Pennsylvania

A state senator in Pennsylvania has asked Governor Ed Randall to tighten supervision of the Philadelphia Shipyard Development Corporation, which oversees Aker Kvaerner shipyard. State senator Vincent Fumo made the request this month after an appropriations committee he leads issued a report concluding that the state's auditor general should review a 2000 audit that criticized the shipyard for mispending taxpayer money. That audit found that Kvaerner had invested about \$200 million in the shipyard while the state, the city and the federal government have provided about \$429 million in subsidies.

So far, Kvaerner has built one ship, a \$110 million container vessel—*m/v Manukai*—for Matson Navigation Company's Jones Act trade in Hawai'i. Two more ships are scheduled to be built, but Fumo fears that Kvaerner may opt out of the third ship by paying a penalty of \$20 million. Kvaerner has said it is committed to building the third vessel but has yet to secure a buyer.

Ship arrested twice in Ireland

Alleged non-payment of crew wages amounting to over \$20,000 has resulted in the 5,657dwt *Unique* being arrested for the second time in two weeks at Dublin. She was arrested on the order of the Admiralty Marshal's Court in Dublin at the request of the International Transport Workers' Federation (ITF). Tony Ayton, the ITF's Irish inspector, told *Fairplay* that "we are acting on behalf of six crew members, three Pakistanis and three Rus-

sian over non-payment of wages."

The owners have 28 days to lodge an appeal. In the meantime the costs are building up and the value of the ship is estimated to \$89-95,000 so if non-payment continues she may have to be sold. The vessel was first arrested because Irish police and customs thought the vessel might be involved in human trafficking. The vessel is reportedly owned by a Greek-based Bangladeshi national.

USNS *Pililaau* calls Long Beach



The SUP gang after a voyage that began in Charleston, South Carolina with stops at ports in the Middle East in support of Operation Iraqi Freedom, the *USNS Pililaau* called Long Beach this month before heading to Pearl Harbor.

From left standing: AB Jack Lott, OS Calvin Flynt, AB Craig Merrell, AB and delegate Joel Schor, bosun James Kenny, OS Eric Davis, new relief bosun John Fernandez, and SUP Vice President Dave Connolly. In front: Wilmington Branch Agent Mark Hurley and AB Jack Evenhus on *USNS Pililaau* November 6 in Long Beach. Photo by Bud Yost.

Norwegians gain right to certify U.S. ships

Det Norske Veritas (DNV) has formally broken the American Bureau of Shipping's stranglehold on statutory authorization services provided to U.S.-flag tonnage.

In Washington on October 24, the Norwegian society signed the U.S. Coast Guard's Alternate Compliance Program, which establishes it as an autonomous body that can issue a wide variety of safety certificates to U.S. ships in all main merchant categories.

Acceptance is equivalent to full delegation of authority to issue these certificates on behalf of the Coast Guard and formalizes authorizations already in place.

DNV becomes the first non-U.S. society to enjoy this status. It hopes this will generate new business in U.S.-flag newbuildings and through transfer of class,

"We believe we are competitive [in pricing]," said Captain Blaine Collins, DNV's regional manager for the Americas. "But where we will really compete is on the basis of quality, technology and service."

"This benefits all in the U.S. maritime community—owners, yards and the Coast Guard. We believe we add the value that they require to improve their business results and safety performance."

Stewart Wade, vice-president for marketing development and communications with ABS, dismissed DNV's presence in Washington as "no news".

Since the ACP is based on reciprocity with other nations, DNV's achieving full delegation did not pose ABS a competitive disadvantage in the U.S., Wade said.

DNV will now be able to issue U.S.-flag clients with certificates for Solas safety equipment and safety construction, Marpol IOPP, International Load Line, International Tonnage and International Safety Management. The society has held authorizations to issue these since 2000. But formal induction into the ACP was waiting on its surviving the Coast Guard's evaluation period.

Industry experts expect DNV's induction to blunt criticism that the program is protectionist and politically motivated.

However, the genesis of the ACP is also said to be U.S. realization that assigning flag-state level certification work to class societies will free scarce Coast Guard resources for its port state role.

Owners of U.S.-flag ships need formally to notify the Coast Guard of their desire to enter the ACP, after which societies can compete for their certification business.

Reciprocity is the cornerstone of the ACP. Only societies whose national authorities have delegated statutory certification on their own tonnage to ABS are eligible to be considered for similar status.

French Union opposes new flag

The seafarers' division of the French CGT Union has expressed its strong opposition to the new French flag, which the government would like to implement by January, because it would mark "the complete disappearance of French ratings".

Under the RIF (Register International Français) only the master and the second officer will have to be French, compared with 35 percent of the crew under the Kerguelen flag.

"We fought hard when the Kerguelen register was set up in 1987. We are determined to fight hard again this time, if necessary," the Union said. Although no official action has been agreed, CGT has threatened general strikes on merchant ships and blockades of the French ports, as they did in 1987. "The government says the RIF will mark the revival of the French fleet. It is not correct. The RIF is only one more flag of convenience using the colors and the appearance of a national flag. This new register will be a disaster for French seafarers," a CGT spokesman stressed.

French owners' association Armateurs de France said it was surprised by the Union's position as the move would revitalize the French merchant fleet.



SUP President's Report

November 10, 2003

OPERATION IRAQI FREEDOM

The Union was notified on November 7 by Patriot Contract Services that all eleven Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated by the company for the Military Sealift Command are expected to return to Full Operating Status (FOS) by early December to haul the equipment of new forces expected to be deployed to Iraq.

Vessels affected are the *USNS Bob Hope*, *USNS Brittin*, *USNS Fisher*, *USNS Gordon*, *USNS Mendonca*, *USNS Seay* and *USNS Yano* which have temporarily been in Reduced Operating Status (ROS) at the East Coast ports for less than a month awaiting orders. The *USNS Gilliland*, *USNS Pililaau* and *USNS Shugart* are at sea while the newly constructed *USNS Benavidez* has a full gang aboard at Avondale Shipyard.

According to news reports, the 1st Marine Division based in California, the 25th Infantry Division based in Hawai'i, the 1st Cavalry Division based in Texas and the 1st Infantry Division based in Germany as well as various National Guard and reserve units are projected to relieve U.S. troops in Iraq and Afghanistan.

What this means for the SUP and other Unions aboard Patriot's LMSRs is that the conflict in the Middle East is far from over and that the U.S. merchant marine will continue to sail in harm's way to support American troops.

All members who have taken MSC-required training for these vessels should be prepared to serve in these ships if so requested. Members with Class B, Class C seniority and Class D registrants who have taken the MSC-required training should be aware that under SUP Shipping Rule #9 they "must accept jobs to which they are assigned. If any Class B member or Class C member fails to accept a job to which dispatched, without a reasonable excuse, their registration shall be cancelled and they will not be allowed thereafter to register again."

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

CHEVRONTEXACO SHIPPING COMPANY

The current three-year collective bargaining agreement between the SUP and ChevronTexaco Shipping Company covering all unlicensed mariners employed in the company's U.S.-flag fleet expires on January 31, 2004. In accordance with the provisions of that Agreement, the Union will notify the company this month of the SUP's desire to negotiate a new contract.

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 ChevronTexaco as per past practice.

Membership input is key to bargaining. All hands interested—particularly those who sail with ChevronTexaco—are urged to submit proposals in writing to Headquarters for consideration by the Negotiating Committee.

SUP ELECTION

Balloting for the biennial election of the Union officers and referenda on proposed amendments to the SUP Constitution and Shipping Rules, will begin on December 1, and will conclude on January 31, 2004. The ballots will be counted and the election held on February 2, 2004.

In accordance with the SUP Constitution, the entire secret mail-ballot and election shall be conducted by

an Impartial Balloting Agent selected by the membership at Headquarters. The Committee on Election has recommended that Pacific Election Services, Inc. be selected as the Impartial Balloting Agent.

As per Article VIII, Section 1 of the SUP Constitution: "Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seatime within the preceding year have been in good standing for that year shall be eligible to vote in all Union elections."

SUP members on pension are allowed to cast ballots for Union officers and proposed Constitutional Amendments except for proposed amendments "on any dues raise and/or assessments". Pensioners also are not eligible to act on proposed Shipping Rule changes, in accordance with Article VI, Section 4 of the SUP Constitution.

Proposals to amend the Constitution require a two-thirds majority to be enacted, while Shipping Rule changes can be passed by a simple majority.

If for any reason a member in good standing does not receive his/her ballot, he/she may make a written application to Pacific Election Services, Inc. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. If you do not receive a ballot, write to:

Robbin A. Johnson
Pacific Election Services, Inc.
1650 Stanmore Drive
Pleasant Hill CA 94523

Urge all hand to vote YES on all Constitutional Amendments and Shipping Rules changes that were passed overwhelmingly at the coastwise membership meetings this summer.

Democracy is contingent upon participation. Put the "you" in your Union and be sure to vote!

CALIFORNIA LABOR FEDERATION: PRE-PRIMARY COPE CONVENTION

The California Labor Federation's Pre-Primary COPE (Committee on Political Education) Convention will be held on December 11 at the Hyatt Regency Hotel in Burlingame.

Delegates to the Convention will make recommendations on candidates for the U.S. Senate, the House of Representatives, both houses of the California legislature as well as propositions that will be on the March 2 ballot.

The SUP is entitled to six delegates. Recommend that Vice President Dave Connolly, San Francisco Business Agent Bill Berger, Paul Calais, Mike Worth, your secretary and one member elected at the Wilmington Branch meeting this month to represent the Union.

HOLIDAY BENEFIT

For the fourteenth year, the SUP and MFOW will cosponsor a holiday lunch for participants of the respective Union Welfare Plans and invited guests.

As approved by the Union and employer Trustees of both Plans, the cost of catering the lunch is prorated by the number of participants in each of the respective Welfare Plans.

In San Francisco, this year's lunch will be at SUP Headquarters, 450 Harrison Street, on Friday, December 19, from 11:30 A.M. to 3:00 P.M.

The schedule for the Branches is as follows:

Seattle: Saturday, December 20, from 11:00 A.M. to 2:00 P.M., at the Seattle Hall.

Wilmington: Saturday, December 13, at Noon at the Wilmington Hall.

Honolulu: Sunday, December 14, from 10:00 A.M. to 3:00 P.M. at the Honolulu Hall.

Norfolk Office: Friday, December 12, from 1:00 P.M. to 4:00 P.M., at the Norfolk Office.

THANKSGIVING

All SUP halls will be closed on Thanksgiving Day, Thursday, November 27, a holiday under all SUP contracts.

ACTION TAKEN

Election of delegates to COPE Convention: Bill Berger, Paul Calais, Dave Connolly, Mike Worth and Gunnar Lundeberg. M/S to accept. Carried unanimously.

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

Gunnar Lundeberg

ITF agrees to wage freeze with shipowners

The International Transport workers' Federation (ITF) and the Joint Negotiating Group, an umbrella body for the International Maritime Employer's Committee and Japanese shipowners, agreed this month in San Francisco to a two-tiered system wages for mariners working in flag-of-convenience ships.

By agreeing to the deal, the ITF abandoned its long-standing principle of having a standardized wage scale for all ships. The "benchmark" is \$1,400 a month for an A.B. effective January 1, 2004.

Under the current ITF system "blue certificates" are issued to ships that have an ITF acceptable collective bargaining agreement. While the crews in blue certificate ships will receive the \$1,400 benchmark, 50,000 mariners worldwide will see their wages frozen at \$1,300 a month under a "green certificate" system.

In green certificate ships, shipowners will have the right to grant wage increases if there is a skill shortage with the ITF taking "industrial action" only as a last resort under a new shipboard disputes resolution procedure.

Under the agreement, employers for the first time will get a say in how welfare contributions to the ITF are spent, with five percent of the \$240 per year contribution under joint control.

Lloyd's List reported that "In practice, tensions among ITF affiliates could also be eased, as more employer friendly unions will be able to agree concessions to employers, making their members more attractive to hire. Both negotiating teams now require ratification from their respective policy-making bodies, although last-minute hitches are considered unlikely."

Exploitation rife at Panama port

Maritime unions say a company hired by port operator Hutchison Port Holdings to dredge the Panamanian port of Balboa has engaged in labor abuses. The International Transport Workers' Federation (ITF) says its inspector has seen evidence of health and safety irregularities, including a lack of protective equipment, cooking facilities, drinking water and toilets for Chinese crew working on the Hong Kong Dredging Corporation-owned Dredge DL3 at the port.

Local port pilots and ITF Inspector Londor Rankin have previously complained to government authorities and the Ministry of Labor which have resulted in few or no improvements the ITF said. Local newspaper in Panama have published a series of articles in recent week alleging a number of labor abuses, claiming that the Hong Kong Dredging Corporation is not paying minimum wages or providing overtime.

HPH, which has the concession to operate at the privatized port of Balboa and Cristobal, is partway through a \$200 million port expansion project, which the government claims will generate thousands of jobs for Panamanians. "This is the kind of job being created," Rankin said.

Appreciation for increased pensioner medical benefits

Editors Note: These are three of the many letters received by the Union and the SUP Welfare Plan regarding the pensioners and survivors medical allowance.

Dear Sirs:

I am the widow of Clayton M. Glover. I am writing a special "thank you" for the new benefit allowance given to the spouses and dependent children. It will help a great deal, especially with my prescription drugs—I had to pay a total of \$4,600 last year for my medications. I now get some Rx from Canada which is helping to keep the cost down.

I sincerely appreciate this benefit.

Thank you, again
Lorraine F. Glover

TO: Vince O'Halloran, Seattle Branch Agent

I appreciate your efforts for me, the Sailors Union and the active members. Please forward my regards and thanks, to Gunnar Lundberg, Dave Connolly and other member's involved in the increased pensioner medical benefits.

As a pensioner I have become very aware of the ever increasing Medical costs in retirement. Again the Sailors Union Of the Pacific is there for the pensioners.

Thank You,
Ralph L. Senter
Book# 7323 Retired

Dear Sirs and Brothers:

I am grateful to all of our great officials of the Board of Trustees of the SUP Welfare Plans, Inc. concerning the letter of notice I received about eligible pensioners covered for Annual Medical and Hospital Benefits. I appreciate the latest informations as I do send my congratulations to all the officials of the Sailors' Union of the Pacific, from all the different Branches doing a hard earned magnificent SUP-style of daily performance and duties.

Again I salute all of you,

SUP officials, "Steady As She Goes"
Clarence "Wahu" Godfrey
Book # 2491 Retired

APL parent Neptune Orient Lines on track for strong third quarter profit

Neptune Orient Lines (NOL) is likely to post higher third-quarter profits due to a strong recovery in freight rates and one-off gains from an asset sale. NOL is heading for record full-year earnings, after two straight years of losses, as the pickup in global trade outpaces the number of new vessels delivered by shipyards. This is expected to last until the end of next year.

The trend by multinational corporations to relocate production operations to low-cost nations such as China and India, as well as a global economic upturn, have spurred a boom in Asian ex-

ports and helped shipping lines push through higher rates.

Analysts on average expect NOL's quarterly net profit to be around \$214.5 million, lifted by a one-off gain of \$120 million from the sale of its U.S.-based unit, American Eagle Tankers. The \$445 million American Eagle sale to Malaysia's International Shipping Corp. was completed in July.

"Prospects are still excellent at this point in time," said Ong Sang Yeow, analyst at Kim Eng Ong Asia Securities, who had a full-year net profit forecast of \$355 million for NOL.

British maritime Union to fight manning cuts on P&O Ferries

In the wake of P&O Ferries announcement on November 19, that it was planning to eliminate over 600 jobs on its Dover, England to Calais, France ferry run, the National Union of Rail, Maritime & Transport Workers (RMT) responded with a fury.

RMT General Secretary Bob Crow said, "This announcement is a disaster for Dover and a disaster for the UK shipping industry. It is outrageous that the Union heard the news via the media and disgraceful that the company should try to hide it behind Bush's state visit. This is not meaningful consultation, and we urge the company to shelve these cuts and enter into proper dialogue with the Unions. We will also be seeking an urgent meeting with the shipping minister. RMT will move heaven and earth to defend these jobs and the industry."

P&O says the manning reductions are necessary as it reduces ferry service due to competition from a low-cost airline.

Vice President's Report

November 2003

Ships Checked

Pililaau: Went aboard in Long Beach with Wilmington Branch Agent Mark Hurley. Bosun James Kenny and delegate Joel Schor did an excellent job bringing this ship in clean. No disputed time. Investigating war bonus eligibility for several members. Monthly payroll summary and weekly access to laundry locker secured.

Gordon: Bosun Anthony Brantley, delegate Earl Eastmark. Clarifications on security watchstanding arrangements. If the Company requested and the Union shipped a dedicated security watch then those three AB's work eight straight time hours and anything after eight and on weekends is overtime. If there is not a dedicated security watch, then the dayworking gang rotates four hour security watches at night. Anything after 1700 and before 0800 is overtime.

Bob Hope: Bosun Joe Richwagen, delegate Michael Orton. In modified ROS in New Orleans. Gangway watchstanders have security responsibilities should not do any work (such as maintenance) that could compromise their security duties.

Benavidez: Bosun Martin Dempsey, delegate Rocky Schindler. In Avondale in New Orleans. Clarification on premium time—it is only payable after eight hours of weekend or holiday overtime. May be one of the first to go.

Maui: Delegate Charles Maringer. No reported problems.

APL Thailand: Bosun Billy Mitchell, delegate Linda Cramp. Clarifications on early and retained man overtime claims. Shipped a new gang in SF.

Washington Voyager: Bosun Mike Fox, delegate Dave McKeithon. In at RLW after a port call in Anacortes, WA. Received and discussed many new proposals for impending negotiations. Request for proposals is open to the entire fleet.

President Wilson: Bosun Ray Morgan, delegate Nestor Alarcon. No disputed time. Investigation underway in apparently unfair discharge of a member in L.A.

Foss Maritime: Co-delegates Tom Tynan and Mike Worth. Attended the dedication ceremony of the new double hull barge FDH 35-1. Grievances filed on jurisdictional breaches, Sunday travel premium, and misassignment of work. Also investigating Company compliance on contributions to the SUP Welfare Plan. Although successful in our legislative efforts to restore the bunker tax exemption in California, now we want a faster implementation date than the present April 1, 2004.

In addition to the routine duties of the front office, I also worked in the anti-recall campaign, attended several functions and fundraisers, two port security meetings, and traveled to San Diego to indoctrinate new LMSR sailors.

Happy Thanksgiving to all at sea and ashore.

Dave Connolly

Captain accused of crimes against foreign citizens is detained in Spain

The captain of the *Starship K*, a 5,160 dwt cry cargo vessel, was detained at the Spanish port of Seville on November 19, for having 11 illegal crewmembers. The St. Vincent-flagged vessel remains docked at the port as the Sevilla Port Authority opens an inquiry into the ship after Spanish police accused the captain of crimes against the rights of foreign citizens. None of the crew, who have been detained on board the ship, possess legal working permits or identification.

Military Traffic Command to change name

The Military Traffic Management Command will change its name January 1, 2004 to reflect its role in deploying the forces.

The command will be renamed the Surface Deployment and Distribution Command. The name change defines the command's critical role in deploying the force and its emphasis on end-to-end distribution operations supporting warfighters, said Major General Ann Dunwoody, commanding general.

The change follows closely on the heels of the U.S. Transportation Command being designated as the Defense Department's Joint Distribution Process Owner. That is no coincidence. The Surface Deployment and Distribution Command will be a key enabler of a new and improved joint distribution system envisioned by the United States Transportation Command (USTRANSCOM).

Headquartered in Alexandria, Virginia, with its Operations Center at Fort Eustis, Virginia, this Army major command and Army component command of USTRANSCOM is responsible for the global, joint movement of combat units, sustainment cargo, service member

household goods and privately owned vehicles.

"It's more than just a name change," said Dunwoody. "Over time, we have literally outgrown our name. Our new name change to the Surface Deployment and distribution command better represents our number one priority and renewed focus to support the warfighter through deployment, sustainment and redeployment.

"Our mission has evolved from traffic management to the fusion of supply and transportation, a logical extension from our Department of Defense shift from a supply-based logistics system to a distribution-based logistics process. We provide positive movement-control from the source to the theater—coordinating all aspects of the distribution—and we will incorporate best-practice supply chain management techniques."

This is not the first name change since the command was established in 1965 as the Military Traffic Management and Terminal Service. The change to Military Traffic Management Command in 1974 marked a transition in process in the post-Vietnam era.

SUP Branch Reports

Seattle

October 20, 2003

Shipped during the period: 2 Boat-swains, one to a Navy vessel and one to a relief job, both class B members; 14 Able Seaman berths were taken by 5 A, 3 B, 3 C, and 3 D cards; 3 Ordinary Seaman slots went to two B and one D card; 4 Ordinary Seaman riders were hired for two days, 1 B and 3 D's filled those slots; and 14 standbys were filled by 10 A's, 3 B's and 1 D card.

Registration for the period: 16 A cards for a total of 26; 18 B cards for a total of 33; 12 C cards for a total of 18.

Ships checked

President's Polk, Truman and Jackson all returned from the Far-East with little or no problems. Maui and Kauai in twice and running smoothly.

The SUP manned USNS Shugart called in Tacoma where they loaded the Army's "Stryker Force" armored combat vehicles for deployment in Iraq. After several attempts to clear the "Guard Shack" and the MP's on duty, I snagged a MSC officer who recognized that I was a Union representative and escorted me to the gangway. Once aboard it was brought to my attention that there had been no hot meals served to the sailors after working all day and halfway through the night. Money was not the issue here and the Captain stated he would pay all claims and assured me that he would speak to the person responsible and that this would not happen again. Bosun Sam Scott and delegate Bill Cornelius had things well in hand. This ship and all the LMSR's are real workhorses and when loading and discharging in port there appears to be little time for sleep.

I attended the King County Labor Council meeting as well as working evenings and weekends with their "Labor to Neighbor" committee, phone banking and door-belling other Union households, talking to Union members and their families about labor friendly candidates.

I was at the Washington State Labor Council's "Political Action Committee" meeting. The United States Coast Guard's "Port Security" meeting held in Tacoma. And I represented the SUP at a meeting held at Foss Maritime Headquarters for NOAA's Jennifer Hammond, who helps with federal grants, regarding the maritime community's efforts at educating high school students on employment opportunities in the maritime trades. It looks like shipping is slowing down here in Seattle. We had a good summer and fall with virtually any seniority and registrant taking any job that they wanted. Now our shipping list shows quite an increase and class "A" members are competing against each other at the dispatch desk.

The SUP elections will be held from December through January. All hands should notify Headquarters of their current address in order to receive a ballot. No ballots can be sent to the Union halls.

Vince O'Halloran
Branch Agent

Support the
SUP Political Fund

Wilmington

October 20, 2003

Shipping for the period: Bosun: 5, AB: 22, AB Maint.: 10, OS: 3, and Standby: 91, for a total of 131 jobs shipped.

Registrations: A: 59, B: 28, C: 13, and D: 4.

Ships checked

Chief Gadao, Mahimahi, President Adams-John Rushing, delegate, R.J.Pfeiffer-Mitch Roseveare, delegate, Manukai-Charlie Duke, delegate, APL China, President Wilson, Ewa-Paul Barbour, delegate, President Polk, Matsonia-Art Kardinal, delegate, APL Thailand, Chief Gadao-Ian McLeod, delegate, President Grant, President Truman, R.J.Pfeiffer, APL Singapore, Ewa, Mokihana, President Jackson-Frank Rosales, delegate (Good feeder-T Man), R.J.Pfeiffer.

Both Gunnar Lundeberg and Rich Reed joined us for our October meeting. Gunnar read his report, announced increase benefits for retirees and their widows and answered questions. Rich spoke on the importance of having beneficiary forms on file as well as other welfare items. He also answered questions. The Wilmington Branch appreciates Gunnar and Rich's efforts on our behalf.

Meetings attended: 9/15-LA County Federation of Labor; 9/18-Maritime Trades Department; 9/22-Veteran's Memorial Meeting; 10/8-SUP Marlinspike class aboard the SS Lane Victory; 10/10-1st MTD Executive Board meeting on the SS Lane Victory; 10/16-Friends of Labor meeting to support the UFCW at the Harry Bridges Institute.

Along with Gunnar and MFOW Port Agent Bill O'Brien, spent the early morning hours of October 1 aboard the Manukai due to the refusal of Matson to pay wages for the day the crew traveled to pick-up the ship in Philadelphia. Company representatives met with the SUP and MFOW the following day in San Francisco, with the Unions winning the beef.

Backed up the MFOW on October 4 over a dispute over a foreign national employed in the APL Singapore. Informational pickets were respected by the ILWU. The MFOW prevailed in the dispute regarding wages. Two for two that week—a good score by any standard.

On October 17, attended the funeral of Captain Michael Joseph Patrick Oremus, a fellow member of the Veteran's Memorial Board of Directors and a true gentleman. The maritime community will miss him. Condolences to Mrs. Oremus and family.

Mark Hurley
Branch Agent



New pensioners

The following SUP members join the ranks of pensioners, bringing the total number of SUP members to 892.

Yutaka Kuwatani, 72, Book #3166, joined SUP in 1981, 22 years seetime.

Mario Ramella, 79, Book #2382, joined SUP in 1940, 50 years seetime.

Honolulu

October 20, 2003

Shipped during the period: 12 ABs, 1 AB return, and 1 AB relief. These jobs were filled by 6 A members, 7 B members and 2 D registrants. Also shipped 19 standby jobs filled by 1 A member, 12 B members and 6 C members for a total of 34 jobs shipped.

Registered for the period: 0 A members, 9 B members, 4 C members and 1 D registrants. To date registered are: 6 A members, 10 B members, 8 C members and 2 D recalcitrants for a total of 26 registered.

Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Kauai, Ewa, R.J. Pfeiffer, Lihue, and Manukai. All with few or no problems. Paint and rigging gang running smooth with Keith Kamana as Bosun. Cape Gibson in at West Loch Naval Magazine for the second month alongside the dock, gangway watch clarification. Danny Foster, Bosun and Patrick Weisbarth, Delegate.

On October 15, attended the Hawai'i Ports Maritime Council meeting. Discussion on reforming Hawai'i Cabotage Task Force and save our ships (S.O.S.) committee. Also preparations for upcoming Hawai'i State AFL-CIO Convention on November 18.

On October 22, attended memorial services for R.J. Pfeiffer. His retirement and subsequent death has turned Matson Navigation into an entirely different company.

Matson Terminals Hawai'i has leased

San Francisco Business Agent

Kauai—George Simpier, delegate: Broke down; will be going to repair at Richmond for a few weeks.

Chief Gadao—Dean Smith, delegate; Keith Miller, bosun: Good gang, no disputes.

Mahimahi—Gerald Marshall, delegate: Voyage pay off, no disputes.

Manoa—Julio Nunez, delegate; Joe Wolff, bosun: No disputes, good gang.

Moku Pahu—Dale Gibson, delegate: At Crockett will be going to Portland for a load of grain for Middle East.

R.J. Pfeiffer—M. Roseveare, delegate: Island run, no disputes.

President Wilson—Nestar Alacron, delegate; Ray Morgan, bosun: Voyage pay off; no disputes.

APL China—R. Crowell, delegate: voyage pay off, no disputes, bosun's last trip.

APL Korea—R. Montoya, delegate: Voyage pay off; no disputes, good gang.

APL Philippines—C. Heick, delegate: Voyage pay off. Question on sanitary Saturday-Sunday.

APL Thailand—Linda Cramp, delegate: voyage pay off, question on time back.

ASM Steam Rack—All going well.

Colorado Voyager—At Richmond Long Wharf, no disputes.

Pilot Boats—Running smoothly at Pier 9; Steve Messenger, delegate.

Also worked in the front office during the month.

Bill Berger

Pier 29 for their ro-ro operations. Presently the Matsonia has been shifting there. The "Time-Chartered" Totem vessel! Great Land has called there twice.

Honolulu will have its annual SUP/MFOW Christmas Party on Sunday December 14, starting at 10:00 A.M. All members, pensioners, and spouses are cordially invited to attend. See you there!!

Mike Duvall
Branch Agent

Norfolk Office

October 2003

In the month of October, shipped 4 ABs, taken by 2 B members, and 2 C members. Registered for shipping 1A card, 4 B cards and 3 C cards.

I made my fourth quarter sweep down to the Big Easy, Bosun Bernard Lape on the Benavidez, has the ship running smoothly. Captain Pete Onstad gave a big thumbs up to the gang top and bottom. Also made the Bob Hope and Fisher in Violet, deck delegate Rocky Schindler, Dave Pagon on the Fisher, and Noel Isumaru, all doing a bang up job. Happy gang, no problems. Also earlier in the month made the Arizona Voyager bosun Scott Oliphant has the ship looking good, Doug Alexander delegate, as always good ship, good gang.

The Christmas Party will be at the Norfolk hall December 12, from 1300-1600. I have permission from MM&P agent Patty Powell, as they are having their's December 19. I will get a estimate from a well known catering company, as I only have two ships in the Norfolk area.

Also made the rounds at Newport News, Gordon and Brittin, A lot of payroll problems, checks coming in with all 0000. I called Matty in payroll and she is working on the problem.

Planning a trip to Philly and Baltimore this month and check the Mendonca and Seay in Philly and catch the Yano in Baltimore.

Happy Thanksgiving to all.

Jack Stasko
SUP Representative

Dispatcher's Report

Headquarters—Oct. 2003

Deck	
Bosun	5
Carpenter	0
MM	7
AB	23
OS	0
Standby	41
Total Deck Jobs Shipped	76
Total Deck B, C, D Shipped	13
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. ...	76
Total B, C, D Shipped-All Depts. .	13
Total Registered "A"	75
Total Registered "B"	68
Total Registered "C"	12
Total Registered "D"	10