



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Taft-Hartley Act imposed after employer locks out West Coast longshore workers

Labor movement in solidarity with ILWU; Union charges collusion between government and PMA; Workers accused of slowdown

On October 16, U.S. District Judge William Alsup invoked the provisions of the anti-Union Taft-Hartley Act and issued an injunction that prohibits strikes or lockouts during an 80-day "cooling off" while representatives of the International Longshore and Warehouse Union (ILWU) and Pacific Maritime Association (PMA) attempt to reach agree-

ment for a new contract. Alsup's decision followed a temporary restraining order issued on October 8, which compelled waterfront employers to open up 29 affected West Coast ports and allow longshoremen to return to work.

The government sought the original injunction after the 11-day PMA lockout, which began on September 27, failed to force

the ILWU to accept concessions that the employer association demanded at the bargaining table.

The ILWU stated that the invocation of Taft-Hartley was the product of collusion between the federal government and the PMA and that the lockout was on the verge of collapsing and, thus, there was no need for injunctive relief. Both arguments were rejected by Judge Alsup.

The labor movement across the country and around the world reacted angrily at the government's action.

"This is the first time in the history of the United States that a president has let an employer lock out workers in an extended quest to undermine the workers' union—creating a phony crisis—and then rewarded that employer's action with government intervention," said AFL-CIO Secretary-Treasurer Richard Trumka.

Paddy Crumlin, National Secretary of the Maritime Union of Australia stated: "The companies that make up the PMA must understand that their actions against the ILWU effectively attacks dockers and seafarers elsewhere and in particular Korea, Japan and Australia." Kenji Yasuda, chairman of the Zenkoki-Kowan (Japanese dockworkers union) said that his organization "would fight with port workers and seafarers around the globe."

ILWU position

ILWU International President James Spinosa, in a bulletin to his membership said:

"Brothers and Sisters:

These are troubled times for us all. Our jobs, our healthcare, our pensions and our union are under attack by our employers and the Bush administration working together.

Our employer group, the Pacific Maritime Association, is so intent on breaking our union they have risked an economically damaging lockout for nearly two weeks. With Bush's help they slapped on a Taft-Hartley injunction. But they have not broken the ILWU.

When we opened contract negotiations with PMA May 13 the employers hit us with an insulting proposal-slashing healthcare, gutting our grievance process and cutting jobs. Your Negotiating Committee firmly and unani-

See Taft-Hartley Act

cont'd. on page 3

Jones Act waived during waterfront dispute—Maritime Administration objects

The U.S. Customs Service, kowtowing to foreign-flag interests, waived the Jones Act on the West Coast after the PMA lockout of the ILWU was supplanted by the Taft-Hartley injunction.

Under the Customs non-enforcement policy, cargo landed prior to October 10 in ports affected at the time of the lockout and which were not manifested for that port, were permitted to be moved to their intended U.S. destination by another vessel of the same shipping line.

Upon being apprised of this unilateral action, Maritime Administrator, Captain William Schubert, immediately notified Robert Bonner, U.S. Customs Service Commissioner to stop this practice. In his letter to Bonner, dated October 9, Captain Schubert stated, "Section 27 of the Merchant Marine Act of 1920, otherwise known as the Jones Act, specifically prohibits moves of this nature: "No merchandise, including merchandise owned by the United State government...shall be transported by water, or by land and water...between point in the United States, including Districts, Territories, and possessions thereof embraced within the coastwise laws...in any vessel than a vessel built and documented under the laws of the United States and owned by person who are citizens of the United States..." Waivers of this Act are permitted only *in the interest of national defense* (note proc. 46 App. U.S.C.1). The Maritime Administration does not believe that these current circumstances meet the definition of *the interest of national defense*, and hereby requests that the Customs Service instruct all of its personnel to enforce the provisions of the Jones Act."

However, the issue has not been resolved to the satisfaction of the Sailors' Union. SUP president Gunnar Lundeberg stated, "For our government to waive the Jones Act to accommodate the interests of foreign-flag steamship companies who are also engaged in a labor dispute with an American Union (ILWU) is outrageous. Customs cannot be allowed to disregard a critical U.S. maritime statute because anti-Union elements direct it to do so." Lundeberg added, "The SUP will continue to investigate this matter as there have been several more—as yet undocumented—claims that the Jones Act continues to be violated."

As the *West Coast Sailors* goes to press, the situation continues to develop. The Japanese government has asked the United States to allow Japanese ships temporary cabotage at West Coast ports to clear a large number of "stranded" containers. The Maritime Administration opposes this request and has so informed the White House. In addition, the National Industrial Transportation League has requested Commissioner Bonner to waive the Jones Act for 90 days at West Coast ports for all foreign-flag vessels.

Military urges "swift reauthorization" of Maritime Security Program

General John Handy, United States Air Force, commander-in-chief of the United States Transportation Command (TRANSCOM) told a House Panel this month that "Maritime Security Program (MSP) reauthorization now is a national security imperative of the highest magnitude."

Testifying before the Special Oversight Panel on the Merchant Marine on October 8, General Handy said that "MSP is a cost-effective program that assures guaranteed access to required commercial U.S.-flag shipping and U.S. merchant mariners, when needed. The alternative to MSP is, ultimately, reliance on foreign-flag vessels manned by foreign crews during a crisis."

In addition to support the nation's commercial wartime sealift capacity, General Handy stated that MSP is "absolutely essential" in maintaining a trained labor pool needed to crew Department of Defense vessels.

General Handy also pledged to the Panel, chaired by Representative Duncan Hunter (R-CA), that he would work personally with the Office of Management and Budget on the funding of a reauthorized program.

See General Handy's Testimony...cont'd. on page 11



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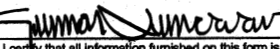
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PS Form 3526, October 1999 (Reverse)

Social Security benefits to increase by 1.4% in 2003—smallest since 1999

Social Security recipients will get a 1.4 percent cost-of-living increase in their monthly checks next year, the smallest increase in four years, reflecting a slowdown in inflation caused by the weak economy. The increase will mean an extra \$13 a month for the typical retiree.

The increase, announced by the Social Security Administration on October 18, will cover the country's 46 million people receiving Social Security benefits and seven million recipients of Supplemental Security Income, the federal government's cash assistance program for the needy.

The increase, which will show up in January's Social Security checks, is down from this year's boost of 2.6 percent. In 2001, benefit checks went up by an even larger 3.5 percent, the biggest cost-of-living rise in nine years.

This year's increase, the smallest since a 1.3 percent gain in 1999, reflected the

Social Security... cont'd. on page 15

Taft-Hartley cont'd.

mously said "NO!" We still do.

We knew these negotiations weren't going to be easy. PMA President Joe Miniace announced in January 2002 that he was preparing to lock out the union, securing a \$200 million line of credit to hold out for two weeks. In June 2002 the Bush administration threatened the ILWU with the use of Taft-Hartley or a military seizure of the ports.

All through the summer PMA stalled negotiations. They gave us nothing but insulting proposals designed to be rejected. They never tried to compromise or find common ground.

For months they refused to agree to our most basic demand, maintenance of our health benefits. When we got to the issue of technology and jobs, they refused to accept the principle in force on the waterfront for more than 40 years: when new technology is introduced, we get the jobs left over and all the new jobs created by the new technology. They continue to refuse us these jobs. Bush's threats against the union encouraged PMA to stick to its hard-line stand.

So the Taft-Hartley injunction came as no surprise. Bush and Miniace are in cahoots to get us. And Taft-Hartley is exactly that the government colluding with employers to break workers and their unions.

The Taft-Hartley Act was passed to restrict union rights won in the 1930s. Under the Taft-Hartley injunction both employers and union workers are legally forced to go back to the terms and conditions of their old contract for 80 days. Any violation of the contract becomes a violation of the court order and is punishable by fines, contempt of court citations and jail sentences. This is why PMA held out long enough with its lockout to get Bush to call for the law. The employers now get 80 days to drag us into court, accusing us of slowdowns and trying to bankrupt us with fines and throw our people in jail.

After 60 days the union will be forced to vote on the employers' last contract proposal. Despite the fact that PMA has said its offer is generous, it is really a union-busting plan. It takes away many of our jobs, its pension increases leave out our retirees and widows, its provisions gut our arbitration system and its back-loaded raises include a wage freeze for the first three years as well as a divisive measure that would not raise all skill levels together. These are unacceptable.

Although these threats from the government and the employers are serious, we are far from defeated. We still have a strong position in the economy, a strong rank and file and a seasoned, strong leadership in our Negotiating Committee. Most importantly, we have each other, a union solidarity that is the ultimate strength in any worker struggle. More than anything else I want to say to you that now we must stick together. We can't let the employers divide us. Unity is our only road to victory.

That said, understand that we have friends, many friends. The AFL-CIO is taking on our struggle as its own and is pumping resources our way. They have provided us help in strategic planning, legislative work, communications and research as well as putting numerous field staff on the ground in each of our areas. And they are helping organize support for us from unions around the country.

We also have our special solidarity pact with the Teamsters and the East and Gulf Coast International Longshoremen's Association, not to mention all the dockworkers in the International Transport Workers Federation (ITF) and the International Dockworkers Council (IDC). We are not alone.

So in spite of the Taft-Hartley injunction, we will not bow to the employers or the government. We will fight hard, but we will also fight smart.

We are facing a new kind of struggle that requires a new kind of thinking. This was the first time a lockout was used as an offensive weapon to trigger the Taft-Hartley injunction. This time instant media relations played an important role, especially in their effect on the positions of political and legislative leaders.

We will have to be creative, but I have faith in our collective ability to do that. Finally, I again ask the ranks to stay solid and united. We will win because we must win."

PMA accuses ILWU of slowdown

On October 23, PMA filed charges with the Department of Justice charging that the ILWU has engaged in a "concerted, systematic work slowdown impacting productivity at every major port" on the West Coast since the ports reopened on October 9.

The Pacific Maritime Association submitted this information the day before contract negotiations are scheduled to resume in San Francisco under the guidance of the Federal Mediation and Conciliation Service.

The Department of Justice in turn has given port employers and Union dockworkers until October 25 to provide more information and documentation on the allegations.

The employers say that in the first week back to work under the Taft-Hartley injunction, productivity fell 34 percent at the Port of Oakland, 29 percent at the Port of Portland, 27 percent at the Port of Seattle, 19 percent at the Port of Tacoma and 9 percent at Los Angeles/Long Beach.

The Union acknowledges that productivity has fallen, but it asserts that the problem is the result of the employers' failure to remedy the enormous logistical problems created by the lockout.

"If the PMA were as good at clearing the backlog at the port as they are at issuing press releases, the backlog would be cleared by now," said ILWU spokesman Steve Stallone.

He added, "The fact is, the backlog persists because the PMA either can't or doesn't want to get our commerce moving again. Our workers are ready, willing and able to clear this backlog."

Stallone said the workers believe the Maritime Association is bent on busting the union, citing the latest filing with the Department of Justice as another example of harassment. "But we're glad it's filed because it will be easy to show it is them causing the problems," he said.

Also on October 23, five West Coast senators urged Labor Secretary Elaine Chao to assign full-time federal inspectors to monitor safety and health conditions at the ports.

"The extreme conditions on the docks created by the port shutdown make a hazardous work environment even more dangerous, and make it all the more important that established safety and health rules be followed and enforced," read the letter, which was signed by five Democratic Senators: Dianne Feinstein and Barbara Boxer of California, Maria Cantwell and Patty Murray of Washington and Ron Wyden of Oregon.

The Taft-Hartley Process

According to ILWU attorney Rob Remar: "The Taft-Hartley injunction, in addition to prohibiting all concerted actions by the union and requiring work 'at a normal and reasonable rate of speed,' sets in motion several other dynamics.

"First, it imposes a 'cooling off period' and reinstates the full terms of the Pacific Coast Longshore and Clerks Agreement for an 80-day period ending December 26, 2002. Second, the injunction directs the Coast parties to continue contract negotiations with the federal mediators for the next 60 days.

"Third, in the event a contract is not signed within the 60-day period, the Taft-Hartley Act requires the PMA to submit a "last, best and final" contract proposal. This PMA proposal would then be submitted to the entire longshore bargaining unit through a ratification election conducted, not by the union, but instead by the National Labor Relations Board (NLRB). The NLRB would then issue the results of the vote on the 75th day of the injunction.

"Finally, at the end of the 80-day 'cooling off period,' the injunction will automatically terminate. At that time, President Bush would be required to submit a report to Congress, based on the investigation and recommendation conducted by a presidential Board of Inquiry. Congress can then, or at any time during or after this process, pass new federal labor laws designed to prevent labor disputes of this kind from occurring. However, unless Congress passes new legislation, both the ILWU and the PMA would be free at the end of the 80-day period to resume all economic activities they choose, including strikes, slowdowns and lockouts."

U.S.-flag vessels exempted from Customs duty at sea by House action

The U.S. Merchant Marine scored a major victory on September 18 when the House Ways and Means Committee marked up and passed a bill that included a provision exempting U.S.-flag vessels from a U.S. Customs Service regulation that has made virtually all parts, supplies and equipment used in routine repairs performed by crew members while the vessel is on the high seas subject to the 50 percent ad valorem duty.

The "sea duty" amendment, part of H.R. 5385, the Miscellaneous Trade and Technical Corrections Act of 2002, made the exemption retroactive to April 25, 2001, the date the Customs Service promulgated its regulation. The amendment also exempts vessel operators from burdensome reporting requirements that were called for under the regulation.

At the committee mark-up, Rep. William M. Thomas (R-CA), committee chairman, was asked to explain the premise behind the retroactive date. "Because the regulation was wrong from the beginning," he explained.

Also decrying the regulation was Gloria Cataneo Tosi, president of the American Maritime Congress, the organization spearheading the effort on behalf of the industry. Tosi said in a letter to Thomas that it was important to note that "this unfair rule places the already beleaguered U.S.-flag fleet at a further competitive disadvantage since foreign-flag ships are not subject to this rule."

Tosi said the "most cogent argument" for retroactivity is that the Congressional Budget Office has scored the amendment as having "zero" costs. If there is no duty consequence and no administrative responsibility for Customs, Tosi said, "then making U.S.-flag ship owners and operators declare routine repairs and maintenance is a useless and burdensome exercise." Tosi said the new Customs Service regulation amounted to a "radical departure" from the vessel repair statute, which currently requires a 50 percent duty on non-emergency repairs to U.S.-flag vessels performed in foreign shipyards.

The amendment was sponsored by Rep. Jim McCrery (R-LA) and Rep. Phil Crane (R-IL), chairman of the House Ways and Means Trade Subcommittee. Also supporting the amendment, besides Chairman Thomas, was Rep. Charles B. Rangel (D-NY), the committee's ranking Democrat.

With Congress grinding rapidly toward adjournment, the bill is expected to be brought to the House floor very soon.

The "sea duty" amendment contains language identical to that proposed by Senators Trent Lott (R-MS), Ernest Hollings (D-SC), and John Breaux (D-LA) as part of the Maritime Transportation and Anti-Terrorism Act of 2002 (S. 1214). This bill has stalled in a House-Senate conference committee over the question of how to pay for port security. In view of that impasse, and the fact that the end of the legislative session was fast approaching, backers of the proposal shifted their efforts to the House, where the amendment gained approval of the House Ways and Means Committee.

Source: American Maritime Congress
Washington Letter

Editors note: The *West Coast Sailors* reported on the Custom Service's original ruling in July 2001.



"Big U" headed for scrap

Thirty-three years after her last commercial voyage, the *s/s United States*, once the pride of the American passenger ship fleet, is apparently headed to the ship-breakers, according to *Tradewinds*.

The 53,300 gross ton liner, built for United States Lines in 1952, was laid-up in 1969 and eventually turned over to the Maritime Administration. MarAd eventually sold the vessel to Seattle-based real estate magnate Richard Hadley in 1978.

Hadley had ambitious plans to convert it into a luxurious cruiseship but lacked the financing to pull the project off. All he managed to accomplish was to strip the ship of useful fittings, which were sold off in an attempt to raise cash to pay docking fees.

However, Hadley was unable to pay the mounting bills and in February 1992, U.S. Marshals seized the ship. It was then sold at auction to Fred Mayer of Marmara Marine for \$2.6 million.

Mayer, then chairman of Commodore Cruise Lines, along with a Turkish business associate, negotiated a plan with Cunard to operate the ship as a running mate to the QE2. The ship would sail between New York and Southampton in the summer months and spend the winter in the tropics.

In June 1992, the ship was towed to Turkey and after the Ukraine, where it was stripped of all asbestos and other hazardous substances. It returned to Istanbul, where it was laid up pending the arranging of financing for the conversion work.

Cunard appeared to have doubts about operating the ship and the project was abandoned.

The *United States* returned to its homeland under tow in 1996. By this time U.S. businessman Edward Cantor, who also had hopes of restoring it into something useful, was the owner. Financing again appeared to be the main obstacle and the ship has remained in layup.

Cantor died last year and any dreams of restoring the ship died with him.

The Cantor company has now indicated it has no further interest in the vessel. With little prospect of finding any commercial buyers, Cantor has been circulating it to U.S.-based cash buyers for an onward sale for scrap.

Brokers estimate the ship's scrape value is \$2.5 million.

California's governor veto reimposes bunker fuel tax

California Governor Gray Davis stunned the maritime industry in August by vetoing a unanimously passed (S.145) that would have extended the current exemption on the state's sales tax on bunker fuel for ten years. Beginning January 1, ocean vessels taking on bunker fuel at California ports will have to pay a sales tax of 8%, a change that could cripple the bunker fuel industry in California.

The last time the state imposed a sales tax on bunker fuel, in the early 1990s, sales dropped from four million barrels a month to just one million barrels.

The Legislature reinstated the exemption in 1992, and sales increased. But that exemption is now set to expire on January 1, 2003.

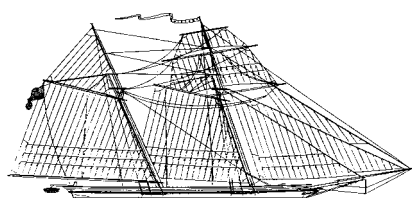
In a statement, Davis said maintaining the bunker fuel tax exemption would cost California \$22.3 million to \$35.5 million in lost tax revenue, and that given the state's difficult economic environment, it would not be prudent to sacrifice that amount of revenue. Maritime interests, led by the Pacific Merchant Shipping Association, with assistance from the SUP, IBU, MFOU, MM&P, MEBA and the California Labor Federation, lobbied to maintain the bunker tax exemption.

It is expected that sales of bunker fuel—a highly competitive, low-margin product that is sold at major ports in Asia as well as on the West Coast—to plummet beginning in January.

France to expand domestic and foreign merchant marine

France has confirmed its intention to implement an ambitious policy to develop the French fleet and maritime cabotage. Prime minister Jean-Pierre Raffarin has appointed Senator Henri de Richemont, who will work closely with the transport ministry to research methods of developing the fleet and encouraging the creation of domestic coastal shipping services. A ministry statement said the government has put forward "an ambitious policy for the French merchant marine sector that has to be fully supported. We have to put in place the conditions permitting the development of the fleet and maritime cabotage." It went on to say that competitiveness must be improved to enable existing shipowners to develop while assisting the creation of new shipping companies.

This is the first time in decades that a government has stated so clearly its ambitions for the French merchant fleet, which has experienced continuous decline over the last 30 years.



Poll reveals Americans support merchant marine

A new national survey indicates dramatically that Americans—when informed of the present state of America's merchant fleet—overwhelmingly support a greatly strengthened U.S. Merchant Marine. They also expressed strong concern for U.S. security when told of foreign-flag dominance of U.S. seaborne trade and use of foreign-flagged ships to carry American military cargoes.

The U.S. Merchant Marine is comprised of commercial ships and trained professional American mariners operating on the high seas under the U.S. flag that serve as a naval or military auxiliary in time of war or national emergency.

"The extensive survey of 1,100 Americans found backing for a strengthened U.S. Merchant Marine in all regions of the country and among Democrats and Republicans alike, including support among critical 'swing voters,'" said Vic Fingerhut of Fingerhut Powers Smith and Associates, the Washington D.C. firm that conducted the survey for the Marine Engineers' Beneficial Association (MEBA).

"When Americans are informed that only three percent of U.S. foreign trade is carried by U.S.-flagged vessels with American crews, they are appalled," noted Fingerhut.

"When they find out that strategic materials and even military cargo required for U.S. troops engaged in actions abroad are often carried by foreign-flagged vessels with foreign crews," Fingerhut added, "they go ballistic."

"This is an issue that demands attention," observed Fingerhut, a long-time political and communications consultant.

Ron Davis, National President of MEBA, who commissioned the survey, noted that, "All of us in the maritime industry who have spoken before civic and community groups around the country have perceived the unease of average Americans who find out how minuscule the American merchant fleet is and how much our country has become dependent on foreign ships with foreign crews."

"However," Davis noted, "none of us realized the incredible power of this issue."

70 percent of Americans said they were shocked "to find out that only

three percent of U.S. foreign trade is carried by U.S. ships manned by American crews."

- 89 percent agreed it was important to America's national security that a majority of our seaborne trade is carried by American ships manned by American crews.
- 89 percent expressed concern that the Government has been contracting foreign-flagged ships—including those from countries that do not support U.S. foreign policy—to carry U.S. military cargo to our troops abroad.
- An overwhelming 92 percent of Americans agreed that it was important that we take immediate steps to vastly increase the size of the U.S. Merchant Marine.
- 79 percent said it was a good idea to increase the size of the existing Maritime Security Program (MSP) fleet from 47 to 100—even at a cost of \$320 million yearly, which is less than 20 percent of the cost of a single B-2 Bomber. The Program provides U.S. Government funding to enable militarily useful vessels to remain under the U.S.-flag. In exchange, the Government receives priority use of these vessels, and the intermodal, port and management capabilities of their companies when required.
- 71 percent said they would be less inclined to support a candidate for Congress if that candidate opposed a measure increasing U.S.-flag sealift capacity.

MEBA's Ron Davis, who represents officers who crew American merchant vessels, said the poll findings signify the kick-off of what will be an extensive national campaign to build support for a strong U.S. Merchant Marine.

"It will be focused on getting Congress and the Administration to agree to strengthen the fleet of U.S.-flagged and crewed vessels."

"The fact remains—if an international emergency is triggered, 95 percent of our military cargo must be deployed by sea," Davis declared. "Given the terrorist threat and America's global military requirements, this campaign is not an option—it's a necessity."

Attend your Union meetings

New Zealand and Australian Maritime Unions vote to create Trans Tasman Maritime Federation

Representative of the Maritime Union of New Zealand (MUNZ) and the Maritime Union of Australia (MUA) voted in Sydney this month promoting regional solidarity.

The preamble to the joint union statement endorsed at the MUA national council reads in part: "The proud history of both organizations raises the foundation for great opportunity for our organizations under the Federation's banner to grow and provide a tangible example of the International Transport Federation's mission of Globalization of Solidarity, particularly in both our countries and the Pacific Rim."

Its aim will be to develop joint campaigns, education and political lobbies. As both New Zealand and Australian workers also share many of the same employers and have a common interest in Trans Tasman shipping, the Federation will also bring the unions together during enterprise negotiations and campaigns to protect national flag shipping in the region.

The Federation will also develop a program of solidarity and exchanges with other kindred unions in the Pacific Rim.

The executive of the Federation will comprise national officers of the MUA and the MUNZ and will meet twice a year in alternate countries.

West Coast Sailors

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California Labor Federation

AFL- CIO Endorsements



Governor Gray Davis

U.S. House of Representatives

- | | | |
|--------------------------|----------------------------|--------------------------------|
| 1. Mike Thompson | 19. John Veen | 37. Juanita Millender-McDonald |
| 2. Mike Johnson | 20. No endorsement | 38. Grace Flores Napolitano |
| 3. Howard Beeman | 21. David G. Lapere | 39. Linda T. Sanchez |
| 4. Mark A. Norberg | 22. No endorsement | 40. No endorsement |
| 5. Robert T. Matsui | 23. Louis Capps | 41. No endorsement |
| 6. Lynn Woolsey | 24. No endorsement | 42. No endorsement |
| 7. George Miller | 25. Bob Conaway | 43. Joe Baca |
| 8. Nancy Pelosi | 26. Marjorie Musser Mikels | 44. Louis Vandenberg |
| 9. Barbara Lee | 27. Brad Sherman | 45. Elle K. Kurpiewski |
| 10. Ellen O. Tauscher | 28. Howard L. Berman | 46. Gerrie Schipske |
| 11. Elain Shaw | 29. Adam B. Schiff | 47. Loretta Sanchez |
| 12. Tom Lantos | 30. Henry A Waxman | 48. No endorsement |
| 13. Fortney (Pete) Stark | 31. Xavier Becerra | 49. No endorsement |
| 14. Anna G. Eshoo | 32. Hilda L. Solis | 50. No endorsement |
| 15. Mike Honda | 33. Diane E. Watson | 51. Bob Filner |
| 16. Zoe Lofgren | 34. Lucille Roybal-Allard | 52. No endorsement |
| 17. Sam Farr | 35. Maxine Waters | 53. No endorsement |
| 18. Dennis A. Cardoza | 36. Jane Harman | |

California State Government

Governor: **Gray Davis**
 Lt. Governor: **Cruz M. Bustamante**
 Attorney General: **Bill Lockyer**
 Secretary of State: **Kevin Shelley**
 State Controller: **Steve Westly**
 State Treasurer: **Philip Angelides**
 State Insurance Commissioner: **John Garamendi**
 Superintendent of Public Instruction: **Jack O'Connell**

State Board of Equalization

1	Carole Migden
2.	No endorsement
3	No endorsement
4.	John Chiang

State Assembly

- | | | |
|---------------------------|---------------------------|-------------------------------|
| 1. Patty Berg | 23. Manny Diaz | 53. George Nakano |
| 2. Doug Kinyon | 24. Rebecca Cohn | 54. Allen Lowenthal |
| 3. Stuart R. King | 25. E. Denise Smith | 55. Jenny Oropeza |
| 4. Scott Warren | 26. Tom Hallinan | 56. Rudy Bermudez |
| 5. Eric Ulis | 27. John Laird | 57. Edward Chavez |
| 6. Joe Nation | 28. Simon Salinas | 58. Ronald S. Calderon |
| 7. Patricia (Pat) Wiggins | 29. Richard Martinez, Jr. | 59. Patrick D. Smith |
| 8. Lois Wolk | 30. Nicole M. Parra | 60. No endorsement |
| 9. Darrell Steinberg | 31. Sarah Reyes | 61. Gloria Negrete McLeod |
| 10. Katherine E. Maestas | 32. No endorsement | 62. John Longville |
| 11. Joe Canciamilla | 33. Laurence Houlgate | 63. Doris Wallace |
| 12. Leland Yee | 34. Virginia Gurrola | 64. Robert Melsh |
| 13. Mark Leno | 35. Hannah-Beth Jackson | 65. Darrel R. Scholes |
| 14. Loni Hancock | 36. No endorsement | 66. No endorsement |
| 15. Donna Gerber | 37. No endorsement | 67. William R. Orton |
| 16. Wilma Chan | 38. No endorsement | 68. Al Snook |
| 17. Barbara Matthews | 39. Cindy Montanez | 69. Lou Correa |
| 18. Ellen M. Corbett | 40. Lloyd E. Levine | 70. No endorsement |
| 19. Gene Mullin | 41. Fran Pavley | 71. Bea Foster |
| 20. John A. Dutra | 42. Paul Koretz | 72. Gangadharappa Nanjundappa |
| 21. Joe Simitian | 43. Dario J. Frommer | 73. No endorsement |
| 22. Sally J. Lieber | 44. Carol Liu | 74. No endorsement |
| | 45. Jackie Goldberg | 75. Connie Witt |
| | 46. Fabian Nunez | 76. Christine Kehoe |
| | 47. Herb Wesson, Jr. | 77. No endorsement |
| | 48. Mark Ridley-Thomas | 78. Vince Hall |
| | 49. Judy Chu | 79. Juan Vargas |
| | 50. Marco Firebaugh | 80. Joey Acuna, Jr. |
| | 51. Jerome E. Horton | |
| | 52. Mervyn M. Dymally | |

State Senate

- | |
|--------------------------------|
| 2. Wesley Chesbro |
| 4. Marianne Bopp Smith |
| 6. Deborah Ortiz |
| 8. Jackie Speier |
| 10. Liz Figueroa |
| 12. Rusty Areias |
| 14. William Fjellbo (write-in) |
| 16. Dean Florez |
| 18. No endorsement |
| 20. Richard Alarcon |
| 22. Gilbert A Cedillo |
| 24. Gloria Romero |
| 26. Kevin Murray |
| 28. Debra Bowen |
| 30. Martha M. Escutia |
| 32. Nel Soto |
| 34. Joe Dunn |
| 36. No endorsement |
| 38. Philip G. Hannerman |
| 40. Denise Moreno Ducheny |

California Ballot Propositions

- Prop 46.** Housing and Emergency Shelter ... Yes
Prop 47. Education Facilities Yes
Prop 48. Court Consolidation..... Yes
Prop 49. After school programs No Rec.
Prop 50. Water Quality, Supply and Safe Drinking Water projects Yes
Prop 51. Transportation No Rec.
Prop 52. Election Day Voter Regis. Yes



Kevin Shelley



Washington State Labor Council AFL-CIO Endorsements

Supreme Court

Position 3: **Mary Fairhurst**
Position 4: **Charles Johnson**

U.S. House

- 1st District - Jay Inslee
- 2nd District - Rick Larsen
- 3rd District - Brian Baird
- 4th District - Craig Mason
- 5th District - Bart Haggin
- 6th District - Norm Dicks
- 7th District - Jim McDermott
- 8th District - Heidi Behrens-Benedict
- 9th District - Adam Smith

Washington Referenda

- Referendum 51** - Increasing the state gas tax and other fees to pay for desperately needed road construction and maintenance across the state. **YES**
- Referendum 53** - Affirming the legislature's important unemployment insurance reform. A "no" vote would mean industries with stable employment would have to subsidize less stable industries through higher UI taxes. **YES**

Washington Initiatives

- Initiative 776** - Repealing local-option transportation taxes, and making traffic problems even worse. **NO**
- Initiative 790** - Creating a new pension governance system for fire fighters and police officers. **YES**

Washington State Legislature

- 1st: House 1 - Al O'Brien; House 2 - Jeanne Edwards
- 2nd: House 1 - Larry Nelson; House 2 - Tom Campbell
- 3rd: House 1 - Alex Wood; House 2 - Jeff Gombosky
- 5th: House 1 - Katrina Culp Ladopoulos; House 2 - Loren Skaggs
- 6th: Senate - Lauri Dolan; House 1 - Sheila Collins; House 2 - Laurie Dolan
- 7th: House 1 - Ron McCoy
- 8th: House 1 - Shirley Hankins***
- 10th: House 2 - Eron Berg
- 11th: House 1 - Zach Hudgins; House 2 - Velma Veloria
- 12th: House 1 - Todd Smith
- 14th: House 2 - Marco Yolo
- 16th: House 1 - Jody Clark; House 2 - Bill Grant
- 17th: Senate - House 2 - Deb Wallace
- 18th: House 1 - Bill Crego; House 2 - Dave Seabrook
- 19th: House 1 - Brian Hatfield; House 2 - Mark Doumit
- 21st: Senate - Paul Shin; House 1 - Mike Cooper; 2 - Brian Sullivan
- 22nd: House 1 - Sandra Romero; House 2 - Sam Hunt
- 23rd: House 1 - Phil Rockefeller; House 2 - Sherry Appleton
- 24th: House 1 - Bill Thomas
- 25th: House 1 - Audrey Chase; House 2 - Dawn Morrell
- 26th: House 1 - Pat Lantz; House 2 - Brock Jackley
- 27th: House 1 - Dennis Flannigan; House 2 - Jeannie Darneille
- 28th: House 1 - Debi Srail; House 2 - Darrell Reeck
- 29th: Senate - Rosa Franklin; House 1 - Steve Conway; House 2 - Steve Kirby
- 30th: Senate - Tracey Eide; House 1 - Mark Miloscia; House 2 - Greg Markley
- 31st: Senate - Yvonne Ward; House 1 - Mike Connor
- 32nd: Senate - Darlene Fairley; House 1 - Maralyn Chase; House 2 - Ruth Kagi
- 33rd: Senate - Karen Keiser; House 1 - Shay Schual-Berke; House 2 - Dave Upthegrove
- 34th: Senate - Erik Poulsen; House 1 - Eileen Cody; House 2 - Joe McDermott
- 35th: House 1 - Kathryn Haigh; House 2 - Bill Eickmeyer
- 36th: Senate - Jeanne Kohl-Welles; House 1 - Helen Sommers; House 2 - Mary Lou Dickerson
- 37th: Senate - Adam Kline; House 1 - Sharon Tomiko-Santos; House 2 - Eric Pettigrew
- 38th: Senate - Aaron Reardon; House 1 - John McCoy; House 2 - Jean Berkey
- 39th: House 1 - Bob Quarterman
- 40th: House 1 - Dave Quall
- 41st: House 2 - Judy Clibborn
- 42nd: Senate - Georgia Gardner; House 1 - James Boyle; House 2 - Kelli Linville
- 43rd: Senate - Pat Thibaudeau; House 1 - Ed Murray; House 2 - Frank Chopp
- 44th: Senate - Phil Doerflein; House 1 - Hans Durishee; House 2 - John Lovick
- 45th: House 1 - Dave Asher; House 2 - Laura Ruderman
- 46th: Senate - Ken Jacobsen; House 1 - Jim McIntire; House 2 - Phyllis Kenney
- 47th: Senate - Deborah Jacobson; House 1 - Geoff Simpson; House 2 - Patrick Sullivan
- 48th: House 1 - Ross Hunter
- 49th: House 1 - Bill Fromhold; House-2 - Jim Moeller

***Limited endorsement

Editor's note:

The *West Coast Sailors* is publishing labor's recommendations for the November 5 election from California, Hawaii, Oregon and Washington states. Members who reside in the other 46 states should request the labor-endorsed slate of candidates from their local labor council or state federation of labor.



Oregon State AFL-CIO Endorsements

Governor: Ted Kulongoski
United States Senator: Bill Bradbury

U.S. House of Representatives

- Congressional District 1:** David Wu
- Congressional District 2:** Peter Buckley
- Congressional District 3:** Earl Blumenauer
- Congressional District 4:** Peter DeFazio
- Congressional District 5:** Darlene Hooley

Oregon State House

- | | | |
|---------------------------|--------------------------|---|
| 2. Bruce Cronk | 22. Betty Komp | 43. Deborah Kafoury |
| 4. Shayne Maxwell | 23. Lane Shetterly (R)** | 44. Gary Hansen |
| 5. Alan Bates | 24. Timothy Duerfeldt | 45. Jackie Dingfelder** |
| 6. Barbara Davidson | 27. Mark Hass | 46. Steve March** |
| 7. Donald Nordin | 28. Jeff Barker | 47. Jeff Merkle* |
| 8. Floyd Prozanski | 29. Chuck Riley | 48. Mike Schaffler |
| 9. Joanne Verger | 30. Aron Carleson | 50. Laurie Monnes Anderson |
| 10. Marcia Thompson | 31. Betsy Johnson | 51. Jan Lee |
| 11. Phil Barnhart** | 32. Elaine Hopson | 52. Larry Cramblett |
| 12. Elizabeth Terry Beyer | 33. Mitch Greenlick | 54. Les Lambert |
| 13. Robert Ackerman | 34. Brad Avakian | 55. Karole Stockton* |
| 14. Araminta Hawkins | 36. Mary Nolan | 58. Bob Jenson (R)* |
| 15. Joseph Novak | 38. Greg Macpherson | 59. John Mabrey (R)* |
| 16. Kelley Wirth** | 39. Martha Schrader | *Contingent upon an acceptable questionnaire or interview |
| 17. Donald Beale | 40. Dave Hunt | **Legislative candidates with 100% voting records |
| 20. Vicki Berger (R)* | 41. Carolyn Tomei | |
| 21. Mike Swaim | 42. Diane Rosenbaum** | |

State Senate

- 3. Lenn Hannon
- 4. Tony Corcoran**
- 6. William Morrisette
- 7. Vicki Walker
- 8. Barbara Ross
- 10. Bryan Johnston
- 11. Peter Courtney
- 13. Ken Crowley
- 16. Joan Dukes
- 17. Carlie Ringo
- 19. Richard Devlin
- 20. Kurt Schrader
- 24. Frank Shields**
- 26. Rick Metsger

Ballot Measures

- | | | | |
|------------|-----|------------|---------|
| Measure 14 | Yes | Measure 22 | No |
| Measure 15 | Yes | Measure 23 | No |
| Measure 16 | Yes | Measure 24 | No Rec. |
| Measure 17 | Yes | Measure 25 | Yes |
| Measure 18 | Yes | Measure 26 | Yes |
| Measure 21 | No | Measure 27 | No Rec. |

VOTE NOVEMBER 5

Port security measure advances in Congress: background checks included

Senate and House conferees have reached an "agreement in principle" on the Port and Maritime Security Act of 2002 (S.1214), legislation targeted to improve security at U.S. seaports.

The bill, introduced by Senator Ernest Hollings (D-SC) and Bob Graham (D-FL), establishes local port security committees to integrate federal, state and private law enforcement and requires all ports to draw up security and incident response plans. It also mandates background checks for port workers and requires a national identification system for seafarers. It is unclear, however, when the final bill will be approved. The House has adjourned until November 12, and the Senate will conduct a few more days of business before adjourning until after congressional elections on November 5.

Citing the urgent need to enact the bill's security provisions during this session of Congress, Senator Hollings yesterday rescinded his recent proposals to institute a user fee and extend a maritime tonnage duty to defray the associated costs.

"Two years ago, Senator Graham and I began this effort to improve the security at the nation's ports, and our Senate-House agreement in principle will allow this essential legislation to go to the President's desk and become law this year," said Senator Hollings. "Completion of this legislation represents a significant step forward for the nation's security."

Bill to gut U.S. cabotage for passenger vessels introduced in House

On October 1, Representative Henry Brown (R-SC) introduced legislation in the House of Representatives that would allow foreign-flag vessels to transport passengers between U.S. ports.

The United States Cruise Tourism Act of 2002 (H.R. 5509) purports to promote domestic tourism, however, the bill does not require foreign operators to employ U.S. Merchant Marines, pay U.S. taxes or comply with all other American safety, environmental or labor statutes.

The measure was referred to the Transportation and Infrastructure Committee and the Armed Services Committee.



MarAd launches U.S.-flag service website for exporters and importers

The Maritime Administration's Office of Cargo Preference has developed a website that makes it easier for exporters and importers to locate U.S.-flag ships to carry cargo to designated points around the world. Under the new system, the shipper simply selects from a drop-down menu the country of final destination of its cargo. Once the country has been identified, a database appears of U.S.-flag carriers who serve that trade route, containing the carrier's name, frequency of calls and points of contact with website information. Click on <http://www.marad.dot.gov/usflag> to view which carrier is available to service your specific needs.

Using U.S.-flag vessels to ship your cargo and goods not only strengthens America's economic security but also ensures availability of vessels and trained mariners for our defense security.

The Office of Cargo Preference is responsible for monitoring and ensuring adherence to the U.S. cargo preference laws and regulations. These laws are part of the overall statutory program to support the privately owned and operated U.S.-flag merchant marine. In addition, the laws require that a certain percentage of Government-impelled cargo be carried on U.S.-flag vessels.

To learn more about the cargo preference laws, regulations, and programs, visit us on the web at <http://www.marad.dot.gov/offices/cargo>.

Support the
SUP Political Fund

Hawai'i State AFL-CIO Endorsements



Congressional District 1: Neil Abercrombie

Congressional District 2: Patsy Mink

Governor: Mazie Hirono

Lt. Governor: Matt Matsunaga

1st: Senate - Lorraine R. Inouye	14th: Senate - Open	29th: House - Jun Abinsay
House - Dwight Takamine	House - Hermina Morita	30th: House - Dennis Arakaki
2nd: Senate - Russell S. Kokubun	15th: Senate - Open	31st: House - Glenn Wakai
House - Open	House - Ezra R. Kanoho	32nd: House - Ben Cabrerros
3rd: Senate - Open	16th: Senate - Open	33rd: House - Blake Oshiro
House - Eric Hamakawa	House - Bertha Kawakami	34th: House - Open
4th: Senate - Open	17th: Senate - Ron Menor	35th: House - Alex Sonson
House - Open	House - Open	36th: House - Roy M. Takumi
5th: Senate - Roz Baker	18th: Senate - Open	37th: House - Kekuailohia Beamer
House - Robert Herkes*	House - Open	38th: House - Marilyn B. Lee
6th: Senate - Open	19th: Senate - Brian Kanno	39th: House - Marcus Oshiro
House - Marni Herkes*	House - Open	40th: House - Maeda Timson
7th: Senate - Gary Hooser	20th: Senate - Open	41st: House - Open
House - Cindy Evans	House - Calvin KY Say	42nd: House - Tulsi Tamayo
8th: Senate - Frances Kagawa	21st: Senate - Colleen Hanabusa	43rd: House - Open
House - Joe Souki	House - Scott Nishioto	44th: House - Michael Kahikina
9th: Senate - Les Ihara, Jr.	22nd: Senate - Open	45th: House - Maile Shimabukuro
House - Bob Nakasone	House - Scott Saiki	46th: House - Open
10th: Senate - Brian T. Taniguchi	23rd: Senate - Melodie Aduja	47th: House - George Okuda
House - Jim Rouse	House - Robert Morgenweck	48th: House - Ken Ito
11th: Senate - Carol Fukunaga	24th: Senate - Pono Chong	49th: House - Clyde Morita
House - Chris Halford	House - Kirk Caldwell	50th: House - Open
12th: Senate - Open	25th: Senate - Jackie Young	51st: House - Tommy Waters
House - Open	House - Brian Schatz	
13th: Senate - Open	26th: House - Sylvia J. Luke	
House - Sol Kaho'ohalahala	27th: House - Jennifer Waihee	
	28th: House - Open	

* Anti-Jones Act and Passenger Services Act according to Honolulu Branch Agent Mike Duvall.

Special election in Hawai'i due to death of Patsy Mink

Voters in Hawai'i will have to go through three elections to determine the successor to Congresswoman Patsy Mink who died September 28, in Honolulu.

Since Mrs. Mink's name is still on the ballot, if she wins on November 5, a special election will be held on November 30 to determine who will complete the remaining five weeks of her term. Another special election will be held on January 4, to determine who will ultimately fill the 2nd District of Hawai'i's seat for the 108th Congress.

Mink's husband, John Mink has declared his candidacy and has been endorsed by the Hawai'i State AFL-CIO.

Aloha and Mahalo Patsy

Representative Patsy Mink, who died last month, was a champion organized labor and tenaciously supporter of the U.S. merchant. She was also an advocate for women's rights and was a key sponsor Title IX legislation which mandates equal funding for women's athletics and academics at institutions receiving federal money.



Born in the plantation town of Paia, Maui in 1927, after graduating from law school, Mink was elected to the Territorial Legislature in 1956 then to Congress in 1964. After losing a primary race for the U.S. Senate in 1976, Mink served as Assistant Secretary of State. Mink Returned to the House in 1990 and served until her untimely death.

ESU Office Assignments

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

ESU NEWS

OCTOBER 2002

Official Publication of the Exxon Seamen's Union

Rating forming part of an engine watch

If you have recently acquired your QMED-Oilers endorsement, or plan to pursue advancement in the Engine Department as an unlicensed mariner, you need to be aware of an additional STCW requirement that you must complete before you can sail as a QMED-Oiler.

On July 24, 2002 a Policy letter to clarify these requirements was issued by the US Coast Guard for STCW certification as a rating forming part of an engineering watch (RFPEW). Applicants for STCW certification as a RFPEW must satisfy one of the two following requirements:

- A. Six months of approved, seagoing service that includes training and experience associated with engine room watchkeeping functions and involve the performance of duties under the supervision of qualified engineer officer or qualified rating; or
- B. Satisfactory completion of a course approved or accepted as being special training required by the STCW and a period of approved seagoing service. The length of period of approved seagoing service will be specified as part of the course's approval.

Recently, the ESU Baytown office spoke with the National Maritime Center about the two options to obtain RFPEW. The information we learned was Paragraph A cannot be satisfied by completing an assessment sheet and sail as a Maintenance Seamen for 6 months. Approved seagoing service under this paragraph must include training with engine room watchkeeping functions that involves the performance of duties carried out under the direct supervision of a qualified engineer officer. The applicant must show records to support each day of training, vessel and engineering officer(s) who supervised the training.

Currently, SeaRiver is waiting for approval of a RFPEW course that was submitted to the USCG National Maritime Center that will satisfy paragraph B above. This course will be similar to the in-house course for Rating Forming Part of a Navigation Watch. Once this course is approved you should be able to complete the program while assigned to a vessel and receive RFPEW from the Coast Guard. Further details will be forthcoming once the in-house program is approved.

ESU files ULP over Steward Department use of MS

On September 24, 2002, the Union filed an Unfair Labor Practice against SeaRiver Maritime for unilaterally changing the terms of a Memorandum of Understanding pertaining to work rules on vessels without full galley modifications to accommodate a two persons Steward Department. The Union has worked this issue for over a year now, which started as a grievance, discussed several times in communication meetings, and finally an agreement was reached to use the Maintenance Seamen rating to assist the Steward Department's workload.

The Union and the Company signed the MOU on June 5, 2002 and before the ink was dry, the Union was receiving complaints from vessels that shipboard managers were not complying with the new language. Over the past couple of months the Union has made futile attempts to resolve the issue and when Ocean Fleet Manager, Stu McRobbie issued a memo to vessel Masters it became clear that a ULP was necessary. In Mr. McRobbie's memo he explains that the

use of the Maintenance Seamen may occasionally benefit the department and can be used as needed. However, the MOU clearly and specifically states, "The designated Maintenance Seamen will perform the tasks associated with assisting the Steward's Department immediately following afternoon coffee and until 1700 hours." On some vessels the arrangement has been working as outlined under the MOU but other vessels are using Mr. McRobbie's memo to pretty much do whatever they want.

The ESU Board has worked this issue in good faith through Union/Management communication meetings rather than go to an arbitrator for a decision. We thought we had a workable solution to the problem but it appears that management has decided they don't like the agreement that was made and decided to unilaterally change it. The ironic twist to this issue and despite the Union's best efforts we are forced to turn to a third party for intervention after all. The Board will keep you informed of the Labor Board's decision.

Ship reports

S/R American Progress

Ship arrived in Barbers Point, Hawaii on October 9. Some concerns about crew reliefs, where some employees coming from the East Coast traveled for over 15 hours and had to go on watch. The Board is concerned with this being a safety issue and is addressing it with the company. Everything else is running OK. Thanks to Gill Randall for filling in as Temporary Ship Representative.

S/R Baytown

The vessel was visited at the Valero Dock in Benicia, California, on October 12, 2002. Ship Representative Mark Myser returned from paid leave and everything is running reasonably well. After discharge the ship sailed for Port Angeles for TAPS.

S/R Bristol Bay

Tim Williams filling in as Temporary Ship Representative. No complaints, running smooth.

S/R Charleston

Vessel visited on the October 11 in Port Arthur, Texas, and on October 19 in Baytown. Mike Gore filling in as Temporary Ship Representative and reports all is going well.

S/R Galena Bay

Ship Representative Will Ackley in contact with the ESU office via phone, reports everything running smooth and a good crew on board. Ship will be coming to the San Francisco Bay towards the end of October.

S/R Hinchinbrook

ESU in contact with Ship Representative Danny Jones by phone. The unlicensed members are still upset by the way this ship is being run by shipboard management. Stewards Department MOU still being ignored, the Board is taking action on this. Board Officer and Ship Representative Danny Jones discussed some of the issues going on this vessel. Hopefully things will improve.

S/R Long Beach

The vessel is on her way back from repairs in Singapore. Vessel should return to her regular trade around the end of the month. Shipyard went well without complaints.

S/R Puget Sound

Vessel was visited on October 3 and 19, 2002 at the Valero dock in Benicia, California. Jeremiah Morrison filling in as Temporary Ship's Representative, everything running smooth, great gang. Thanks again Jeremiah for filling in.

S/R Wilmington

Board officer visited the vessel on the October 20 in Baytown. Regular Ship Representative Johnny Navarro on board. Complaint was made about slow delivery of the ship's mail to the vessels. Issue was raised shore side by the Union office. Area Manager, Ron Floyd looked into the issue and delivery has since improved.

2002 election of ESU officers underway

Ballots and campaign statements for the 2002 ESU election of Union officials were mailed to the membership in early October. Up for election this fall are two primary Executive Board positions, Engine Department Trustee position and four Ship Representative positions. The voting period began on October 14 and will conclude on December 12 when the ballots are due at the American Arbitration Association office in New York. Following notification to the ESU Baytown office on December 13, the results will be promptly announced to the membership.

On the official ballot, all candidates are listed in alphabetical order. This year the candidates running for the position of President are W.T. (Jerry) Patterson and Charlie Pollard. Thomas Thompson ran unopposed for the office of Recording Secretary and will serve a second term. The Engine Trustee's position was open for election with the retirement of former Engine Trustee, Chester Bell. William Ackley ran unopposed for this position.

Of the four Ship Representative spots that are up for election only the *S/R Baytown* and the *S/R Wilmington* have

run unopposed candidates. Candidates for the *S/R Baytown* position are Thor Floreen and Mark Myser. In the *S/R Wilmington* race, there are four candidates and are listed as follows; Allen "Al" Cooper, Marvin Marcum, Johnny Navarro and James Schettler. Levy Ponce ran unopposed for the *S/R Galena Bay* and Frank O'Malia ran unopposed for the *S/R Mediterranean*. The Board is cognizant of the *S/R Mediterranean* being idled from service but should the vessel return to active service Frank will assume the Ship Representative position on the *S/R Mediterranean* for the remainder of the term.

Ballots were addressed individually to each eligible voter and should be arriving about the time this edition of the *ESU News* is released. Remember, an eligible voter is one whom has been a member in good standing at least 90 days prior to the start of the election.

The ESU thanks all the candidates involved for their support and willingness to serve the membership. At a minimum, their willingness to serve should be recognized by every member casting a ballot during this important election for our Union.

Retirements

QMED-Oiler, Chester Bell has elected to retire effective October 1, 2002, with 16 plus years of Company service. Before joining Exxon Shipping Company on February 11, 1986, Chester sailed with Mobil Oil for many years. Chester's served as Oiler on his first assignment with the Company aboard the *Exxon Boston*. He also served the membership of the ESU as Ship Representative on the *S/R Charleston* and most recently as the Engine Department Trustee.

On September 8, 2002, Cook, Linn Witten elected to commence her retirement with 22 years of Company service. Linn began her career with Exxon Shipping Company on board the *Exxon New Orleans* on September 12, 1980.

The Exxon Seamen's Union would like to express its most sincere thanks to both Linn and Chester for their exemplary support that they have provided this Union throughout their careers. Both Linn and Chester were excellent shipmates and we wish them all the best in their retirement.

ESU News

No Increase to BCBS Medical Premiums*(Reduction to employee contribution)*

On September 26, 2002 members of the ESU Executive Board and legal counsel Ms. Sharon Groth met with Company and Blue Cross Blue Shield (BCBS) representatives to review and consider Blue Cross and Blue Shield medical and dental insurance issues. The Board felt the services of insurance consultant John Micale (from the Houston area) as an advisor last year were of great value and we again asked him to advise the ESU Board at this meeting.

BCBS's review of the plan and claims experience was favorable this past year and below projections. Consequently, BCBS recommended no increase in premiums for the 2003 calendar year.

For 2003 the Officer's medical plan will receive a subsidy increase from the Company and under Article XVIII, Section 2 (Me Too) of our Contract, the unlicensed employees will likewise receive an increase to the company contribution. The effect of this increase, with no increase in premiums, will be a reduction to the unlicensed employee contribution. The employee contribution rates are at the minimum levels that are established by ExxonMobil Corporation.

The BCBS medical plan will not be applying any surplus reserves to buy down an increase as we did in the last couple of years. The plan continues to have reserves that can be applied against premium increases should we incur higher than projected claims experience in future years. The plan currently has around \$400,000 available for future use.

The Board once again had lengthy discussion with BCBS about switching to a prescription drug card. The bottom line here was the potential for a significant increase in co-pay for our members that use the prescription mail-in feature. This feature is normally used by individuals that require maintenance medications. Currently, there is a \$5.00 co-pay for a ninety-day prescription for those that use this feature of the prescription drug plan. If we agreed to change to a prescription drug card, this \$5.00 co-pay could increase to \$60.00 if a non-preferred drug is prescribed. We know there was significant usage of the mail-in feature (\$225,000) last year and changing the plan would have a negative impact on this group. The Board could not see a clear benefit to making any changes at this point to our prescription drug coverage, which will remain the same for 2003. For prescriptions filled at a retail pharmacy, you have to pay in advance and submit receipts to BCBS for reimbursement. Prescriptions are reimbursed at 90% of the total cost.

Revised monthly contributions are shown in the table below. The Company contributions reflect the current maximum amounts available under the agreement between the Company and the Exxon Seamen's Union.

BCBS Medical/Current Rates

<u>Class of Coverage</u>	<u>Employee Contribution</u>	<u>Surplus Transfer</u>	<u>Company Contribution</u>	<u>Total Premium</u>
Employee Only	\$50.50	\$33.25	\$200.00	\$283.75
Employee +1	\$94.50	\$39.75	\$425.00	\$559.25
Employee + 2 or More	\$137.00	\$52.75	\$614.00	\$803.75

New Rates Effective January 1, 2003

<u>Class of Coverage</u>	<u>Employee Contribution</u>	<u>Surplus Transfer</u>	<u>Company Contribution</u>	<u>Total Premium</u>
Employee Only	\$45.00	\$0.00	\$205.00	\$250.50
Employee +1	\$83.00	\$0.00	\$436.50	\$519.50
Employee + 2 or More	\$124.00	\$0.00	\$627.00	\$751.00

BCBS Dental Plan Premiums Decrease*(Employee contribution reduced)*

BCBS proposed a reduction to the premiums for the dental plan for the 2003 plan year. SeaRiver will maintain the same Company contribution towards the cost of premiums. With the Company contribution and the reduction in total premium, the employee contribution will be reduced. Revised monthly contributions are shown in the table below:

BCBS Dental Current Rates

<u>Class of Coverage</u>	<u>Employee Contribution</u>	<u>Company Contribution</u>	<u>Total Premium</u>
Employee Only	\$10.00	\$17.00	\$27.00
Employee +1	\$35.50	\$24.00	\$56.50
Employee + 2 or More	\$45.00	\$35.00	\$80.00

New Rates Effective January 1, 2003

<u>Class of Coverage</u>	<u>Employee Contribution</u>	<u>Company Contribution</u>	<u>Total Premium</u>
Employee Only	\$7.00	\$17.00	\$24.00
Employee +1	\$27.00	\$24.00	\$51.00
Employee + 2 or More	\$37.00	\$35.00	\$72.00

Open Enrollment for BCBS Medical & Dental plans

The BCBS Medical and Dental plans have an open enrollment this year which will be held from October 21, 2002 through November 15, 2002. Unlicensed seamen in the SeaRiver Ocean Fleet and their eligible dependents who are not currently enrolled in the Blue Cross Health or Dental Plans would be eligible to enroll during the open enrollment period. In addition, unlicensed Ocean employees who are currently enrolled on a grandfathered basis in the Kaiser Health plan may transfer to the Blue Cross Health Benefits plan. If you wish to enroll in a Blue Cross plan, call the Benefits Administration office (713-680-5858 or 1-800-262-2363) and request a Blue Cross Health and/or Blue Cross Dental plan form and return by the deadline. Benefits can mail or fax a form to you.

Pre-Tax Spending Plan

If you haven't taken advantage of the Pre-Tax savings plan in the past, you really should start this year. At a minimum, you should declare the amount of your contri-

Taking a break on the S/R Baytown

Part of the S/R Baytown gang enjoys a break and an opportunity to catch up on the news after docking in Benicia on October 12. From left to right: Pumpman John Munich, AB Chris Simonsen and MS Randy Witowich. Photo by Leo DeCastro.

Airlines impose bag penalties

During the first half of 2002, the nation's major airlines lost an incredible \$3.8 billion. Now the airlines are looking closely at the size and weight of passenger luggage as a way to recoup some of these losses.

Airlines such as Continental are charging extra for check-in luggage that exceeds 62 inches in linear size or weighs over 70 pounds. The linear size of a bag can be measured by adding the height, width and length. Most airlines have followed suit and adopted similar measures. Additionally, travelers need to be aware that airlines are charging extra for a third bag (Delta charges \$40).

If you have concerns about an airline's luggage rules, you should check ahead before you leave your home. The rule for carry-on bags continues to be a small bag plus a purse or laptop.

Remember your documents

The ESU offices are aware of a few incidents where individuals have encountered problems with expiring MMDs (Z-cards) and STCW certificates and not being available to work. The Union strongly recommends that each member keep a close eye on the expiration and renewal dates of his or her documents and begin the renewal process well in advance.

Also, it's vital that you remember to bring all documents with you when traveling to a vessel. The Captain will not sign you on board without your documents and you will be responsible for cost of traveling back to your home if required.

Steward's department personnel and entry-level ratings that do not hold an STCW 95 but carry separate Basic Safety Training (BST) must bring that document when joining a vessel, since it is evidence of completing BST.

Pre-tax spending plan cont'd

Contributions to the premiums for your Medical and Dental coverage. If you are expecting additional out of pocket expenses for medical or dental services you can deduct that amount too and in essence, pay with untaxed dollars. The enrollment deadline is November 15, 2002. If you enroll by telephone or if you fax a form, your election must be received by 6:00 P.M., Central Time. If you mail a form, it must be received by Benefits Administration or postmarked no later than November 15. Information packets have been mailed to all employee home addresses and to the vessels.

Deck Department training

During the month of September, Deck Department Trustee Pat Campbell met with Captain Nils Knutstad in Benicia, CA to develop a new training course (Advanced Deck Operations) for unlicensed deck department personnel. Their efforts have produced a seven-day pilot course that began on October 21 in Vallejo, CA. The course will cover areas such as introduction to ARPA, simulator ship handling, radar and cargo handling. For deck department personnel that wish to attend a future Deck Operations class, we are planning to have additional courses scheduled on the 2003 training calendar.

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

EXXON SEAMEN'S UNION*Founded March 28, 1941*

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MarAd issues threat advisory

To: Operators of U.S. flag and effective U.S. controlled vessels and other maritime interests:

1. This provides the latest advisory from U.S. law enforcement and intelligence agencies addressing the current threat and is provided by the department of transportation office of intelligence and security. This advisory is based upon publicly released information and may be shared within the transportation community.

2. Recent statements, apparently by al-Qaeda leaders, threaten attacks against U.S. economic interests. An audio message from Osama bin Laden (taped on an undetermined date), broadcast by al Jazeera on Sunday (October 6), refers to al-Qaeda targeting key sectors of the U.S. economy.

Another senior leader (bin Laden's senior deputy, Ayman al Zawahir) reiterated the threat in the closing line of an audio taped interview released Tuesday (October 9). This information strengthens previous assessments that al-Qaeda continues to plan major attacks against U.S. interests. The focus upon economic targets is consistent with al-Qaeda's stated ideological goals and long-standing strategy, to undermine what they see as the backbone of U.S. power, the economy. Striking a prominent U.S. target for economic and symbolic reasons would have immediate worldwide impact.

3. The coordinated release of these statements, coupled with our knowledge of ongoing plotting by al-Qaeda members and threat information described by detainees, strengthens previous assessments that al-Qaeda continues to plan major attacks against U.S. interests. The statements suggest that an attack may have been approved, while the specific timing is left to operatives in the field. Our concerns are heightened by comments from al-Qaeda detainees who are independently interpreting these taped remarks as a sign of attack. In 1998, al-Qaeda issued a fatwa (religious ruling) calling for attacks against Americans worldwide, apparently presaging the August 7, 1998 East Africa embassy bombings. The content of the statements and the context surrounding these threats reinforces our view that they may signal an attack. One senior detainee maintains that al-Qaeda would only release such a statement after approving a specific plan for an attack. At this time, we have no information on a specific time, date or location of an attack.

4. Other aspects of the statements reflect what we know of bin Laden and al-Qaeda strategy. In addition, other recent appeals in extremist circles, some purporting to be from bin Laden, urge Muslim youth to strike U.S. forces in Kuwait, Jordan, Qatar, and Bahrain. The al-Qaeda organization, which has lost its safe haven in Afghanistan and many of its leaders, is attempting to manipulate the broader Islamic extremist community to attack the United States at home and abroad.

5. The focus on economic targets is consistent with al-Qaeda's stated ideological goals and long-standing strategy. The

September 11 attacks and commentary on these attacks by bin Laden and others indicate how central economic targets are to this strategy: The group's leaders have said that they aim to undermine what they see as the backbone of U.S. power, the economy. Our adversary is trying to portray American influence as based on economic might and therefore seeks to strike an economic target prominent enough for economic and symbolic reasons that it would have immediate resonance around the world.

6. Recipients should review and implement additional prudent steps to detect, disrupt, deter, and defend against potential attacks against our nation's critical transportation infrastructure and installations at home and abroad.

7. Due to the lack of specificity of method, target, and timing, the homeland security advisory system threat level will remain at yellow-elevated, at this time.

8. U.S. DOT reminds the transportation industry to report information concerning suspicious activity to their local FBI office through the FBI website <<http://www.fbi.gov/contact/fo/fo.htm>> or to the National Infrastructure Protection Center (NIPC) at its website <<http://www.nipc.gov/incident/cirr.htm>>. The maritime industry should contact the National Response Center (NRC) to report suspected and actual terrorist incidents at 800.424.8802 or 202.267.2675.

9. U.S. merchant vessels and cruise ships should be on a heightened state of security, should closely monitor the National Imagery and Mapping Agency's (NIMA) broadcast warnings and should review the emergency communication procedures for assistance in NIMA Publication 117.

10. All U.S.-flag ships required by regulation to file AMVER Position Reports and operating in the North Arabian Sea, Gulf of Oman, Persian Gulf, Gulf of Aden, Red Sea and the Suez Canal are reminded to file AMVER Position Reports every 24 hours vice every 48 hours.

11. All U.S.-flag operators are requested to forward this advisory to their ships by the most expedient means. This advisory will subsequently be published in the "Weekly Notice to Mariners" and MarAd internet web site <http://www.marad.dot.gov/headlines>.

12. This advisory cancels and replaces MarAd advisory of January 6.

13. All U.S.-flag operators are advised that they can contact the Maritime Administration for information and assistance regarding vessel operations especially if they have security concerns. For further information regarding this advisory contact the Maritime Administration, Office of Ship Operations, Code MAR-613, Room 2123, 400 7th Street SW, Washington, DC 20590; telephone 202-366-5735, or by email to opcentrl@marad.dot.gov.

Italy saves mariner jobs

The Italian government has agreed to set aside \$19.7 million in the form of financial relief for shipowners to maintain the country's domestic fleet.

Under legislation pending in the Italian Parliament, 80 percent of the payments made by shipowners on behalf of mariners for taxes will be tax exempt.

Confitarma (Confederazione Italiana Armatori), the Italian shipowners association, urged members to flag-out their ships if no support was received from the government. Confitarma's working committee charged with examining the coastal trade had predicted that as many as 400 ships could have reregistered abroad this year to escape high running costs under the Italian flag, and that almost all the 6,000 jobs in cabotage could be lost.

California becomes first state to authorize paid family and medical leave

California became the first state to authorize paid family and medical leave, September 23, when Governor Gray Davis signed legislation that will allow employees to take up to six weeks of partially paid leave beginning in 2004.

Labor groups, led by the bill's chief backer, the California Labor Federation, lauded its enactment as a victory for working families, but business groups branded it a "job killer" that could reduce productivity and induce business to leave the state.

S.B. 1661, taps the State Disability Insurance fund to provide for six weeks of paid leave over a 12-month period at up to 55 percent of an employee's wages. The paid leave is funded by an increase in employee contributions to the SDI fund. Employees will pay about \$27 extra per year into SDI to support the paid family leave program.

Leave is available for the birth or adoption of an employee's or domestic partner's child or for an employee to care for a seriously ill spouse, domestic partner, parent, or child. Only employees who work for employers with 50 or more employees are guaranteed to get their jobs back if they use the leave. Also, an employer can require an employee to use up to two weeks of accrued vacation first. Any employee who contributes to the SDI fund and provides medical certification and an estimate of leave time, will be eligible for the leave.

The paid leave legislation has been introduced in 27 other states, and five have enacted measures requiring studies of the costs of providing paid leave.

USCG procedures for detaining crewmembers onboard vessels

The U.S. Coast Guard and the U.S. Immigration and Naturalization Service (INS) have developed a Standard Operating Procedure (SOP) for identifying crewmembers on board vessels coming to U.S. ports who need to be detained on board during the port call and for taking steps to ensure that those crewmembers remain on board and depart with the vessel. Under this policy, which is scheduled to come into effect in Delaware Bay, Chesapeake Bay, and Savannah on October 28, 2002, the USCG will share crewmember data from the Advance Notice of Arrival with the INS. The INS will then determine whether any or all crewmembers should be detained on board. If so, the USCG will order the vessel to remain at least three nautical miles offshore until the vessel submits a

crewmember security plan that is acceptable to the INS. The crewmember security plan documents the procedures that the master will use to ensure any detained crewmember(s) remain on board and generally must include use of contracted security guards. Once INS approves the plan, the USCG will allow the vessel to proceed to berth. Prior to departure, the vessel must notify the INS in sufficient time to allow INS inspectors to verify that all detained crewmembers are on board. While the matrix used by INS to determine whether to issue a 'detain on board' order is classified, factors apparently include whether this vessel has had ship jumpers previously or whether stowaways have been reported during this voyage. This program is expected to come into effect nationwide in the near future.

Source: HK Law

Terrorists claim responsibility for attacking French tanker—U.S. warship was intended target

Islamic terrorists blamed for blowing up a French supertanker off the coast of Yemen on October 6, claimed that their intended target was an American warship.

As French and American investigators said that they had found traces of TNT on the shattered hull of the *VLCC Limburg*, a known militant group with links to al-Qaeda boasted that it had carried out the suicide attack. The Islamic Army of Aden claimed, however, that it had been aiming for a U.S. Navy frigate off the port of Mina al-Dabah.

The claim came after a visit to Yemen by Scotland Yard officers to investigate report that terrorists supporting Osama bin Laden were plotting to attack a British cruise line and Royal Navy warships.

The Yemeni-based terrorists said that when they could not reach the American ship, they sailed a dinghy packed with explosives into the tanker. The tactic was the same as that used in the suicide attack on the *USS Cole* in Arden Harbor in October 2000, in which 17 sailors were killed.

A spokesman for the Islamic Army of Aden told the *Asharq al-Awsat* newspaper yesterday: "We would have preferred to hit a U.S. frigate, but no problem because they are all infidels." The group claimed to have carried out the attack to avenge the execution of one of its leaders, Abu Hassan, for the 1998 kidnapping of 16 Western tourists.

Customs says cargo next terror target

Despite complaints that stricter security measures have made daily business more difficult and expensive for shipper and carriers, U.S. Customs Deputy Commissioner Douglas M. Browning defended the government's efforts to tighten cargo security.

"The intelligence we've gotten as the next vehicle for attack is cargo," Browning said in a speech to the annual meeting of the National Customs Brokers and Forwarders of America.

Browning said that stepped-up security is the only answer to increased threats of terrorist attacks. "We didn't wake up one day and say, 'Let's make the world mis-

erable for brokers, carriers.' This is not fun and games. The U.S. is trying to find ways to deal with a real threat."

He cited an incident last year when Italian customs officials intercepted a suspected Egyptian terrorist who was trying to transport himself to Canada in a sea container and how ABC News smuggled 15 pounds of depleted uranium into the United States in a cargo container to demonstrate the vulnerability of the system. "We didn't find anything because it was depleted uranium. It wasn't a danger," Browning said. He said that the incident did help the agency identify weaknesses in the system.

Handy's Testimony cont'd. from page 1

The text of General Handy's testimony follows:

"Mr. Chairman, Congressman Allen, and Members of the Merchant Marine Panel of the House Armed Services Committee, I appreciate the opportunity to testify on the Maritime Security Program (MSP).

I wholeheartedly support reauthorization of MSP beyond expiration of the current authority on September 30, 2005. The MSP is a vital element of our military's strategic sealift and global response capability. As we look at operations on multiple fronts in support of the War on Terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain the needed capability and capacity to meet our most demanding wartime scenarios. That makes MSP reauthorization even more important as we look toward the future. MSP is a cost effective program that assures guaranteed access to required commercial U.S. Flag shipping and U.S. Merchant Mariners, when needed. The alternative to MSP is, ultimately, reliance on foreign flag vessels manned by foreign crews during crisis. MSP provides the security of resources we must have in a very uncertain world fraught with asymmetric threats. MSP ensures the development and sustainment of critical strategic partnerships favorable to the United States. And, MSP helps ensure the viability of America's merchant mariner pool needed to activate the Reserve Fleet. MSP makes sense. We can't afford not to invest in MSP. I strongly advocate for swift reauthorization.

MSP is a critical component of our strategy which recognizes and relies upon significant augmentation from the U.S. commercial sealift industry to support the warfighter's needs. We limit our organic fleet to those assets that the commercial sector cannot provide. Only 33% of the vessels we may require reside in our organic fleets. The remainder of the sealift capacity needed to transport military equipment and supplies comes from the commercial sector. Looking ahead, the War on Terrorism could eventually push our baseline requirement for commercial sealift even higher.

MSP reauthorization is, without question, the linchpin in our wartime U.S. commercial sealift capability, through its integral support of the Voluntary Intermodal Sealift Agreement (VISA). VISA is a three-phased program that enables time-phased access to militarily useful U.S. Flag commercial dry cargo sealift capacity. VISA is cost-efficient because it contractually provides assured access to commercial U.S. sealift assets, mariners, and intermodal capacity when required, releasing the American taxpayer from otherwise bearing the procurement, overhead, and maintenance costs of a profoundly larger organic military capability. Our current organic military fleet is much improved over just 10 years ago and is structured to support our surge requirements in time of conflict. However, the bulk of large-scale sustainment sealift in times of major conflict resides with the commercial sector that we also depend on for day-to-day support of peacetime requirements. That is what makes the VISA-MSP link such a perfect fit. MSP and VISA are truly complementary force multipliers. We need both MSP and VISA. MSP's guaranteed access to vessels, combined with VISA's capacity and supporting global intermodal infrastructures fulfills the sealift requirements to meet war fighter needs.

The U.S. commercial maritime industry has markedly reduced in the face of economic competition from less costly and, in some cases, greatly expanding, foreign firms. To ensure the existence of a U.S. flagged fleet to meet wartime requirements, MSP incentives help defray the added costs to sail commercial vessels under the U.S. flag. The overall state of the domestic maritime industry is indeed an issue for national debate, but not one which should preclude timely reauthorization of MSP. We need MSP now. MSP in its current construct offers great return on investment supporting a sizeable and capable fleet of 47 U.S. flagged vessels for relatively little annual cost. If we fail to reauthorize or make program participation unattractive, the potential erosion and eventual disappearance of a viable U.S. flagged fleet and, ultimately, the U.S. merchant mariner pool, would force increased and potentially total reliance on ships of foreign registry, entrusting precious military cargo to non-U.S. crews in times of great crisis. This cannot happen if the U.S. is to retain an ability to "go it alone."

Our actions now are critical. MSP reauthorization will indeed be a landmark decision for the U.S. maritime industry. The United States Transportation Command's

(USTRANSCOM) industry and labor partners have all indicated their strong support for MSP and we all agree that we need a holistic approach. I firmly believe that industry has a responsibility to come to consensus on a plan that is right for them and right for the country. I am confident industry can meet this challenge.

While MSP offers guaranteed capability, it also provides the security we, as a nation, must have to "go it alone." While foreign companies dominate the world maritime market, MSP ships sail under the U.S. flag, are crewed by U.S. mariners, are operated by U.S. companies, and are subject to U.S. laws. As a warfighter and as a concerned American this is what I must have, and I have it in MSP. Currently, MSP comprises both Section 2 and Documentation Citizens. Both Section 2 and Documentation Citizens must execute the same contingency contracts with DOD committing vessels to VISA Stage III and thereby assuring us we will have access to their vessels. This is important because VISA Stage III is our highest sealift mobilization level and provides government access to all 47 ships enrolled in MSP. As a warfighter, my requirements are met by both Section 2 and Documentation Citizens.

We simply cannot, as a nation, fight the fight without the partnership of the commercial maritime industry. We rely on the commercial maritime industry to provide the primary source of manpower to crew our organic vessels. Our nation's organic sealift capability, in the form of highly capable prepositioned, fast sealift ships (FSS), large medium speed roll on and roll off ships (LMSR), and Ready Reserve Force (RRF) ships which provide emergency and surge response capabilities to globally deploy our combat and support forces, would literally be useless without the support of the commercial maritime industry. As such, MSP supports not only our commercial wartime sealift, but is absolutely essential to providing the labor pool of U.S. merchant mariners for our organic fleet. This is a huge aspect of MSP. Given that the events of 9/11 have forever changed how we view the world, the absolute, unequivocal necessity for U.S. mariners, ready and able to crew a guaranteed fleet of U.S. flagged vessels in times of crisis, mandates MSP reauthorization.

Our latest assessment indicates a requirement range of 50-60 dry cargo ships in MSP. This scenario driven assessment is based upon wartime requirements resident in the Mobility Requirements Study (MRS-05), a study that is already 2 years old and predates the War On Terrorism. More specifically, MRS-05 requires a U.S. Flag commercial container capacity of about 130 thousand Twenty-foot Equivalent Units (TEUs) and 825 thousand square feet of roll-on/roll-off capacity, assuming moderate risk, against a two major theater war (2 MTW) scenario. This equates to approximately 50-60 ships required in MSP. The number of ships is variable because the exact number needed is driven by size, speed, capacity, and cycle time considerations which are largely scenario dependent. It is possible that War on Terrorism scenarios, when factored into a future MRS-05 like baseline, could drive the aforementioned capacity requirements higher. From a warfighting perspective, it is in USTRANSCOM's interest to maintain a mix of dry cargo ships which optimize support for the multiple scenarios considered in MRS-05 while meeting the most demanding requirement of the 2 MTW scenario.

We need MSP reauthorization soonest. Guaranteed access to U.S. Flag shipping, the viability of the U.S. merchant mariner pool, and the associated security requirements mandate MSP reauthorization. An improved, long-term program, adequately funded, which provides stability for the government and industry is the right approach from the warfighting perspective. MSP reauthorization now is a national security imperative of the highest magnitude. I thank you for your continuing service to our great nation and urge your continued support for this crucial program."

General Handy's testimony marked the third hearing held this year by the Panel on MSP reauthorization. See the July and August issues of the *West Coast Sailors* for information on the first two hearings.

Chairman Hunter said that he intends to have a comprehensive legislative proposal to reauthorize, extend and expand MSP next year when the 108th Congress convenes so that it can be included in the fiscal year 2004 defense authorization bill.

NOL/APL chief blames fragmented industry for low freight rates

Industry fragmentation and lack of price leadership is as much to blame for record low freight rate in the container shipping industry as overcapacity, said Neptune Orient Lines chief Flemming Jacobs in late September.

Speaking at the Singapore Ship Finance Forum, the NOL chief executive officer admitted that ship operators have not proven themselves to be very good at managing capacity, which has put direct downward pressure on freight rates.

"Again and again it is said that the big increase in capacity is the mother of all problems," he said. "But the problem is compounded by the fact the industry is still heavily fragmented despite the fact the top 20 carriers today control about 60 percent of total capacity, up from 40 percent ten years ago," he added.

This increased concentration, in which the world's largest carrier Maersk-Sealand controls 11 percent of total capacity, still does not allow for what he said was "effective price leadership, in contrast with other industries."

Freight rates were down 16 per cent in the first half this year be over the same period 2001, leading to a \$151.4 million half year loss for NOL.

Mr. Jacobs also emphasized that container shipping is a growth industry typically exhibiting 7-8 percent growth a year, which requires continual capacity expansion.

Over the last 12 years, only in the last four has capacity growth outstripped demand growth, with the industry not particularly adept at forecasting demand especially when caught economic downturns.

"If I just knew when and how often over the next three years off you were going to buy a new shirt, or buy every bottle of wine, or when you were going to purchase that dream home, then I could plan my vessel capacity to meet those needs.

"But, you don't know. So, I don't know.

"But what I do know is that trade increases every day as long as people eat, drink, sleep, play, furnish their homes. And therefore container shipping is a growth industry," he said adding that the strategy of APL, NOL's container shipping division, is to "grow our capacity carefully, flexibly and together with our alliance partners."

Speaking to reporters on the sidelines of the forum, he said the industry is seeing solid cargo volumes in the Asia-Europe trade with high utilization rate and some correction in the freight rate structure and, "we expect to see this continue well into 2003."

He also noted the transpacific trade is experiencing very strong volumes and high utilization, but because of the contracting structure with customers, based on annual May renewals, it will take a little longer to reap the benefits from any improvement in freight rates.

"I see also in that trade there is some improvement potential in the near horizon. In the meantime, we are mixing customer geographies and cargo corridors as best we can to maximize the results in the current environment," he said.

While noting the industry is in one of its "cyclical rough patches" to which NOL, like its industry counterparts, is not immune, Mr. Jacobs declared: "We at NOL/APL are here to stay. We remain committed to prudent growth and we'll get over these bumps."

Stranded in Pedro



The SUP gang in the President Polk standby during the PMA lockout. From left: Bosun Armando Martinez, Bill Johnson, Charlie "Roadkill" Butler, Jim Estling, Big John McNeill, delegate, and Dimitri Seleznev.

Welfare Notes

October 2002

The drop in the stock market has many people rethinking their financial situations. Those members who are planning ahead and thinking about retirement may want to consider some of these financial strategies:

One of the first things you want to do is to determine an age you want to retire. You will then need to estimate your living expenses at retirement. You will also want to assess your sources for income. This will include your SUP pension, your monthly amount from Social Security, your Money Purchase Pension Plan, and your 401(k) Plan. By working with a financial planner you can develop a long range plan for meeting your retirement goals.

There are a few other things you may consider to help you meet your retirement goals. One possible idea would be to increase your savings. By cutting back on some expenses you can increase the amount of money you have to invest.

You may want to diversify your investments. This is where a financial planner can help you. By spreading your investments out to include stocks, bonds, money market funds, or government securities, just to mention a few, you may be able to protect yourself in volatile markets.

The SUP 401(k) Plan can be valuable tool in planning your retirement, and also giving you a tax savings while you are still working and investing in this plan. If you have any questions on how the 401(k) plan works please contact the SUP Welfare Plan.

MONEY PURCHASE RETIREMENT PLAN

The MPP statements for the fiscal year ending July 31, 2002, have been mailed to your address on file. These statements will reflect all contributions made to your account, along with the interest gained for the past year and also any fees incurred for plan expenses. If you do not receive your statement please call the SUP Welfare Office to confirm that your correct address is on file.

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

Sailors' Union of the Pacific/ Training Resources Ltd

Schedule of Course Offerings for 2002

STCW 95 Basic Safety Training

- Basic Fire Fighting
 - Basic First Aid
 - Personal Survival
 - Personal Safety and Social Responsibility
- Oct 21-25 Nov 18-22 Dec 9-13
 Nov 4-8 Dec 2-6

Small Arms Training (MSC approved)

Nov 4-6 Dec 16-18

LMSR Vessel Training (MSC approved)

Oct 22-Nov 1 Dec 3-13

Survival Craft (Lifeboatman)

Oct 28-31 Dec 9-12

Training Information and Enrollment

Contacts

Rich Reed, SUP Welfare Plan Rep SUP Welfare Plan 450 Harrison Street San Francisco, CA 94105 Tel: (415) 778-5490 Fax: (415) 778-5494 E-mail: supwelfarerep@hotmail.com	Dave Connolly, SUP Vice President c/o Andrew Furusest School of Seamanship 450 Harrison Street, San Francisco, CA 94105 Tel: (415) 777-3400 Fax: (415) 777-5088 E-mail: daveconnolly@msn.com
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SUP 401 (k) PLAN SUMMARY ANNUAL REPORT

Fiscal Year Ended December 31, 2001

This is a summary of the annual report for SUP 401 (k) Plan, EIN 94-3134523, Plan No. 002, for the period January 1, 2001 to December 31, 2001. The annual report has been filed with the Pension and Welfare Benefit Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$91,269. These expenses were entirely administrative expenses. The plan did not pay benefits during the year ended December 31, 2001. A total of 655 persons were participants in or beneficiaries of the plan at the end of the plan year.

The value of plan assets, after subtracting liabilities of the plan, was \$931,911 as of December 31, 2001 compared to \$533,065, as amended as of January 1, 2001. During the plan year, the plan experienced an increase in its net assets of \$398,846. This increase includes unrealized depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the plan assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$490,115. This income included employer contributions of \$49,976, employee contributions of \$496,446, interest income of \$11,386 and earnings from investments of \$(67,692). Plan expenses were \$91,269. These expenses included \$85,456 in administrative expenses, \$5,813 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report; 2. Assets held for investment; 3. Financial information and information on payments to service providers' and 4. Fiduciary information, including non-exempt transactions between the plan and parties in interest (that is, persons who have certain relationships with the plan.)

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP 401(k) Plan, Inc., at 450 Harrison Street, San Francisco, California 94105. The charge to cover copying costs will be \$.25 per page for any part thereof

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

You also have the legally protected right to examine the annual report at the main office of the plan at 450 Harrison Street, San Francisco, California 94105, and the U.S. Department of Labor in Washington, D. C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U. S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D. C. 20210.



SUP Welfare Plan representative Rich Reed advising retirees Al Brown and Harry Naeole just before the September meeting at the Wilmington Branch.
Photo by Garfield Jones

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

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450 Harrison Street
San Francisco CA 94105



SUP pickets in solidarity with the ILWU during lockout



On September 30, outside of APL's Middle Harbor Terminal in Oakland are SUP members George Blake, Edgardo Figuracion, Rolando DeGuzman, Marvin Glasgow, Joselito Torre, Dennis Howard, and shoregang bosun Norman Kwak along with members of the ILWU.



During a rally at Oakland's Port View Park, SUP Vice President Dave Connolly is flanked by Exxon Seamen's Union Secretary-Treasurer Leo DeCastro and ESU President Jerry Patterson.



Outside of the Matson terminal in Seattle are from the left holding SUP signs at Terminal 18 are MFU member Steve Furst, SUP members Dave Eriksen and George Roberts.



In San Pedro, MFOW Port Agent Steve Callahan, SUP Branch Agent Mark Hurley and IBU Regional Director Stefan Mueller Dombois demonstrate their support.

Senate bill introduced to extend Taft-Hartley cooling-off period

Senator Conrad Burns (R-MT) has introduced a bill to extend the cooling off period in the labor dispute between the Pacific Maritime Association (PMA) and the International Longshore and Warehouse Union (ILWU). In a speech on the Senate floor, Burns acknowledged the U.S. resolve that has allowed the nation to rise above the attacks of Sept. 11, 2001.

But he also acknowledged a new crisis that is damaging the U.S. economy — the lockout of workers in 29 West Cost ports following a reported work-slowdown by members of the ILWU. The economic impact of this labor dispute has temporarily crippled the nation's economy, he charged, adding that the dispute has threatened America's national health and safety.


An example of the impact of the port dispute is that nearly one-half of the wheat grown in the United States is exported and 40% of all exports are shipped from Pacific ports. This dispute threatens the nation's reputation as a reliable supplier, Burns argues.

Burns' bill extends the cooling off period 30 days until the end of January. Under the current provisions it would end Dec. 26. The extension would give the ports another 30 days to clear up the backlog and allow Congress and the opportunity to deal with the issue outside of the Holiday season. In the meantime, grain ships are being loaded while no settlement is in sight.

As the *West Coast Sailors* went to press the Burns' Bill has not other sponsors.



The Seattle Branch manned the picket lines for the duration of the lockout. From left to right SUP's Bill Mahwhinney, MFU member John Furst, ILWU Jeff Moore, SUP's Tom Palmer and Duke Maringer. Photo Vince O'Halloran.



International
LONGSHORE and WAREHOUSE
Union

3440 EAST MARGINAL WAY SO., SEATTLE, WA 98134 (206) 623-7461
FAX (206) 623-8136

LOCAL 19

LARRY HANSEN
President

STEPHEN H. PERKINS
Day Business Agent

STEVEN G. KENDALL
Night Business Agent

October 14, 2002

Sailor's Union of the Pacific
1253 Sixth Ave. S. Suite A
Seattle, WA 98134

Attn: Gunnar Lundeberg, President

Dear Brothers & Sisters:

The rank and file and officers of the International Longshore and Warehouse Union, Local #19 sends our deep appreciation for your vocal and visible support of the ILWU during the 10 day lock-out and throughout our negotiations this past year.

We are all aware that the current political and economic climate has proven to be perilous to labor unions. The assistance and solidarity you have offered has truly helped to fortify our determination to settle for nothing less than a fair and just contract settlement.

Thank you for exemplifying "An Injury to One is An Injury To All",

In solidarity,

Fraternally,

I.L.W.U. LOCAL #19

Del Bates

Del Bates
Vice President

DB/cb
opeii



SUP President's Report

October 15, 2002

LONGSHORE SITUATION

After locking-out the International Longshore and Warehouse Union (ILWU) on September 29, the Pacific Maritime Association—unwilling to negotiate in good faith at the bargaining table or with a federal mediator—successfully persuaded President Bush to seek a temporary restraining order opening West Coast ports as a precursor to invoking the Taft-Hartley Act.

Under this notorious anti-labor legislation, West Coast ports would remain open during an 80-day “cooling-off” period in which the parties are obligated to bargain. The move was denounced by the labor movement and citizens concerned about the viability of the collective bargaining process in light of government intervention.

The temporary restraining is in effect until tomorrow (October 16), but Judge William Alsup, of the U.S. District Court for the Northern District of California (San Francisco) stated that the Bush Administration presented a compelling case that will likely result in the implementation of the provisions of Taft-Hartley.

As of today's meeting, the ILWU has indicated that it is considering challenging Judge Alsup's ruling.

Under Taft-Hartley if the parties do not reach an agreement, the PMA must present its best offer in 60 days for a vote by the ILWU's Longshore Division. If the offer is rejected, the lockout could resume when the 80-day period ends.

If PMA is again successful “these 80 days will not be a cooling-off period,” said ILWU International President Jim Spinosa. “PMA will start alleging slowdowns. We expect the employers will be dragging us to court daily, trying to bankrupt the Union and throw our leaders in jail.”

As of today's meeting the PMA is whining that the ILWU is enforcing previously agreed upon safety rules that are slowing the loading and discharge of cargo.

In response, the ILWU has called upon the PMA to hire and train enough workers to move the unprecedented amounts of cargo off West Coast docks. In a press release the ILWU pointed out that the “PMA could help alleviate the congestion by promoting casual workers to full-time registered Longshore workers. PMA is reluctant to make that move because casuals make a lower wage and don't qualify for health benefits or pensions and because new workers would then become union members, bolstering the union. While the problem was widespread, it was most evident at docks in Oakland and Seattle.”

“The PMA has the power to move this cargo safely and efficiently — but they need to hire move hands,” said Spinosa. “Instead, the PMA has chosen to continue its pattern of holding the American public and economy hostage by serving its own interests first and furthering its plans to weaken the workers' Union. They did that when they locked the workers out, and they're doing it now.”

When the lockout began, the ILWU established coast-wise picket lines protesting PMA's action. SUP members not only observed the line but actively participated in the protest in solidarity with the ILWU in Seattle, Oakland and Los Angeles.

On October 1, MFOW President “Whitey” Disley, SUP Vice President Dave Connolly and your secretary met with Brother Spinosa, the ILWU Coast Committee and members of the ILWU Negotiating Committee in San Francisco to discuss the status of crews aboard American Ship Management and Matson vessels in West Coast ports. The ILWU stated that it did not want to penalize their fellow workers because of the employer lockout and therefore agreed to allow crew members to remain aboard on the payroll. The SUP and MFOW reiterated their support for the ILWU and vowed not to cross picket lines unless given clearance by the ILWU and would not sail any vessel unless cleared by the ILWU.

The principal issue in the contentious dispute remains the desire of the PMA to introduce computer technol-

ogy to modernize port operations which would affect hundreds of ILWU members, specifically marine clerks. The ILWU has said it will agree to the introduction of technology if the new jobs created are under the jurisdiction of the Union. The PMA has flatly refused the ILWU's good-faith proposal, but instead has offered to buy-out those who will be affected. The ILWU has justifiably called this offer unacceptable.

Will continue to monitor the situation and keep the membership informed. The SUP is in full support of the ILWU's struggle for a fair and just agreement and will do whatever is necessary to assist.

FOSS MARITIME COMPANY

As a result of the PMA lockout and the current congestion of ships in the San Francisco Bay Area, Foss Maritime has informed the Union that the steep decline in orders for bunkers could force the company to lay off workers. After canvassing most steamship companies, Foss reports that bunker fuel orders will remain slack in the short-run. Although Foss has done everything possible to keep all SUP personnel employed, if the present situation continues, lay-offs will become necessary due to the lack of work. If lay-offs occur, they will be done in accordance with the Agreement.

MARITIME SECURITY PROGRAM

As reported in February, March, May and August of this year, an initiative is underway to reauthorize the Maritime Security Program (MSP) prior to its expiration on September 30, 2005.

This critical program, which replaced the old Operating Differential Subsidy Agreements, maintains a fleet of 47 militarily useful, U.S.-flag commercial vessels engaged in the international trades. Without MSP, the nine vessels (*Presidents Adams, Kennedy, Polk, Truman, Jackson* and *APL Korea, Philippines, Singapore, Thailand*) currently managed and operated for APL/NOL by American Ship Management would be flagged foreign. The obvious result would be that American shipping in foreign commerce would all but be driven from the world's oceans. The loss of jobs for the SUP and all other maritime Unions would be devastating.

Although there appears to be support for reauthorizing MSP, increasing the number of ships in the program and increasing the amount of money paid to companies holding MSP Operating Agreements to help defer the cost of crew wages—passage of legislation to accomplish this is by no means guaranteed.

Some factors that have altered the dynamic are as follows:

In 1996, the program was limited to operators who were U.S. citizens as defined by the Shipping Act of 1916. There is now a move—spearheaded by Maersk, APL and some maritime unions—to allow “documentation citizens” to be eligible to participate in MSP. By changing the criteria they contend that they should be able to operate their vessels directly and without the costs of so-called “middlemen” Section 2 operators (ASM for APL and United States Ship Management for Maersk). This change would reverse decades of U.S. maritime policy by essentially placing U.S.-flag ships under foreign control. However, the dilemma is that only companies such as APL and Maersk have the capital to bring tonnage under the American flag.

The citizenship issue and how prospective MSP legislation is drafted is of paramount importance to the SUP, MFOW and the other Unions that are currently aboard APL's U.S.-flag ships. If the citizenship provision changes without guarantees that the current Unions' remain aboard APL's ships, the SUP and others could be left on the beach. That scenario is unacceptable.

The other unknown factors are the degree of support by the Bush Administration for a reauthorized and expanded program, and potential opposition in Congress.

To protect the interests of the SUP, and designated by MFOW President Whitey Disley to represent the interests of the Firemen, attended meetings in Washington, D.C. this month that focused on MSP.

Maritime Administration

On September 20, met with Maritime Administrator Captain William Schubert and James Caponiti, MarAd's Deputy Administrator for National Security.

Captain Schubert stated that MSP reauthorization was a top priority for the agency and that he was committed to expanding the program and increasing the per vessel payment which has been stuck at \$2.1 million per year per ship since 1996. Schubert said that the agency had not yet taken a position on the citizenship issue.

On behalf of the SUP and MFOW, told Captain Schubert of our concerns if APL dumped ASM as its ship manager and operated its vessels directly. Under this scenario, APL could have its subsidiary, American Automar, operate MSP vessels or APL could operate the vessels directly. American Automar has collective bargaining agreements with the SIU-A&G and the AMO.

Captain Schubert responded by stating categorically that he did not want any Union “disenfranchised” in a reauthorized program and said that he would make sure that would not occur. The Administrator added that it was critical that the SUP and MFOW have jobs in the commercial fleet to support the manpower requirements for government vessels (Ready Reserve Fleet, LMSRs, etc.).

House Armed Services Committee Panel

On October 8, attended a hearing of the House Armed Services Committee Special Oversight Panel on the Merchant Marine to hear testimony by General John Handy (USAF), commander-in-chief, United States Transportation Command (TRANSCOM). General Handy's remarks focused on Department of Defense current and projected requirements for vessels operating under MSP.

General Handy declared that MSP reauthorization is a national security imperative of the highest magnitude. He urged Congress to quickly reauthorize and expand the number of U.S.-flag ships in the program. Handy suggested that the number of MSP ships be increased from the current 47 to between 50 and 60.

At the urging of Panel Chairman Duncan Hunter (R-CA), Handy pledged to do all he can to help secure adequate funding from the Office of Management and Budget. Hunter added that MSP legislation will be drafted and submitted to the next Congress in order to be included in the fiscal year 2004 budget authorization.

Handy took no real position on the MSP citizenship issue except by stating that “a strong Section 2 component of MSP is necessary” but that the U.S.-flag industry as it exists today, “is not sufficient to meet sealift requirements.”

Expanded coverage of General Handy's testimony will be published in the October *West Coast Sailors*.

APL

After the hearing, met with Roy Bowman, Vice President Government Affairs for APL, Ltd. Bowman stated that APL would participate in a reauthorized program if the economics met the company's requirements. Specifically, APL wants the MSP payments to increase to \$3.5 million per ship per year plus a cost-of-living increase yearly. Bowman added that the company could not commit to a reauthorized MSP until those items were agreed to legislatively.

Currently APL/NOL operates 70 ships worldwide including the nine vessels in MSP. Bowman stated that those nine vessels cost APL \$22.5 million per year to operate, including labor costs of \$1.5 million over and above the \$2.1 million ASM receives from the Maritime Administration plus management fees paid to ASM.

On the labor issue, Bowman stated that it would be much simpler for all parties if APL operated the MSP ships directly with the same Unions aboard. When asked whether APL or American Automar would operate the ships, Bowman said that he could not give a definitive answer, but speculated that the nod would go to APL as an experienced liner operator.

Bowman was candid in stating that if payments were not increased in a reauthorized program and that if the duration of the program was not increased from the current ten years, APL would not participate. Bowman

President's Report continued

added that the current low volume of government impelled cargo did not provide enough revenue to make up the cost of the U.S.-flag differential. He said this was due in large part to the growth of the MSC fleet.

Bowman once again emphasized that economics is the key to whether APL will participate in MSP.

The importance of MSP to the membership cannot be overstated. Will continue to keep a weather-eye on legislative developments closely and will participate fully to advance the interests of the Union.

LMSR SAILORS NEEDED: WAR LOOMS

With Congress passing a war powers resolution this month, coupled with the rhetoric emanating from the White House, it appears to be a foregone conclusion that the United States is poised to attack Iraq.

Although war material has been deployed in the Persian Gulf region, military sealift will be required to supply U.S. forces.

The Large Medium Speed Roll-On Roll-Off (LMSR) vessels designed and constructed based on the experience of the Persian Gulf War 12 years ago, will undoubtedly be used as key resources to fulfill the sealift mission.

Patriot Contract Services, a division of American Ship Management, notified the Union last week that the *USNS Bob Hope* and the *USNS Yano* are in the process of being activated to Full Operating Status (FOS) and that there is a distinct possibility that other LMSRs plus vessels in the Ready Reserve Fleet could be activated to short order.

SUP members who have taken LMSR training should be prepared to crew these vessels not only to fulfill the Union's contractual obligations, but more importantly to fulfill the defense requirements of the Nation.

Members who have not taken the training but are interested in serving in these vessels must complete the 11-day, Military Sealift Command—required training at the SUP/Training Resources, Ltd. site in San Diego. Those contemplating taking this training should be physically fit and have a clean record (no felonies or misdemeanor convictions for domestic violence). In addition, members desiring to take the training are required to first sign a letter of commitment agreeing to serve in these vessels for a period of at least two, four month assignments or if requested by the Union, to fill a job. It should also be noted that members dispatched to LMSRs are expected to complete their assignment of at least four and up to six months. The cost of

this training (including transportation, lodging and subsistence) is paid for out of the training funds of the SUP Welfare Plan and will not be wasted on those who are not committed.

Applications for LMSR training are available at all SUP halls and the SUP Welfare Plan. All questions regarding eligibility for training should be directed to Welfare Plan Representative Rich Reed (800-796-8003) or Vice President Dave Connolly.

SAN FRANCISCO BAR PILOTS

Bargaining between the SUP and the San Francisco Bar Pilots continued on October 1 and 11, for new agreements for marine personnel and all classifications of dispatchers.

With several work rule issues being tentatively resolved, the negotiations are now focused on the economic settlement. Bargaining sessions are scheduled for October 17 and 18, the day the agreements expire.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2, of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the third quarter of 2002, and report back to the membership at the November coast-wise meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn on Friday, November 8, at 9:00 A.M.

VETERAN'S DAY

All SUP halls will be closed on Monday, November 11, in observance of Veteran's Day. Due to the holiday, the November Headquarters meeting will be held on Tuesday, November 12.

ACTION TAKEN

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

Quarterly Finance Committee: Bob Copeland, Romaine Dudley, Paul Fuentes, Allen Gonzalez and Art Thanash.

Gunnar Lundeberg

Vice President's Report

October 2002

PMA lockout of West Coast longshoremen

The interference of the federal government in ILWU contract negotiations is not only bad policy, it's a bad bet. In the eighty times Taft-Hartley has been invoked since the legislation was passed over President Truman's veto, it has produced a collective bargaining agreement within the 80-day "cooling off period" only 30% of the time. The record is worse in maritime disputes, only three of eleven interventions yielded agreement. History shows that even minor intrusions by a third party often upset the delicate balance of collective bargaining relationships. In this case, the threat of government intervention hung like a cloud over the negotiations, per-versely rearranging bargaining dynamics in favor of the employer. Obviously, like past battles with Liverpool dockers and the Australian wharfies, this attack on a West Coast trade union is a global battle; but for maritime workers on the Pacific Coast this dispute is of primary and critical importance. We are in the center of a debate that will shape maritime labor relations for years to come. Accordingly, now is not the time for conditional support. Now is the time to stand together as dictated most clearly by that ancient military doctrine: "when trouble comes, close ranks." Up and down the coast, SUP members have recognized our mutual interests and closed ranks with the ILWU.

Jones Act Violations

The seriousness of the situation, and the depth of our involvement, is illustrated all too clearly by the Union's recent discovery of a plan by the U.S. Customs to allow foreign-flag shipping companies Jones Act exemptions. Complaining of berth congestion created by their own organization's (the PMA) lockout, Customs has apparently granted the flag-of-convenience ships of certain companies, the right to trans-ship cargo between two U.S. West Coast ports in violation of Section 27 of the Merchant Marine Act of 1920, commonly called the Jones Act. This despite the only allowable waivers under the Jones Act being those in the interest of national defense, and despite the Maritime Administration's statement that the present circumstances do not meet that definition. One of the companies applying for this unprecedented waiver, South Korea's Hyundai Merchant Marine, is on the edge of bankruptcy because of the financial effects not of the lockout but rather a loan scandal in which it funneled more than \$400 million in government money to North Korea, the widely-acknowledged rogue state and security threat. As Gunnar Lundeberg said in his letter to Rep. Neil Abercrombie on the topic: "For our government to waive the Jones Act to accommodate the interests of foreign-flag steamship companies who are also engaged in a labor dispute with an American union is outrageous." The Sailors' Union will continue to press Customs, the Maritime Administration, and Congress to ensure that foreign interests do not use the present conditions of short-term and self-imposed West Coast dock congestion to erode the foundations of U.S. maritime policy.

Ships Checked

In addition to the routine duties of the Front Office, I participated in the preparations, caucusing, and negotiating of the new four-year agreement with the San Francisco Bar Pilots. Attended the Ship Operations Cooperative Project in Castine, Maine, presenting some apprenticeship solutions to aid mariner recruitment and retention. Also made the Matsonia in Oakland Outer Harbor. Delegate Jim Clay; Bosun Paul Calais. Clarification on launch schedules. In good shape. Calls from the Pililaa, Fisher, Bob Hope, all squared away. Email clarifications to the Presidents Grant, Wilson, and Polk. Calls from delegates in the Chevron Colorado, (gangway watch problem resolved), and Chevron Washington indicating that all is well.

Dave Connolly

Social Security *cont'd. from page 2*

dampening effect last year's recession and this year's uncertain recovery has had on the ability of businesses to raise prices.

Social Security Commissioner Jo Anne B. Barnhart said that lower inflation is good news for America's elderly and disabled.

Inflation is one of the biggest challenges for people living on a fixed income," she said.

Monthly Social Security checks have been adjusted automatically, starting in 1975, to protect retirees from seeing their benefits eroded by rising inflation. The biggest annual increase was a 14.3 percent jump in 1980, reflecting the double-digit inflation of that era, while adjustments over the past decade have averaged a much smaller 2.6 percent as the country has enjoyed a prolonged period of milder inflation.

The average monthly check for individual retirees will rise from \$882 currently to \$895 starting in January, an increase of \$13.

For the average couple receiving Social Security benefits, their monthly check

will go from \$1,463 to \$1,483, an increase of \$20.

The 1.4 percent increase for the needy receiving SSI payments will translate into a maximum payment of \$552 a month for an individual, an increase of \$7. For a couple, the maximum payment will rise to \$829 a month, an increase of \$12.

Social Security also announced that for working Americans, the maximum annual earnings subject to Social Security taxes next year will rise to \$87,000 from \$84,900 currently. This change will affect about 9.7 million of the 155 million workers paying Social Security taxes.

"For the majority of retirees, the COLA announcement may be the only good economic news of the year," said William D. Novelli, executive director of AARP, the powerful lobbyist for the elderly, including the 46 million Social Security recipients. "While savings may have stagnated, health costs have increased and investments have lost value, at least Social Security benefits have kept pace with inflation."

Record of SUP Shipping September 2002

Hdqs.....	Seattle	Wilm	Hono	Total	
Bosun	8	2	4	0	14
A.B	33	10	18	6	67
A.B. Dayworker .	0	0	3	0	3
O.S.	4	0	2	1	7
Standby	30	15	73	15	133
TOTALS	75	27	100	22	224

SUP Branch Reports

Seattle

September 16, 2002

Shipped during the period 2 bosuns filled by A cards, 8 ABs filled by 2 A cards, 3 B cards, 2 C cards and 1 D to USNS ships. Also shipped 9 standbys filled by 3 A cards and 6 B cards. Shipping is tightening up here as winter sets in and the A cards start heading back to sea.

Registered 12 A cards for a total of 32, 9 B cards for a total of 32, and 2 C cards for a total of 21.

Ships checked

APL Philippines, APL Thailand, and APL Singapore in with little or no trouble. Maui and Kauai in twice with no problems. Rigging loft running smoothly.

I attended the Washington State Labor Council Convention in Spokane this month where along with representing the Sailors' Union in maritime and legislative issues. The SUP was the only outside union invited to a special meeting with ILWU representatives and Washington State Governor Gary Locke. At this meeting the governor stated that "He will not call out his citizen army to fight his citizens" in regards to rhetoric from the White House concerning the PMA/ILWU contract negotiations. He said he could be quoted on that and the ILWU delegates thanked him for listening to their side of the story.

The SUP marched with the Machinists Union from the airport to Sea-Tac Park in support of their negotiations with Boeing.

We have been volunteering with the Labor to Neighbor program phone banking union members and asking them to vote pro labor during the upcoming primary.

Referendum 51 or "the gas tax initiative" as it is otherwise known, will be on the November ballot and this is a critical issue for all Washington state residents. If passed this will fund all transportation issues vital to the state's economy and vital to those of us in the transportation trades. The SUP strongly urges a YES vote on Referendum 51.

I would like to thank Sandy Earle for standing in for me while I was at the state convention. Sandy is the last of the "sea-bag sailors" who travel from port to port seeking employment.

We have inked the deal for the new union hall location. We will be over by the APL docks. The new address is 2414 S.W. Andover St., Bldg. F, Suite 105. We should be in there by the end of October or the first week of November. There are several bus lines that stop within a block and plenty of parking.

Vince O'Halloran
Branch Agent

SUP Meetings

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

	Hdq.	Branch
November	12*	18
December	9	16

*Tuesday

Wilmington

September 16, 2002

Shipped the following for the period: 3 bosuns, 15 ABs, 2 AB maints., 1 OS and 84 standbys for a total of 105 jobs shipped.

Registration is at 45 A members, 38 B members, 13 C members and 6 D members.

Ships checked

President Adams, Mahimahi, Ewa, APL Philippines, Chief Gadao and President Polk all made by Duane Nash. President Wilson, Lurline-Mike Soper, delegate, Chevron Washington, R.J. Pfeiffer-Charlie Duke, delegate, President Truman, Ewa-Joe McDonald, delegate, APL Thailand-Mark Lafayette, delegate, President Grant, Chief Gadao-Bert Genita, delegate (food beefs), President Jackson and Manoa.

Duane Nash opened the last meeting and ran the hall for a week while I was on vacation. On August 26, I attended the Veteran's Memorial meeting. We are still a few thousand short of our \$25,000 pledge. On August 28, the Harbor Labor Coalition leader, Pete Goodwin, with the help of SUP volunteers, Tom Riley, Eric Hands, Jose Obsuna, John Kilgroe, Jose Galeas, Carlos Medina, and Wally Stephens, distributed Labor day Parade leaflets. On August 29, MMP Hall hosted the last Harbor Labor Coalition meeting before the Labor Day Parade taking care of last minute details. On September 2, the Labor Day Parade was a big success, with approximately 10,000 participants. We had over a dozen SUP members representing our Union.

There was plenty of food, drinks and music at the picnic afterwards. Jesse Jackson was among the speakers. A special thanks to Tom Larkin and James Butler for their help picking up barricades. On September 11 we had the monthly SUP marlinspike class. We are adding a second class on the fourth Wednesday of the month. From now on, classes will be held on the second and fourth Wednesday of the month.

Our condolences to Mrs. Dave Morgan. Dave passed away this month. He was an MM&P mate who came from the SUP and was considered a good shipmate by all.

We now all need picture ID cards to get into not only APL but also Matson terminals.

At our September meeting, Rich Reed from the Welfare Plan attended our meeting, spoke on welfare issues and answered questions. He impressed the Wilmington Branch enough to earn a round of applause.

Recently, I called a job on the USNS Bob Hope, a brand new ship that will be berthed in Charleston, N.C. Even though there were four LMSR trained junior members trying to ship out of Wilmington: If you are not ready to go to work, don't come to the Hall for the calls. SUP Shipping Rule (9) states that Class B, C and D registrants must accept jobs to which they are assigned.

Mark Hurley
Branch Agent

Honolulu

September 16, 2002

Shipped during the month of August 1 bosun, 6 ABs, and 2 AB returns. These jobs were taken by 4 A members and 5 B members. Also shipped 24 standby jobs filled by 3 A members, 5 B members, 4 C members and 12 D registrants for a total of 33 jobs shipped.

Registration for the month of August: 7 A members, 4 b members, 1 C member and 2 D registrants. To date there are registered 9 A members, 8 B members, 5 C members and 6 D registrants for a total of 28 registered.

Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Kauai, Ewa, R.J. Pfeiffer, Manulani and Lihue. All with few or no problems. Paint and rigging gang running smoothly with George Lua as bosun.

From September 17 through the 22 was on the binnacle list. With to thank Bonny Coloma for his usual fine job in relieving me. Also with to thank Monty Kalama for handling the office phones.

On October 3, attended the Hawaii AFL/CIO Council of affiliates meeting to vote on the final endorsements for political candidates for the upcoming November 5 general elections. That afternoon I was an honorary pallbearer at Congresswoman's Patsy Mink's funeral ceremonies at the State Capitol rotunda. Representative Mink was a good friend of labor and a champion of women rights. Her sudden death has caused a large void in the Hawaiian political scene.

Bill Berger and his wife Diane stopped by the hall, much reminiscing with the pensioners and history lessons for the active members.

Mike Duvall
Branch Agent

Norfolk Office

September 2002

Shipped during the period: 1 bosun, 3 ABs, 1 OS. Jobs taken by 1 B card and 4 C cards. Shipping remains slow.

In mid September, I traveled to Charleston, South Carolina, and crewed up the USNS Bob Hope. All went smoothly with a standup gang from top to bottom. The SIU left the ship clean.

On my way home, got the word to crew up the Pililaau and Fisher as hurricane Isadora was coming up from the south. All West Coast branches got the sailors and I got the engineering gang. Ships sailed on time to safe waters.

Also in September I made the two ships in Baltimore, Shughart and Yano. Both ships are in good shape with good gangs. It's a good place to be, Pier #1 Fells Point, with good cheer and food.

All the Norfolk ships I visit weekly, Gililand, Gordon, Seay and Mendonca are all in good shape.

Brothers and sisters, check your certificates and make sure all are current.

Jack Stasko
SUP Representative

New pensioners

The following SUP members join the ranks of pensioners, bringing the total number of SUP members to 973.

Dennis Murphy 65, Book #6434, joined SUP in 1955, basic pension.

Thomas Basford, 68, Book #5650, joined SUP in 1956, basic pension.

Salef Rauf, 55, Book #3171, joined SUP in 1969, disability pension.

San Francisco Business Agent

October 15, 2002

Kauai— Archie Bickford, delegate: Archie put his time in and is going home to Missouri to do some wild turkey hunting with a bow and arrow.

Lihue— Joe Justice, delegate: Going to lay a week.

Mahimahi— Joe Moniz, delegate: Voyage pay off; no disputes.

Manoa— Bob Greene, delegate: Voyage pay off. Don Bohle returned as bosun.

Matsonia— Jim Clay, delegate: Few clarifications. Back from shipyard in China. Back on its old run.

Maui— John Hamann, delegate: Discussion about trip off. Going to shipyard in Victoria.

R.J. Pfeiffer— Izzy Idris, delegate: Cleared dispute time for pay off. First ship in from Hawaii since the lockout by PMA.

President Adams— Tom Koppel, delegate: Voyage pay off; no disputes.

President Grant— Roger Beriosi, delegate: At San Francisco Bay anchored during lockout. Visited when she came to dock, no disputes.

President Jackson— Manuel Roxas, delegate: Pay off; no disputes.

ASM Shoregang— In good shape.

Took a vacation trip to Hawaii and visited Mike Duvall in Honolulu.

William Berger

Dispatcher's Report

Headquarters—Sept. 2002

Deck	
Bosun	8
Carpenter	0
MM	0
AB	33
OS	4
Standby	30
Total Deck Jobs Shipped	75
Total Deck B, C, D Shipped	19
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.	75
Total B, C, D Shipped-All Depts. ..	19
Total Registered "A"	74
Total Registered "B"	73
Total Registered "C"	12
Total Registered "D"	14

Vote November 5