



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, October 22, 2004

John Kerry for President

The American Union movement is united and mobilized to elect John Kerry, President of the United States, and his running mate John Edwards, Vice President.

Throughout his 18-year Senate career, Kerry has voted for labor's position 91 percent of the time.

Kerry supports workers' right to organize and have card-check recognition in organizing drives. He opposes President Bush's plan to eliminate overtime pay, supports ergonomic safeguards on the job, has co-sponsored legislation to outlaw striker replacement and wants to index the minimum wage to inflation and extend and improve unemployment benefits.

Kerry's record is not perfect. In the past he has supported the free trade policies of both the Clinton and Bush administrations that have been so devastating to the nation's manufacturing base and its good blue-collar jobs. However, Kerry's position has evolved. He is committed to voting against the Central American Free Trade Agreement and the Free Trade Agreement of the Americas unless these agreements include meaningful labor, environmental and human rights provisions.

On the critical issue of health care coverage, Kerry plans to

extend affordable health care to 95 percent of Americans so they get the same coverage as members of Congress. Health experts have asserted that Kerry's plan

the Bush administration has turned a record budget surplus projected at \$1.3 trillion for 2001-2004, into a record budget deficit. Bush's tax cuts were



will lower private health insurance costs and expand the number of people covered. Lowering the cost of care will help the organized labor retain health coverage for its members.

Kerry is very concerned about the outsourcing of American jobs. He has vowed to stop tax breaks to companies that send American jobs overseas and create tax incentives to keep good jobs at home. Kerry also advocates denying government contracts to companies that move offshore.

The American labor movement cannot survive another four years of George W. Bush and his band of megalomaniac advisors. In less than four years,

responsible for \$620 billion of that deficit, including \$290 billion in 2004 alone. Bush's tax cuts benefitted the richest one percent of U.S. households.

Bush has used "national security" and the September 11 tragedy to justify an attack on American workers' collective bargaining rights and civil liberties. During consideration of the Homeland Security bill, Bush insisted on unprecedented power to strip collective bargaining rights from hundreds of thousand of federal worker. Bush allies even had the audacity to attack Senator Max Cleland (D-GA), a Vietnam War

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MarAd receives MSP applications — APL and Matson apply for slots

As of the October 15, deadline for submitting applications to the Maritime Administration for participation in the new Maritime Security Program, 25 companies have submitted applications for 142 vessels to be enrolled, although only 60 ships are authorized under the enabling legislation.

The new program goes into effect on October 1, 2005, but a decision on the applications will be made no later than 90 days after October 15, 2004. By that date (January 13, 2005) the Secretary of Transportation, in conjunction with the Secretary of Defense, shall announce the approval of the applications.

APL Marine Services, Ltd., a new subsidiary of American President Lines/Neptune Orient Line, submitted applications for nine operating agreements or "slots." The nine slots cover the *APL China, APL Korea, APL Philippines, APL Singapore, APL Thailand, President Adams, President Jackson, President Polk* and *President Truman* which are currently operated by American Ship Management (ASM). As the *West Coast Sailors* goes to press, APL representatives were non-committal as to whether APL would operate the vessels, continue to have ASM operate them, or engage a third party operator.

Matson Navigation Company applied for operating agreements for three "handy-sized, self-sustaining ships." It is expected that these vessels will be used in the company's Guam service. For more information, see the President's Report on page 9.

In addition to APL and Matson, the other companies vying for MSP slots are AHL Shipping Company; American Auto Carriers, Inc.; Central Gulf Lines, Inc.; Farrell Lines, Inc.; Fidelio Limited Partnership; Fine Line LLC; Great American Lines (USA), Inc.; Horizon Lines, LLC; Keystone Shipping Company; Liberty Global Logistics, LLC; Liberty Shipping Group, LLC; Lykes Lines Ltd., LLC; Maersk Line, Ltd.; Marine Transportation Corporation; Ocean Shipholdings, Inc.; OSG Shipholdings Group, Inc.; Patriot Shipping, LLC; Seabulk International, Inc.; TOS-II, LLC; U.S. Ship Management, Inc.; Waterman Steamship Corporation and Wy'East Shipping Company. The number of operating agreements each of these companies applied for was not released by MarAd and probably will not be known until January 13, 2005.

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

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

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

For more information on MSP, see the November 2003 *West Coast Sailors*.

Pro-U.S.-flag tonnage tax bill sent to White House

Major corporate tax legislation (The American Jobs Creation Act) containing a key provision to the U.S. maritime industry was sent by Congress to President Bush on October 11.

The "tonnage tax" provision spearheaded by Representative William Jefferson (D-LA) and Representative James McCrey (R-LA) in the House and John Breaux (D-LA), Trent Lott (R-MS) and Gordon Smith (R-OR) in the Senate, will benefit U.S.-flag shipowners engaged in the international trades by preserv-

ing and enhancing maritime employment opportunities for American mariners.

The legislation allows companies to elect a U.S. tax regime based on the "net tonnage"—or weigh in tons—of their U.S.-flag fleet, in lieu of regular income tax. This is an approach like that used in many major trading nations and is aimed at aiding U.S.-flag shipping companies competitiveness in the global market.

This also includes a provision that defers U.S. tax on the for-

foreign shipping income of a controlled foreign corporation that is affiliated with a U.S. company. This provision, like the tonnage tax provision, further enhances U.S. companies competitiveness in the foreign trades. It includes a provision that eliminates the 4.3 percent excise tax on diesel fuel imposed on the towing and railroad industries. This tax placed an unequitable and unnecessary economic burden on critical components of the nation's transportation industry.



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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

- *In lieu of dues increase.
- Jose Angeles 15.00
- Bredan Bohanaan 20.00*
- Christopher Bujnowski 10.00
- Mike Duvall 20.00*
- "Tattoo" Gardiner 20.00*
- John Gouveia 50.00
- Duane Hewitt 20.00*
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- Carlos Medina 20.00*
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- Emmanuel Rezada 100.00
- Francisco Rosales 50.00
- Whitey Secrest 50.00
- J. Thompson in memory of
P. Caldwell 20.00
- Tom Tynan 20.00*
- Justin Williamson 10.00
- J.B. Winterling 100.00

Political Fund

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- Bredan Bohanan 50.00
- Mike Boyle 20.00
- Stephen Campbell 100.00
- Dave Connolly 50.00
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- Dale Gibson 20.00
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West Coast Sailors

- Gerald Allen 25.00
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- Lee Cherry 20.00
- Cal Cunningham 25.00
- Manoru Fukano 25.00
- John Gouveia 50.00
- Clinton Gregg 100.00
- James Hearn 25.00
- Lani Kalama in memory of
Henry and our son
Henry E. Kalama 100.00
- Alberto Laurel 10.00
- Donald O'Halloran 20.00
- Marselino Oliviez 25.00
- Ronald Pittman 25.00
- Armando Rodriguez 25.00
- Francisco Rosales 20.00
- Ted Soberberg 20.00
- Richard Walsh 10.00

Dues-Paying Pensioners

- Romaine Dudley Book #2593
- Duane Hewitt Book #5748
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- Tony Jones Book #4305
- Kaj E. Kristensen Book #3120
- Eli Lalich Book #4062
- Gunnar Larsen Book #3516
- Orson Larsen Book #4095
- John McKeon Book #6456
- Joseph Napier Book #2299
- John Pedersen Book #3834
- John Perez Book #3810
- Cliff Rouleau Book #3144
- Ralph Senter Book #7323
- Jack Stasko Book #7430

Final Departures

Ronald Charles Christensen, Book No. 4766. Born in California in 1939. Joined SUP in 1966. Died in California, August 25, 2004. (Pensioner)

Donald Dierickson, Book No. 2375. Born in New York in 1927. Joined SUP in 1946. Died in San Francisco, California, August 8, 2004. (Pensioner)

Raymond P. Caderao, Book No. 4743. Born in California in 1932. Joined SUP in 1957. Died in Harbor City, California, September 14, 2004. (Pensioner)

John Lewis, Book No. 4045. Born in Mississippi in 1923. Joined SUP in 1951. Died in Hattiesburg, Mississippi, September 14, 2004. (Pensioner)

John Kerry for President

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veteran and triple amputee, for being soft on terrorism when he disagreed with this wholesale theft of rights.

In the wake of the September 11 tragedy, Bush pushed the so-called Patriot Act through Congress. The Patriot Act allows the FBI to investigate American citizens and residents based in part on their exercise of their First Amendment rights. The FBI can spy on people because it doesn't like the books they read or the web sites they visit. It can spy on people who write letters to the editor criticizing U.S. government policy or on Union members who stand up for their rights.

Who can forget the Bush administration's conduct during the West Coast longshore negotiations in 2002? It threatened to take away the International Longshore and Warehouse Union's collective bargaining rights. An administration official acknowledged that they were prepared to use federal troops to replace striking longshore workers. In an unprecedented move, the administration invoked the Taft-Hartley Act against the ILWU in an employer lockout.

Send George Bush back to Crawford, Texas by electing John Kerry, President.

Ruppert Griffith, Book No. 2008. Born in Canada in 1915. Joined SUP in 1934. Died in Camano Island, Washington, September 9, 2004. (Pensioner)

West Coast Sailors

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SUP Meetings

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

	Hdqs.	Branch
November	8	15
December	13	20

Veteran's Day Holiday

Thursday, November 11
All SUP halls are closed

Vote November 2

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(4) Other Classes Mailed Through the USPS	NONE	NONE
c. Total Paid and/or Requested Circulation (Sum of 15b, (1), (2), (3), and (4))	0	0
d. Free Distribution by Mail (Samples, complimentary, and other free)	1,732	1,729
(1) Outside-County as Stated on Form 3541	154	150
(2) In-County as Stated on Form 3541	NONE	NONE
(3) Other Classes Mailed Through the USPS	1,886	1,486
e. Free Distribution Outside the Mail (Carriers or other means)	3,372	3,365
f. Total Free Distribution (Sum of 15d and 15e)	3,372	3,365
g. Total Distribution (Sum of 15c and 15f)	3,372	3,365
h. Copies Not Distributed	1,128	1,128
i. Total (Sum of 15g and h.)	4,500	4,500
j. Parent Paid and/or Requested Circulation (15c divided by 15g, times 100)	0	0

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17. Signature and Title of Editor, Publisher, Business Manager, or Owner
Signature: [Signature] PUBLISHER
Date: 30 SEPTEMBER 2004

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

Instructions to Publishers

- Complete and file one copy of this form with your postmaster annually on or before October 1. Keep a copy of the completed form for your records.
 - In cases where the stockholder or security holder is a trustee, include in items 10 and 11 the name of the person or corporation for whom the trustee is acting. Also include the names and addresses of individuals who are stockholders who own or hold 1 percent or more of the total amount of bonds, mortgages, or other securities of the publishing corporation. In item 11, if none, check the box. Use blank sheets if more space is required.
 - Be sure to furnish all circulation information called for in item 15. Free circulation must be shown in items 15d, e, and f.
 - Item 15h, Copies not Distributed, must include (1) newsstand copies originally stated on Form 3541, and returned to the publisher, (2) estimated returns from news agents, and (3), copies for office use, leftovers, spoiled, and all other copies not distributed.
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 - Item 17 must be signed.
- Failure to file or publish a statement of ownership may lead to suspension of Periodicals authorization.
- PS Form 3526, October 1999 (Reverse)

Honolulu to develop new cargo facility

Port management in Honolulu is pushing a plan to develop approximately 70 acres of a military reserve into a new freight terminal, as strong cargo volumes squeeze storage facilities at the port. The state is trying to advance plans so that the Kapalama Military Reserve might become a cargo facility by 2011, two years earlier than planned, according to a report in the *Honolulu Advertiser*.

After redevelopment, which will cost

about \$200 million, the additional facility could increase Honolulu's container capacity by half again. In the meantime, the port's two main operators —Matson and Horizon Lines— are taking their own steps to optimize space. Matson has recently invested \$31 million to expand its container stacking capacity by 10 percent, and Horizon has taken on extra land (about 10 acres) to relieve pressure on space.

Oregon pilots face consolidation

The port of Portland is looking to consolidate the Columbia River Bar Pilots and Columbia River Pilots while laying off its own staff and cutting costs after losing calls from two of three container lines. The bar pilots are responsible for delivering ships safely through sandbars at the treacherous mouth of the Columbia River while the river pilots are responsible for completing the 86 nautical-mile trip to Portland. The bar pilots use helicopters to reach vessels waiting to enter the Columbia River, an operation that can take from two to six hours. At present there are 16 bar pilots and 46 river pilots.

The bar pilots are arguing that safety would be put in jeopardy by the consolidation and there would be very few savings. The shipping companies, on the other hand, are arguing that millions could be saved, making Columbia River ports more competitive. The two lines to leave the port are K line and Hyundai Merchant Marine.

Sri Lankan sailors to crew Norwegian ships

Sri Lanka is preparing to sign an agreement with Norway that would help its seafarers get jobs on Norwegian-flagged vessels. The move follows talks between shipping industry officials of the two countries that is expected to result in a memorandum of understanding between the Merchant Shipping Division of Sri Lanka's Ministry of Ports and the Norwegian Maritime Directorate. The agreement will enable certificates of competence issued by the Merchant Shipping Division to be recognized by Norwegian shipowners, without which Sri Lankan

seafarers have been unable to find employment on Norwegian-registered vessels. Presently, about 25,000 seafarers are registered with the Merchant Shipping Division but only 11,000 are believed to have regular work.

Sri Lanka is keen to promote seafaring as a career as it helps to earn foreign exchange, a Ports Ministry official said. Sri Lanka has also held talks with Belgium for a similar agreement that would enable its seamen to get jobs on Belgian-flagged vessels.

Multiple wrecks block Iraq port access

Access to Iraq's ports is being blocked by over 280 wrecks, identified by a U.N. Development Program (UNDP) survey which says 40 major wrecks should be removed immediately. The survey identified 282 wrecks in the areas around Umm Qasr and Al-Zubair, adding that hundreds of other ships lie submerged in the channels to the north of Umm Qasr and near Kuwait's territorial waters. Many of these sunken vessels date from the Iraq-Iran war of 1980-88 and the two subsequent actions against Iraq in 1991 and 2003.

The UNDP suggests that the individual cost for salvaging the 40 large wrecks would be between \$1 million and \$8 million per ship, and estimates removal of the others and restoring prior depths at costing \$34 million. Offsetting this would be the \$190 million that Iraq currently spends on importing goods over land rather than using its own ports. UNDP has spent \$60 million to date on dredging and wreck removal.

Schwarzenegger signs bill to ban cruiseships from dumping within three miles of coast

California Governor Arnold Schwarzenegger signed legislation last month that would ban cruiseships from incinerating trash or dumping used shower and sink water within three miles of the California coast.

California, often a U.S. state pioneer in environmental protection legislation, already regulates cruiseship release of hazardous waste and sludge into its waters.

The latest measure seeks to protect the air from incineration on ships carrying

more than 250 passengers and from the dumping of graywater —shower, laundry, bath and washbasin draining— within three miles of California.

"There has never been a bill like this graywater bill passed in any state," said Sam Haswell, a spokesman for environmental group Oceana.

An aide said Schwarzenegger was also expected to sign a third bill that could ban cruiseship dumping of sewage near the shore.

Long Beach wants to use shore power in lieu of onboard generators to cut pollution

Long Beach, California port officials are looking to use shore power for visiting vessels as a partial solution for air pollution issues. Earlier this month the port commission added \$50,000 to an existing \$350,000 study of 'cold ironing' —the process of using shore power in lieu of onboard diesel generators to power visiting ships.

The project focuses on the proposed Pier J, where the port commission recently rejected environmental studies of the project because plans for the new terminal didn't afford sufficient relief from air pollution. Bowing to charges that vessels with running engines or generators are the largest stationary source of air pollution, the nearby port of Los Angeles has already begun use of cold ironing on a few of its docks with an eye toward expanding the program.



Los Angeles/Long Beach Harbor Labor Solidarity Cruise, September 4, in the Lane Victory: From left: Mr. & Mrs. John Makaiwi and son, Mr. & Mrs. Brian Masters, Cliff Rouleau, Mr. & Mrs. Ken "Sinbad" Delancey, Wilmington Branch Agent Keith Miller, Gabe McDonald & nephew, and Charlie Schwab, seated.

Whales cannot file lawsuits in U.S.

Whales cannot file lawsuits in U.S. federal courts. Nor can porpoises or dolphins under a ruling handed down on October 20, by the Ninth Circuit Court of Appeals in California.

Hawaiian attorney Lanny Sinkin had brought suit against President George Bush and Secretary of Defense Donald Rumsfeld on behalf of cetaceans everywhere, urging the courts to halt the Navy's use of Surveillance Towed Array Sensor System Low Frequency Active Sonar during wartime or heightened threat conditions. It is acknowledged that such underwater sonar systems do interfere with cetacean communication and navigation faculties.

Writing for the three member court, Judge William A Fletcher opined that "animals are not authorized to sue in their own names to protect themselves." Sinkin had sued under the Endangered Species Act, the Marine Mammal Protection Act, the National Environmental Protection Act, and the Administrative Procedure Act. None of his clients could be reached for comment.

Southern California casual system not working

Casual workers will not solve the backlogs at the ports of Los Angeles and Long Beach, according to one labor leader who suggests making at least 1,000 part-timers registered or full-time employees.

Speaking to the Western Cargo Conference of freight forwarders and customs brokers, Dave Arian, president of Local 13 of the International Longshore and Warehouse Union (ILWU) stressed that the 2,000 part-time workers are not getting the job done. Plans call for as many as 5,000 casual workers to be hired to augment full-time union stevedores at

the two ports, but Arian says those workers who are paid less than full-timers and do not get job benefits are not dedicated to the job. The casual labor strategy was mutually agreed to by the ILWU and the Pacific Maritime Association during the summer as backlogs began to become a problem. Now, with the issue not relenting, the Union wants to convert some of the casuals to full-time union workers. A big part of the problem with casuals, everyone involved acknowledges, is that only about half turn up for work which makes scheduling difficult.

Coast Guard gets AIS frequencies

Exclusive rights to one Automatic Identification System (AIS) frequency described as the "key to the future" by communications vendor MariTEL will revert to the U.S. government. This decision was revealed on October 15, by the Federal Communications Commission. The "memorandum opinion and order and notice of proposed rulemaking" will strip MariTEL of the exclusive rights for marine channel 87B and 88B so the Coast Guard can have full and unlimited use of the frequencies for AIS development. The frequencies will be used by the Coast Guard largely for the service's maritime domain awareness program in conjunction with homeland security. The order takes effect 75 days after being published in the federal register, allowing time for comments and replies.

In its order, the FCC invites the Coast Guard and MariTEL to cooperate in finding a resolution to their conflict over the AIS system. Separate from the FCC issue, a lawsuit between the Coast Guard and MariTEL is continuing in federal court with the most recent ruling in August denying the Coast Guard's request for dismissal of the case.

Myanmar mariners are the world's cheapest

Seafarers from Myanmar, (Burma) have been found to be the most cost competitive, a study into new sources of crews by the Korean Shipowners' Association has revealed. The study is based on information gathered first hand by a team of experts that visited Myanmar, Vietnam, Poland, Ukraine and Croatia.

While Ukrainian seafarers had an edge in terms of quality, a drawback in recruiting them was that they are available for only six months in a year. Myanmar

seafarers are the cheapest and, together with Vietnamese crews, are available on easy employment terms. Ukraine and Polish seafarers are ahead in terms of training and competence. The association will release the final report after another inspection in November this year. Employing foreign crew is restricted in South Korea, but a number of ships owned by Korean owners are flagged in Panama and other flags of convenience registers.



Washington State Labor Council AFL-CIO Endorsements

President: John Kerry
Vice Pres.: John Edwards

U.S. Senate

Patty Murray



U.S. House

- 1st District: Jay Inslee
- 2nd District: Rick Larsen
- 3rd District: Brian Baird
- 4th District: Sandy Matheson
- 5th District: Don Barbieri
- 6th District: Norm Dicks
- 7th District: Jim McDermott
- 8th District: Dave Ross
- 9th District: Adam Smith

Statewide

Governor: Christine Gregoire
 Attorney General: Deborah Senn
 Auditor: Brian Sonntag
 Insurance Commissioner: Mike Kreidler
 Lands Commissioner: Mike Cooper
 Lt. Governor: Brad Owen
 Secretary of State: Laura Ruderman
 State Treasurer: Mike Murphy
 Superintendent of Public Instruction: No action
 Supreme Court Pos. 1: Mary Kay Becker

Ballot Measures

- Reject Referendum 55** - Charter Schools - A "Reject" vote will repeal controversial new legislation allowing millions of public school dollars to be diverted to unaccountable private charter schools. No
- Initiative 297** - Radioactive Waste - Adding new restrictions on hazardous waste disposal at Hanford Nuclear Reservation..... No
- Initiative 884** - Education Trust Fund - Reducing class sizes, investing in teacher retention and training, addition pre-school slots and expanding college enrollment through a penny sales tax hike. Yes
- Initiative 892** - Gambling - Expanding non-tribal gambling throughout the State of Washington and taxing the winnings..... No

State Senate/House

- 1st: Senate: Rosemary McAuliffe
House 1: Al O'Brien; House 2: Mark Ericks
- 2nd: Senate: Marilyn Rasmussen; House 2: Tom Campbell
- 3rd: Senate: Lisa Brown
House 1: Alex Wood; House 2: Timm Ormsby
- 4th: Senate: Tim Hattenburg
House 1: James Peck; House 2: Ed Foote
- 5th: Senate: Kathleen Huckabay
House 1: Barbara DeMichele; House 2: Jeffrey Griffin
- 6th: Senate: Laurie Dolan
House 1: Don Barlow; House 2: Douglas Dobbins
- 7th: House 1: Jack Miller
- 8th: Senate: John David
House 1: Shirley Hankins*; House 2: Jerad Koepf
- 9th: Senate: Gail Rowland; House 2: Eileen Macoll
- 10th: Senate: Mary Margaret Haugen
House 1: Nancy Conard; House 2: Mark Norton
- 11th: Senate: Margarita Prentice
House 1: Zach Hudgins; House 2: Bob Hasegawa
- 12th: House 1: Tony Zinman
- 13th: House 1: Dale Hubbard
- 14th: House 2: Clarence Gipson
- 16th: Senate: Rebecca Francik; House 2: Bill Grant**
- 17th: Senate: Paul Waadevig; House 2: Deb Wallace
- 18th: Senate: David Seabrook
House 1: Pam Brokaw; House 2: Brian Beecher
- 19th: Senate: Mark Doumit
House 1: Brian Hatfield; House 2: Brian Blake
- 20th: Senate: Chuck Bojarski; House 1: Joel Staloch
- 21st: House 1: Mary Helen Roberts; 2: Brian Sullivan
- 22nd: Senate: Karen Fraser
House 1: Brendan Williams; House 2: Sam Hunt
- 23rd: Senate: Phil Rockefeller
House 1: Sherry Appleton; House 2: Terrell Ducheane
- 24th: House 1: Kevin Van DeWege
- 25th: Senate: Jim Kastama
House 1: Ron Morris; House 2: Dawn Morrell
- 26th: House 1: Patricia Lantz; House 2: Derek Kilmer
- 27th: Senate: Debbie Regala
House 1: Dennis Flanagan; House 2: Jeannie Darneille
- 28th: Senate: Helen McGovern
House 1: Deborah Srail; House 2: Tami Green
- 29th: House 1: Steve Conway; House 2: Steve Kirby
- 30th: House 1: Mark Miloscia; House 2: Joseph Henry
- 32nd: House 1: Maralyn Chase
- 33rd: House 1: Shay Schual-Berke; House 2: Dave Upthegrove
- 34th: House 1: Eileen Cody; House 2: Joe McDermott
- 35th: House 1: Kathryn Haigh; House 2: Bill Eickmeyer
- 36th: House 2: Mary Lou Dickerson
- 37th: House 1: Sharon Tomiko-Santos; House 2: Eric Pettigrew
- 38th: Senate: Jean Berkey
House 1: John McCoy; House 2: Michael Sells
- 39th: Senate: Susanne Olson
House 1: Joel Selling; House 2: Pedro Gonzales
- 40th: Senate: Harriet Spanel
- 41st: Senate: Brian Weinstein; House 2: Judy Clibborn
- 42nd: House 1: Robin Bailey; House 2: Kelli Linville
- 43rd: House 1: Ed Murray; House 2: Frank Chopp
- 44th: House 1: Hans Dunshee; House 2: John Lovick
- 45th: House 2: Larry Springer
- 46th: House 1: Jim McIntire; House 2: Phyllis Kenney
- 47th: House 1: Geoff Simpson; House 2: Patrick Sullivan
- 48th: House 1: Ross Hunter; House 2: Debi Golden
- 49th: Senate: Craig Pridemore
House 1: Bill Fromhold; House 2: Jim Moeller

*limited endorsement
**conditional enforcement



Oregon State AFL-CIO Endorsements

U.S. Senate

Ron Wyden

U.S. Congress

- Dist. 1:** David Wu
- Dist. 3:** Earl Blumenauer
- Dist. 4:** Peter DeFazio
- Dist. 5:** Darlene Hooley



Ron Wyden

State Assembly

- 5. Peter Buckley
- 6. John Doty
- 7. Shirley Cairns
- 8. Paul Holvey
- 9. Arnie Roblan
- 10. Jean Cowan
- 11. Phil Barnhart
- 12. E. Terry Beyer
- 13. Robert Ackerman
- 14. Bev Ficek
- 15. Wesley Price
- 16. Kelley Wirth
- 18. Jim Gilbert
- 19. Brian Grisham
- 22. Betty Komp
- 23. Dick Reynolds
- 27. Mark Hass
- 28. Jeff Barker
- 29. Chuck Riley
- 31. Betsy Johnson
- 32. Deborah Boone
- 33. Mitch Greenlick
- 34. Brad Avakian
- 35. Larry Galizio
- 36. Mary Nolan
- 37. Jim Morton
- 38. Greg Macpherson
- 39. Doug Neeley
- 40. Dave Hunt
- 41. Carolyn Tomei
- 42. Diane Rosenbaum
- 43. Chip Shields
- 44. Gary Hansen
- 45. Jackie Dingfelder
- 46. Steve March
- 47. Jeff Merkley
- 48. Mike Schauffer
- 50. Jim Buck
- 51. Kathryn Firestone
- 54. Judy Stiegler
- 58. Bob Jenson
- 59. Jack Lorts

Ballot Measures

- Measure 34: Overturn Oregon Forestry Plan: Oppose
- Measure 35: Medical Malpractice: Oppose
- Measure 37: Property Takings: Oppose
- Measure 38: Abolish SAIF: Oppose

President: John Kerry
Vice Pres.: John Edwards

State candidates

Secretary of State:
Bill Bradbury
State Treasurer:
Randall Edwards
Attorney General:
Hardy Myers

State Senate

- 1. Bruce Cronk
- 3. Alan Bates
- 4. Floyd Prozanski
- 5. Joanne Verger
- 12. Hank Franzoni
- 14. Ryan Deckert
- 18. Ginny Burdick
- 21. Kate Brown
- 23. Avel Gordly
- 25. Laurie Monnes Anderson
- 27. Ben Westlund
- 28. Ross Carroll
- 29. David Nelson



California Labor Federation

AFL- CIO Endorsements

U.S. Senate

Barbara Boxer



U.S. Congress

1. Mike Thompson
2. Mike Johnson
3. Gabe Castillo
4. Bill Kirby
5. Robert Matsui
6. Lynn Woolsey
7. George Miller
8. Nancy Pelosi
9. Barbara Lee
10. Ellen Tauscher
11. Gerald McNerny
12. Tom Lantos

13. Fortney "Pete" Stark
14. Anna Eshoo
15. Mike Honda
16. Zoe Lofgren
17. Sam Farr
18. Dennis Cardoza
19. No endorsement
20. Jim Costa
21. No endorsement
22. No endorsement
23. Lois Capps
24. Brett Wagner
25. Tim Willoughby
26. Cynthia Matthews
27. Brad Sherman
28. Howard Berman
29. Adam Schiff
30. Henry Waxman
31. Xavier Becerra
32. Hilda Solis
33. Diane Watson
34. Lucille Roybal-Allard
35. Maxine Waters
36. Jane Harman
37. Juanita Millender-McDonald
38. Grace Flores Napolitano
39. Linda Sanchez
40. J. Tilman Williams
41. No endorsement
42. No endorsement
43. Joe Baca

44. Louis Vandenberg
45. John Thomas
46. Jim Brandt
47. Loretta Sanchez
48. No endorsement
49. Mike Byron
50. Francine Busby
51. Bob Filner
52. No endorsement
53. No endorsement

19. Gene Mullin
20. Alberto Torrico
21. Ira Ruskin
22. Sally Lieber
23. Joe Coto
24. Rebecca Cohn
25. No endorsement
26. No endorsement
27. John Laird
28. Simon Salinas
29. No endorsement
30. Nicole Parra
31. Juan Arambula
32. Marvin Armas
33. Tom Hutchings
34. Maggie Florez
35. Pedro Nava
36. No endorsement
37. Ferial Masry
38. No endorsement
39. Cindy Montanez
40. Lloyd Levine
41. Fran Pavley
42. Paul Koretz
43. Dario Frommer
44. Carol Liu
45. Jackie Goldberg
46. Fabian Nunez
47. Karen Bass
48. Mark Ridley-Thomas
49. Judy Chu

50. Hector de la Torre
51. Jerome Horton
52. Mervyn Dymally
53. Mike Gordon
54. Betty Karnette
55. Jenny Oropeza
56. Rudy Bermudez
57. Ed Chavez
58. Ron Calderon
59. Dan Harden
60. Patrick Martinez
61. Gloria Negrete-McLeod
62. Joe Baca, Jr.
63. No endorsement
64. Robert Melsh
65. Rita Ramirez-Dean
66. Laurel Nicholson
67. David Silva
68. Al Snook
69. Tom Umberg
70. Carl Mariz
71. Bea Foster
72. Ross W. Johnson
73. Kathleen Calzada
74. Karen R. Underwood
75. Karen Heumann
76. Lori Saldana
77. Chris Larkin
78. Patty Davis
79. Juan Vargas
80. Mary Ann Andreas

State Assembly

1. Patty Berg
2. Barbara McIver
3. Robert Woods
4. Todd Schwenk
5. Sandra Carey
6. Joesph Edward Nation
7. Noreen Evans
8. Lois Wolk
9. Dave Jones
10. No endorsement
11. Joe Canciamilla
12. Leland Yee
13. Mark Leno
14. Loni Hancock
15. Elaine Shaw
16. Wilma Chan
17. Barbara Matthews
18. Johan Klehs

State Senate

- | | |
|---------------------------|----------------------------|
| 1. Kristine Lang McDonald | 21. Jack Scott |
| 3. Carole Migden | 23. Sheila James Kuehl |
| 5. Michael Machado | 25. Edward Vincent |
| 7. Tom Torlakson | 27. Alan Lowenthal |
| 9. Don Perata | 29. No endorsement |
| 11. Joe Simitian | 31. Marjorie Musser Mikels |
| 13. Elaine Alquist | 33. Randall Daugherty |
| 15. Margaret Pinard | 35. Rita Siebert |
| 17. Jonathon Daniel Kraut | 37. Pat Johansen |
| 19. Paul Graber | 39. Christine Kehoe |

California Ballot Propositions

1A. Protection of Local Government Revenues	No Rec.
59. Access to Government Information	Yes
60. Primary Elections (No Open Primaries)	Yes
60A. Surplus Property Sales	No
61. Children's Hospital Projects	Yes
62. Primary Elections (Open Primaries)	No
63. Mental Health Services expansion and funding	Yes
64. Limitations on Enforcement of Unfair Business Competition Laws	No
65. Local government funding and State mandates	No
66. Limitations on "three strikes" law	Yes
67. Telephone Surcharge for Emergency and Medical Services	No Rec.
68. Tribal Gaming Compacts (Racetracks and Card Clubs Measure)	No
69. Collection of DNA samples for State DNA database	No
70. Tribal Gaming Compacts (Agua Caliente measure)	No
71. Stem Cell Research and Funding	No Rec.
72. Referendum petition to Overturn Amendments to Health Care Coverage Requirements (Health Insurance Act of 2003)	YES

Editor's note:

The *West Coast Sailors* is publishing labor's recommendations for the November 2 election from California, Hawai'i, 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.



Hawai'i State

AFL-CIO Endorsements

U.S. Senate: Daniel Inouye

U.S. Congress: Neil Abercrombie

President: John Kerry
Vice Pres.: John Edwards



Daniel Inouye

State Senate

1. Lorraine Inouye
2. Steven Fox
5. Roz Baker
6. Kalani English
7. Gary Hooser
12. Robert Brooks
16. David Ige
17. Ron Menor
18. Clarence Nishihara
21. Colleen Hanabusa
22. Robert Bunda
23. Clayton Hee

State House

1. Dwight Takamine
2. Jerry Chang
3. Clifton Tsuji
4. Helene Hale
5. Bob Herkes

6. Joshua Green
7. Cindy Evans
8. Joe Souki
9. Bob Nakasone
10. Kameo Tanaka
11. Chris Halford
12. Kyle Yamashita
13. Sol Kaho'ohalahala
14. Hermina Morita
15. Ezra Kanoho
16. Bertha Kawakami
17. Richard Halverson
18. Lyla Berg
19. Michael Abe
20. Calvin Say
21. Scott Nishimoto
22. Scott Saiki
23. Rex Saunders
24. Kirk Caldwell
25. Brian Schatz
26. Sylvia Luke
27. Stephanie Sakamoto-Sato
28. Kenneth Hiraki
29. Felipe Abinsay

30. Dennis Arakaki
31. Glen Wakai
33. Blake Oshiro
34. Mark Takai
35. Alex Sonson
36. Roy Takumi
37. Ryan Yamane
38. Marilyn Lee
39. Marcus Oshiro
40. Carolyn Golojuch
41. Jon Karamatsu
42. Rida Cabanilla
43. Romeo Mindo
44. Michael Kahikina
45. Maile Shimabukuro
46. Michael Magaoay
47. Charles Tanouye
48. Kenneth Ito
49. Dwight Chong
50. Edward Clayton
51. Thomas Waters

Board of Education

Hawaii	Herb Watanabe
Honolulu	Denise Matsumoto
Leeward Oahu	Breene Harimoto
Kauai	Margaret Cox
At Large (3)	Lei Ahu Isa
	Cecil Heftel
	Garrett Toguchi



Neil Abercrombie

ESU Office Assignments

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

ESU NEWS

OCTOBER 2004

Official Publication of the Exxon Seamen's Union

BP takes delivery of Alaskan Frontier

In August NASSCO shipyard delivered the *Alaskan Frontier*, the first of four Alaska-class double-hull oil tankers being built for BP Oil Shipping Company, USA. BP is scheduled to receive delivery of the other three vessels by the end of 2006 to replace older vessels.

According to NASSCO, the *Alaskan Frontier's* double hull construction has been designed for a life expectancy of 35 years and the deck structure has a life of 50 years even in the rigors of the Gulf of Alaska.

This vessel has a diesel-electric propulsion system, with redundant engines, shafts and screws, significantly increases reliability and reduces air emissions and maintenance downtime. The ship also uses seawater instead of oil to cool and lubricate the propeller shafts, thus eliminating the possibility of accidental oil leaks. The cargo piping is inside the cargo tanks, which should reduce the risk of small spills. The *Alaska Frontier* is 941 feet in length with a beam of 164 feet and a cargo capacity of 1.3 million barrels of oil. The design of the Alaska Class of tankers will

provide flexibility for oil deliveries from Alaska to West Coast ports, including BP refineries in Los Angeles, Calif., and Cherry Point, Washington.

Once completed, the four BP ships will be operated by the Alaska Tanker Company of Beaverton, Oregon, which operates BP-chartered tankers used in the Alaska North Slope trade. Alaska Tanker Company is 25% owned by BP.

Another competitor in the ANS trade, ConocoPhillips took delivery of the *Polar Adventure* recently from Northrop Grumman Ship Systems in Avondale, La. The *Polar Adventure* is the fourth of five double-hulled vessels that are operated by Polar Tankers, Inc., a wholly owned subsidiary of ConocoPhillips. Classed by the American Bureau of Shipping, *Polar Adventure* is an Endeavour Class tanker in the ConocoPhillips U.S. flag fleet and is specifically designed to carry crude oil from Alaska to the West Coast and Hawaii. The vessel's sister ships, *Polar Endeavour*, *Polar Resolution* and *Polar Discovery*, were commissioned in 2001, 2002 and 2003, respectively.

Alaska Tanker Company, Polar and Seabulk TAPS Trade Tankers — Present and Future

Operator	Vessel Name	Hull Type	Year Built/ Rebuilt	OPA90 Phase-Out Date	DWT(000)
ATC	Denali	DB	1978	10/2006	124,999
ATC	Kenai	DH	1979	N/A	123,113
ATC	Marine Columbia	SH	1974	11/2006	124,999
ATC	Overseas Chicago	DB	1977	6/2005	92,091
ATC	Overseas New York	DB	1977	12/2005	91,843
ATC	Overseas Washington	DB	1978	3/2006	91,967
ATC	Price William Sound	DH	1975	N/A	122,941
ATC	Tonsina	DH	1978	N/A	124,751
ATC	Alaskan Frontier	DH	2004	N/A	124,999
ATC	Alaskan Explorer	DH	2004-2005	N/A	124,999
ATC	Alaskan Navigator	DH	2005	N/A	124,999
ATC	Alaskan Legend	DH	2006	N/A	124,999
Polar	Polar Alaska	DB	1979	12/2007	124,999
Polar	Polar California	DB	1980	7/2008	124,999
Polar	Polar Texas	DB	1973	11/2004	91,393
Polar	Polar Endeavor	DH	2001	N/A	124,999
Polar	Polar Resolution	DH	2002	N/A	124,999
Polar	Polar Discovery	DH	2003	N/A	124,999
Polar	Polar Adventure	DH	2004	N/A	124,999
Polar	Polar Enterprise	DH	2005	N/A	124,999
Seabulk	Seabulk Artic	DH	1998	N/A	46,094
Seabulk	Seabulk Pride	DH	1998	N/A	46,094

Source - Pacific States/British Columbia Oil Spill Task Force Prevention Project.

SeaRiver relocates Houston office

On October 18, 2004, SeaRiver Maritime, Inc. relocated their main office to the Exxon building at 800 Bell Street in Houston, TX. As was mentioned in the last edition of the *ESU NEWS*, the new mailing address for fleet mail is as follows:

New mailing address: SeaRiver Ocean or Tug Fleet, P.O. Box 4353, Houston, TX 77251-4353. For overnight packages: SeaRiver Ocean or Tug Fleet, 4300 Dacoma, Room 132, Houston, TX 77092.

If you need to send mail to SeaRiver office personnel (i.e. Fleet Manning or Medical) the mailing address is as follows:

Name/SeaRiver Maritime, Inc., SRM-EMB- 4.044, PO Box 1512, Houston, TX 77251-1512.

The Union encourages members to notify all parties that send mail presently

to the #1512 post office box of the change in address. Mail sent to the old address will be subject to lengthy delays.

Coinciding with the move, all members need to be aware that several important telephone numbers have changed. SeaRiver will be mailing new wallet size phone cards with all updated phone numbers in the near future.

SeaRiver Maritime Phone Numbers for Fleet Personnel:

Human Resources 877-290-1422
Travel Services 888-462-8953
Benefits/Payroll 800-262-2363
Savings Plan 877-966-4015
Medical Department 800-233-1846
Fleet Manning Emergencies Only
713-656-1969 (24 Hour)

2004 election of ESU officers underway

Ballots and campaign statements for the 2004 ESU election of Union officials were mailed to the membership in early October. The positions up for election this fall are Vice President, Secretary Treasurer, Engine Department Trustee, Steward Department Trustee, Deck Department Trustee and four Ship Representative positions. The voting period began on October 11, and will conclude on December 9, when the ballots are due at the American Arbitration Association office in New York. Following notification to the ESU Seabrook office on December 10, 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 Union office are listed as follows:

Vice President

William "Bill" Davis

John Straley

Steward Department Trustee

Robert "Reid" Decker

Brenda Johnson

Gerard Nelson

Donald Picou

Secretary Treasurer

Rudy Benavides

Ildio "Leo" DeCastro

Robert "Bob" Knight

Ship Rep. *S/R American Progress*

Charles "Chuck" Bell

Ed Caldwell

Eric Lindsey

The following candidates ran unopposed for the following Union offices:

Engine Department Trustee

William Ackley

Ship Rep. *S/R Long Beach*

Joseph "Joe" Graca

Deck Department Trustee

Pat Campbell

Ship Rep. *S/R Puget Sound*

Michael Harrision

There was no candidate for the Ship Representative position on the *S/R Hinchinbrook*. This vessel's OPA 90 life will run out during 2005 and the Board will address the need for a regular ship representative here until the vessel is taken out of service. Current Ship Rep. Danny Jones has been on sick leave but we expect his return in the very near future.

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.

Additional ballots will be available onboard all vessels. Member on leave and finding themselves in need of a ballot should contact either ESU office.

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.

Three ESU members retire

The Union has been notified that three longtime ESU members have elected to retire. This group of retirees represent all three departments; Steward, Deck and Engine.

Hal Fitch, Pumpman - Hal will become disability retired as of November 1. After working approximately four (4) years in Wyoming with Exxon Minerals Company, U.S.A., he transferred to Exxon Shipping boarding his first vessel, the *Exxon Jamestown* more than thirty-one (31) years ago.

Hal is presently looking forward to a move with his wife Sandra to the state of Arkansas where has chosen to spend his retirement years.

Margarita Leca - Also retiring to long-term disability November 1, 2004, Margarita boarded her first vessel in the Utility position aboard the *Exxon Galveston* in 1986. In the intervening years Margarita worked herself up through the Steward Department ratings and will retire as a Fleet Chef.

Margarita looks forward to spending time with her children and grandchildren in Massachusetts and Florida during her retirement.

Robert (Bob) Harden - Electing to retire after more than thirty (30) years of service and membership in the ESU, Bob joined his first company vessel, the *Exxon Baltimore* in the winter of 1974 as an Ordinary Seaman and retires as an Able Seaman.

Bob will retire to his home in Valdosta, Georgia and enjoy the good life.

The Exxon Seamen's Union has been fortunate to have had three such loyal and supportive members and all three are going to be sorely missed from the membership rolls of the ESU. However, the Executive Board and the members of this Union extend to Hal, Margarita and Bob a sincere, "job well done" and wish all three a long, healthy and happy retirement.

New Seabrook office e-mail address

Please note that the ESU Seabrook office has a new e-mail address. The new address is: esusea@sbcglobal.net

ESU News

Open enrollment for BCBS Medical & Dental plan

Quick response required

At press time the exact dates for Blue Cross/Blue Shield (BC/BS) Medical and Dental plans open enrollment period have not been announced, however it is anticipated that it will be from the last week of October and into the second week of November. Though the specific dates have not been made available, it is understood that the "window of opportunity" for members to make additions to their health care plans will only be approximately fourteen (14) days.

Notifications will be mailed by Benefits of the exact dates, however it is imperative that members wishing to make changes to their health care designations in respect to adding family members to the policy(s) or adjusting the amounts of their Pre-Tax Spending contribution amounts will have to respond quickly to meet the deadline, when announced.

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 also transfer to the Blue Cross Health Benefits plan during this period. 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 announced deadline. Benefits can mail or fax a form to you.

Pre-tax spending plan

As announced in the September issue of the *ESU News/West Coast Sailors* dramatic increases in employees' contributions to the BC/BS Medical plan are anticipated. At press time the Union and its Insurance Consultant, Mr. Harry Chapman of Chapman-Schewe Benefits Consulting continue to investigate a number of funding issues and plan cost cutting measures delaying a final announcement of rates.

In light of the significant increases expected it is highly recommended that members who have not in the past taken advantage of the Pre-Tax savings plan, enroll this year. At a minimum participants should declare the amount of their 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 un-taxed dollars.

Information packets will be mailed to all employees home addresses and to the vessels. Upon members receiving the required information as to both the enrollment period and premium rates members are urged to respond quickly to assure meeting the open enrollment deadline.

S/R Puget Sound departs SeaRiver's Fleet



The *S/R Puget Sound* ended its service with SeaRiver Maritime the middle of October. Here pictured arriving at the Richmond Long Wharf, Richmond, CA. preparing to make a port call. Photo credit: C/E Scott Bailey

The *S/R Puget Sound* has entered lay-up in Orange, Texas, and is slated to be turned-over to its owners, Overseas Shipholding Group (OSG) in the near future, ending service in the SeaRiver Maritime fleet. The 50kDWT vessel, acquired in the fall of 2000, was formerly named the *Potomac Trader* and was at the time SeaRiver initiated the charter owned by Attransco, Inc.

In May of 2003 the double-bottomed tanker was purchased from Attransco, Inc. by OSG who indicated at the time that the bareboat charter agreement with SeaRiver would continue to be honored. This charter to SeaRiver is believed to have been through February of 2010. The vessel, built in 1983 had an Oil Pollution Act of 1990 (OPA 90) "drop-dead" date of May 10, 2013 and can continue in U.S. trade until that date in respect to regulatory compliances.

SeaRiver management, in a fleet communication dated October 15, stated in part that, "Three vessels are projected to cover the anticipated demand for clean /specialty service. The re-deployment of the *S/R Galena Bay* to the U.S. Gulf en-

ables us to further optimize this segment of our fleet. Having just completed an extensive scheduled shipyard period, the *S/R Galena Bay* will replace the *S/R Puget Sound* (its sister-ship) in the cross-Gulf clean fuels trade. Due to the previously mentioned ANS tonnage demand decreases and full coverage of clean/specialty demands by three ships, the *S/R Puget Sound* has entered lay-up and this bareboat in-chartered vessel is currently projected to be returned to its owner in the 4Q04."

The vessel was lay-berthed in Orange, Texas in early October while clean-up and other tasks were performed before the giveback to OSG is completed. During its service within the SeaRiver Fleet the vessel traded in both the west coast ANS trade and most recently in the Gulf of Mexico clean oil trade.

With the departure of the *S/R Puget Sound* SeaRiver's fleet size has now been reduced to eight (8) vessels. Most of these vessels are facing mandatory "drop-dead" dates. Below is a compilation of SeaRiver vessels and their dates of mandated discontinuation under OPA 90 regulations:

Ship reports

S/R American Progress

ESU Executive Board visit conducted on October 5, at the ExxonMobil Docks in Beaumont, TX. Fleet Chef Don Picou filling in for regular Ship Representative Chuck Bell and doing an exceptional job of communicating with the ESU offices. Several onboard issues being worked by Executive Board including the bilge entry grievance and use of the MS to supplement the Steward Department as per agreement.

S/R Baytown

Board officer boarded the vessel in Martinez, CA, on October 13. Vessel has made a couple of discharges in the San Francisco bay area. Ship Representative Mark Myser on board. Questions were raised about medical sign on form and an apparent double standard on shoreside transportation. Board officer will address issues shoreside.

S/R Columbia Bay

Vessel has been trading between Anacortes and Valdez. Eric Lindsey filling in as Ship Rep. and called in from Valdez on October 15. Everything is going well here. Ship is preparing for a CAIP survey around the first part of November.

S/R Galena Bay

Vessel last visited at the Magellan Dock in Galena Park, Texas on September 18. Former Executive Board Officer Kevin Conroy serving as Temporary Representative for Ship Representative George Taylor. Vessel has assumed the *S/R Puget Sound* trans-gulf trade, Tampa to Corpus Christi.

S/R Hinchinbrook

Board officer boarded the vessel at Amorco in Martinez, CA on October 7.

Daniel McBride took over the Ship Rep. position from Tom Mckee. Crew complaints about the previous Captain sandbagging on the stores order and running out of supplies. Will be addressed shoreside. Vessel will make a couple of back to back trips to Hawaii.

S/R Long Beach

Board officer boarded the vessel at the Longwharf in Richmond, CA, on October 4. Regular Ship Representative AB Joe Graca on board and reports everything is going reasonably well. Question about Steward department overtime and was addressed on the vessel.

S/R Mediterranean

Ship Representative Frank O'Malia has been relieved to paid leave and John Munich is filling in during Frank's absence. John is communicating frequently with the Union offices.

S/R Puget Sound

Vessel visit conducted September 30 at the lay-up berth at the City Docks, Orange, Texas. ESU Representative Michael Harrison was onboard. Company has announced that vessel will be "turned-over" to its owners (see article) and all members are scheduled to be discharged from the vessel by October 18.

S/R Wilmington

Ship visited by Executive Board Officer on October 11, while at the ExxonMobil Docks in Baytown, Texas after completing Panama Canal transit. Bob Knight assumed the Temporary Ship Representative duties from Bob Ross who went to paid leave while at Baytown. Vessel to resume its east coast/gulf coast specialty cargo trade. No shipboard beefs reported.

Vessel	Hull Type	Built	OPA 90 Date
S/R Hinchinbrook	Double Bottom	1977	October 2005
S/R Columbia Bay	Double Bottom	1978	March 2006
S/R Mediterranean	Single Hull	1986	December 2009
S/R Long Beach	Single Hull	1987	January 2010
S/R Galena Bay	Double Bottom	1982	October 2012
S/R Baytown	Double Bottom	1984	August 2012
S/R Wilmington	Double Bottom	1984	April 2014
S/R American Progress	Double Hull	1997	No OPA "Drop Dead"

Source: Colton & Co./ABS Record

At press time the Union has received no updates from the company as to any acquisition of additional tonnage through pending new build projects or the buying or leasing of existing tonnage. In the October 15, communication to fleet personnel the company commented on future tonnage plans by stating, "Tonnage options to replace OPA-90 phase-outs in 2005 and 2006 continue to be assessed."

And in the same communication SeaRiver commented concerning the uncertain future of the *S/R Mediterranean*, saying that, "While currently projected to continue operation in the middle/far east crude trade, we continue to evaluate the longer term disposition of the *S/R Mediterranean*, including its potential sale or transfer in 2005."

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Jerry Patterson

Vice President John Straley

Deck Trustee Patrick Campbell

Secretary/Treasurer Leo DeCastro

Engine Trustee William Ackley

Recording Secretary Thomas Thompson III

Steward Trustee Gerard Nelson

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

Schedule of Course Offerings for 2004

The following dates are tentative. Contact Steve Messenger (415 778-5490) for more information.

STCW 95 Basic Safety Training

- Basic Fire Fighting
 - Basic First Aid
 - Personal Survival
 - Personal Safety and Social Responsibility
- Nov 1-5 Nov 15-19 Dec 6-10 Dec 13-17

LMSR Vessel Training (MSC approved)

Nov 2-12 Nov 30-Dec 10

Small Arms Training (MSC approved)

Nov 15-17 Dec 13-15

Able Seaman (AB)

Nov 1-13 Nov 29-Dec 11

Survival Craft (Lifeboatman)

Nov 15-18 Dec 13-16

Training Information and Enrollment

Contacts

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The annual Labor Day parade in Wilmington, CA, September 6, in Banning Park. From left standing: Chris Skorodynski & son, Mr. & Mrs. Carl Schou, Gabe McDonald, Duane Nash, Bill DeBenedictis, Cliff Rouleau, John Folcarelli, Tom Riley, Wiling Branch Agent Keith Miller. In front: Charlie Schwab, John Makaiwi & son, Ernie Jalomo. Photo: Mrs. Skorodynski

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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Welfare Notes

October 2004

Coverage for medical treatment is something we all think of especially during an election year as it becomes a campaign issue. Active SUP members are eligible for both medical and dental coverage. Please be sure that you are enrolled for a medical and dental plan. If you have not enrolled for coverage, contact the plan office for enrollment information.

We encourage you to use your dental plan as an important part of maintaining your overall health. Many of the preventive and minor services covered under the dental plans are performed without any co-payment due from you.

When going to your dentist for extensive treatment, however, it is advisable to get information on the proposed treatment before the work is performed. The dentist can give you an itemization of the services including an estimate of any co-payments that may be due from you.

You can check the proposed dental treatment plan with your information to make sure any co-payments that will be charged are correct. You may also contact the SUP Plan office for any questions or to change dentists within your plan.

Pensioners can also submit dental charges for reimbursement under the Pensioner's annual allowance benefits. In any case, it is a good idea to get a treatment plan that includes costs which may be due from you before the services are performed.

The SUP Welfare Plan staff is here to help you.

- Michelle Chang, Administrator
- Steve Messenger, Training Representative
- Patty Martin
- Brian Farmer
- Virginia Briggs
- Michael Jacyna

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

Attend your Union meetings

Retracing epic *Kon-Tiki* voyage from Peru to Polynesia to begin next year by Heyerdahl's son

Trip will study environmental threats to ocean

Nearly 60 years after Thor Heyerdahl sailed his *Kon-Tiki* balsa raft across the Pacific to prove a theory about ancient mariners, a team that includes his grandson, plans to recreate the 101-day epic voyage on a craft equipped with solar panels, a satellite navigation system and a link to the Internet.

In 1947, Heyerdahl and his team sailed a raft with the most basic of equipment 4,900 miles from Peru to Polynesia to demonstrate that prehistoric explorers may have migrated across vast stretches of ocean. Heyerdahl, who died at the age of 87 in 2002, documented the harrowing voyage in the best-selling book "*Kon-Tiki*" and in an Oscar-winning documentary film.

The new team, backed by Norway's Environment Ministry and endorsed by the *Kon-Tiki* Museum, hopes to follow the route of the epic voyage aboard a balsa raft named *Tangaroa*, the Polynesian god of the ocean.

Although the *Tangaroa* will be primitive, expedition member Inge Meloey said it would showcase modern technology. The cabin roof will have solar panels affixed to it to generate electricity, he said, and the raft will have satellite navigation and communications and be able to transmit internet updates throughout the voyage, set to start April 28, 2005.

They wanted to carry on Heyerdahl's

tradition, said team leader Torgeir Saeverud Higrav, a teacher and journalist at the *Kon-Tiki* Museum in Oslo. However, changes in the environment had caused one of the greatest challenges to the \$900,000 expedition even before it started. The rain forest in Peru where Heyerdahl harvested his balsa logs is gone, he said, and the river he used to float them to the sea has slowed to a trickle. The team plans to cut balsa trees in a nearby forest, starting in December. The crew plans to take the same amount of time as the *Kon-Tiki* and, as on the first trip, the sailors will include five Norwegians, a Swede and a parrot.

The team wants to honor Heyerdahl and to draw attention to environmental threats on land and at sea. They plan to take scientific samples along the way, test new theories on ancient navigational

"I had to say yes, to satisfy my sense of adventure," said Olav Heyerdahl, the late adventurer's 27-year-old grandson, who spoke near the original *Kon-Tiki* raft at the museum. The younger Heyerdahl—a carpenter, building engineer and diver—will be responsible for constructing the raft.

At a news conference, Thor Heyerdahl Jr. said his father would have been delighted by the project, and "his own grandson being part of it would have made him very happy."



SUP President's Report

October 12, 2004

MILITARY SEALIFT COMMAND: LMSR AWARD

In the wake of the Military Sealift Command's (MSC) misguided decision of August 31, that awarded nine Large Medium Speed Roll-On/Roll-Off (LMSR) vessels to American Overseas Maritime Corporation (AMSEA), a subsidiary of General Dynamics, and two other LMSRs (*USNS Gilliland* and *USNS Gordon*) to a company named 3PSC, the SUP in conjunction with the MFOW, MEBA and MM&P, has successfully mobilized congressional support to make MSC think twice about transferring the vessels from Patriot Contract Services.

House Democratic Leader Nancy Pelosi of San Francisco has spearheaded the effort. Her inquiries, the activism of her staff, and her letter of September 13, (see the September *West Coast Sailors*) to the Secretary of Navy without a doubt played a significant role in MSC's September 30 decision to extend Patriot's LMSR contract into the second quarter of 2005.

As reported last month, Patriot filed a comprehensive protest over the award on September 17 with the Government Accountability Office (GAO). The company requested that the GAO sustain the protest and direct MSC to terminate the awarded contract, re-evaluate proposals, and award the contract to Patriot. In the alternative, Patriot requested that the GAO direct MSC to restate its requirements and either modify the existing solicitation for the LMSRs or issue a new one. The GAO must issue a decision on the merits of the protest no later than December 27, 2004. The details of Patriot's protest will be published in this month's *West Coast Sailors*.

At last month's (September 8) meeting between the affected Unions that stand to lose hundreds of jobs because of MSC's decision and Vice Admiral David L. Brewer, Commander of MSC, there seemed to be a belief on the part of Agency that those employed in the LMSRs would remain aboard when AMSEA assumed operation of the vessels. Although the Unions hammered home the point, the MSC operatives appeared clueless to this basic fact.

To ensure that those responsible for the transportation of assets for U.S. forces were clear on the nature of Patriot's pool of mariners, your secretary on September 27, wrote the following to General John W. Handy, Commander of the United States Transportation Command (TRANSCOM):

General John W. Handy

Commander

USTRANSCOM

508 Scott Drive

Scott Air Force Base, IL, 62225-5357

RE: LMSR Manpower

Dear General Handy:

A sense of duty compels us to inform you of a potentially serious logistical problem developing out of the recent award of nine LMSR ships to American Marine Overseas Corp., (AMSEA) on August 31, 2004, which displaced the incumbent Patriot Contract Services.

Patriot's contracted labor pool is for the most part independent and non-transferable to the new operator. That's because the mariners presently onboard those ships are most likely to remain with the organizations where they have their health, pension, and seniority benefits. To exclude these trained and vetted mariners from continued participation in the ongoing sealift mobilization is wasteful, imprudent, and as these mariners seek other work, causes long-term degradation to sealift readiness.

Moreover, all this happens at exactly the wrong time. In light of impending activations of most or all of these ships to full operating status, the shortage will become acute, and could cause disruptions in the Military Sealift Command's ability to supply our troops overseas.

The dislocation of an established labor pool with an excellent performance record is one thing, but the forced exacerbation of a mariner shortage that potentially hinders the timely delivery of equipment to the war fighter is quite another. Accordingly, we urge you to assess the impact of the award on the operational performance of these critical ships with specific regard for the negative effect on the surge mariner pool.

On the political front, at the request of Leader Pelosi for further information, the SUP, MFOW, MEBA and MM&P sent her the following letter on September 28:

The Honorable Nancy Pelosi

Minority Leader

House of Representatives

2371 Rayburn House Office Building

Washington, DC 20515

Dear Congresswoman Pelosi:

We are writing to express our serious concern with the award to American Overseas Marine Corporation (AMSEA) of a contract to operate nine large, medium speed, roll-on/roll-off (LMSRs) sealift vessels. This award by the Military Sealift Command (MSC) on September 1 is for \$23.5 million for one year; however, with its four one-year options, the full value of this contract is \$122.6 million. This contract award raises a number of critical issues that require further clarification.

These are highly complex vessels requiring crews that have received specialized training unique to the operation of these ships and to their mission in support of American forces engaged in the worldwide war against terrorism. The current operator of these nine vessels, Patriot Contract Services of Walnut Creek, California, and the mariners from our unions, have a demonstrated record of experience operating these vessels that has been commended by the MSC. Both Patriot and our unions have invested substantial sums, time, and effort in special, sophisticated crew training to ensure that these highly complex vessels are operated efficiently and effectively. They are putting this experience to use every day, with exemplary performance, providing sealift for America's Armed Forces in Iraq.

Despite this record, and despite the fact that AMSEA and its projected crew have no experience operating these LMSRs, the MSC has chosen to drop Patriot, with the probable loss of a trained labor pool of 1,500 mariners on the West Coast and principally in California. MSC has chosen to ignore what we believe are the clear overall national security advantages of retaining the vessels' existing operator and crews and has instead chosen to award the contract to AMSEA reportedly for economic reasons. MSC says that there will be a savings of \$700,000 for the first year, or \$6 million over the five-year potential scope of this contract. However, this savings itself may prove illusory, as it does not factor in the estimated \$1 million per vessel cost to the MSC of changing from Patriot to AMSEA or the cost increase of operating these vessels, as is the case now, in Full Operating Status for a greater length of time than projected in the new contract. Given Patriot's management and its crews' demonstrated proficiency, the true cost of each bid should be re-examined to take these factors into account.

However, the issues raised by this award go beyond the dollar difference of each bid. We are now in the middle of a war wherein "changing horses in mid-stream" would appear to be unwise, particularly given the competence, training, and experience of Patriot and its crews and the relatively small difference on paper in cost between the two bids.

This goes beyond proven competence. AMSEA simply does not, and will not have, the base of trained, competent, and available personnel to perform this contract with all nine vessels in operation. We believe that AMSEA's bid is based on the false premise that members of our unions who possess the necessary qualifications will cross over to work for the unions contracted with AMSEA. This, in fact, is not the case. We have contacted and polled our membership and our members will not transfer to perform this contract under AMSEA. Our members will not, and cannot,

not, cross over because AMSEA has collective bargaining agreements with different labor unions than those of Patriot, and our union members would, therefore, lose the pension and medical benefits provided through the labor organizations to which they belong.

Furthermore, two years ago, when a contract was awarded by the MSC for the operation of another eight LMSRs, the justification for continuing with the existing operator then was to avoid the risk of disruption of planned military operations. In that case, two experience bidders, one of whom was Patriot, were rejected even though their bids were substantially lower, by \$18 million. In the interest of patriotism and the national interest, these lower, but highly competent and proven operators, withdrew their protest at the time, despite the support of a stay of performance order from the General Accounting Office (GAO). Now, in the midst of actual combat operations, this rationale is discarded, with no reasoning to sustain it, in favor of minimal cost differences on paper. (It should be noted that within the past week Patriot Contract Services formally protested with GAO the AMSEA contract.)

Thus, not only does this contract award to a new operator raise the issue of risk of diminished sealift readiness and performance in time of war, but there are clear questions of consistency and double standard that require clarification as well. Additionally, if this contract award is sustained, fully 61 percent of the U.S. Government's surge sealift fleet (or 17 of 28 vessels) will be in the hands of just one vessel operator, AMSEA. This concentration will diminish rather than enhance the strength of our Nation's merchant marine management and personnel base.

In view of these issues and to ascertain how this contract award decision was made, we met with Vice Admiral David Brewer, the MSC Commander, on September 8. In a lengthy meeting in which all of these issues were raised and discussed in detail, Admiral Brewer was entirely unresponsive. We are, therefore, seeking your assistance in this extremely important matter that affects the California maritime economy and 1,500 merchant mariner jobs; our ability to maintain a strong, broad maritime industry base of management and personnel; and, the Nation's need to have reliable sealift for our Armed Forces and for the national defense of the United States of America.

We would greatly appreciate your assistance in this urgent and critical matter.

Sincerely,

Ron Davis, President, Marine Engineers' Beneficial Association

Captain Timothy Brown, President, International Organization of Masters Mates and Pilots

Gunnar Lundeborg, President & Secretary-Treasurer, Sailors' Union of the Pacific

Henry "Whitey" Disley, President & Secretary-Treasurer, Marine Firemen's Union

Working with Leader Pelosi's staff and Gloria Tosi, President of the American Maritime Congress, an advocacy organization for MEBA and its contracted companies, your secretary traveled to Washington and spent October 4, 5 and 6 on Capitol Hill seeking support for the Union position on MSC's LMSR Award from the California delegation. Only Democrats were contacted as most, if not all, of the Republican members had received substantial campaign contributions from General Dynamics and thus viewed as less likely to be responsive.

As a result of the intense lobbying effort, Leader Pelosi sent the following letter on October 8, to David M. Walker, Comptroller General of the United States, who oversees the GAO. The letter was co-signed by 26 of her colleagues in the House of Representatives.

The Honorable David M. Walker

Comptroller General of the United States

U.S. Government Accountability Office

441 G Street, NW

Washington, DC 20548

Dear Mr. Walker:

continued on next page

President's Report continued

Thank you for your dedication to making the federal government more effective and responsive.

Attached is a letter from four West Coast maritime unions, representing union members who have been working under a contract from the Military Sealift Command to Patriot Contract Services of Walnut Creek, California to operate eleven large sealift vessels. Many of these masters and mates, sailors, marine engineers, and marine firemen are our constituents.

In spite of its stellar performance, Patriot Contract Services did not win renewal of the contract to operate nine of these vessels (two were set aside in the new round of bidding for small business contracts). The enclosed letter expresses serious concerns over the manner in the new contract for the nine vessels was awarded. On September 17, Patriot requested that the GAO investigate the process, result, and justification for the contract award for these nine sealift vessels.

We are writing to ask you to consider the request for an investigation. We believe it is in the best interest of our constituents that the circumstances of the case be thoroughly investigated and evaluated as rapidly as possible.

Thank you for your consideration of this request. We look forward to learning your views on the Patriot case.

Sincerely,

NANCY PELOSI, House Democratic Leader

In addition to Leader Pelosi's letter, Representative Ellen Tauscher whose district includes Patriot's headquarters in Walnut Creek, California, sent a separate letter on October 1, to Secretary of the Navy Gordon England requesting that the LMSR Award to AMSEA/General Dynamics be suspended pending a full investigation. It should be noted that Secretary England served as Executive Vice President of General Dynamics prior to being appointed by President Bush.

The Union will continue to aggressively pursue all avenues in order to maintain our work in the LMSRs.

Will keep the membership fully informed.

MATSON NAVIGATION COMPANY

As reported last month, the SUP, MFOW and SIU-A&G Marine Cooks met with representatives of Matson on August 18, to discuss the company's proposal to negotiate a new collective bargaining agreement for vessels Matson is considering buying to call Guam in anticipation of the end of the APL/Matson Alliance in February, 2006.

The parties met again at Headquarters on October 5, and 8, to resume discussions. At the October 5 meeting, the Unions were represented by MFOW President Whitey Disley, SUP Vice President Dave Connolly, MFOW San Francisco Port Agent Tony Poplawski, and SIU-A&G Assistant Vice President Nick Celona. The company was represented by Captain Jack Sullivan, Vice President of Vessel Operations and Offshore Labor Relations and Tom Percival, Manager Labor Relations and Vessel Operations. The same people were present for the October 8 meeting but with the addition of SIU-A&G West Coast Vice President Nick Marrone, company attorney Martin Oppenheimer and your secretary.

At the August meeting, Sullivan stated that the company was looking for two or three self-sustaining 1,100 teu vessels to service Guam and the Northern Marianas Islands from Honolulu. He also estimated the cost purchasing these foreign-built ships at \$22 million per vessel.

However, at the October meetings, Sullivan said the company had altered its projections for Guam Service Replacement Vessels and now desired to buy four 1,700 teu self-sustaining ships and operate them from the West Coast directly to Guam. He estimated that foreign-built vessels of this capacity would cost approximately \$40 million apiece. Furthermore, Sullivan stated that Matson will apply to the Maritime Administration by October 15 for Maritime Security Program (MSP) operating agreements for the vessels.

Whether or not Matson is successful in obtaining MSP "slots" for the vessels is problematic as there are only eight "slots" available for Section 2 citizens as defined by the Shipping Act of 1916, or vessels owned by a documentation citizen and operated by Section 2 citi-

zen. Informed sources indicate that many companies will be vying for these new operating agreements with the Defense Department having final approval as to the type of militarily useful vessels it wants enrolled in the program. Of the remaining 52 "slots," 47 are reserved or "grandfathered" for those operators participating in the current MSP program and five "slots" are for U.S.-built, U.S.-flag and U.S.-crewed tankers operating in the foreign trades.

Sullivan proposed that if Matson was successful in obtaining MSP—which would provide a payment to offset crew costs of \$2.6 million per vessel beginning on October 1, 2005, and escalating to \$3.1 million for fiscal years 2012-2015—wages and crew complement for the new Guam vessels would be the same as the *Manukai*-type CV2600 vessels. But if MSP was not forthcoming, the company proposed an IBT *Moku Pahu* wage structure.

In addition, the company proposed work rule changes for each Union. Matson's wish list for the SUP included no strike language under any circumstances, the extension of the Shoreside Maintenance Agreement from June 30, 2005, until June 13, 2013, permanent bosuns selected by the company in the Guam ships, and the elimination of mandatory washdowns in all company vessels.

Needless to say, the company's proposals were rejected. The Unions pointed out that Matson was currently operating three C-9 type vessels (*Mahimahi*, *Manoa*, *Mokihana*) in the Guam trade without government assistance, that the new vessels would be their replacements, that the Guam trade is profitable to Matson and appears to be a growth market in the near future given the projected redeployment of U.S. forces in the Pacific, and that the company had given no compelling economic justification for Union concessions.

Sullivan was adamant in stating that the company required a "competitive" agreement as proposed and that Matson would "never build or buy another vessel" without negotiating new agreements.

Sullivan also raised the threat of Matson running a double-breasted operation in the Guam trade, a tactic that was successfully employed over the *Manukai* in 2003, by stating that the company as a "preference to go with its existing Unions" but if an agreement could not be reached an option would be to "continue Guam service in the form of a time-charter arrangement."

The Unions again warned Sullivan that duplicitous and unfair bargaining would trigger appropriate action by the Unions. Although no further meetings were scheduled, anticipate Matson will request one.

SUP WELFARE PLAN

As reported in July, the SUP Welfare Plan continues to struggle with the skyrocketing costs of health care. Annual increases in premiums paid to HMO's and PPO's have averaged over 20% for the past 3 years. Because of these out-of-control costs, the regular or "guaranteed" account shows a projected deficit. This regular account is funded by American Ship Management and Matson Navigation Company in accordance with Section 29 of the General Rules of the respective collective bargaining agreements. The regular account was established as the U.S. Public Health Replacement Program for active seamen in 1981 after President Reagan eliminated funding for the Public Health Service Hospitals (marine hospitals). The language adopted at that time in Section 29 obligates the employers "to provide hospitalization, medical and dental benefits, which are reasonably comparable to the curtailed or eliminated services that have been provided to active seamen by the USPHS." The regular account still pays for a large part of the health care premiums for active members and their dependents as well as some pensioner benefits. Other SUP-contracted employers also make per manday contributions as a result of negotiations, to the Welfare Plan, but the funding by ASM and Matson is guaranteed.

At the September 24, 2004 meeting of the Board of Trustees of the SUP Welfare Plan, the Union trustees (Dave Connolly and your secretary) repeatedly demanded, as they have for the past three meetings, that the employer trustees (Tim Gill for ASM and Tom Percival for Matson) immediately remedy the deficit problem with increased contributions. This demand was met with continued resistance from the employers. The employers pressed for wholesale changes in Plan struc-

ture, including a proposal to create a defined contribution plan in which participants make contributions (co-pays) of their own as opposed to the present structure is a defined benefit plan. In fact, SUP members have made contributions to the Plan since many welfare contribution rates dating back to 1949 were derived from and were allocated out of negotiated wage packages in order to supplement Marine Hospital benefits and benefits for dependents. The Union trustees called the proposal misguided and out of order, given that any changes to the collective bargaining agreement must be negotiated by the bargaining parties, not the trustees.

Before they would agree to make the necessary contributions, the employers argued that the Union trustees must first agree to changes to the eligibility system. Without agreeing to any changes, various scenarios were discussed, and the Plan consultants were authorized to examine the potential cost savings of restructured eligibility. The Union trustees continue to maintain that the necessary contributions are non-negotiable and notified the employers that delinquency proceedings will commence if additional necessary contributions are not forthcoming. Will keep the membership informed as this issue develops.

AMERICAN SHIP MANAGEMENT

On September 27, the SUP was notified by American Ship Management that it requested to "enter into collective bargaining with regards to the parties' current collective bargaining agreement, at the earliest possible date."

Following in the wake of the September 24 SUP Welfare Plan Trustees meeting, it was presumed the company wanted to discuss its obligations under Section 29 of the General Rules to fund guaranteed benefits as well as issues related to ASM's desire to continue operating APL's MSP fleet after September 30, 2005.

In a response sent the same day, your secretary reminded the company that the General Rules, including Section 29 are bargained by the SUP, MFOW and SIU-A&G Marine Cooks jointly, not by the SUP alone. As of today's meeting, there have been no further communications from the company on the issue.

It should be noted, however, that under normal circumstances ASM would be notified 90 days prior to the September 30, 2005 expiration of the current agreement of the Unions' desire to commence bargaining. The position the Unions and the company are face with, is anything but normal.

Under the new Maritime Security Program enacted in July of this year, APL will not be obligated to use a Section 2 citizen company, such as ASM, to operate its U.S.-flag ships enrolled in the program. In fact, APL will become the actual owner of the MSP operating agreements on October 1, 2005, and must make application to the Maritime Administration by October 15, to secure its nine "grandfathered" slots. A decision on the application will be made and announced no later than 90 days after October 15. By that date (January 13, 2005), the Secretary of Transportation, in conjunction with the Secretary of Defense, shall announce the approval of applications and shall explain in writing why applications were not approved.

Given these circumstances, it is expected that ASM will request bargaining at some point in order to make an economic proposal to APL.

BURGESS v. SUP

Wayne Burgess has filed two charges against the Union with the National Labor Relations Board in Los Angeles alleging that the Union "breached its duty of fair representation" by failing to process Burgess' grievance regarding his firing as standby sailor in the *Matsonia* in Long Beach on August 12, and that the Union breached its duty of fair representation in the dispatch of a standby bosun from the Wilmington Branch.

The Union denies both charges and has retained Glenn Rothner of the law firm of Rothner, Segall & Greenstone to represent the SUP in this matter.

ACTION TAKEN

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

Gunnar Lundeberg

Vice President's Report

October 2004

LMSR update

Since there is no indication that past performance or technical ability was the determining factors in the LMSR award, and since the price difference was not meaningful, there is a strong possibility that the LMSR contract decision was made on a political basis. In response, the Union rallied its political forces to fight fire with fire. In his report, President Lundberg recounts the highlights of a trip to Washington that ranks among the most significant in the recent history of the Union. It was his ability to access and connect with our friends in Congress that helped initiate a stay of turnover and launched an investigation into the specifics of the award. But if we are to continue the effort to protect our work, we must raise money for the contributions that are an elemental part of the system. Accordingly, I urge all members to regularly give whatever they can to the SUP Political Fund.

Elections

As everyone knows, this may be the most important election of our lifetimes. Any member in the San Francisco Bay Area that wants to help influence the outcome can contact me for work in precinct walking and phone banking in the critical get-out-the-vote effort.

Merchant Marine Document renewals

In response to numerous questions on the Coast Guard's MMD renewal process we make the following recommendations.

1. Start early. The expedited process is a three week minimum. It can be much longer depending on the REC. When your z-card expires you are ineligible for work. You have a one year grace period to get it renewed without losing your endorsements, but when it expires you are ineligible for work on inspected vessels or uninspected vessels greater than 100 tons.
2. If you have a record, do a background check on yourself beforehand. After 9/11 all MMD renewals must have a background check, so just because something in your past did not come up in the last renewal does not protect you this time. There are at least two ways to get this done—request your file from the FBI or pay for a private company to do a check. One such company is called Choicepoint at www.choicepoint.com. Then make sure that you account for any and all convictions on the application. If you miss one, you could have your MMD suspended for one year for fraudulent statements.
3. Maintain your documentation. Certificates, training records, sea service, classroom time, medical records, background checks, character references, drug testing results—these will all assist in your renewal. You are responsible for your paperwork, and having more of it is almost always better than having less.

Ships checked

- Washington Voyager**— Earl Eastmark, delegate: Discussion on possible proposals for next round of negotiations.
Colorado Voyager— Ron Gill, delegate: Running smoothly.
Maui— Grey Schauf, delegate: Clarification on lodging, delayed sailing.
APL Singapore— Dave Sylstra, delegate: In good shape.

Dave Connolly

Wilmington report continued

minimum call out for tie-up. *Ewa* did not lay up on the September 14 and is still running. *President Grant*: OK, Rhudean Musgrove, delegate.

On September 4, the Maritime Trades Department of Southern California Ports Council was honored to be the host of the Los Angeles/Long Beach Harbor Labor Solidarity Cruise 2004, on the historic vessel *SS Lane Victory*. Your support and participation was crucial in making this event a success for 750 guests (approximately 150 of them school children). This was an unforgettable day of labor history. There was reserved space for each participating local union affiliates and their invited guests. Our cruise started at Pier 94 at the Los Angeles Harbor, to the Port of Long Beach and continued up the California Coast where guests were provided with lunch and entertainment. Our list of guest speakers included various unions that lectured on their work in the harbor and their unions role in shaping it as well as other community leaders. Guests/school children learned about the maritime labor, longshoremen, pile drivers, oil workers and other union members, who continue to build the world's greatest harbor.

September 6 was the annual labor day parade in Wilmington, California. SUP and MFOV members assembled at our hall at 8:00 a.m. for a continental breakfast, then to Broad and E streets to begin the march at 10:00 a.m. All the waterfront unions and others in the L.A. area including longshore workers, mariners, teachers, teamsters, bikers and low riders and antique cars proceeded down Avalon Boulevard to Banning Park, where the festivities began. There was food, speakers, and a blues band, and we handed out lollipops to children along the way. Everyone involved behaved in top form. Thanks to Ken "Sinbad" Delancey for running around during the parade with his truck moving and bringing tables and chairs and elderly and handicap members to the park and setting up. Thanks to Bill O'Brien for arranging a continental breakfast, buying the food and setting up.

Ships are still backed up in the harbor on the hook as many new longshoremen, 3000, were taken in the ranks of the ILWU as casuals. Having the same beef of customs not clearing APL ships for launch service. A letter was sent by Capt. David Boatner, MMP Agent, Al Camelio, MEBA Agent, John Cox, SIU Agent, Bill O'Brien, MFU Agent, and myself, to Capt. Grant Stewart of ASM on this issue on October 1. Awaiting a reply, will keep you informed.

Keith Miller
Branch Agent

Jacksonville report continued

sequent visit. The practices have since stopped and we are now working within the provisions of our agreement.

USNS Seay-Boarded in Philadelphia, PA on September 12. Paul Harsany is the bosun/delegate. Only one AB and one OS aboard due to ROS status. No beefs. *USNS Yano-Boarded* in Baltimore, MD on September 13. John Drolla is the delegate and Steve Huggins is the bosun. There were problems with the receipt of funds for M&R work and very limited OT. Funds have since been received after contacting Patriot.

USNS Shughart-Boarded in Baltimore, MD on September 14. Kendrid Jackson was the delegate and Brian Yost the bosun. Vessel just berthed after transit from Middle East. Great morale onboard. Gang did a remarkable job throughout transit repairing and maintaining equipment damaged by the fire. No beefs. Ship remaining in FOS pending transfer to shipyard on East Coast yet to be determined.

All to frequently, some LSMR sailors are willing to work outside of our negotiated agreement for what they perceive as some kind of benefit derived. There is never any benefit to be had from a "Sweet Heart" deal. First, you always lose money because you are willing to forfeit OT in order to oblige your trade-offs. And second, you undermine your union's position and set precedents which are difficult to overturn. Do not agree to work outside of the negotiated agreement and well all fare better. All members aboard these vessels are staunch in their support of our union. Thanks to President Gunnar Lundberg, Vice-President Dave Connolly and the SUP's leadership in their fight to garner congressional support and for all of their efforts to retain our jobs. For all SUP members residing in Florida we hope you fared well through Hurricanes Charley, Ivan and Frances. Don't forget to check your documents for currency and get registered.

Bud Yost, East/Gulf Coast Rep.

Seafarers killed in lifeboat drill in Oz

Two Filipino crewmen were killed and three injured on October 8, during a lifeboat exercise aboard the Hong Kong-flagged Capesize bulk carrier *Lowlands Grace* at Port Hedland in Australia. One of the injured crew members has been treated and released from the hospital, but two remain hospitalized.


Senior Sergeant Barry O'Meara from the local police station said that five crew members were on a lifeboat as it was being lowered in a routine training exercise at about 1500 local time. For a reason still to be determined, the boat fell approximately 90 feet into the sea, capsizing and trapping the men underneath. A nearby Australian naval patrol vessel was able to render assistance to the trapped crew.

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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES

October 6, 2004

TRANSPORTATION AND INFRASTRUCTURE
COMMITTEE

SUBCOMMITTEES
COAST GUARD AND MARITIME TRANSPORTATION
RAILROADS
AVIATION
VETERANS' AFFAIRS COMMITTEE

SUBCOMMITTEE
VETERANS' HEALTH

website: www.house.gov/filner


Gunnar Lundberg
President/Secretary-Treasurer
Sailors' Union of the Pacific
450 Harrison Street
San Francisco, CA 94105

Dear Gunnar:

It was a pleasure to see you during your recent visit to Capitol Hill.

Thank you for briefing me on the Military Sealift Command contract. As you requested, I have urged the Government Accountability Office to investigate the matter. You can count on my continued support!

If I can be of further assistance, please contact me or my Legislative Assistant, Peter Clark, at (202) 225-8045.

Sincerely,

BOB FILNER
Member of Congress

BF/pc
2172194

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Record of SUP Shipping September 2004

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	5	4	5	1	15
Maint. Man	3	0	0	1	4
A.B. Dayworker	0	0	9	6	15
A.B.	15	16	14	4	49
O.S.	0	3	2	0	5
Standby	22	7	61	28	118
TOTALS	45	30	91	40	206

SUP Branch Reports

Seattle

September 20, 2004

Shipped the following: 6 Boatswains filled by 3 A and 3 B cards; two went to Navy bottoms and one was a relief job. 18 Able Seaman berths filled by 5 A, 6 B, 6 C and 1 D registrant. Of these jobs one was a return, four were relief's, six went to commercial buckets and seven went to Navy ships. 4 Ordinary Seaman jobs shipped to Navy ships; taken by 3 B members and one D registrant; and 14 standbys filled by 2 A, 9 B, 1 C and 1 D registrant.

Registered: 15 A cards for a total of 35; 23 B cards for a total of 58; 10 C cards for a total of 25.

Ships checked

President Polk, President Truman and *President Jackson* back from the Far-East with little or no trouble. *Kauai* and *Maui* in twice and running smoothly. Along with SUP members Wil Williamson and Mike Boyle, I attended the Washington State Labor Council Convention where we put forward a resolution on Short Sea Shipping, asking for continued support from our elected officials so that all vessels engaged in this trade be built and crewed by U.S. workers; and we presented a resolution from the Deep Sea Fisherman's Union regarding displaced skippers and crew resulting from the governments North Pacific Fisheries allotment buy-outs. SUP pensioner Tony Jones, who sits on the Pierce County Labor Council as a delegate to the Hotel and Restaurant Workers Union assisted in getting the resolutions moved and passed. After several tough months at the bargaining table, the UFCW voted overwhelmingly to ratify a three-year contract with their employers wherein they held fast against a two tier wage and benefits proposal submitted by the companies. This attack on working families was aimed at union health care benefits that the Wall Street big shots wanted the large Grocery Chains to eliminate.

President Gunnar Lundberg attended the September Seattle Branch meeting where he gave his report and answered questions regarding the situation with the Military Sealift Command. Members traveled from as far as Portland, Spokane and the Canadian border for this meeting and President Lundberg did an excellent job answering the membership's concerns regarding the LMSR contract award protest; the Money Purchase Plan benefits changes; Work Rule issues; the Matson Navigation Company proposals; and American Ship Management's upcoming negotiations with American President Lines. The meeting continued into overtime and no question went unanswered.

This Agent encourages all to vote in the November national and Washington State elections and to vote for the Labor candidates that support our jobs and our working conditions; John Kerry for President, Patty Murray for U.S. Senate, and Christine Gregoire for Governor.

Vince O'Halloran, Branch Agent

SUP member joins pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 820:

Edward R. Sabo, 62, Book No. 7447, joined SUP in 1964, 27 years seetime.

Wilmington

September 20, 2004

Shipped the following during the period: Bosun: 6; B: 13; AB Maint.: 8; OS: 4 and Standby: 71 for a total of 102 jobs shipped.

Registrations: A: 41; B: 20; C: 3 and D: 5.

Ships checked

APL Singapore: OK, Frank Salvatierra, delegate. *Manukai* OK, Jim Clay, delegate. Job order in for BB-winch to be moved away from bits, and motor speed work done, from captain. *Mokihana*: OK, Art Pond, delegate. *APL Korea*: payoff beef. Shipped not cleared and no launch service available on Friday. At 0800 Saturday, customs and 3 new crew members came aboard, and the 3 old crew members were still aboard from midnight to 0800 and they did not want to pay them for the day. They were advised not to pay off or sign off until they received the days pay which they eventually got. All work assignments should be posted on the board after 1700 including bunkering. Paul Calais, delegate. *Manoa*: Bill Henneberry, delegate. OK. *Matsonia*: OK, Paul Barbour, delegate. Gave the sheets to Dave Gillis. *Maunawilli*: OK. Mark Hurley, delegate, no beefs. In L.A. from Philadelphia shipyards. *APL Philippines*, Richard Crowell, delegate. Third mate doing sailors work, bolting on tank tops, put bosun and two men in for 2 hours 01'. Also, sailors tighten lashings, that is our work, otherwise OK. *R.J. Pfeiffer*, Va'a Tautala gave the sheets to Jim McGee. The ashes of Brother Ron Lempriere were spread off Diamond Head approximately 1600 on Friday 8:27:04. *APL China*, Gabe Sipin, delegate. When watches are in effect in OT hours at call out, the watches time starts when the gang hits the deck. In wash downs on Friday, you do not knock off the gang on weekends or use part of them and continue on Monday unless there is foul weather. Watchdown is all-hands every day until it is over. *President Wilson*: Lawrence Gately, delegate, food beef. *APL Thailand*: Vince Estrada, delegate, OK. When ships at anchor are awaiting to be cleared by customs for launch services or pratique, they are not at a regular anchorage or in port. Sea watches are still in affect and when vessels sails to the dock it is not considered a shift but just a regular two hour

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San Francisco Business Agent

October 12, 2004

Kauai— Tony Fague, delegate: Van carrier. Island run. No disputes.

Lihue— Manny Roxas, delegate: Coastwise to Island. Will make two more trips. Disputed time was payable.

Lurline— John Gabourel, delegate; Danny Gonzales relief bosun: Running smoothly.

Manoa— John Fernandez, delegate; Charles Duke, bosun: Voyage pay off. No disputes. Good gang.

Maui— Chuck Maringer, delegate: Coastwise from Seattle, John Hamann new bosun.

Pres. Jackson— Patrick Tite, delegate: In from Seattle; delayed sailing; last trip not payable on overtime when called.

Honolulu

September 20, 2004

During the month of August, 2004, dispatched the following: 1 bosun, 1 AB, 2 AB maints., 5 ABD, 1 ABD relief, and 1 OS. These jobs were filled by 5 A members, 4 B members, and 2 C members. Also shipped 31 standby jobs, filled by 5 B members, 12 C members, 12 D registrants, and 2 MFOW members, for a total of 42 jobs shipped.

During the month of August, registered 5 A members, 6 B members, 3 C members, and 1 D registrant. To date registered are 12 A members, 10 B members, 7 C members and 6 D registrants for a total of 35 registered.

Ships checked

Maui, Lurline, Lihue, Matsonia, Kauai, Ewa, R.J. Pfeiffer, and Manukai. All with few or no beefs. *MV Maunawili* through on maiden voyage in good hands with Mark Hurley delegate and Mike Freng bosun. Potable water problem. Paint and rigging gang running smoothly with Monte Kalama as bosun.

On September 15, attended the Hawaii ports maritime meeting. Invited captain the port Timothy Skuby to address problems on the issuance of MMD's at the Honolulu REC. He related most of the delay is due to national maritime center policies and is out of his hands. He did give us office access to help on priority matters.

On September 20 and 21, Honolulu hosted a merchant marine personnel advisory committee (MERPAC) meeting at the Bishop museum. This committee is obtaining input from maritime industry people on issues of training, STCW requirements and medical standards of seamen. The SUP positions have been submitted at previous mainland meetings but I would like to thank Brothers Tony Mendez and Shermaih Iaea for their two day attendance, note taking and committee input. Had a nice industry turnout in Hawai'i.

The national elections are here and I trust everyone is registered to vote. This anti labor administration must go if we want to maintain a decent standard of living. For you Hawai'i voters most of the maritime unions have made an open endorsement for U.S. House District 2 which means no recommendation for either Ed Case, the anti-Jones Act guy or Mike Gabbard the republican who has no problem with the Jones Act.

Mike Duvall, Branch Agent

Jacksonville

September 2004

For the month of September three AB's were dispatched to USNS ships. These jobs were filled with two B cards and a C card. Shipping is slow in Jacksonville because all but three of the USNS ships are in Reduced Operating Status. Hopefully, this will change in October.

Ships checked

USNS Fisher-Boarded in Mobile, AL on September 1. Jonn Reed was the delegate and Anthony Brantley was the bosun. AB Kevin Sheen volunteered to fill a billet on the *Bob Hope* so that she had a full complement to sail, on September 7, as the *Violet*, LA based ships were put to sea to avoid Hurricane Ivan. After returning to *Violet*, he returned to the *Fisher* in Mobile. Thanks Kevin, your willingness to answer the call for help is appreciated.

USNS Gilliland-Boarded in Newport News, VA on September 10. John Rawlins is the delegate and Lou Hathaway is the bosun. Gang has endured continual air conditioning outages throughout a very hot month of September. Patriot notified numerous times about the problem.

USNS Gordon-Boarded in Norfolk, VA on September 10. Dennis Belmonte is the delegate and William Cornelius is the bosun. Master refused to pay draws against wages. Checked with Patriot and found out what was on the books for each member needing a draw. Captain Faulkner ended up paying the draws at 1900 on a Friday to all needing money.

USNS Mendonca-Boarded in Philadelphia, PA on September 12. Bill Brannon is the delegate and Dan Dinsmore is the bosun. Because of past practices which were outside of our negotiated agreement there are ongoing issues of getting disputed OT paid. Meal relief OT, penalty meal hours and early call outs were redlined. Despite my discussion with the master on August 25, that the sailors would work within the contract and would be paid for work performed, some of the practices continued until my sub-

continued on page 11

Dispatcher's Report

Headquarters—Sep. 2004

Deck	
Bosun	5
Carpenter	0
MM	3
AB	15
OS	0
Standby	22
Total Deck Jobs Shipped	45
Total Deck B, C, D Shipped	13
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts. ...	45
Total B, C, D Shipped-All Depts. .	13
Total Registered "A"	77
Total Registered "B"	75
Total Registered "C"	8
Total Registered "D"	9

William Berger