



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, September 20, 2002

## Contentious longshore bargaining continues on an irregular basis

ILWU refuses to extend contract with PMA

Accusing the Pacific Maritime Association (PMA) of "bait and switch" tactics, the International Longshore and Warehouse Union (ILWU) over the Labor Day weekend declined to renew the old contract on a day-to-day basis as it had done since the agreement expires on July 1.

"Without a contract all economic and job actions against the employers are legal and open as options for the Union," stated ILWU President Jim Spinosa.

Despite the lack of a contract, bargaining has been ongoing with the Union reaching tentative agreement on September 4 with the employer group on full maintenance of medical benefits, which was an ILWU demand.

ILWU spokesman Steve Stallone told the *San Francisco Chronicle* that the focus in bargaining now is on Union jurisdiction over jobs as new technology, from personal computers to large computer systems, is introduced. The Union has also demanded that vessel, yard and rail planning come under ILWU jurisdiction.

The matter becomes complex because the previous contract read that the ILWU clerk's job

is to make note of the contents of shipments as they arrive, whether on paper or electronically. But now, with faster information delivery systems, the union is being asked to give up contract language defining job jurisdiction and vacate arbitration rulings that say those clerk jobs are union jobs.

to give, at this point."

In other bargaining related activity, the ILWU sent, during the week of September 9, delegations to offices of Maersk Line in the Bay Area, Portland, Tacoma, Seattle, Vancouver, B.C. and Alaska to bring attention to the fact that the giant shipping company is a major stum-

### Unions urge Maersk Sealand to intercede in longshore negotiations

Spanish and Japanese Unions have urged Danish liner giant Maersk Sealand to intercede in the dispute between the International Longshore and Warehouse Union and the Pacific Maritime Association, warning that Unions around the world are ready to back the U.S. West Coast dockers in solidarity.

Two separate letters delivered to senior officials at the Danish company's offices in Tokyo and Madrid call on the most influential company in the container industry to stress upon the PMA a need for greater flexibility in the discussions.

The development comes after unions affiliated to the International Transport Workers Federation last month voted unanimously to give all out support to the ILWU.

"The negotiations are generating concerns among us, as we understand that the proposals of the PMA are designed to bust the Union and (are) absolutely unacceptable," said a letter signed by the presidents of the All Japan Seamen's Union, the National Council of Dockworker's of Japan and the ITF Japanese Affiliates' Coordinating Committee.

"We, as ITF affiliates, will act in support of ILWU and their demands."

In turn, Stallone said the Union wants language in a new contract that guarantees that whatever work remains after technology is introduced, is performed by a Union member and that the Union wants any new jobs created, by the changes, to be ILWU work.

In a press release, the ILWU said it "remains willing to give the PMA the free flow of information it has requested in order to move the industry forward. Unfortunately, the PMA is unwilling to make any concessions regarding protection of ILWU union jobs in exchange for our willingness to implement technology. The PMA is happy to take, but completely unwilling

bling block in our ongoing attempts to win a fair contract. Letters to management were delivered at the various Maersk sites by diverse groups of union workers and community leaders in solidarity with ILWU demanding that Maersk use its influence in the PMA to ensure that all employers bargain in good faith and that it call on the Bush administration not to intervene in the negotiations.

The ILWU is also planning a series of major demonstrations along the West Coast to protest against efforts of Stevedoring Services of America (SSA) to sabotage contract negotiations.

ILWU/PMA cont'd. on page 2

## MarAd cracks down on use of foreign ships transporting U.S. military equipment

Prompted by news accounts generated earlier this year by *Lloyd's List*, the Maritime Administration (MarAd) launched an investigation that led to recommendations designed to stop the transportation of American military cargoes aboard foreign-flag vessels.

The investigation followed American Maritime Congress (AMC) reports to Congress and the Executive Branch that a foreign-flag containership arriving in New York from Europe was found to be hauling 47 rocket warheads for use by the Department of Defense (DoD) apparently in violation of United States cargo preference laws—not to mention being an inexcusable breach of security in the wake of the September 11 attacks and the worldwide threat of terrorism. The shipment was discovered when U.S. Coast Guard officers boarded the CMA CGM vessel *La Tour* on a routine hazardous materials inspection. The Coast Guard became suspicious by inconsistent documentation for a container seal, as well as by the nationality of the vessel's captain and the circuitous route of the container around Europe before it was shipped from Le Havre.

The cargo, which included warhead components for nuclear missiles but no nuclear material, was consigned to the Raytheon Corporation, and consisted of components for the warhead section of missiles being built as part of a NATO program under a series of contracts administered by the Navy Sea Systems Command.

In its investigation, MarAd concluded that the cargo did indeed fall under the scope of U.S. military cargo preference laws and should have been carried on a U.S.-flag vessel.

In a statement following the investigation, MarAd said it was interested in both the security implications and the contracting role of DoD with the NATO program and its contracts, "how cargo of this nature was able to

be shipped on a foreign-flag vessel with a foreign crew, whether any U.S. statutes concerned with cargo preference were violated, and what could be done to ensure future similar shipments were transported on ships registered under U.S. laws."

MarAd said investigators found that the Navy contract contained a provision allowing ocean shipments to be transported "without limitation on vessels of any country of registry, crewed by citizens of undocumented background, from potentially any country."

At the request of MarAd, the Navy has subsequently changed the contract so that U.S.-flag and U.S.-citizen crewed ships "must be given the first opportunity to carry cargo resulting from the contract." Should there be no available U.S.-flag ship, then the Navy's contracting officer must authorize exemptions. MarAd said it believes that such authorization "will reduce security concerns for future shipments of this potentially lethal nature."

The effectiveness of MarAd's efforts was borne out recently when a Raytheon facility responsible for fabrication of parts of the NATO missile asked the agency to help the company locate U.S.-flag service for shipping certain component parts from locations in two of the NATO countries to the United States.

"Prior to the contract being changed and the U.S.-flag requirement being included in the contract, it is probable that shipment would have taken place as before, with the potential for the same security difficulties and concerns," MarAd said.

Source: American Maritime Congress Washington Letter

### SUP Holiday

All SUP halls will be closed for Columbus Day, Monday, October 14, a holiday under all SUP agreements. The Headquarters meeting will be held on Tuesday, October 15.



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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

\*In lieu of dues increase.

Chris Bright .....	20.00
Richard Cahill .....	20.00*
Gene Castano .....	10.00
Diane Ferrari .....	20.00*
Edgardo Figuracion .....	10.00
William Fisher .....	10.00
Dean Gross .....	20.00*
Vernon Haik .....	25.00
Michael Henneberry in memory of Red Henneberry .....	20.00
Duane Hewitt .....	20.00*
Dennis Howard .....	20.00*
Ramon Morales .....	20.00
Michael Pflieger .....	50.00
Whitey Secrest .....	50.00
Jack Stasko .....	20.00*
Dean Williams .....	20.00

## Political Fund

Chris Bright .....	40.00
Neil Burkhardt .....	80.00
Gene Castano .....	10.00
Dave Connolly .....	50.00
Peter Gardiner .....	50.00
Joe Ginez .....	20.00
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William Johnson .....	10.00
Norman Kurtz .....	20.00
Gunnar Lundeberg .....	30.00
Vince O'Halloran .....	100.00
Teodulo Ochoa .....	20.00
Carl Orange .....	25.00
David Pangan .....	10.00
John Savage .....	20.00
Whitey Secrest .....	10.00
Douglas Taylor .....	30.00
Ivar Thorbjornsen .....	25.00
Colin Walker .....	100.00

## Wall of Honor

(San Pedro Merchant Marine Memorial)

Roberto Garcia .....	10.00
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## West Coast Sailors

Mike Bailey .....	20.00
Chris Bright .....	20.00
Jim Cunningham "salaam aleikum" to Mohammed El-Hindi ..	100.00
James Fernandes .....	25.00
Anthony Figueroa .....	20.00
Joe Gladstone in memory of Red McFarland, Jake Brose, Blackie Jackson .....	50.00
William Gregg .....	20.00
Michael Henneberry in memory of Red Henneberry .....	20.00
Norman Kurtz .....	10.00
Alfred Loschi .....	50.00
John Palanapa .....	20.00
Pete Pokrajac .....	10.00
Carl Reinhold .....	20.00
John Savage .....	20.00
Arthur Sawyer .....	25.00
John Thompson .....	20.00
Thomas Wulzen in memory of George "Kelly" Wulzen ...	50.00

## Dues-Paying Pensioners

Archie Aki	Book #3791
John Battles	Book #5512
Roy R. Camerio	Book #4577
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Alfred Kerns	Book #3167
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Charles Mohun	Book #6449
Joseph Napier	Book #2299
Frank Parks	Book #3798
John Perez	Book #3810
Charles Rafael	Book #3141
Ralph Senter	Book #7323
Kai Sorensen	Book #7479
William Tice	Book #3239
Charles H. Wall	Book #3420

## Final Departures

**Leland R. Carroll**, Book No. 4607. Born in Oklahoma in 1907. Joined SUP in 1952. Died in Picayne, Mississippi, July 2, 2002. (Pensioner)

**Kenneth R. Dahlby**, Book No. 2735. Born in Minnesota in 1938. Joined SUP in 1968. Died in San Francisco, California, December 2, 2001.

**Vernon Lloyd Nelson**, Book No. 2341. Born in California in 1927. Joined SUP

in 1947. Died in Washington, August 26, 2002. (Pensioner)

**Donald Deras**, Book No. 2666. Born in California in 1926. Joined SUP in 1944. Died in Livermore, California, August 24, 2002. (Pensioner)

**Alfred Kroll**, Book No. 3096. Born in New York in 1915. Joined SUP in 1951. Died in Bellevue, Washington, September 1, 2002. (Pensioner)

## Pirates shocked by 9,000 volts

A Dutch company claims to have come up with the answer to unwanted guests trying to board a ship — electric shock.

Rotterdam-based Secure Marine has invented an electric-fence system that can be fitted around the vulnerable parts of a ship's deck, such as the bow.

Any unsuspecting pirate or stowaway trying to climb up the anchor chains or mooring ropes will be zapped with 9,000 volts of pulsing current, which will probably get them noticed rather quickly as their hair will no doubt be standing on end.

Bearing in mind the current U.S. fixation about not letting foreign crews ashore, maybe this invention can be used for keeping the seafarers on the ships as well as keeping the would-be intruders off them.

## Sailor ties the knot aboard the LMSR USNS Gilliland



Surrounded by shipmates Glenn Johnson was married aboard the USNS Gilliland in Norfolk. From left: AB Quenton Brown, S/K Narrisco Calica, Wiper Will Smalls, First Engineer, QMED Charles Hobbs, AB Ken Dooley, Groom AB Glenn Johnson, OS J. Adric, the bride Mrs. Johnson and her son, QMED Rod Ballard, Bosun Jerrel Hill, Wiper Tracy Couil, Captain Ed Sherrill and chief engineer Joe St. Dervis.

## ILWU/PMA Negotiations... cont'd. from page 1

As the largest stevedoring company in the nation, and the power player behind the scenes which recruited Joe Miniace as PMA's chief, SSA is perhaps the most important reason why negotiations are currently stalled.

Politicians up and down the coast and across the nation continue to support the ILWU's right to bargain collectively without government intervention. This month California Governor Gray Davis sent a letter to President Bush calling on him to stay out of the negotiations between the ILWU and PMA. "I believe it would be counter productive in this case to use the military to replace private sector employees as a way to break a bona fide labor dispute," Davis wrote. "And frankly, I am also concerned that Federal military intervention may ultimately impede the negotiation process and increase the risk of a bargaining impasse."

Other political leaders that have spoken out for the ILWU include Hawai'i Governor Ben Cayetano, Washington Governor Gary Locke, Senator Majority Leader Tom Daschle, House Minority Whip Nancy Pelosi (D-San Francisco), Senators Edward Kennedy (D-MA), Barbara Boxer (D-CA), Dianne Feinstein (D-CA), Ron Wyden (D-OR), Patty Murray (D-WA), Maria Cantwell (D-WA), Daniel Inouye (D-HI), Daniel Akaka (D-HI), Representatives David Wu (D-Portland), Barbara Lee (D-Oakland), George Miller (D-Martinez), Xavier Becerra (D-Los Angeles), Hilda Solis (D-El Monte), Grace Napolitano (D-Norwalk), Jane Harman (D-Venice), Dana Rohrabacher (R-Huntington Beach), Neil Abercrombie (D-Honolulu) and Patsy Mink (D-Hilo).

## Take "a hit and a miss" at Jim Beam and risk firing

Employees at the Jim Beam bourbon distillery in Clermont, Kentucky, are getting sour over restrictions on bathroom breaks.

Workers on the bottling line are fuming about being limited to four breaks per eight-and-a-half hour shift, only one of which can be unscheduled. Extra trips to the bathroom can result in reprimands. Workers with six violations can be fired.

The United Food and Commercial Workers local said some of the 100 affected employees have urinated on themselves because they were afraid to leave the line. Some wear protective undergarments, said Jo Anne Kelley, president of the Union local.

The state slapped the distiller with a citation which the company is appealing.

## SUP Meetings

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

	Hdqs.	Branch
October	15*	21
November	12*	18
December	9	16

\*Tuesday

## West Coast Sailors

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## Checking the O.T. sheets



Delegate Herb James and Bosun Phil Howell discuss the overtime sheet calculations aboard the *m/v President Kennedy*, an APL vessel operated by American Ship Management. Photo Dave Connolly

## MEBA condemns treatment of seafarers

The Marine Engineers Beneficial Association (MEBA) has turned up the heat in the growing campaign against security-related restrictions on seafarers, blasting the denial of shore leave by private oil terminals as misdirected and discriminatory.

At a meeting with Coast Guard and Immigration and Naturalization Service officials in Houston, Lou Marciello, Houston branch agent for the MEBA, argued that such restrictions treat American seamen as terrorists, despite their long history of service to the country in times of conflict. "We are not the problem, but they are treating us like we are," added Donn Reamer, also of MEBA Houston. "We've carried bombs for the military and explosive cargo [to the Middle East] and it's okay for us to go and get blown out of the water, and now they're treating us like terrorists."

Marciello said overzealous regulation at private oil terminals had seen tanker crews denied leave because of fears of terrorism. In some cases, he said, public phones had been removed from the docks and gates had been locked to cordon off inbound mariners. Many ports were also prohibiting crew changes. Reamer estimated that of the hundreds of private oil terminals along the Houston Ship Channel, around 20 percent had imposed such restrictions.

The harsh treatment of U.S. seafarers has also been sharply criticized by a member of an influential advisory committee to the U.S. Coast Guard. Father Sinclair Oubre, president of the Houston-based Apostleship of the Sea-USA and a part-time merchant mariner with the SIU-A&G, has accused numerous private facilities of "assuming that the mariner is a security threat and must be guarded against." He has exhorted the Coast Guard to "work more actively to encourage [such] facilities to respect the mariner." The comments have been made in a memorandum circulated among the Merchant Marine personnel Advisory Committee, a federally established forum to advise the U.S. Coast Guard on matters pertaining to the certification, qualification and fitness of U.S. merchant mariners.

Father Oubre's outburst stems from his personal experiences as an able-bodied seaman on the U.S.-flag, 1981-built, 49,990 dwt chemical tanker *Seabulk Challenge*. He boarded the ship in October last year as it sailed to the Citgo refinery in Philadelphia to load high-sul-

phur diesel. There were no major restrictions on the crew in Boston as well as at the Citgo facility, Father Oubre said. However, matters changed drastically when the ship berthed at the Kinder-Morgan terminal in Houston. The facility did not allow any mariner ashore irrespective of nationality, nor a change of crew. Father Oubre said most of the ship's foreign crew hailed from the Honduras, all of whom had valid U.S. work permits and lived in the United States during their time ashore each year. "It was even a greater hardship to the U.S. mariners, because most men had families in Houston whom they could not visit," he said. He contrasted this with the fact that "tank truck after tank truck rolled through the main gate and went deep into the plant and then drove out again," apparently with no let or hindrance. "We [stranded seafarers] were angered because we were perceived as a greater threat than truck drivers, or even the undocumented aliens contracted to the refinery's construction and maintenance jobs," Father Oubre said. "Speaking for myself, I do not think a Roman Catholic priest posed much of a national security risk."

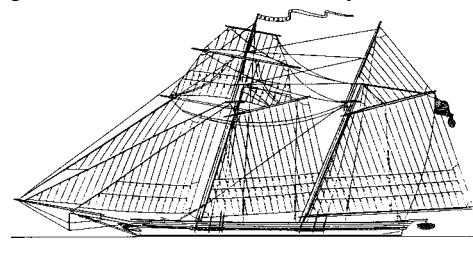
Father Oubre has tracked examples of ships at other facilities whose crews have had to pay a fee to get shore leave. He described the treatment meted out to seafarers and overall policies on security guards as "short-sighted".

"If a mariner wants to execute a suicide attack, would he not want to stay on a vapor-filled tanker at the dock of a petrochemical facility?" he asked.

He also lamented the stigma attached to seafarers as compared with other transport workers.

"Somehow airline crews are not being detained on board their planes and truck drivers from Canada are not being forced to abandon their rigs at the border," he said.

"It is a growing concern for us mariners. It is our desire that some sanity enters the procedures under consideration, and that mariners, like other members of the transport industry, are considered as partners in our national security."



## GAO: Defense Department's use of foreign-flag, foreign-crewed vessels could pose increased national security risks

### Schubert urges use of U.S.-flag ships

The General Accounting Office's Director of Defense Capabilities and Management Raymond J. Decker warned Congress that the use of foreign-flag and foreign-crewed vessels could result in increased security risks, especially in light of the September 11 terrorist attacks on the Nation.

Testifying before the House Subcommittee on National Security, Veterans Affairs, and International Relations chaired by Rep. Christopher Shays (R-CT), Decker voiced concern over the fact that deployments reviewed by the GAO showed that DoD used foreign-flag vessels crewed by non-U.S.-citizen seafarers, "including some from countries with known terrorist activities, who received and transported sensitive military equipment."

Some of the items transported by the foreign-flagged, foreign-crewed vessels included Bradley Fighting Vehicles, 155mm towed howitzers, and UH-60 Blackhawk helicopters, Decker said. The ships also transported a number of smaller items, including .50 caliber machine guns; night-vision equipment; body armor; and nuclear, biological, and chemical protective gear, according to the GAO official.

"Uncertainties in the security environment at strategic seaports and weaknesses in DoD's force protection approach result in increased risks that military operations could be disrupted, successful terrorist attacks might occur, or sophisticated military equipment might be seized by individuals or organizations whose interests run counter to those of the United States," Decker warned.

U.S. Maritime Administrator William G. Schubert said that using U.S.-flag and U.S.-citizen crewed vessels is the safest way to ship military cargo.

"There is no better way to ship defense-related cargo than on a U.S.-registered, U.S.-crewed vessel," Schubert told the Subcommittee. "That is why the 1904 Military Cargo Preference Act, which reserves cargo purchased for the Armed Forces to U.S.-flag vessels is so important, especially from a national-security aspect."

Source: American Maritime Congress Washington Letter

## Lawsuits piling up against foreign-flag cruise line

Holland America Line (HAL), a subsidiary of Carnival Cruises is already preparing to defend two lawsuits stemming from its troublesome cruise vessel *Ryndam* (built 1994).

The 55,451 gross ton *Ryndam* was charged with illegally discharging about 40,000 gallons of wastewater from sinks, showers, and the sewage system into the Alaskan waters on August 17.

Prior to the latest marine pollution trouble, *Ryndam* made the news in July when more than 170 passengers and crew members aboard the cruiseship were infected by the Norwalk-like virus. In less than a week later, more than 230 passengers and crew members on the same HAL cruiseship on a separate cruise fell sick. Two *Ryndam* cruise passengers had filed a lawsuit against HAL for showing a callous disregard for passengers who experienced severe flu-like symptoms.

Carnival was recently fined \$18 million for both marine pollution and falsifying records.

In the latest lawsuit filed in the King County Superior Court in Seattle, the families of 16 University of Washington

alumni are charging HAL with wrongful deaths for an ill-fated HAL-organized shore excursion. The plaintiffs claimed that HAL promoted a shore excursion tour as a safe excursion, but the airplane used during the excursion (a Czechoslovakian LET 410) had a reputation for a high crash rate. The plane was flying over Mayan ruins before it crashed.

It is not known if the lawsuit warrants any merits as the company's terms of ticket purchase states that HAL... "shall not be responsible in any way for any damage, loss, injury or death arising out of any services provided by such independent contractors." Also, "all air arrangements made for or by the passenger for shore side excursions... are at the passengers' risk." HAL confirmed in a company statement that lawsuits have been filed against the company and other parties related to an airplane crash in Mexico on September 12, 2001. The suits were filed on September 5, 2002, in the King County Superior Court.

"We will defend the suits and expect dismissals," HAL said. "Since this matter is under litigation, the company has no further comments."

## MarAd issues guide for carriage of preference cargo by substandard foreign vessels

A memorandum designed to offer guidance for compliance with U.S. cargo preference laws in the case of substandard vessels was issued July 31 by the Maritime Administration's Office of Cargo Preference.

Cargo Preference Director Thomas W. Harrelson said that the Department of Transportation's Office of General Counsel has determined that the Coast Guard Authorization Act of 1998 is applicable to all substandard vessels, owners and operators posted from April 1, 1999 forward. The law, which does not apply to U.S.-flag vessels, establishes that substandard vessels are prohibited from carrying government-impelled cargo for up to one year after they are determined to be substandard and such determination has been published electronically.

A vessel that may not carry government-impelled cargoes is defined as either a vessel that has been detained and determined to be substandard for violating an international safety convention, or a vessel whose operator has on more than one occasion had a vessel detained and determined to be substandard.

Cargo is defined as government-impelled if a federal agency contracts directly for shipping by water or for which a federal agency provides financing that results in shipment of the cargo by water.

Listings of detained vessels and the owners and/or operators having more than one detained vessel are available at the U.S. Coast Guard web page.

Source: American Maritime Congress Washington Letter

# The California comes home



The former San Francisco Bar Pilot schooner California now the private yacht Zodiac alongside Pier 45 in San Francisco during the tall ship festival Labor Day weekend. Photo Dave Connolly

## Shore leave rules anger foreign mariners

Foreign crews are growing increasingly angry at mounting restrictions placed on their shore leave in U.S. ports in the name of maritime security. "They're pissed," said Douglas Stevenson, head of the Center for Seafarers' rights of Seamen's Church Institute (SCI) in New York.

"They don't understand why they're being treated like terrorists, why they're confined to their ships, in some cases under guard," Stevenson said. "We just don't think some of these measurers are necessary to ensure security."

"We'd like the United States to stop thinking unilaterally here," he said. "We can make the U.S. completely secure but who would want to live in such a state."

Stevenson advocates using a seafarer identification card proposed by U.S. authorities in place of visas but he does not hold high hopes in this climate.

"I don't understand why seafarers are being treated differently from flight crews, which have their own line through customs at the airport and get through faster than passengers," he said.

## Singapore to x-ray cargo in '03

Singapore's Maritime and Port Authority plans to tighten security in its waters further, becoming the latest port to announce plans to install x-ray machines at port terminals.

Lee Seng Kong, the MPA's senior director, told delegates at a conference on maritime and port security that two machines would be installed at port terminals. The units will be operational by January 2003.

Singapore's proactive stance has been welcomed by the United States. Singapore, is the world's second largest container port and the second country to agree to the presence of customs officers at its port to screen cargo destined for the United States in June.

The initiative is designed to screen containers bound for the United States to stop containers being used by terrorists smuggling themselves or nuclear and other weapons in the United States.

## Indian seamen get wage increase

Wages of Indian seamen serving on ocean going ships will increase by 9.37% following a new, two-year bilateral wage pact signed between the Indian National Shipowners' Association (INSA) and the National Union of Seafarers of India (NUSI). The wage accord was signed on September 13.

"Given the recession in the shipping industry this is the best deal possible," commented NUSI General Secretary, Abdul Gani Serang. Basic wages will increase by 8.33%. Other hikes include components such as leave wages, leave subsistence, fixed and variable shipboard allowance and advance payment before joining a ship. The new wage agreement will be enforced with retrospective effect from April 1, 2002 and covers more than 30,000 seamen employed on Indian flag ships.

## Attend your Union meetings

### Record of SUP Shipping August 2002

	Hdqs .....	Seattle .....	Wilm .....	Hono .....	Total
Bosun .....	3	4	4	1	12
Maint. Man .....	3	0	0	0	3
A.B. Dayworker .	0	0	3	0	3
A.B .	23	7	15	8	53
O.S. ....	2	0	1	0	3
Standby .....	30	27	95	24	176
<b>TOTALS .....</b>	<b>61</b>	<b>38</b>	<b>118</b>	<b>33</b>	<b>250</b>

## Customs Service targets cargo transiting American ports

U.S. Customs has introduced the Sea Cargo Targeting Initiative, an automated system to identify high-risk cargo moving to U.S. ports and to establish new policies for dealing with those shipments. Customs said the initiative will produce more thorough examinations of high-risk cargo.

"The aim of this new initiative is to improve the way we address high-risk cargo," said Customs Commissioner Robert Bonner. "The challenge we face is constantly changing, and our policies will evolve accordingly. This initiative will better protect Americans and seaports, and it will introduce greater uniformity, predictability and efficiency to global commerce."

The initiative contains three major components:

- Adding new criteria to Customs automated systems to reflect the latest information about possible terrorist activity
- Ensuring that all manifests are pro-

cessed through the Automated Targeting System and reviewed by trained personnel

- Standardizing procedures that Customs uses when the system identifies a high-risk shipment

Customs said all high-risk sea containers will be examined by non-intrusive inspection technology such as gamma-ray scanning, radiation detection and checking of container seals and the containers themselves.

The Sea Cargo Targeting Initiative is designed to complement other Customs efforts such as the Customs-Trade Partnership Against Terrorism and the Container Security Initiative, which among other things allows Customs agents to be stationed at overseas ports. Bonner said those programs and the Automated Commercial Environment, the Customs computer system under development "are designed to create a formidable triad in the war against terrorism."

## House bill would increase active duty service for schoolship and military graduates

Rep. Howard Coble (R-NC) has introduced a bill (H.R. 5195) that would require graduates of the military service academies, including the U.S. Coast Guard and the U.S. Merchant Marine Academy at Kings Point, New York, to increase their active duty service obligations from five to eight years.

Noting that each graduate costs taxpayers about \$300,000, Coble said he doesn't think that it is "fair to burden the taxpayer with this expense without requiring academy graduates to exhibit a similar commitment in their active duty service obligation."

"I maintain it is not unreasonable that in return for a free education, with a monetary allowance, that a graduating cadet/midshipman be required to commit to a longer period of obligated service upon commissioning."

With college tuitions continuing to skyrocket, he said, "I believe our U.S. military academies will become even more attractive to prospective college students."

"In light of this fact, we need to ensure that a free education does not become a primary motivation for future applicants. I maintain that increasing the active duty service obligation is an effective way to accomplish this without jeopardizing the viability of these historic institutions."

H.R. 5195 was referred to the House Armed Services and Transportation and Infrastructure Committees for action.

## Ship named in honor of 9/11 victims

Governor George E. Pataki hailed Navy Secretary Gordon England's decision to name a new LPD-17 class amphibious ship the USS New York in honor of the heroes who died on September 11, as well as to honor the courage and compassion shown by countless New Yorkers in the aftermath of the terrorist attacks. This new class of ship is currently under construction with the first to be commissioned in the spring of 2003.

The amphibious transports will be used to transport and land Marines, their equipment and supplies by embarked landing craft or amphibious vehicles augmented by helicopters in amphibious assault. The LPD 17 will be a highly reliable, warfare capable ship and the most survivable amphibious ship ever put to sea. "The USS New York will ensure that all New Yorkers and the world will never forget the evil attacks of September 11, and the courage and compassion New Yorkers showed in response to terror," said Governor Pataki, who received word of Secretary England's decision in a phone call. "I want to thank Secretary England for taking this extraordinary step and agreeing to pay special tribute to all New Yorkers by giving our name to a ship that will play an important role in the war on terror," the Governor said. "In addition, I look forward to the USS New York's first visit to our great City and State for Fleet Week."

Navy revive the name USS New York in honor of September 11's victims and to give it a surface warship involved in the war on terror. In his letter, the Governor said he understood State names presently are reserved for submarines, but asked for special consideration so the name could be given to a surface ship. In a letter granting the Governor's request, Secretary England said, "From the war for independence through the war on terrorism, which we wage today, the courage and heroism of the people of New York has been an inspiration. USS New York will play an important role in our Navy's future and will be a fitting tribute to the people of the Empire State." Secretary England said, "This new class of ships will project American power to the far corners of the earth and support the cause of freedom well into the 21st century."

Several naval ships have held the name USS New York or USS New York City. The most recent USS New York was a battleship commissioned in 1914, which fought in both European and Pacific waters during World War 11. The USS New York City submarine served in the fleet from 1979 to 1997. New York has a great tradition with the United States Navy, dating to the founding of our nation and, most prominently, when a great New Yorker, Teddy Roosevelt, served as Assistant Secretary of the Navy and founded the Navy League of New York 100 years ago this year.

The Governor recently wrote a letter to Secretary England requesting that the

## Machinists reject Boeing deal but strike vote fails to receive 2/3 majority

*Company's final offer implemented*

Members of the International Association of Machinists and Aerospace Workers (IAM) overwhelmingly rejected Boeing's "last, best and final" contract offer but failed to muster the two-thirds percent majority required to strike the company, union officials announced on September 13.

The vote breakdown was as follows: 62% of the workers voted to reject Boeing's final offer and 61% had voted to strike.

Under the IAM's constitution, the lack of a 66 2/3% majority meant that the workers automatically accepted Boeing's offer which went into effect on September 14.

The contract covers 25,000 IAM members at Boeing locations in Kansas, Oregon and Washington.

The vote not to strike undercut the union's pledge to do its utmost to stop Boeing from transferring more components work to China and other countries. Boeing laid off one-third of its work force after the September 11 attacks, and many machinists are fuming that the company has rehired few of those workers while continuing to move work overseas.

"Our members clearly disapproved of the contract but just as clearly felt they could not strike the company at this time," said IAM Chief Negotiator Dick Schneider. "Boeing has used scare tactics, threats and the very real economic hardships to these times to force this job-killing contract on the union membership.

"Boeing may think they won a victory but what does any company gain by

threatening and bullying its workforce? Boeing has bought themselves years of resentment and deep internal division, and that's no basis for a competitive, high-productivity company. What sort of victory is that?" Schneider said.

"For the next three years, our members will have to work under the terms of a contract that the majority felt was inadequate. The IAM will make the best of a bad situation by doing everything in our power to protect and aggressively represent our members," IAM International President Tom Buffenbarger pledged.

Under the new contract, the workers, whose annual salary averages \$50,000, will receive an immediate 8% ratification bonus, a 2% raise in the second year, and 2.5% in the third. The workers' pensions will increase by 20% so that a worker who retired after 20 years will receive a pension of \$14,400, up from \$12,000 under the old contract.

As soaring health care costs become a central issue in labor negotiations across the country, union officials said that under Boeing's new contract, workers would have to contribute about \$2,000 more per year toward their health coverage.

In a separate move, 1,400 workers represented by the United Auto Workers at a Boeing helicopter plant near Philadelphia went on strike on September 15. The walk-out may slow deliveries of the CH-47 Chinook, a transport helicopter used by the American military in Afghanistan. In that dispute, health costs are a major issue.

## New Carissa owner faces \$50m claim by Oregon

Owners of the wood chip carrier *New Carissa*, which broke up off the Oregon coast in 1999, are now facing a state claim for \$50 million in punitive damages for allegedly obstructing the salvage operation. The state of Oregon claims that the *New Carissa's* owner, Japanese-controlled company Green Atlas Shipping, tried to prevent salvor Donjon/Devine Joint Venture from starting work on removing the stern of the wreck from Coos Bay in May 2000. The Oregon Department of Justice had already filed a lawsuit charging the owners and operator of the vessel, TMM of Tokyo, with trespassing on state lands. Also named in the court action is Taiheiyo Kaiun, the owner's parent company. The state has claimed a storage charge for the remaining stern section of the vessel of \$1,500 per day, beginning from February 4, 1999.

The 44,527 dwt Panama-flagged vessel, entered with P&I Club Britannia Steam Ship Insurance Association, grounded in bad weather and broke in two. Following the accident, in which no crew were injured, the two separate parts of the ship proved to be surprisingly resilient. The bow section was towed out to sea where a U.S. Navy submarine had to be called in to torpedo it after it failed to sink in spite of repeated shelling by a Navy destroyer. The stern section became wedged in the sand. State lawyers have brought a motion to amend the original lawsuit to include the claim for punitive damages.

Oregon attorney general Hardy Myers complained last year about the length of time it was taking to remove the *New Carissa* arguing that it was the "continuous delay" that had forced the state to "seek the assistance of the courts". A spokesman for the attorney general confirmed that the state wanted \$50 million

punitive damages and would be seeking to amend the original lawsuit to include the claim. He said the state would assert that the owners had had the opportunity to remove the vessel and had failed to do so. He denied any suggestion that the state was jumping the gun in taking court action before the completion of studies. He said the state was "exceedingly patient" before initiating litigation because the process was "moving at a snail's pace". He confirmed reports by the Press Association that an affidavit supporting the amendment of the lawsuit would include quotes from a letter from a Donjon/Devine lawyer allegedly saying the owners were preventing the salvage contractor from returning to work because "approximately \$3m" could be saved.

According to a representative of the P&I Club, the "owners' position is very simple" and "they have done everything possible to try and find ways in getting the wreck out in accordance with parameters agreed with the government". These parameters specify that benefits should outweigh risks and action should only be undertaken if there was no adverse impact on human safety or damage to the environment, the representative said. In spite of more than two years of investigation, these conditions had not proved possible to establish. However, the representative added that studies, that had been underway in conjunction with the state had not yet been concluded.

Meanwhile a spokesman for salvor Donjon said it was continuing to work with the owners and underwriters to come up with a practical and safe plan for the removal of the stern section. He said it would be inappropriate for the company to comment on discussions between owners and the government.

## Sailors at work in LMSR fleet



Ordinary Seaman Gordon Klein hooks up a pallet of stores for transfer from the USNS Shugart to the USNS Yano in Baltimore. In background OS Justin Williamson remotely operates the crane. Photo Dave Connolly.

## Consolidated Freightways declares bankruptcy over Labor Day weekend

*Corporate mismanagement results in loss of 15,000 Teamster jobs says Jim Hoffa*

Consolidated Freightways, one of America's largest freight companies, closed its doors on September 1—laying off more than 15,000 Teamster members—and announced that it intended to file Chapter 11 bankruptcy and liquidate the company.

"This is a devastating announcement," said Teamsters General President Jim Hoffa. "This is one more company destroyed by corporate mismanagement. There are now nearly 15,000 Teamsters without jobs because CF's management did not adjust to the demands of the market as other successful unionized companies had."

The union had been trying for more than a year to meet with CF CEO Pat Blake and his management team to offer its assistance in addressing the company's problems. However, CF's management refused to meet while assuring the union that the company was making the necessary adjustments to deal with its financial issues. It was not until after the company appointed a new CEO that management agreed to meet with the union in July 2002.

Hoffa also announced that the union will exercise all of its legal options to recover any wages, vacation pay, benefits and other monetary claims due to

our members, including conducting a thorough investigation to determine the appropriateness of litigation against CF's parent company and affiliated companies regarding whether CF's demise was part of an intentional corporate scheme. The International will also work with various pension funds to ensure that CF pays all unfunded liabilities that may be triggered by the closing.

Further, Hoffa has directed all departments at the International Union to work closely with all Joint Councils and local unions to provide assistance to workers impacted by the closure, including job counseling, unemployment assistance and pension and health insurance information.

The failure of CF to survive while other union trucking firms, such as Roadway and Yellow, experienced significant profits raises serious questions about CF's mismanagement. This leadership failure, combined with the ongoing impact of trucking deregulation is directly responsible for the closing of CF.

"This is a tragedy for these workers and their families," Hoffa continued. "We must hold corporate leaders accountable for their misdeeds. This isn't a paper loss—this is 15,000 families whose good-paying jobs and health and pension benefits have been wiped out due to the failure of a few."

## Aussies say foreign crew breached immigration law

Australia's marine engineers' union has claimed a Ukrainian crew, working in the Australian coastal bulk trade, is in breach of immigration law. The vessel involved is CSL's bulk carrier *Stadacona* (formerly *CSL Yarra*) which has recently been carrying gypsum from Gladstone to Brisbane. The operator has declared the vessel to be engaged in a larger international trade, of which the intra-Australia voyages form a part, while the union claims this is not the case.

The Australian Institute of Marine Engineers (AIMPE) says it has written to the Department of Immigration and Multicultural Affairs asking for the matter to be referred to the Attorney General. AIMPE claims the Ukrainians are not entitled to special-purpose visas under current Australian immigration law. In May, the *CSL Yarra* was involved in a stand-off at Port Pirie when the Australian crew refused to leave the vessel ahead of its re-flagging and re-crewing.

## ESU Office Assignments

For the month of October, John Straley will be in the Baytown office and Leo DeCastro will be in the Benicia office.

# ESU NEWS

SEPTEMBER 2002

Official Publication of the Exxon Seamen's Union

## Three year contract signed

On September 4, and 5, 2002 the ESU Executive Board met with SeaRiver Management to clarify the MOU language that will become the new contract. Both parties also discussed the overtime codes and new wage tables. On September 5, 2002, the ESU and management formally signed the new historic three year contract. The

historic significance of this contract is that it provides for built in increases over the life of the contract without yearly wage re-openers. The ESU will endeavor to get a working copy of the contract to all Ship's Representatives by the last week in September. The new contract books should arrive in mid October.

## Blue Cross/Blue Shield annual review

On September 26, 2002, members of the ESU Executive Board will meet in the Houston, Texas area to meet with Company and BCBS representatives to review and address Blue Cross and Blue Shield medical and dental insurance issues.

Last year skyrocketing medical inflation caused our Blue Cross Blue Shield Health Plan rates to increase at the start of the plan year on January 1, 2002. As we enter discussions this year, we remain guardedly optimistic that the claims experience and projected forecast will be favorable enough to hold down increasing premiums. Between 1995-1996 claims experience was below projected premiums and our plan accumulated surplus monies that can and have been used to offset the employee out of pocket contribution. During 2001 we used surplus reserves (estimated at \$260,000) to hold down the employee contribution. Hopefully, the claims experience has improved and we will not have to tap into our reserves.

What is the "Me Too" clause of our Contract and how does it affect our premiums? One of the principal factors for the unlicensed group not taking a big hit on the employee contribution is the "Me Too" clause of our Contract. Under Article XVII, (XIX new contract) Section 2 states, "The Company will continue to provide a Hospital-Surgical-Medical Plan as heretofore and will increase the H-S-M Company subsidy for all unlicensed employees to current levels established for the Company's Deck and Engine Officers. During the term of this contract, subsidy levels for all unlicensed employees will be automatically adjusted (upward only) to reflect subsidy levels provided to the Company's Deck and Engine Officers." Should the Officers receive a subsidy increase, this will help hold down out of pocket cost for our group but this piece of the puzzle is still unknown to date.

Will the prescription drug plan be discussed? Yes, the prescription drug plan is a part of the entire BCBS package and is addressed at each review. There was a lot of discussion at last years review about the difference between the mail-in plan that we now have versus the drug card program. Last year the Board decided out of pocket increases that the mail-in plan would have incurred outweighed the convenience of a prescription drug card. Prescription drugs are a significant part of the plans claims experience and if we determine that there is clear advantage to the membership to implement the use of a drug card program and it offers some cost savings and convenience of use, we will consider implementing the change.

## STCW Basic Safety Training renewal update

In December of 2001 the U.S. Coast Guard National Maritime Center released new rules for continuing competency for Basic Safety (BST) Training as required by STCW Code A-VI/6.

Before the rule change it appeared that some sort of training program would be required every five years for a mariner to demonstrate competency in each element of BST. Now it appears the Coast Guard has relaxed the rule which allows mariners who have met the requirements for initial competency in BST and who are actively serving on seagoing ships will be considered as having demonstrated continuing competence in BST provided he or she completes at least one year of sea service within the past five years. This five-year period is a running calendar in which credit for competency in BST extends for five years beyond the critical date at which the mariner has completed one year of sea service.

To determine the critical date, one must review the mariner's sea service starting with the current date and go backwards in time until one year of sea service is counted. The period of validity for continuing competence in BST is then five years from the date where the mariner has

completed one year of sea service. For example, if on October 1, 2001, you count backward and determine the mariner completed one year of sea service on June 1, 2000, then the mariner is considered to be competent in the four elements of BST through May 31, 2005. Using similar dates, if on October 1, 2001 a mariner completed one year of sea service on June 1, 1996, then the BST would have been valid until May 31, 2001. Because May 31, 2001 has passed (today's date in this example is October 1, 2001), the mariner has not retained competency in BST.

The critical date is not fixed in time. As a mariner continues to serve on a seagoing vessel, the critical date, and through that the expiration date of BST, will advance in time.

If a mariner cannot prove evidence of one year of sea service within the past five years, the mariner will no longer be considered competent in BST and must complete a U.S. Coast Guard approved or accepted training course approved for revalidation of BST.

Regional Examination Centers may accept discharges, or sea service letters prepared in accordance with current standards, as proofs of sea service.

## S/R Mediterranean enters lay-up



*A Venerable Lady sails into history. Despite flawless operation in foreign service by the vessel and ship's U.S. crew, the S/R Mediterranean will be taken out of service and placed into lay-up by the end of September. ESU file photo.*

On September 5, 2002, SeaRiver Maritime announced that it would be taking the S/R Mediterranean out of active service and placing her into lay-up. The company decided to take this course of action due to depressed market conditions in the foreign crude service.

The S/R Mediterranean formerly the Exxon Valdez, has a length of 987 feet, with a capacity of 1.5 million barrels. It is powered by a Sulzer 8RTA 84-low speed diesel that produces 31,650 horsepower. Full load displacement is 240,291 tons has a speed of 16.3 knots laden and 18.0 knots ballasted. She was renamed in July 1990 for her primary area of operation in the Mediterranean Sea after repairs were completed at National Steel and Shipbuilding Company (Nassco) in San Diego, California.

The vessel was originally designed for shipping crude oil from Alaska to Panama but following the grounding in 1989 the vessel was barred from this trade when Congress passed the Oil Pollution Act of 1990 (OPA 90).

During her foreign service the vessel and US crew have performed flawlessly but projections for this market are not favorable enough for continued operation. Crew members will be assigned to other SeaRiver vessels with no layoffs expected.

On April 4, 2002, legal counsel for ExxonMobil Corporation argued before the Ninth Circuit Court of Appeals in Seattle that the part of OPA law that prohibits the vessel from trading in Alaska should be overturned as unconstitutional. Lawyers for the Company argued that the law was designed to intentionally penalize Exxon by making the law effective on the day before the spill. Lawyers for the Justice Department countered that the law applies to everyone and not just Exxon.

This case reached the appellate court by way of the U.S. District Court in Alaska. The lower court ruled in favor of the government and upheld the law in July. It is expected to take several months for the three-judge panel to reach a decision. Should the law be overturned this could potentially change the outlook for the S/R Mediterranean.

## Special Ship Representative election S/R Bristol Bay

A special election for the Ship Representative position on the S/R Bristol Bay will be conducted as outlined under the ESU Constitution and By laws due to the recent resignation from the Union by former Ship Representative John Valle. When individuals abruptly quit after campaigning for a Union office, one has to question their motives and ask whether they had the commitment to serve in the first place. What sacrifice would they be willing to make to benefit others? The answer is obvious—absolutely none, and because of this they will not be missed. The ESU asks that interested candidates for this and any other Union position, to please consider the consequences to the Union and the membership before they decide to quit the job before their elective term expires. It is imperative that individuals who choose to run for office carefully consider his/her commitment to, not only the Union, but also to his/her fellow fraternal union members. The cost of conducting an election of a Ship Representative through the American Arbitration Association is around \$750. If an

individual is going to run for any position of this Union they should make a personal commitment to complete the term of that particular office.

Candidates for this position will be required to submit a nomination form with a minimum of 15 signatures from members in good standing. To be eligible for nomination a member must have his dues paid through the month in which the nomination is made. The nomination form should be mailed to the ESU Baytown office. The nomination forms can be sent by regular mail, or by certified mail if there is any question concerning the timely receipt of the form. Each bona fide candidate for this position is requested to provide a campaign statement that will be presented to the membership in a mail-out from the Union office along with the ballot.

The nomination period for this election will be September 25, through November 23. The elected Ship Representative will complete the current term for the S/R Bristol Bay, which ends on December 31, 2005.

## ESU News

## Company promotions reflect 2.0 manning factor

The ESU would like to congratulate the following individuals that were promoted on September 1, 2002. With these promotions the Seniority lists are in compliance with newly bargained Contract language that requires the Company to maintain all Seniority lists to reflect a 2.0 manning factor. The positive effect of increasing the manning factor is evident by the number of unlicensed employees that were promoted.

### Able Seaman

Banan, Emmanuel  
Bharucha, Kaizer  
Domapias, Walfredo  
Jett, Rex  
Kopecki, Russell  
Laserna, Erwin  
Lynch, Samuel  
Morse, Neal  
Perez, Danilo  
Scott, Richard

### Pumpman

Clotter, Marcus  
Guarcello, Mario  
Smerecnik, Erwin  
Wilson, Stephen

### 2nd Pumpman

Harmanson, Michael

### QMED Oiler

Dixon, Roberto  
Gainer, Jarvis  
Oyetade, Peter  
Seifert, Peter  
Wood, Stuart

### Cook

Berrios, Humberto  
Francis, Keith  
Gilbert, Brian  
Linden, Kevin

## Endorsement upgrade reminder for AB's

If you are currently on the AB Seniority list with the requisite sea time for an unlimited endorsement (3 years) but have not yet acquired such endorsement, you need to be aware of your Contractual obligation to update your endorsement.

Under Article IX, Section 2A, subparagraph (5) of the Contract (Article IX will change to Article X when new contracts are printed) stipulates that an AB on the Seniority List, if not possessing an unlimited endorsement, will be given six months time after obtaining the required sea time to obtain such an endorsement. Failure to obtain the unlimited endorsement in this six-month period may cause you to be demoted to the seniority list from which you came based on the time you had accumulated on that list. If demoted, you will be added to the bottom of the AB Promotion List.

## Ship reports

### S/R American Progress

Ship completed repairs at Cascade General Shipyard in Portland, Oregon and sailed on August 26. The vessel was visited in the shipyard on August 13. Temporary Ship Representative Alfred Slaughter went to P/L and Joe Graca who transferred from the *S/R Long Beach* before it left for Singapore is handling the job. Several other unlicensed members transferred from the *S/R Long Beach* to the *S/R American Progress* due to impending personal commitments.

### S/R Baytown

The vessel was visited at the Valero Dock in Benicia, CA, on September 12. Chuck Bell filling in as Temporary Ship Representative reports that everything is running reasonably well. A few minor problems were discussed and they are being addressed.

### S/R Bristol Bay

Regular Ship Representative John Valle, that was recently elected, has resigned his membership from the Exxon Seamen's Union. A special election will now have to be conducted. James Ham has volunteered to serve as Temporary Ship Representative. The ESU thanks James for assuming the Representative duties.

### S/R Charleston

Vessel visited on the September 8 and 9 in Baytown. Odley Banks filling in as Temporary Ship Representative and reports all is going well. Questions were raised and addressed about new Contract language.

### S/R Galena Bay

Vessel was visited by a Board Officer on September 8, at RLW. Travel and payroll issues were discussed. No TV reception; shoreside technicians are supposedly working on the problem.

Ship Representative Bill Ackley reports that overall everything is going well.

### S/R Hinchinbrook

ESU Board Officer visited the ship on September 8, at Valero in Benicia, CA. The unlicensed members are very upset about some of the things that are occurring on this ship. No TV reception, cut back on O.T., Stewards Department MOU being ignored. Board Officer and Ship Representative Danny Jones discussed some of the issues with the Master. Hopefully things will improve.

### S/R Long Beach

Board Officer visited the ship in Portland, Oregon on August 14, before it was decided to do the needed repairs in Singapore. Ship Representative Joe Graca transferred to the *S/R American Progress* due to impending personal commitments and Amador Almanza took over his duties on a temporary basis. The ship is due to arrive in Singapore on September 13, for a projected 19 days of repairs.

### S/R Mediterranean

Vessel was scheduled to arrive in Singapore around the middle of September. Crew is preparing the vessel for lay-up. Regular Ship Representative John Detwiler aboard.

### S/R Puget Sound

Rowan Mallet filling in for Michael Harrison as Temporary Ship Representative. This ship remains on the Valdez-Anacortes run for now. No beefs reported. Thanks again Rowan for filling in on a temporary basis.

### S/R Wilmington

Vessel scheduled to stop in Puerto Rico before returning to the Gulf Coast. Temporary Ship Representative Charlie Pollard called in from New York and reports no problems.

## Audit of Union complete

On June 20, 2002, the Certified Public Accountants firm Ratliff and Jentho of Baytown, Texas completed and presented its financial audit report for the year 2001. This audit was ordered by the Secretary-Treasurer in compliance with the ESU Constitution and By-laws, Article VIII, Section 4B which reads: "The Secretary-Treasurer will order an audit of the Union's calendar year financial statements at least once during his/her term in office. An independent public accounting firm will perform the audit. The results of an audit will be reviewed by the Executive Board and made available to the membership. Additional audits may be ordered if deemed necessary by a quorum of the Executive Board."

Amongst information contained in the report was a deficit of \$14,659.00 in expenditures vs. revenue generated by the collection of dues. This deficit was consistent with the reported year 2000 deficit of \$14,928.00. The Union, in each of the two previous years has incurred heavy legal expenses primarily due to an ambitious arbitration schedule and prolonged wage and contract negotiations requiring added use of legal counsel.

Attorney expenses for the year 2001 accounted for 29% of total dues collected. The Executive Board in June of this year terminated its longtime retainer agreement with the law firm of Schneider, Goldberger, Cohen, Finn, Solomon, Leder & Montalbano of Kenilworth, and N.J. The Board's decision to sever this

relationship was not based solely on cost savings, as the Board recognized that the Union would be best served conducting necessary legal activities closer to its business office in Texas. However, it is anticipated that this change to local legal representation and the conducting future arbitration hearings in Texas will aid in reducing costs. Particularly, costs associated with travel and communications.

Though forward-looking projections are difficult to make due to inherit uncertainties such as an increase or decrease in membership numbers and unforeseen legal expenses that may be experienced, the Union is optimistic that it will not continue to operate in the red. The recently provided report indicates that the Executive Board's ongoing efforts in regard to cost reductions has resulted in a 6% decrease in office supplies and Expenses as well as a 2% reduction in telephonic communication. Additionally, ratification of the recent contract proposal will result in the Union not incurring further wage re-opener or Contract negotiation expenses before 2005.

Coupled with the Union's commitment to further reduce operating expenses where practical and the recent membership approval to increase monthly dues, it is reasonable to assume that the Exxon Seaman's Union will be on a firm financial footing for the foreseeable future. Copies of the audit report titled "Financial Statements December 31, 2002" have been sent to all active SeaRiver vessels and are available for ESU members to review.

## Culinary skills training class in Galveston, Texas

On Saturday, August 24, SeaRiver Maritime Inc., in conjunction with the Joint-Union Management Training Committee, completed its five-and-one-half day Culinary Skills Training Program in Galveston, Texas. The Ocean Fleet unlicensed participants arrived on Sunday, August 18, and training commenced on Monday, August 19. The participants stayed at the Galveston Hilton Hotel. The course was held at Galveston Community College.

The participants were: Margarida Leca, Fleet Chef. Cooks, Audrey McDainels, Pamela Hahn, Brenda Johnson, Bruce Bender and Gordon Gibau. Mary Williamson, SeaRiver's purchasing coordinator, was in charge of the course and its curriculum. The class was very fortunate to again retain the services and be under the tutelage of Chef Leslie Bartosh. Chef Bartosh is the Director of the Culinary Arts Academy at Galveston Community College.

This course was developed to specifically target newly promoted Fleet Chefs and Cooks who desire to sail in the Fleet Chef rating. The training consisted of hands on instruction, safety, sanitation, recipes, cooking technique and an emphasis on teamwork.

The ESU Executive Board is enthusiastic about the positive feedback from the class participants and remains committed to work through the JUMTC to develop quality training for the ESU membership in the Deck, Engine and Steward's Department.

## Correction

The wage tables printed in the August issue of the *ESU News* had a \$20.00 error in the amount that QMED-Oilers will receive. The correct Base + CSB + SHHOT amounts are shown below.

### RATING: QMED-Oiler

Start	1	2	3	5	10	15	20	25	30
3518	3695	3820	3844	3906	4030	4062	4091	4118	4150

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee Chester Bell

Steward Trustee Gerard Nelson

# Sailors' Union of the Pacific/ Training Resources Ltd Schedule of Course Offerings for 2002

## STCW 95 Basic Safety Training

- Basic Fire Fighting
  - Personal Survival
  - Basic First Aid
  - Personal Safety and Social Responsibility
- Sep 16-20      Oct 21-25      Nov 18-22      Dec 9-13  
 Sep 30-Oct 4      Nov 4-8      Dec 2-6

## Small Arms Training (MSC approved)

Sep 30-Oct 2      Nov 4-6      Dec 16-18

## LMSR Vessel Training (MSC approved)

Sep 17-27      Oct 22-Nov 1      Dec 3-13

## Survival Craft (Lifeboatman)

Sep 23-26      Oct 28-31      Dec 9-12

## Training Information and Enrollment

### Contacts

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## SUP Welfare Plan staff



Photo Rich Reed

Standing from left: Patty Martin, Jessica Campbell, and Michelle Chang the Plan Administrator. In front: Brian Farmer from Zenith Administrators.

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# Welfare Notes

## September 2002

The SUP Welfare Plan was established in accordance with the collective bargaining agreements between the Sailors' Union of the Pacific and participating employers. The Welfare Plan provides many benefits such as medical and dental, the Money Purchase Pension Plan, the 401-K Savings Plan, and the Andrew Furuseth School of Seamanship to qualified Union members and their dependents.

The Board of Trustees is responsible for the operation of the Plan and is made up of an equal number of Trustees appointed by the participating employers, and trustees appointed by the Union. Only the full Board of Trustees is authorized to interpret the Plan benefits, and no individual Trustee, Union representative or employer representative is authorized to individually interpret this Plan.

The Plan Administrator, Ms. Michelle Chang who is employed by Zenith Administrators of San Francisco, handles the day-to-day administration of the Plan. The Plan Administrator is retained and compensated by the Plan at the direction of the Plan Trustees. The office for the SUP Welfare Plan is located at Headquarters in San Francisco.

The office processes all medical and dental claims for active members and retirees and their families and dependents. The office also handles all the enrollments for the assorted medical and dental plans, and advises members on their eligibility with the plans. The Welfare staff consists of Ms. Patty Martin and Ms. Jessica Campbell, who are employed by the Welfare Plan, and Mr. Brian Farmer from Zenith Administrators. The SUP Welfare Representative also serves the individual needs of both the active and pensioner memberships. In addition to processing all of the medical and dental claims and issuing checks, the Headquarters' staff also have many other duties. The office is responsible for the internal work on the Money Purchase Pension Plan, the 401-K Savings Plan, the death and burial benefits, disability benefits, vision benefits, alcohol and drug treatment benefits, and training benefits for active members. The Welfare Office also does all the work on the retiree's benefits, the annual medical and hospital allowance, the pensioners and spouse Medicare Part B premiums and widows benefits. These benefits along with the rights to appeal procedures are all listed in the Summary Plan Description books that are available to all members and pensioners.

### 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**

## Support the SUP Political Fund

### U.S. trade deficit hurts American workers— AFL-CIO President Sweeney

“On September 13 a discouraging report that the nation's overall trade deficit has hit a new record high is more sobering news for an economy already reeling from one hit after another.

The Commerce Department announced that the U.S. current account deficit, which includes trade in goods and services as well as investment income flows, grew by 16 percent to \$130 billion in the second quarter. This deficit represents a stunning and unsustainable five percent of GDP. The bad news on the trade deficit followed a sobering announcement from the Labor Department that initial claims for state unemployment benefits last week rose to 426,000, the highest figure in more than four months.

The unsustainable trade deficit is largely a product of our deeply flawed trade policies, which take their greatest toll on workers in the nation's manufacturing sector. Manufacturing has been the engine of productivity growth for the American economy, and its higher-paying jobs have been the ladder to the middle class for millions of Americans. Yet we lost 68,000 manufacturing jobs in August alone and more than 2 million manufacturing jobs since March 1998, a trend only exacerbated by flawed trade and tax policies and runaway corporate outsourcing, as well' as an overvalued dollar.

Flawed trade policies cost American jobs, put downward pressure on U.S. wages and working conditions and erode the ability of governments to protect public health and the environment. U.S. trade policy needs to be dramatically overhauled. Our trade policy must support and not undermine the manufacturing sector. To this end, it must not offer U.S. companies additional incentives to move offshore, and it must ensure that our trade laws are vigorously enforced, and that enforceable workers' rights are in the core of every trade agreement.”



## Ralph Nader says Taft-Hartley Act a hinderance to workers

"This year marks the 55th anniversary of the passage of the Taft-Hartley Act, one of the great blows to American democracy. The Act, which was drafted by employers, fundamentally infringed on workers' human rights.

Legally, it impeded employees' right to join together in labor unions, it undermined the power of unions to represent workers' interests effectively, and it authorized an array of anti-union activities by employers.

Among its key provisions, Taft-Hartley:

- Authorized states to enact so-called right-to-work laws. These laws undermine the ability to build effective unions by creating a free-rider problem — workers can enjoy the benefits of union membership in a workplace without actually joining the union or paying union dues. Right-to-work laws increase employer leverage to resist unions by enabling them to benefit from free riders; and vastly decrease union membership, thus dramatically diminishing unions' bargaining power.

- Outlawed the closed shop, which required that persons join the union before being eligible for employment with the unionized employer. (Still permitted are provisions which require any member of a bargaining unit to pay a portion of dues to that union.)

- Defined "employee" for purpose of the Act as excluding supervisors and independent contractors. This diminished the pool of workers eligible to be unionized. The exclusion of supervisors from union organizing activity meant they would be used as management's "front line" in anti-organizing efforts.

- Permitted employers to petition for a union certification election, thus undermining the ability of workers and unions to control the timing of an election during the sensitive organizing stage, forcing an election before the union is ready.

- Required that election hearings on matters of dispute be held before a union recognition election, thus delaying the election. Delay generally benefits management, giving the employer time to coerce workers.

- Established the "right" of management to campaign against a union organizing drive, thereby scuttling the principle of employer neutrality.

- Prohibited secondary boycotts — boycotts directed to encourage neutral employers to pressure the employer with which the union has a dispute. Secondary boycotts had been one of organized labor's most potent tools, for organizing, negotiating and dispute settlement.

The political damage of Taft-Hartley was just as severe. In addition to starting an era of red-baiting with the American labor movement which led to harmful internal division (a now-invalidated provision of Taft-Hartley required union leaders to sign anti-communist affidavits), the Act sent a message to employers: It was OK to bust unions and deny workers their rights to collectively bargain.

In short, Taft-Hartley entrenched significant executive tyranny in the workplace, with ramifications that are more severe today than ever. Union membership is at historic 60-year lows, with only ten percent of the private economy's workforce unionized. Employer violations of labor rights are routine, and illegal firings of union supporters in labor organizing drives are at epidemic levels.

It is past time for the repeal of Taft-Hartley. That would be one important step in restoring workers right to organize into unions, achieve a living wage in the Wal-Marts, McDonald's and other workplaces, and in revitalizing American democracy."

## British study says seafaring is dangerous

According to a report by Oxford University, merchant seafaring and trawler fishing continue to head the list as the most dangerous jobs in Britain.

Statistics drawn from data covering the period between 1976 and 1995 showed that fishermen were 52.4 times more likely to have a fatal accident at work and seafarers 26.4 times more likely than other British workers.

The report found that although deaths at work had declined in recent years, effort would have to be made in the marine filed to reduce unsafe practice and "unnecessary operation in treacherous conditions."

## Al Qaeda suspects arrested at southern Sicilian port

Italian police, working with U.S. Naval intelligence, said on September 12 they had arrested 15 Pakistanis believed to be members of Osama bin Laden's al Qaeda network. The men were taken into custody last month after arriving in the southern Sicilian port of Gela on a merchant cargo ship from Morocco. They are charged with conspiracy to commit terror acts. "We are certain that these people are part of a terrorist organization, and we are almost certain that that organization is al Qaeda," Santi Giuffre, chief of police for the Sicilian province of Caltanissetta, told a news conference. "We have found interesting documents that would prove the accusations." He said police had seized telephone numbers, including several in Spain and France, which linked the men to al Qaeda, the group Washington blames for the September 11 hijack attacks. The men had also used code names and code words which raised suspicion of an al Qaeda connection, Giuffre said.

Notes and documents referring to al Qaeda were found on board their Romanian-registered vessel, which set sail from Casablanca in mid-July and was scheduled to visit Tunisia, Malta and the Libyan capitol Tripoli. All the men were carrying an open return air ticket from Karachi to Casablanca.

However, a Pakistani embassy official in Rome said there was no evidence the arrested men were Pakistanis and said his embassy had been allowed no access to the suspects to find out. "I think at this point it is false and misleading to say that they are from Pakistan. We told the Italian authorities three days ago that the suspects possessed false documents they had in their possession. On September 9, Muttaqi said authorities in Pakistan confirmed the documents were false, information that was relayed to the Italian authorities. "It's surprising that the Italian police have made this announcement... For the last month all they have asked us to do is to verify the documents, we told them they were false, and now these men are apparently Pakistanis and terrorists."

Italian police said U.S. Naval intelligence had been used to gather evidence on the men and four U.S. Navy personnel attended the news conference in Sicily but did not answer questions. The U.S. Embassy in Rome was not immediately available for comment.

Prosecutor Francesco Messineo ruled out the possibility the men were planning an attack on Italian soil, but said they may have been trying to reach accomplices in the country.

## Ready in Baltimore



*Bosun Dale Gibson alongside the USNS Yano in Baltimore. In his spare time, Gibson donates his skills to the restoration of the Liberty ship John W. Brown which is also moored at the Clinton Street Pier. Photo Dave Connolly.*

## Shipmates take a blow



*Bosun Mike Binsky is flanked by AB Damien Norris and Ordinary Seaman Gordon Klein at the gangway in the USNS Shugart in Baltimore last month. Photo Dave Connolly.*

## Brokers oppose surcharge

Last month, the National Customs Brokers & Forwarders Association of America has expressed its opposition to Senate proposals for a \$15-20 surcharge on import and export containers in a letter to Senate members of the port security legislation conference committee.

Money raised by the new government fee would help fund U.S. port security initiatives in the wake of the September 11 terrorists attacks.

Association president Federico Kiko Zuniga said: "U.S. companies are already paying over \$1 billion annually in user fees for imported products.

"These revenues are designed in part to fund critical technology and systems which are fundamental to the agency's responsibility for homeland security."

Mr. Zuniga argued that the U.S. trade community already makes significant contributions to cover the costs of border security, and that the impact of the new fee on imports and exports would be "staggering".

He urged Congress to "question the economic wisdom of burdening the flow of trade with even more fees."

He added: "International trade is the engine that fueled the economic growth of the past decade. Now, international trade can be the force to cushion the impact of a tougher economic climate.

"This will not happen however if U.S. imports and exports are weighed down by new taxes and fees."

## Maritime bills on California Governor's desk

Two pieces of legislation that will significantly affect marine terminal operations are awaiting to be signed by Governor Gray Davis.

One bill will make the provider of chassis responsible for maintaining the equipment in good repair. Shipping lines and marine terminal operators at U.S. ports, including those in California, own or lease most of the chassis that are used in intermodal transportation. This bill passed both Houses in Sacramento.

The legislation is significant because it will make terminal operators liable for any fines that occur if law enforcement agencies issue a citation to truck drivers found to be operating with a chassis whose brakes, suspension, tires or lights are defective. Until now, truckers paid most of those fines.

A second bill will fine terminal operators \$250 for every truck that must wait outside the terminal gate for more than thirty minutes.

With busy container terminals handling 1,000 to 3,000 gate moves each day, the liability of terminal operators at large ports such as Los Angeles/Long Beach and Oakland will be significant.

Terminals are already considering options that will allow them to comply with the bill and avoid paying the fines. Two options are to establish an appointment system for truckers and to extend gate hours. The legislation includes exceptions for terminal operators that deploy either or both options.

## Labor Day parade in Wilmington



John Pitts, Chairman of the independent Atlantic Maritime Employee's Union, carrying Johnny Yee's huge United States flag and leading the maritime contingent. Photo Mark Hurley.



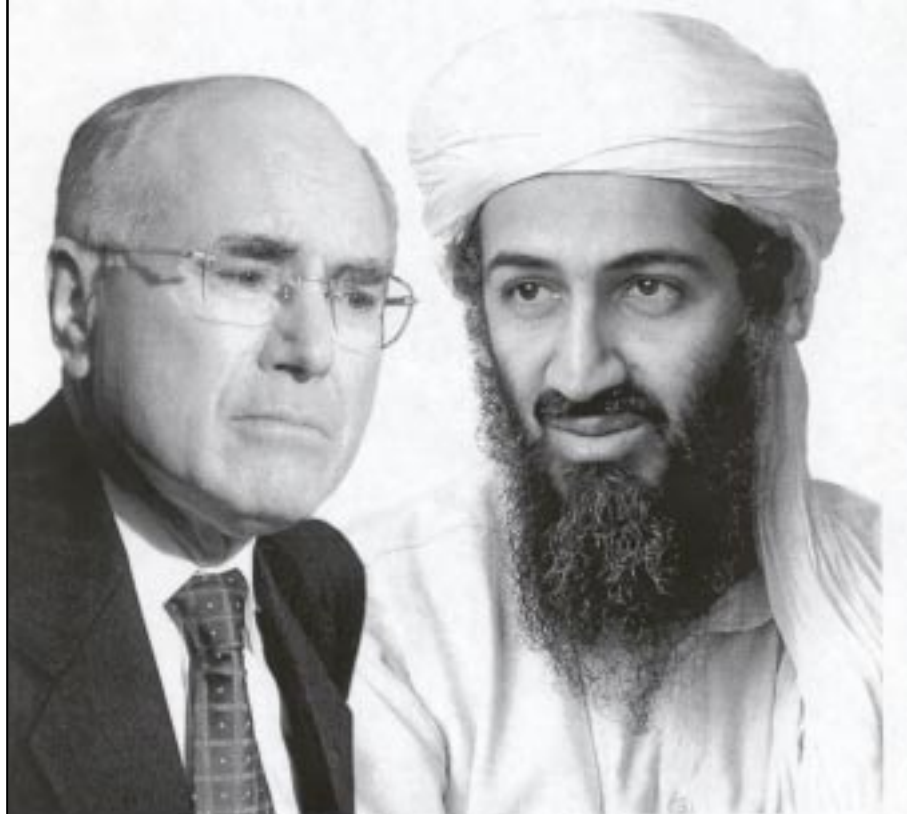
Tom Larkin and Cordell Bendeck flank James Buster carrying the SUP banner. Photo Mark Hurley.



SUP and MFOW members at the hall prior to the march. Left to right: Tom Larkin, Carl Schou, Ben Miller, MFOW Agent Steve Callahan, Frank Spencer, Johnny Yee (SUP retired who brought his own large U.S. flag). Front row: Ernie Jalomo, Branch Agent Mark Hurley, Cordell Bendeck, Joe Obsuna, Carlow Medina, Pat Thomson and Craig Scott.

## Aussie maritime labor rallies against government maritime policy

**WHAT DO THESE TWO MEN HAVE IN COMMON?**



**THEY BOTH FAVOUR FLAG OF CONVENIENCE SHIPS**

Flag Of Convenience ships are vessels owned in one country, flagged in another and crewed in a third, so that it's almost impossible to trace the real owners. That's why Osama bin Laden uses a Flag of Convenience fleet. So do drug smugglers and gun runners. The Howard Government also favors FOC ships. His government is issuing permits so that these ships of shame can replace the Australian fleet on our coast.

On August 27, outside of the Federal Court in Sydney, the Maritime Union of Australia (MUA) and the affiliates of the Australian Council of Trade Unions rallied against the pro-flag-of-convenience policies of Prime Minister John Howard.

"We've seen three Australian vessels sunk with loss of all jobs this year," said MUA National Secretary Paddy Crumlin. "And it's all down to the government policy of permitting cut-rate flag of convenience shipping on our coast. Every other country is clamping down on these shonky ships because of the security risk they pose. The U.S. Government is talking about banning them, but the Howard Government is making it even easier for these ships to sail on our coast. It's shameful."

To drive their point home maritime workers were armed with a controversial new poster which features PM John Howard alongside Osama bin Laden under the header "What do these two men have in common?"

## NTSB and Coast Guard agree on rules for investigation of major marine accidents

The National Transportation Safety Board and the U.S. Coast Guard have concluded a new agreement setting out each agency's role in the investigation of major marine shipping accidents. With the Memorandum of Understanding (MOU) signed yesterday by NTSB Chairman Marion C. Blakey and Admiral Thomas Collins, Commandant of the Coast Guard, the two agencies have resolved a long-standing uncertainty over how to determine which will lead the investigation of a major marine accident.

The new agreement gives NTSB the right to elect to lead investigations of accidents that threatened high loss of life or substantial property damage. Major accidents are broadly defined as involving: the loss of six or more lives; the loss of a mechanically propelled vessel of 100 or more gross tons; property damage estimated at \$500,000 or more; or serious environmental damage due to a hazardous materials release. "This week's agreement is a milestone," said Chairman Blakey, "I welcome the opportunity it provides for the Safety Board and the Coast Guard to work together more closely and effectively to improve marine safety, limit duplication of effort and the expenditure of federal resources, and further strengthen public confidence in our agencies."

Blakey expressed appreciation for the Coast Guard's cooperation in working out the terms of the MOU. The agreement is in response to legislation requiring the two agencies to clarify when the NTSB will lead a marine investigation and to develop standards for determining if an accident involves significant issues related to the Coast Guard's performance of its safety functions that may require independent review. It replaces an earlier agreement dating from 1981.

For the most part, the Safety Board expects to concentrate its activities on passenger vessels and those marine casualties that risked or threatened high loss of life.



# SUP President's Report

September 9, 2002

## LMSR AWARD PROTEST

As reported in the August issue of the *West Coast Sailors*, Patriot Contract Services, a division of American Ship Management filed a protest with the General Accounting Office over the award of eight Large Medium-Speed roll-On/Roll-Off (LMSR) to Maersk Line Ltd. by the Military Sealift Command.

Despite the pending protest, the MSC on August 26 took the unusual step of overriding the statutory obligation to automatically stay the award. MSC's rationale was that it was in the best interests of the government to allow the Maersk contract to proceed during the GAO investigation.

As of today's meeting, the status of the GAO investigation is unknown. However, industry sources indicate that Keystone Shipping Company, which submitted a bid for the LMSRs, filed a protest this month.

## MATSON NAVIGATION COMPANY

For the past two months the membership has been reviewing a proposal submitted by Matson following the conclusion of bargaining in June. Details of the company's proposal regarding the so-called "one-man watch" and the Union's counter proposal were published in the July *West Coast Sailors*.

The review process was suggested by the SUP Negotiating Committee who concluded that although Matson's proposal had merit, more membership discussion was necessary. The Committee, therefore, recommended that the proposal be brought before the membership at the July and August coastwise meetings. The Committee also recommended that after discussion had occurred, a vote be taken on whether or not to authorize the Committee to continue bargaining on the proposal. The Committee's recommendations were accepted at the July meetings and discussion and votes were taken at the July and August meetings.

Although the merits of Matson's proposal were vigorously debated, the membership voted almost unanimously for two months to resume bargaining with the company.

The Negotiating Committee convened at Headquarters on September 4, to again review the company's proposal and to formulate another Union response. Those in attendance were Committee members Sonny Cooper, Bob Copeland, Romaine Dudley, Ian McCleod and your secretary. Matson was notified that the Union desired to resume bargaining on the "one-man watch" proposal and suggested that meeting be held in October.

Will keep the membership apprised of the results of the meetings. It must be noted that in accordance with the SUP Constitution any agreement reached with the company is subject to membership approval.

## SUP MONEY PURCHASE PENSION PLAN

The SUP Welfare Plan has informed the Union that the 12th annual valuation statements of the SUP Money Purchase Pension Plan are scheduled to be mailed the first week of October to the address of record of Plan participants.

Valuation statements include a participant's account balance as of July 31, 2001; contributions received from August 1, 2002 through July 31, 2002; interest income; total account balance as of July 31, 2002; and a summary of employment during the Plan year.

If a participant does not receive a statement or has questions regarding it, contact Michelle Chang, SUP Money Purchase Pension Plan Administrator, 450 Harrison Street, San Francisco, CA 94105; telephone (415) 778-5490.

As of July 31, 2002, the value of the Plan was \$17,250,604.15. Since July 31, 2001, the Plan received \$1,812,427.95 in contributions and \$1,247,587.65 in investment income (net of management fees) while disbursing \$895,551.73 in benefits. Plan expenses (legal

fees, audit fees, investment fees, computer fees) were \$100,279.02.

The SUP Money Purchase Pension Plan's assets are managed by the San Francisco investment firm of Dodge & Cox under guidelines established by the Plan Trustees. The fixed income assets of the Plan are conservatively invested in high-quality U.S. government securities with an average rating of AAA.

Internal Revenue Services Form 5500, prepared by the Plan's independent auditors, Thomas Havey, LLP, will be available by December 31, 2002. Plan participants have the legal right to examine or request a copy of this report from the Plan office.

For all ASM and Matson (except for the *ITB Moku Pahu*) offshore and standby jobs except Ordinary Seaman, the contribution rate is \$25 per day worked. The O.S. rate is \$18.51. The *Moku Pahu* rate is \$19.93 for bosun and \$15.28 for AB's. These rates were funded, by membership action, by allocating wage increases to the Plan from 1990 through 1997 a history of which is documented in Section 54 (SUP Work Rules) of the ASM and Matson offshore and intercoastal agreements.

The negotiated contribution rate for employment in Patriot Contract Services (a division of ASM) LMSR vessels is \$17.51 per day for the bosun and the ABs, and \$14.42 per day for Ordinary Seamen.

The contribution rate for those employed in Ready Reserve Fleet vessels managed by Patriot is \$13.39 per day.

For Foss the contribution rate is \$47.51 per month for steady employees and \$3.53 per day for casuals.

It must be noted that SUP officials or employees of the Union are not participants in the SUP Money Purchase Pension Plan, except for those who worked for contributing employers prior to going to work for the Union.

## FOSS MARITIME

As reported last month, Foss has started a coastwise petroleum barge service. With jurisdictional issues squared away between the SUP and the IBU, met with the company on August 21 at Headquarters to resolve issues regarding this work when the barges are in the San Francisco Bay Area. Representing the company were Warner Nelson, Vice President Industrial Relations, and Scott Merritt, San Francisco Regional Director. The SUP was represented by Tom Tynan, Mike Worth, Paul Wuestewald and your secretary.

The company acknowledged that when the barges in question are in the San Francisco Bay Area—the *Kay's Point* and the *Cascade*—SUP tankermen shall load and discharge as per the agreement. However, the company stated that towing, shifting and maintenance of the barges and their tugs was not covered by the agreement as the vessels are not engaged in bunkering.

Anticipate more discussions with the company over this issue.

## SAN FRANCISCO BAR PILOTS

Negotiations between the Union and the Bar Pilots resumed on August 30. Proposals continue to be exchanged and discussed with some headway being made.

The next bargaining session is scheduled for October 1. The two current collective bargaining agreements with the Pilots covering marine personnel and all classifications of dispatchers expires on October 18.

## PASSPORT REQUIREMENT

In accordance with the recently negotiated and ratified agreement with Matson, "Effective January 1, 2003, it shall be a condition of employment on all vessels that a crew member possess a valid passport. If there are special circumstances that prevent the U.S. State Department from issuing a passport, he may still be employed aboard domestic vessels upon the mutual agreement of the Company and Union."

All hands shipping in Matson vessels after January 1—including those on the Hawai'i run—must show the dispatcher his or her passport at the time of dispatch and pack it aboard ship.

## COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 14, a holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be held on Tuesday, October 15.

## ACTION TAKEN

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

Gunnar Lundeberg

## Vice President's Report

September 2002

### SIUNA Convention

Along with Gunnar Lundeberg and William Berger, I attended the quinquennial Convention of the Seafarer's International Union of North America at the Harry Lundeberg School of Seamanship in Piney Point, Maryland. Near the outset of the Convention, the SUP delivered its report to the assembled delegates. The report recounted the important events of the Union since the last Convention in 1997. Looking ahead, we reiterated the importance of renewing the Maritime Security Program (MSP). In addition to the elected delegates, many employers and government officials attended. Admiral Brewer, the commanding officer of the Military Sealift Command addressed the Convention on the second day, stressing the critical importance of the nation's civilian mariners in delivering the materiel of freedom to the nation's military deployed overseas. Maritime Administrator Capt. William Schubert also acknowledged the great sacrifice of the nation's merchant mariners in past conflicts and their essential role in the present conflict. Schubert expressed his support for the renewal of MSP saying that it was the first priority of MarAd and that without a viable international fleet America would have a diminished voice in international forums such as the International Maritime Organization, the Organization for Economic Cooperation and Development, and the International Labor Organization. David Cockcroft, Secretary of the International Transport Workers' Federation (ITF), also addressed the Convention. Cockcroft made a clear connection between terrorism and flag-of-convenience shipping, producing evidence that showed that the so-called "20th hijacker," Zacarias Mossasoui, had attempted to buy an FOC ship for the transport of weapons of mass destruction. AFL-CIO President John Sweeney who blasted what he called the "economic terrorism" arising in the form of government sanctioned union busting efforts, and Congressman Neil Abercrombie gave a rousing speech on the responsibility of all elected officials. In general, the Convention was a success in which the SUP and the MFOW received considerable recognition and respect.

### LMSR Activation

On September 18, 2002, in response to the approach of Hurricane Isadore, Patriot Contract Services activated the USNS Fisher and USNS Pililauu to Full Operating Status in New Orleans. We were informed in the morning that both ships required a full crew immediately, and in a matter of hours, Headquarters dispatcher Knud Andersen together with the SUP Branch Agents filled every billet. Such action requires adroit management of the numerous complications of shipping qualified personnel. Not enough recognition is given to the round-the-clock efforts of the SUP's agents attending to the myriad of shipping details such as drug screens, travel arrangements, training certificates, physicals, and adapting to the inevitable changes. This Gulf coast activation is another example of our solid performance as a Union: it brought out the best in both the LMSR sailors who manned the ships, and the officials that got them there.

### Andrew Furuseth School of Seamanship

Encourage all hands interested in serving the long-term interests of the Union as well as the nation's military readiness to consider training for work in the LSMRs.

Dave Connolly

# SUP Branch Reports

## Seattle

August 19, 2002

Shipped during the period: 3 bosuns, 2 steady and 1 return filled by A cards; 6 ABs filled by 3 A cards, 1 B card and 2 C cards; and 31 standbys, taken by 2 A cards, 17 B cards, 4 C cards, 7 D registrants and 1 MFOW member for a total of 40 jobs shipped.

Registered during the period: 13 A cards for a total of 35; 11 B cars for a total of 33; and 11 C cards for a total of 23.

### Ships checked

APL Korea, APL Thailand, APL Philippines all back from the Far East with little or no trouble. Maui and Kauai in twice and running smoothly. Rigging loft checks out okay.

I attended a meeting with U.S. Congressman Brian Baird on marine security. MEBA's John McCurdy and Mike Jewell, along with your agent, firmly educated Congressman Baird on supporting the MSP program and the Jones Act.

The SUP was invited to an executive board meeting of the Machinist's Union in regards to the Boeing negotiations. We told them we would be there for them and they were pleased to see other unions pledge support. These are grim times up here in the Pacific Northwest with Boeing trying to out source its work overseas and longshoremen being told that they will be forced out at gun point so foreign shippers can reduce wages and conditions on the waterfront. You folks who read this really need to think about how you voted this last election because a few of you guys voted for this anti-labor administration.

The SUP attended several meetings with the King County Labor Council and representatives from the ILWU Puget Sound locals in regard to a solidarity rally held on August 12. The rally was an outstanding success and the SUP was well represented. The longshoremen thanked us repeatedly throughout the day as we marched up Alaska Way. I would like to give a hearty thanks and a "tip of the hat" to all the pensioners and active members who showed up on short notice.

Everyone needs to help this election year. Anti-labor forces have the full support of the President. Our jobs and our rights are being taken away at an unprecedented rate since the early 1920's. We need contributions to the Political Fund. We need people to volunteer with the election process. Ask your agent where to go.

Vince O'Halloran  
Branch Agent

## Wilmington

August 19, 2002

Shipping for the period: 5 bosuns, 19 ABs, 6 AB Maints., and 79 Standbys for a total of 109 jobs shipped.

Registrations is at 52 A members, 31 B members, 15 C members and 3 D registrants.

### Ships checked

President Adams, Mahimahi, Lurline-Tony Figueroa delegate; R.J. Pfeiffer-Keith delegate; President Polk, Lihue-Joe Justice delegate, Ewa-Carl Orange delegate; President Wilson, APL Thailand-both by Duane Nash; Chief Gadao-Bert Genita delegate; President Truman, President Grant, President Jackson, Manoa, APL Singapore-Bruce Smith delegate (SUP supported MFOW Agent Steve Callahan with disputed overtime), President Kennedy, Mokihana, APL Korea-Mike Einman delegate.

Meetings attended: 7/15 LA County Federation of Labor; 7/23 through 7/24 California Federation of Labor Conventions in San Francisco with Gunnar Lundeborg, Dave Connolly, Bill Berger and Terry O'Neill. While there, also attended the Longshore rally in front of the PMA Office on California Street. It was a rousing rally. Duane Nash covered the hall. 7/24 Wilmington Neighborhood Council (Harry Lundeborg Elementary School Proposal); 7/25 Harbor Labor Coalition; 7/26 Veteran's Memorial Meeting; 7/27 Thanks to Melvin Mate for handing out Friends of Labor flyers at Home Depot; 8/5 Harry Bridges Institute. Mike Ponce of ILWU spoke about the PMA, West Coast Waterfront Coalition and Community Activism; 8/8 Harbor Labor coalition at the Pile Drivers Hall; 8/12 ILWU rally in Long Beach (had a speech prepared but time did not permit its elocution). The speakers included Roman Ponce de Leon, Local 13 president, 15th District Councilwoman Janice Hahn, and Diane Middleton of the Harry Bridges Institute. It was a first rate rally with approximately 3,000 attendees. Thanks to Eli Wegger, John Fernandez, Duane Nash, Tony Figueroa, Frank Rosales, Harry Naeloe and Charlie Supple for showing up to represent the SUP. 8/15 Rally for ILWU at new Maersk terminal; 8/15 hosted the Harbor Labor Coalition meeting; 8/16 Banning Landing's Legislative Hearing with ILWU and PMA. Steve Callahan and I showed up but it was too crowded to get in, but it went well for the longshoremen.

The SUP marlinspike class is going well. It's once a month on the second Wednesday.

The Wall of Honor in San Pedro is coming along, however, we still need \$4,000 from the SUP to make our pledge. Keep the donations coming.

Sincere condolences to the Charlie Pino family from the Wilmington Hall.

Thanks to Mr. Nash for being acting agent from August 17 through the 25 while I vacationed in land locked Oregon.

Mark Hurley  
Branch Agent

## Honolulu

August 19, 2002

During the month of July, dispatched the following: 7 ABs, 4 AB reliefs, 4 AB returns and 2 OS. These jobs were filled by: 5 A members, 10 B members and 2 C members.

Also shipped 37 standby jobs filled by 7 A members, 7 B members, 5 C members and 18 D registrants, for a total of 54 jobs shipped.

During the month of July registered the following: 8 A members, 12 B members, 2 C members, and 2 D registrants. To date have registered: 12 A members, 10 B members, 3 C members, and 8 D registrants for a total of 33.

### Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Kauai, Ewa. All with few or no problems. R.J. Pfeiffer good gang, stick together SUP old-school style. Lihue personality beef. Paint and rigging, firing beef.

On August 21, attended Honolulu Port Council meeting. Presented scholarships to two winning applicants and prepared for Labor Day activities. On September 1, helped man the Port Council booth at the State AFL/CIO "Labor in Concert" festivities. On September 2, along with Union Brothers A. Acosta, J. Meador, J. Rose, M. Kalama, S. Crute, A. Thompson and J. Lindsey, marched under the SUP banner in Hawaii's AFL/CIO Labor Day Parade. With excellent attendance from the other four seagoing maritime unions (MFOW, MMP, MEBA, SIU). We walked behind the Honolulu Ports Maritime Council banner through downtown Waikiki. Proud of our gang for this was a hot (80F) and long (2 miles) parade.

Mike Duvall  
Branch Agent

## Norfolk Office

August 2002

Shipping slowed down to a snails pace, as over fifty percent of the fleet are down to 13 man ROS.

The month of August, I shipped 1 boson, 2 ABs and 1 OS. Filled 1B and 3Cs.

I will travel to Charlestown, SC on September 17, to oversee the crewing of the USNS Bob Hope. We now have all the Bob Hope class vessels. Patriot now has ten LMSR ships with one still on the way at Avondale. I hear things are heating up, but no one's talking. I have talked to both bosuns in Baltimore, and all is well. I will make a visit September 26. The Chevron Arizona is running smoothly. I will visit them in Florida in October, as I have given up trying in Pascagoula. Made all ships in the Norfolk area, all running smoothly.

Notice to all LMSR sailors: make sure all certificates are up to date, damage control and small arms, as you will be turned away.

Jack Stasko  
SUP Representative

## DOT recognizes 9/11 bravery with medal

U.S. Transportation Secretary Norman Mineta will recognize the bravery, dedication and teamwork displayed last September and the 12 months since by the men and women in the U.S. Coast Guard by presenting them with the new Transportation 9/11 Medal.

The new medal is awarded to employees of the Department of Transportation and private citizens for meritorious service resulting from unique and outstanding achievement in response to the attacks on September 11, 2001.

### New pensioner

The following SUP member joins the rank of pensioners, bringing the total number of SUP members to 977.

Herman Park, 70, Book #3859, joined SUP in 1957.

## Dispatcher's Report

Headquarters—Sept. 2002

Deck	
Bosun	3
Carpenter	0
MM	3
AB	23
OS	2
Standby	30
Total Deck Jobs Shipped	61
Total Deck B, C, D Shipped	15
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	61
Total B, C, D Shipped-All Depts.	15
Total Registered "A"	76
Total Registered "B"	71
Total Registered "C"	11
Total Registered "D"	13

## San Francisco Business Agent

September 9, 2002

Kauai— Archie Bickford, delegate: This ship has a milk problem, which I cannot understand why this ship runs out of milk when it is in and out of ports every four days.

Lihue— Peter Selivanoff, delegate: Ship in good shape with little disputes.

Maui— Lee Dancer, delegate: Island run, no disputes.

Mokihana— Milton Pond, delegate: Voyage pay off; no disputes. Frank Portanier bosun.

Moku Pahu— Ron Reed, delegate: Paid off at Crockett. Loading rice at Stockton for North Korea.

R.J. Pfeiffer— Keith Miller, delegate: Island run, no disputes.

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

President Polk— John McNeil, delegate: Voyage pay off; clarification on the two hour minimum.

President Wilson— Nestor Alarcon, delegate: Voyage pay off. ASM finally repaired the Bee winches.

ASM Shoregang— In good shape.

Chevron Colorado— Visited this twice at Long Wharf. Same problem; sailors are unhappy with gangway watch. Chevron is not consistent in its policy. On the Chevron Washington, they hire a private security guard; why not the Colorado?

Cape Gibson, Cape Blanco, Cape Borodo and Cape Bover — Visited them in Alameda.

Cape Girardeau— Steve Zombo, delegate: Shipped a crew for a sea trials.

William Berger