President Bush’s proposed maritime budget draws fire
Administration supports Jones Act and cargo preference

The Bush Administration’s proposed budget for fiscal year 2002 would severely hamper the development of the U.S. Merchant Marine. According to the Office of Management and Budget’s Blueprint for New Beginnings, an abridged version of the Administration’s budget request, the Maritime Administration would be eliminated, the Maritime Security Program would be transferred to the Department of Defense and funding of the Title XI Ship Loan Guarantee Program would be eliminated.

In addition to transferring the Maritime Security Program (MSP), the Bush Blueprint does not suggest a funding figure for that vital and necessary program that maintains a fleet of 47 military useful U.S.-flag ships in the international trades. President Bush’s plan to transfer the administration of the MSP has not been embraced either by the Department of Defense or Transportation. The Journal of Commerce reported this month that Defense and the U.S. Transportation Command is not enthused with the idea. Critics of the proposal say that taking MSP away from MarAd would jeopardize future reauthorization of the program.

The SUP along with others in maritime labor, has voiced its strong opposition to these tentative budget proposals to the Bush Administration and members of Congress. Industry-wide opposition is expected if the Administration’s proposals are incorporated in the final several thousand page budget request expected to be released on April 3.

Maritime observers indicate that the Office of Management and Budget proposals have not been fully discussed by policy-level officials in the Bush Administration. Those who care about the fate of U.S.-flag shipping still have reason to be concerned that the new Administration is more friend than foe. Bush’s Chief of Staff, Andrew Card, is a former Secretary of Transportation and was very supportive of maritime in the administration of the first President Bush. Current Transportation Secretary Norman Mineta was a strong backer of the maritime industry when he was in Congress.

In fact, last week Mineta affirmed the Bush Administration’s support for the Jones Act and other cargo preference statutes. “The Jones Act is an essential element of the U.S. maritime policy that provides important economic and national security benefits to the nation, such as support of the U.S. shipbuilding and ship repair industries, and maintenance of a labor base of skilled American mariners,” stated Mineta.

Phil Grill, Chairman of the Maritime Cabotage Task Force (of which the SUP is a member) thanked the Administration for its continued commitment to a U.S.-flag fleet in domestic waterborne commerce. “The Bush Administration understands the importance of a healthy U.S.-flag domestic fleet, both in terms of the nation’s economic well-being and its national defense capabilities. America’s Jones Act fleet is so efficient it transports nearly one fourth of the nation’s domestic cargo for only two percent of the freight bill. Jones Act vessels also provide nearly 90 percent of the jobs available to American mariners. In times of crisis, Jones Act ships play a vital role in delivering equipment and supplies to U.S. military forces overseas and provide additional sailors to crew the U.S. Government’s own sealift ships activated from reserve or reduced operating status. As long as America maintains the Jones Act as the foundation of the U.S. maritime policy, U.S.-flag vessel operators will efficiently meet the needs of waterborne commerce while sustaining the maritime infrastructure that contributes so significantly to our national defense capabilities.”

Former Honolulu Agent
Peter Oh dies

Peter C.H. Oh, Honolulu Branch Agent of the SUP from 1985-2000, died on March 9, after a long illness.

Born in Hawaii on February 12, 1928, Brother Oh joined the SUP in 1950 and sailed in all unlicensed deck ratings before being elected Branch Agent in 1988. He was respected by his shipmates both at sea and ashore. Memorial services were held on March 17, and in accordance with his wishes, his ashes were scattered at sea.

Peter is survived by his wife Daisy Sutter; daughters Diana Oh and Natalie Winslow; son Anthony Jeffrey; stepson Arthur Garrett; Stepdaughter, Mia Sutter; three grandchildren; brothers Peter and Daniel; and sisters, Mary and Esther. The family requests that memorial donations be made to the American Cancer Society.

Aloha, Pete — you’ll be missed. Steady as she goes.
Iron Workers charge Shanghai-based company of violating immigration law

Those oversized cranes sent from China in January are being constructed and installed at the Port of Oakland by Chinese nationals under “appalling, even deadly” safety conditions, for wages of between $3 and $10 per day, in violation of U.S. immigration law, according to lawsuits filed by the Iron Workers Union. “There’s absolutely no excuse of this kind of blatant and illegal exploitation,” said Richard Zampa, President of the Iron Workers California District Council. “This is about basic human decency as much as it is about violations of U.S. labor standards or labor rights. And the Port should not be permitting this to happen.”

The Iron Workers filed charges in Alameda County Superior Court charging that Shanghai-based Zhenhua Port Machinery Co., (ZPMC) has forced its employees to work without guardrails and safety shields. Gas systems used for welding and cutting are allegedly being operated without appropriate safeguards. These are criminal violations of the California Labor Code.

The suit also charges that ZPMC’s wages ($3 per day for apprentices, $10 for journeymen) violate state prevailing wage and minimum wage laws. The company’s alleged failure to pay overtime and holiday rates, along with failure to provide Workers’ Compensation insurance, violate the California Labor Code. The Port of Long Beach is sending a letter to ZPMC saying that when the company delivers the port’s 10 new cranes next year, the port expects it to obey all prevailing wage, safety and immigration regulations.

Support the Sailors’ Political Fund

West Coast Sailors


Gunnar Lundeberg, President/Secretary-Treasurer
Teresa Amabile, Editor

Reducing the risk of cancer

To the Editor:

I just read the letter in your newspaper about the 25 breasts and wanted to comment. The thing I have always found so difficult to understand is just how can the pollution from the oil industry cause cancer in women? How could that be possible? I mean, the oil industry is mostly men and I don’t know how they make breast cancer. Is it because of radiation? Is it because of chemicals? I just can’t understand it. I have always been against the oil industry and I think it’s great that this woman is speaking out.

Sincerely,

[Signature]

The West Coast Sailors
Alaska targets cruise ship waste

Alaska Governor Tony Knowles this month submitted a bill to the legislature designed to monitor and enforce cruise ship waste compliance with the state’s clean air and water standards.

The bill would establish the Alaska Coastal Protection Fund financed by a fee of $1.00 per passenger per voyage calling at Alaska ports.

Among the key provisions of the legislation are measures providing for monitoring and controlling smoke stack emissions; allowing the state to require solid waste disposal plans; provisions for civil and criminal penalties for violations; and permitting the state to bar entry to vessels with repeat violations.

“We don’t care what flag you fly or where you travel,” Knowles said. “When you’re in Alaska, you will obey Alaska’s laws and respect our values.”

The effort to improve oversight of the cruise industry, which is dominated by foreign-flag vessels, follows the state’s testing of cruise ship discharges last year, which Governor Knowles termed “disgraceful.”

In a statement, he noted that “from 80 samples of sewage tested only one complied with existing state and federal standards for suspended solids and fecal coliform, an indicator of human waste. In the case of so-called grey water, waste from showers, sinks and kitchens that was exempted by a loophole in federal law, several samples looked more like untreated sewage.”

British unions urge parliament to act on port safety and pilotage

British maritime unions told a committee of the House of Commons that “urgent action” is now needed to stem escalating injuries in United Kingdom ports and harbors.

Union representatives blamed deregulation for a decline in safety standards over the past 20 years. Numast, the union representing British officers, said that injury levels on the waterfront are now four times higher than in other industries and even exceed those in the hazardous deep coal mining sector.

Pilotage Exemption Certificates also came under scrutiny with Union representatives claiming that certificates were regularly issued to people with insufficient experience of English language skills.

The unions called for a beefed-up UK port state control to tackle “overwhelming evidence of serious safety problems on a significant proportion of the foreign shipping crossing British waters (around 70 percent of the ships we find to have defects and around seven percent unseaworthy).”

Chipping, painting farmed-out by U.S. Navy: worked deemed “tedious”

The U.S. Navy recently contracted with a civilian firm to chip and paint vessels in San Diego and Norfolk. Chula Vista, California-based Corrosion Engineering Services will also send painting crews to Navy bases in Hawaii, Japan, Florida and Texas.

According to a report filed by the Associated Press, an unnamed former secretary of the Navy stated that the lavish use of manpower to perform this work is intolerable in a time of tight budgets and decreasing crew sizes.

“I don’t think anybody’s self-esteem was ever enhanced by chipping and painting,” said Vice Admiral Pet Nanos, commander of the Naval Sea Systems command. “It’s an absolute burden.”

Admiral Nanos believes that decreasing the amount of chipping and painting by Navy personnel will boost morale and possible reenlistment rates, and allow sailors to spend more time training.

Irish ferry with foreign crew fails safety drill — sailings canceled

Over the St. Patrick’s Day weekend, the crew of the Swansea Cork Ferry Company’s City of Cork underwent intensive safety training after failing drills conducted by Ireland’s Maritime and Coastguard Agency. Swansea Cork was forced to cancel all sailings.

The City of Cork was formerly the St. Patrick II, owned by Irish Ferries. She was bought by Hellenic Lines and refurbished before chartered to Swansea Cork.

Karaoke pub sings a naughty tune

A man who literally offered “sun, sea and sex” has been jailed for running a brothel on a Singapore operated cruise ship.

Tak Tao, 32, was jailed for 30 months by a Singapore Court for running a brothel at the suggestive named Pinky Pub, on board the cruise ship, Amusement World, operated by New Century Cruise Lines.

The Bahamas-registered ship was raided by police December 26 at the Singapore Cruise Center, resulting in the closing of the Pinky Pub.

Mr. Tan employed women from Thailand, Vietnam and China to work as prostitutes in the karaoke pub.

The women were reportedly tricked into working as prostitutes having been promised a glamorous life as waitresses on a cruise ship.

New Century said it did not know Mr. Tan was running a brothel onboard the ship having given him and his partner the concession to run Pinky Pub as a karaoke lounge with good, clean entertainment. As far as the company is concerned, we had no idea about the vice activities going on onboard the ship until the police raided the plan on December 26,” the company said.

The USNS Mendonca went on sea trial last week after formally being delivered to the Military Sealift Command (MSC) at Avondale Shipyard in New Orleans on January 30.

Operated by Patriot Contract Services for MSC, Mendonca is the sixth Large Medium Speed Roll-On/Roll-Off (LMSR) delivered to Patriot since it was awarded the operating contract in July 1999. The other LMSRs crewed by the SUP on deck are the USNS Fisher, USNS Sacagawea, USNS Gordon, USNS Yano, USNS Soderman and USNS Gilliland.

Three more LMSRs, USNS Pelitano, USNS Brittin and a yet unnamed vessel are being built and are due to be underway within the year.

The Mendonca, like the other LMSRs, carries a crew of 30 in Full Operating Status and 12 in Reduced Operating Status. Specialized, MSC-required training is required of all hands who sail these ships.

Like all other vessels in the LMSR program except USNS Fisher, Mendonca is named for a Medal of Honor recipient: U.S. Army Sergeant LeRoy A. Johnson, age 19, was killed in Korea in 1951. According to MSC, “Sergeant Mendonca’s platoon was attacked at night by an overwhelming enemy force. He voluntarily remained exposed to the enemy fire while his platoon withdrew, firing his weapon and hurling grenades into enemy positions. His ammunition eventually exhausted, Sergeant Mendonca fought the enemy in hand-to-hand combat with his bayonet until he was mortally wounded. A report credits Mendonca with an astounding 77 enemy casualties.”

The USNS Mendonca and her sister LMSRs will carry gear for this U.S. Army.

APL parent NOL posts record profit

This month Neptune Orient Lines, the parent company of American President Lines Ltd., reported record profits of $178 million in 2000, up from $49 million in 1999. The 2000 results are the more impressive considering that the 1999 results included a $66 million, nonrecurring profit, largely from the sale of APL’s double-stack train operations in the United States.

Fleming Jacobs, NOL’s chief executive, told the Journal of Commerce that the results showed the company had regained health, allowing management to build on its strong container business and focus on growth in its logistics business.

SUP-contracted American Ship Management operates nine APL vessels under the Maritime Security Program (four C-11s and five C-10s) plus two vessels (Presidents Grant and Wilson) that are not covered by the program.

Alaska oil bill would benefit U.S. maritime industry

Senator Frank Murkowski’s (R-AK) bid to lessen U.S. dependence on foreign oil would provide benefits for the maritime industry. Provisions spread over two newly introduced bills in the Senate: S.388 and S.389, propose a broadening of tax benefits to include U.S.-built drilling vessels; various modifications of the MarAd’s capital construction fund program including a repeal of alternative minimum tax provisions; and permit drilling in the protected Arctic National Wildlife Refuge which would boost demand for U.S.-flag tanker tonnage. The legislation, termed the “National Energy Security Act of 2001,” drew 13 co-sponsors including Senators Trent Lott (R-MS), Ted Stevens (R-AK), John Breaux (D-LA), Conrad Burns (R-MT) and Ben Nighthorse Campbell (R-CO). The bills were referred to the Senate Energy and Natural Resources Committee.

MarAd extends VISA for another two years

The Maritime Administration has published a notice in the Federal Register, February 20, extending the Voluntary Intermodal Sealift Agreement (VISA) for another two years until February 13, 2003, pursuant to the provision of the Defense Production Act of 1950, as amended. The VISA program is the principal commercial sealift readiness program of the Department of Defense and is sponsored by MarAd.

Its purpose is to make intermodal shipping services, intermodal equipment and related management service available to the Department of Transportation as required for emergency deployment and sustainment of U.S. military forces.

Photo by Military Sealift Command.
Sailors’ Union of the Pacific/Training Resources Ltd
Schedule of Course Offerings for 2001

STCW 95 Basic Training

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

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

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<tr>
<th>Course</th>
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<td>July 16-20</td>
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<td>May 14-18</td>
<td>July 30-Aug. 3</td>
<td>Nov. 26-30</td>
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<td>Aug. 6-10</td>
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<td>June 4-8</td>
<td>Aug. 20-24</td>
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<td>June 18-22</td>
<td>Aug. 27-31</td>
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Military Sealift Command LMSR Vessel Training

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

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<td>July 10-20</td>
<td>Nov. 23-Dec. 7</td>
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<td>May 29-June 8</td>
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Small Arms Training (MSC approved)

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<td>Sep. 24-26</td>
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Survival Craft (Lifeboatman)

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<td>Aug. 6-10</td>
<td>Sep. 17-21</td>
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Welfare Notes

March 2000

Active members

The SUP Welfare Plan now offers a new dental plan. This new plan is aimed at members who live outside of the current existing dental plan coverage areas. This new coverage plan is good for all eligible members through out the U.S. who live outside of a current dental plan coverage area. If these qualifications describe your needs please apply for this new dental benefit. American General Assurance Co. offers this new plan. This new plan is for eligible members only. Eligible spouses and children will still be covered on the direct payment plan.

To obtain an application for this new plan please call, write, fax, e-mail or phone the Welfare Plan Office.

Retirees

This note is a reminder to all SUP retirees who are on the annual medical and hospital allowance benefit. Your annual reimbursements are paid for a 12-month period ending July 31st.

You now have four months remaining before your annual allowance rolls over to another fiscal year. To best maximize and to take advantage of this benefit you may want to take time and plan some of your medical, dental, and eyeglass expenses between now and July 31. If you have questions on the balance in your annual allowance please write or call the welfare plan office.

Rich Reed
Welfare Plan Representative

SUP Welfare Plan
450 Harrison Street
San Francisco CA 94105

Telephone Numbers:
Main .................................................................................. (415) 778-5490
Eligibility active members/dependents ........................................... (415) 778-5491
SUP Money Purchase Plan, SUP 401(k) Plan. ... (415) 778-5493
Pensioner Medical Benefits ...................................................... (415) 778-5493
Toll Free Number ...................................................................... (800) 796-8003

Get your STCW '95 before February 1, 2002

Training Information and Enrollment

Contacts

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

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

“A naked payoff” to big business

In a big defeat for labor and a victory for business, Republicans in Congress moved swiftly this month to repeal the Clinton administration’s regulations aimed at reducing the 1.8 million repetitive-motion injuries sustained every year by American workers.

All 50 Republican Senators—joined by six conservative Democrats—voted to overturn the regulations. When Senator Ted Kennedy (D-MS), asked for a moratorium so that an acceptable bipartisan compromise might be forged, his plea fell on ears deafened by the applause of business leaders.

Though signed in November, the new workplace regulations grew out of ten years of study, which had been initiated by then-Labor Secretary Elizabeth Dole, and pro-consumer and environmental appointments.

The existing workforce should be used for all operation, maintenance, and pro-consumer and environmental appointments. Any plants financed by California taxpayers should be dedicated to serving Californians first. The existing workforce should be used for all operation, maintenance, and construction of power plants.

Utility companies must be kept from filing bankruptcy. In the event of financial underwriting or subsidy by taxpayers or ratepayers of utility companies, tax and ratepayers should receive assets in return. Net undercollections should be shared by the utilities, independent generators and ratepayers. In the event of bankruptcy or severe service disruptions to businesses, all worker’s who lose jobs should be made whole. The State should conduct new contracts with regulated users to recognize and reduce state owned assets. All collective bargaining agreements and successorship clauses should be recognized.

Utilities should be regulated, to the extent federal law permits, to provide reliable electric generation, transmission, and distribution.

4. Regulate plant maintenance procedures to coordinate necessary shutdowns and severe service disruptions to businesses. All worker’s who lose jobs should be made whole. The State should conduct new contracts with regulated users to operate any state owned assets. All collective bargaining agreements and successorship clauses should be recognized.

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5. Maintain the current permitting process, environmental, and labor standards for approval of future power plants. Emphasis should be placed on increasing transmission and natural gas line capacity to all regulated and municipally owned utilities.

6. Revamp voluntary, interruptions policy to protect large customers from insufficient notice and excessive number of interruptions, while allowing for planned and voluntary interruptions.

7. Direct access to unregulated energy marketers should be limited to large non-core users based on a fixed opt-out period. Regulated utilities must be able to plan for their power supply requirements. Pre-existing contracts must continue to be honored.

8. Fill the vacancies on the California Energy Commission with knowledgeable and pro-consumer and environmental appointments.

9. Increase the State’s commitment to programs that foster conservation.

10. In the event the energy crisis is not solved in the near future, the State should exercise its power of eminent domain to take control of power generating plants previously owned by the utilities as a way to force power generators to lower prices.

California Labor Federation formulates 10-point plan to resolve state’s energy crisis

1. Create a California Public Power Authority to provide adequate reserves of electric generation capacity, including building of state power generation plants. Any plants financed by California taxpayers should be dedicated to serving Californians first. The existing workforce should be used for all operation, maintenance, and construction of power plants.

2. Utility companies must be kept from filing bankruptcy. In the event of financial underwriting or subsidy by taxpayers or ratepayers of utility companies, tax and ratepayers should receive assets in return. Net undercollections should be shared by the utilities, independent generators and ratepayers. In the event of bankruptcy or severe service disruptions to businesses, all worker’s who lose jobs should be made whole. The State should conduct new contracts with regulated users to operate any state owned assets. All collective bargaining agreements and successorship clauses should be recognized.

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Panama's licensing system exposed

The International Transport Workers' Federation (ITF) has exposed how Panama's lax certification process allows anyone to bypass years of study and seatime. ITF's general secretary David Cockroft was able to apply for and receive a First Officer's Certificate and Sea Book from Panama authorities and had all his details annotat- ed for its captain—despite his complete lack of marine training and skills. “Do you want someone like me, with no practical seafaring experience, steering a ship full of dangerous chemicals or radioactive materials off your coast, or plowing through the same sea lanes as oil supertankers and crowded passenger ferries,” ‘First Officer’ David Cockroft asked, as he prepared to reveal his new qualifications. “That is what an under-policed system, that encourages bad operators to undercut good ones, allows. It is corrupting human and environmental disaster.”

Panama is the world's largest shipping register, and is one of 29 flags-of-conve- nience (FOC) countries that flag ships owned by foreign businesses purely for profit. The ITF believes that too often FOC states allow ship operators to slash operating costs by ignoring safety regulations and exploiting crews undercutting responsible operators and registers in the process. David Cockroft stated: “The law is on Panama’s side, but the policy is the other way round. Panama doesn’t have the same commitment to international conventions as the USA; it has never ratified the 1986 SOLAS treaty.”

The Panama Maritime Authority alleged that this growing scandal has out of business.”

ITF’s Secretary General David Cockroft noted, “In the world of modern shipping, all it takes for its captain—despite his complete lack of marine training and skills. "Money certainly talks. This just proves—if more proof is needed—that it is time to eliminate the culture of greed and corruption rooted in the FOC system. However good international conventions look on paper, they will never guarantee standards until ship registers which exist solely to make money are driven out of business.”

The Panamanians were again stung after years of allegations of seafarer license discrepancies. The Panama Maritime Authority alleged that this growing scandal may include international inspection companies as well as complicitous behavior by an organization that for years has challenged the abuses permitted by flags of conve- nience states such as theirs. It’s like awarding a good conduct medal to Atilia the Hun.” He concluded, “Money certainty talks. This just proves—if more proof is needed—that it is time to eliminate the culture of greed and corruption rooted in the FOC system. However good international conventions look on paper, they will never guarantee standards until ship registers which exist solely to make money are driven out of business.”

The Panama Canal needs to be widened

The advisory board of the Panama Canal last month endorsed the idea of a third set of bigger locks but said the Panama Canal Authority (ACP) should widen and deepen its feasibility and im- pact studies first.

William O’Neil, chairman of the board and secretary general of the World Mar- time Organization, said: “It would be irres- ponsible if Panama did not develop plans for the future that would overcome the anticipated capacity problems, taking into account future ocean shipping movements. There are a number of issues involving engineering, sociological, environmental and financial matters which must be examined in detail.”

The ACP had to do more in all these areas, he said, especially given the locks’ $4 billion price tag.

Alberto Aleman Zubieta, Canal adminis- trator, confirmed two projects to increase canal capacity that are prerequisites for a third set of locks.

These are to deepen the artificial Lake Gatun by three feet, providing water for six more lock movements per day, and to excavate the Canal’s Pacific entrance to 46 feet, allowing larger ships to enter fully laden. This would also boost the newly-refurbished port of Balboa. “Some cargo ships lose 20 percent of their capacity because they cannot go through fully loaded,” said Aleman.

The project would be $300-400 million and work would begin early next year after the end of the widening of the Culebra cut, the canal’s narrowest point, to allow two Panamax ships to pass each other. O’Neil noted that the technology nec- essary to build the 200-foot gates required for post-Panamax locks might not even exist. “All these questions need to be looked into,” he said.

Ricardo Martellini, chairman of the ACP board, said, “We Pan-americans should not get caught up in emotion. This is a very poor country that cannot afford to make an error of this magnitude. We will wait until we have all the studies.”

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2001:

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Source: The Journeyman

Nationwide defense committees for Charleston Five

Unionists arrested for defending jobs provokes outcry by labor

For defending their jobs, five longshore workers/members of ILA longshore Local 1422 and clerks and checkers Local 1771 in Charleston, South Carolina face pos- sible imprisonment on federal criminal charges. They and some 150 co-workers planned to picket a ship in their port that was using a nonunion longshore crew when the state responded with a massive contin- gent of law enforcement officers and an altercation ensued. The five have been indicted for rioting, a felony punishable by up to five years in prison. The South Carolina AFL-CIO, with the help of the national AFL-CIO, has initiated an interna- tional campaign to defend them and their locals—one of which, Local 1422, is overwhelmingly African American.

“This is a very compelling case, one that brings together all the issues, voice at work privilege, and the struggle between local and national authority,” said Bill Fletcher, assistant to AFL-CIO President John Sweeney and AFL-CIO liaison to the campaign.

Besides the criminal charges, the stevedoring company that hired the scabs is using the two Charleston locals, their presidents and 27 members for $1.5 million in alleged losses suffered because of the picket line disrupting work. The suit raises the issue of whether workers can be held financially responsible for industrial actions, and raises the specter of bankruptcy for the locals and these individual workers and their families.

The trouble began October 1, 1999 when Nordsana Lines notified the ILA locals it was ending its 23-year relationship with the union and would begin using non-union longshore work to ship its cargo. To coincide with picket lines. After peaceful pickets resulted in slight delays to two Nordana ships, the state of South Carolina which prides itself on being a right-to-work state and advertises itself to investors as having the lowest rate of unionization in the country decided it was going to break the longshore union’s power in Charleston.

To protect the “right” of some 20 scabs to work the Nordana ship, Skoabsburg, January 20, the state sent in some 600 police in riot gear. Some rode on horses and others drove armored vehicles. Helicopters circled overhead and police patrol boats cruised the waterside of the terminal.

“The police marshaled at the terminal and, for extra provocation, in front of the union’s hall about 150 yards away,” Ken Riley, president of Local 1422, said of the police presence. “The police formed a line at the terminal and, for extra provocation, in front of the union’s hall about 150 yards away,” Ken Riley, president of Local 1422, said of the police presence. The longshore workers stayed away from the terminal, letting the police stay out in the rain and cold by themselves and waste lots of taxpayer money. Later in the evening the workers reassembled at the hall and then went out toward the terminal to exercise their legal right to picket.

According to Riley, the police initiated the clash, pushing back the group of pick- ets. Trying to calm the situation, Riley and other union officers created a buffer between the police and the pickets. At that point one of the cops ran out of formation and grabbed Riley by the head. The two fought briefly.

When it was over the police arrested eight longshore workers on charges of misde- meanor trespassing. At this point State Attorney General Charlie Condon rushed in, took the case away from local law enforcement officials, and raised the misdemeanor charges of felony rioting and charges. At a preliminary hearing a judge dismissed the felony charges for lack of evidence, but Condon then went to the Grand Jury and sought and obtained indictments against five of the defendants, on the same charges that had just been dismissed. Condon has made it clear he intends to prosecute the workers vigorously and has said his plan for them includes “jail, jail and more jail.”

At the same time WSI, the non-union stevedoring company that supplied the scab workers, sued Local 1422 and Ken Riley and Local 1771, the Charleston checkers and clerks local, and its president John Alvones for $1.5 million in alleged financial losses.

The Charleston 5 are under a strict curfew that requires them to stay home be- tWEEN 7 p.m. and 7 a.m. If they are not working or at a union meeting and travel restrictions that don’t allow them to leave the state.

The South Carolina and the national AFL-CIO are mounting a campaign in de- fense of the Charleston 5. They know they have an uphill fight.

The campaign will seek the acquittal of the Charleston 5 and complete vindication of the 27 targeted workers and the locals and their officers in the WSI civil case while building a strong case for workers’ rights and exposing the racist efforts of the state to limit Black power in South Carolina.

The plans include setting up local defense committees in cities around the country and organizing national days of action.

The case merits such focus because the employers and the state violated many funda- mental rights, Fletcher said. They attacked workers’ rights to collective action in many forms, and specifically African American workers rights to a decent living and full political participation.

“What you have in South Carolina is a situation where the police, under the apparent leadership of the Attorney General, are clamping down on workers’ rights to peaceful protest,” Fletcher said. “If they don’t have that right, then effectively workers there don’t have any kind of rights to organize, regardless of what’s on the books.”

Source: The Journeyman

On the coastwise tanker run

Peter Bragg on watch at the header in the g/t Chevron Colorado at the Richmond Long Wharf in February. Photo by Bill Henneberry

Friday, March 30, 2001 WEST COAST SAILORS Page 5
Senate finalizes subcommittees

Aviation

**Republicans**
- Kay Bailey Hutchison (TX), Chairman
- Ted Stevens (AK)
- Conrad Burns (MT)
- Trent Lott (MS)
- Olympia Snowe (ME)
- Sam Brownback (KS)
- Peter Fitzgerald (IL)
- John Ensign (NV)

**Democrats**
- John Rockefeller, IV (WV)
- Ranking Democrat
- Ernest Hollings (SC)
- Daniel Inouye (HI)
- John Breaux (LA)
- Byron Dorgan (ND)
- Ron Wyden (OR)
- Max Cleland (GA)
- John Edwards (NC)
- Jean Carnahan (MO)

Communications

**Republicans**
- Conrad Burns (MT), Chairman
- Ted Stevens (AK)
- Trent Lott (MS)
- Kay Bailey-Hutchison (TX)
- Olympia Snowe (ME)
- Sam Brownback (KS)
- Gordon Smith (OR)
- Peter Fitzgerald (IL)
- John Ensign (NV)
- George Allen (VA)

**Democrats**
- Ernest Hollings (SC), Ranking Democrat
- Daniel Inouye (HI)
- John Kerry (MA)
- John Breaux (LA)
- John Rockefeller, IV (WV)
- Byron Dorgan (ND)
- Ron Wyden (OR)
- Max Cleland (GA)
- Barbara Boxer (CA)
- John Edwards (NC)

Consumer Affairs, Foreign Commerce and Tourism

**Republicans**
- Peter Fitzgerald (IL), Chairman
- Conrad Burns (MT)
- Sam Brownback (KS)
- Gordon Smith (OR)
- John Ensign (NV)
- George Allen (VA)

**Democrats**
- Byron Dorgan (ND), Ranking Democrat
- John Rockefeller, IV (WV)
- Ron Wyden (OR)
- Barbara Boxer (CA)
- John Edwards (NC)
- Jean Carnahan (MO)

Manufacturing and Competitiveness

**Republicans**
- John Ensign (NV), Chairman
- Sam Brownback (KS)
- Peter Fitzgerald (IL)

**Democrats**
- Ron Wyden (OR), Ranking Democrat
- Ernest Hollings (SC)
- John Rockefeller, IV (WV)

Oceans and Fisheries

**Republicans**
- Olympia Snowe (ME), Chairperson
- Ted Stevens (AK)
- Kay Bailey-Hutchison (TX)
- Gordon Smith (OR)
- Peter Fitzgerald (IL)

**Democrats**
- John Kerry (MA), Ranking Democrat
- Ernest Hollings (SC)
- Daniel Inouye (HI)
- John Breaux (LA)
- Barbara Boxer (CA)

Science, Technology and Space

**Republicans**
- Sam Brownback (KS), Chairman
- Ted Stevens (AK)
- Conrad Burns (MT)
- Trent Lott (MS)
- Kay Bailey-Hutchison (TX)
- Peter Fitzgerald (IL)
- George Allen (VA)

**Democrats**
- John Breaux (LA), Ranking Democrat
- John Rockefeller, IV (WV)
- John Kerry (MA)
- Byron Dorgan (ND)
- Max Cleland (GA)
- John Edwards (NC)
- Jean Carnahan (MO)

Surface Transportation and Merchant Marine

**Republicans**
- Gordon Smith (OR), Chairman
- Ted Stevens (AK)
- Conrad Burns (MT)
- Trent Lott (MS)
- Kay Bailey-Hutchison (TX)
- Olympia Snowe (ME)
- Sam Brownback (KS)
- Peter Fitzgerald (IL)
- John Ensign (NV)

**Democrats**
- Daniel Inouye (HI), Ranking Democrat
- John Rockefeller, IV (WV)
- John Kerry (MA)
- John Breaux (LA)
- Byron Dorgan (ND)
- Ron Wyden (OR)
- Max Cleland (GA)
- Barbara Boxer (CA)
- Jean Carnahan (MO)

House Armed Services Committee

**Republicans**
- Bob Stump (AZ), Chairman
- Floyd Spence (SC)
- Duncan Hunter (CA)
- Hans Johnson (UT)
- Curt Weldon (PA)
- Joel Hefley (CO)
- H. James Saxton (NJ)
- John Mica (FL)
- Terry Everett (AL)
- Roscoe Bartlett (MD)
- Howard “Buck” McKeon (CA)
- J.C. Watts, Jr. (OK)
- William “Mac” Thornberry (TX)
- John Hostetler (IN)
- Saxby Chambliss (GA)
- Van Hilleary (TN)
- Joe Scarborough (FL)
- Walter Jones, Jr. (NC)
- Lindsey Graham (SC)
- Jim Ryun (KS)
- Bob Riley (AL)
- Jim Gibbons (NV)
- Robin Hayes (NC)
- Donald Shriver (PA)
- Heather Wilson (NM)
- Ken Calvert (CA)
- Rob Simmons (CT)
- Andel Crenshaw (FL)
- Mark Steven Kirk (IL)
- Jo Ann Davis (VA)
- Edward Schrock (VA)

**Democrats**
- Ike Skelton (MO)
- Norman F. Issa (CA)
- John Spratt, Jr. (SC)
- Solomon Ortiz (TX)
- Lane Evans (IL)
- Gene Taylor (MS)
- Neil Abercrombie (HI)
- Martin Meehan (MA)
- Robert Underwood (Guan)
- Rod Blagojevich (IL)
- Silvestre Reyes (TX)
- Tom Allen (ME)
- Victor Snyder (AK)
- Jim Turner (TX)
- Adam Smith (WA)
- Loretta Sanchez (CA)
- James Maloney (CT)
- Mike McIntyre (NC)
- Ciro Rodriguez (TX)
- Cynthia McKinney (GA)
- Ellen Tauscher (CA)
- Robert Brady (PA)
- Robert Andrews (NJ)
- Baron Hill (IN)
- Mike Thompson (CA)
- John Larson (CT)
- Susan Davis (CA)
- James Langevin (RI)

Special Oversight Panel on the Merchant Marine

Congressman Bob Stump (R-AZ), Chairman of the House Armed Services Commit-
tee, announced this month the formation of the Committee’s Special Oversight Panel on the
Merchant Marine. The Armed Services Committee also has oversight panels on
Morale, Welfare & Recreation, Department of Energy Reorganization and Terrorism.

> “These panels have proven invaluable over the past six years, and I expect they will
continue to provide important contributions to the Committee’s oversight efforts,” said
Stump. Committee Ranking Member Ike Skelton (D-MO) added: “I know the panels
will help the committee execute its oversight responsibilities on these important issues.”

**Special Oversight Panel on the Merchant Marine follows:**

**Republicans**
- Jo Ann Davis (VA)
- Mark Steven Kirk (IL)
- Ander Crenshaw (FL)
- Rob Simmons (CT)
- Ken Calvert (CA)
- Bob Wm. Livingston (NY)
- Brian Higgins (NY)
- Robin Vos (WI)
- Dan Benishek (MI)
- Ron Kind (WI)
- Tom Perriello (VA)
- Guy Reschenthaler (PA)
- Scott Perry (PA)

**Democrats**
- Susan Davis (CA)
- John Larson (CT)
- Barbara Boxer (CA)
- Jim Costa (CA)
- Robin Kelly (IL)
- Matt Cartwright (PA)
- Marc Veasey (TX)
- Joe Garcia (CO)
- G. K. Butterfield (NC)
- Jim McGovern (MA)

AFL-CIO says Bush tax cut plan is “irresponsible”

The House of Representatives passed President Bush’s $1.6 trillion tax cut plan
this month. It will now go to the upper chamber for consideration where passage by
the 50-member Republican and 50-member Democrat Senate is predicted to be
much more difficult.

AFL-CIO President John Sweeney said that “the tax cut proposed by George
Bush is too big, it is irresponsible and it is dangerously tilted to the wealthy. It
would end up costing us $2.6 trillion total, which would not only devour the entire
non-Social Security, non-Medicare surplus, but cost us even more than the current
surplus projections.”

> He noted that, “We have, at this moment, an unprecedented opportunity to fix
the urgent problems facing working families — problems that voters tell us again and
again are their top priorities, well ahead of a tax cut— and then still have room for
a fair, responsible tax cut.

But President Bush has it backwards. He would have us squander the surplus on
a tax cut that goes primarily to the wealthy, and then discover that we have no ability
to improve our children’s schools, to address the staggering gaps in health care, and
to strengthen and protect Social Security and Medicare.

> Sweeney said that, “We cannot, and together we will not, allow the Bush tax cut
to become law. This is a defining moment for this Congress. And together, we will
make sure that working families in congressional districts all across this country
know exactly how their elected representative vote.

He noted that, “Member of Congress face an historic choice: they can stand with
the wealthy special interests for a tax cut that robs us of the ability to meet the
pressures of average citizens and recklessly jeopardizes our nation’s economic foot-
ing for years to come; or they can stand with the working families who put them
where they are.”
Sailors’ Union launches new website

The SUP launched its new official website last month. The site, www.sailors.org, is expected to benefit the membership in various ways:

First of all, the site represents a new way of staying in touch with the affairs of the Union regardless of where in the world our members choose to live. It is also means that a powerful new medium of expression is now available to the rank-and-file. Using the Contact Us page, members can email any official at Headquarters and the Branch Managers, providing the site with a unique advantage over today’s internet traffic called “Thomas,” sailors can follow any bill in Congress from early in the committee stage to its final passage, for example, using the U.S. government’s own legislation tracking engine called “Thomas.”

Using the Contact Us page, members can email any official at Headquarters and the Branch Managers, providing the site with a unique advantage over today’s internet traffic called “Thomas.”

The site also establishes a supplemental platform for the West Coast Lone Sailor Committee. “I am particularly pleased that fellow mariners who sailed in the U.S. Merchant Marine will receive this long overdue recognition for the service of their comrades,” Rear Admiral Thomas J. Patterson, USMS (Ret), Member of the San Francisco Lone Sailor Committee. “I am particularly pleased that fellow mariners who sailed in the U.S. Merchant Marine will receive this long overdue recognition for the service of their comrades.”

The site also establishes a supplemental platform for the West Coast Lone Sailor Committee. “I am particularly pleased that fellow mariners who sailed in the U.S. Merchant Marine will receive this long overdue recognition for the service of their comrades.”

The new site will not appear if you’re using the old URL bookmarked or saved to your browser. Punch www.sailors.org into the browser window to call up the new site. Many members donated their time and expertise to the project, but special recognition goes to Colin Dewey, the original and pioneering webmaster.

Sea services memorial to be built near Golden Gate Bridge

The San Francisco Lone Sailor Memorial Committee has broken ground on the first-ever memorial in San Francisco and the nation to honor all four of the sea services—the U.S. Coast Guard, U.S. Merchant Marine, U.S. Navy, and U.S. Marine. The San Francisco Lone Sailor Memorial will forever honor those who served in the Merchant Marine on par with the other three sea services.

“San Francisco was critical to our war effort in the Pacific with over 1.5 million brave men and women shipping out of here during World War II alone,” said Rear Admiral Thomas J. Patterson, USMS (Ret), Member of the San Francisco Lone Sailor Committee. “I am particularly pleased that fellow mariners who sailed in the U.S. Merchant Marine will receive this long overdue recognition for their heroic efforts in defense of our great country and the freedom of the world.”

The National Park Service has approved the siting of the Memorial at Vista Point near the Golden Gate Bridge. The proposed bronze Lone Sailor statue will stand in the center of the Memorial surrounded by a granite coping marble. The Lone Sailor Statue was selected as a universal symbol of the sailors and marines who said goodbye to their homeland from the San Francisco Bay. Benches will be placed within the Lone Sailor Memorial to allow family and friends to sit and reflect on loved ones who may have served in the four sea services. Each of the sea services will be recognized with bronze plaques which will commemorate historic events in the nation’s maritime history.

The San Francisco Lone Sailor Committee has pledged to raise $2 million for the Memorial from private and corporate sources. No government funds will be used. Over $900,000 has been raised to date. The Memorial target completion date is Veteran’s Day 2001. All contributions to the Memorial are tax deduct-ible. Those wishing to contribute to the Memorial should send checks made payable to: The San Francisco Lone Sailor Memorial, 3450 Sacramento Street #531, San Francisco, California 94118. For more information, please call (415) 664-8872 or visit the Memorial web site at www.lonesailor.bigstep.com.

Record of SUP Shipping

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After months of work and dozens of meetings, Foss negotiations came to a successful conclusion late in the evening of March 3. The concession-free agreement includes a dock strike, too. The new agreement will put the work on a more secure footing. The new agreement will put the work on a more secure footing. The new agreement will put the work on a more secure footing. The new agreement will put the work on a more secure footing.

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ESU renews SeaRiver’s latest trick
Picketing and strike authorization vote to follow
The ESU Board has rejected once again an attempt by SeaRiver management to deny their unlicensed employees a fair wage increase. The rejection of the SeaRiver wage reopener negotiations. In what can only be described as a trick, SeaRiver management hired the Union Board back to Houston by leading us to believe that they would continue negotiating on the 2000 wage reopener issue. It later became apparent that their true intent was to completely sidestep the 2000 wage issue and attempt to undermine the strong bargaining position the ESU will have during the full contract negotiations this summer. In a good faith effort to resolve the dispute the ESU went to the table with a very reasonable proposal for a 4.5% across the board wage increase and a benefit bearing lump sum of $1250 to compensate for retroactivity. Management’s response was to completely ignore the proposal and ask the ESU Board if they might instead enter into negotiations with a management mindset such as the one with which we are presently confronted. It is critical that SeaRiver know and understand that this Union is, indeed negotiating with a mandate from the membership to not accept anything less than a fair and equitable agreement. The decision to not consider the idea brought a moot point when the Company found it to be a valuable bargaining chip in negotiations. It is especially necessary when entering into negotiations with a management mindset such as the one with which we are presently confronted. It is critical that SeaRiver know and understand that this Union is, indeed negotiating with a mandate from the membership to not accept anything less than a fair and equitable agreement. The Board asks for the membership’s continued support and trust. At no time has the call for solidarity needed to be shouted louder. With everyone working together we can overcome the shortsightedness of the present management, achieve a contract we can all be proud of and bring this company back to the forefront of the maritime industry where it belongs.

March 1 new hire group
On March 4th ESU Board Representative Kevin Conroy met with a group of recently hired seamen at the California Maritime Academy in Vallejo California where they were undergoing new-hire orientation. Twelve out of a total of thirteen joined the Union after a short presentation and question and answer period with Kevin. Out of this group five held engine room end positions and six have AB tickets. Due to the extreme shortage of qualified personnel (especially ABs), it was disappointing that more seamen with AB and QMED endorsements were not hired but this group although few in numbers, appeared very good due to their maintenance experience. None of them joined vessels immediately upon completing the orientation class.

Please welcome to the ESU: Don Bacon, Steve Baugh, Joseph Bernavich, James Brown, Walfredo Domapias, David Frank, Jennifer Hawky, Terry Ott, Sal Raal Plaza, Roxue Salute, Frank Strong and John Valle. We would also like to remind our members that we are closed to any new-hire classes. Since our last article on new members we have signed up and we welcome aboard: Alvin Philips, Lance Jacobs, Daniel Breaux, Doug Krak and Jay Berry.

Strike Authorization!
Why and what it means
As a result of SeaRiver management’s continued failure to live up to their responsibilities to their employees’ welfare, the ESU Executive Board has determined it necessary to invoke Article VII of the Constitution and By-laws and put a strike authorization vote out to the membership. Article VII provides a means for the rank and file to empower the Executive Board to call a strike action against SeaRiver Maritime if no agreement is reached between the two parties at the expiration of the present contract on September 1, 2001. The Executive Board, of course, does not want to strike and will strive hard to reach an amicable agreement but it has become apparent that strong measures may be necessary to get to that point.

If their past performance is any judge at all then we can only expect the worst from management is yet to come. From the outset of the wage re-opener negotiations in June of last year through to the meeting on March 7, 2001, the SeaRiver negotiating team has operated in a cheap and sometimes deceptive manner. This type of stalling and non-negotiating has convinced the Executive Board that all tools of leverage must be called upon and be made available during the full contact negotiations later this year. A strike authorization is one such tool. An overwhelming YES vote for the strike authorization would provide a clear and unambiguous statement to the company that not only does the Executive Board have the support and confidence of the membership, but also that the membership is equally committed to obtaining fair and just recognition for their labor and sacrifices.

The ballots for this initiative are tentatively scheduled to be mailed out the first week of April. There will be a 60-day voting period and the Federal Mediation & Conciliation Service in Houston, Texas will administer the counting of the ballots and announce the results.

ESU Office Assignments
For the month of April, Thomas Thompson will be in the Baytown office and Jerry Patterson will be in the Benicia office.

At the negotiating table in Houston, March 7, 2001, from left to right: ESU President Jerry Patterson, ESU Counsel Sharon D. Groth, and ESU Vice President John Straley.

ESU NEWS
MARCH 2001
Official Publication of the Exxon Seamen’s Union
J ohn Spencer says thanks
Retiree and former ESU President John Spencer recently contacted the Union to request that his heartfelt thanks be extended to those members who sent cards and
expressed their concern during his recent illness. We are happy to report that John is
now well on his way to a full recovery and is back at work at his place of business. It was
very good to hear that he is doing so well and we wish him the best of luck in the future.

Engine Ratings Endorsement Program (ERE) to resume
The ESU is pleased to announce that after many months of urging and prodding
SeaRiver management has agreed to reinstate the Engine Ratings Endorsement Pro-
gram (ERE) in March of this year. The ERE program was negotiated by the Union to
make a path available to interested Able Seamen, which would enable them
to acquire the sea time necessary to obtain Coast Guard engine room endorsements.
Able Seamen selected for this program will normally be assigned to a Mainte-
inance Seamen’s billet and they will be required to fulfill the job duties required of
the MS. It is important to note that during the Able Seaman’s participation in ERE
he or she will continue to be paid at the AB rate of pay. At present, six months of sea
time are required to qualify for engine endorsements and the program will normally
be completed after three full sea tours.

Upon completion of the program the participant will be slotted onto the QMED-
Oiler promotion list according to the date the seaman started. To be maintained on
the promotion list the Able Seaman is required to obtain the necessary USCIG
endorsement(s) within six months of accumulating enough sea time. If for any rea-
son the seaman fails to gain the engine endorsement within the six month period, he
or she will be required to request placement on the promotion list in the traditional
manner as described within Article IX, Section 2B of the Contract after the endorse-
ments are obtained.

To request placement in the program an AB not already having the necessary
engine department sea time must submit a written request to Fleet Manning. Addi-
tionally, the individual must submit a letter of recommendation for the program
designed for a Chief Engineer or Chief Mate. Consideration for placement will not be
made until all documentation has been properly submitted. Specific and compre-
hsive language in regard to the ERE program may be found in Article IX, Section 5 of
the Contract on pages 40 and 41.

The ESU asks those that do participate in ERE to keep the Union informed of any
changes in assignment that may delay their completion of the necessary sea
time. The Union remains concerned as to the company’s commitment to the pro-
gram. In the past management has used their failure to employ a sufficient number
of Able Seamen as justification to suspend the EREP. It is the Union’s position that
SeaRiver is contractually obligated to employ an adequate number of Able Seamen
to adhere to the terms of our Contact.
March 12, 2001

SICK LEAVE:
Benefits paid on the first day of illness, hospitalization or disability. Under the old agree-ment leave sick benefits were paid starting on the third day.

FUNERAL LEAVE:
Three days in any calendar year. Under the old agree-ment funeral leave was deducted from sick leave.

MEAL ALLOWANCE:
Increased from $4.00 per meal to $5.50 per meal.

MILEAGE ALLOWANCE:
Increased from 32 miles to 45 miles at the IRS rate.

SHIPWRECK:
Increased from $500.00 to $600.00 for loss of per-sonal gear.

HIRED HALL FUND:
Increased to $2.50 per month.

When wages and benefit improvements are calcu-lated for the first year of the agreement is over 5.5% for those working in the tugs and over 8% for those employed as tankerman.

TERM: March 13, 2001-February 29, 2004

Effective March 1, 2003 - 2.5% increase on straight time, overtime, standby rates and night differential rates.

TUG BOAT CREWS:

The Negotiating Committee rejected the company’s proposal to have tug crews stand six-on/six-off watches with no compensation between watches. The status quo for the current contract will remain.

DUTIES:

1. DAY SHIFT TANKERMAN (DST):
   Shall be assigned a specific barge, with assignments made by seniority. Straight-time hours are from 0600 to 1800 Tuesday through Monday. If assigned to work on another barge, the affected tankerman shall be paid at the overtime rate. The DST shall receive the current IRS mileage allowance for actual miles traveled up to 45 miles per day worked and when traveling outside of scheduled hours, one hour travel time at the overtime rate.

2. NIGHT SHIFT TANKERMAN (NST):
   Shall be assigned a specific barge, with assignments made by seniority. Straight-time hours are from 1800 to 0600 Tuesday through Monday. If assigned to work on another barge, the affected tankerman shall be paid at the overtime rate. In addition to the above the NST shall be paid a $1.00 per hour shift differential over and above the Day Shift Tankerman’s straight time rate.

FLEX TANKERMAN (FT):
The intent of this provision is to supplement the sched-uled (DST & NST) work force with the number of FT tankerman available. FT shall be paid a $1.00 per hour shift differential over and above the Straight-Time Tankerman.

HEALTH & WELFARE:

Increased contribution to the SUP Welfare Plan from $522.00 per month to $628.00 per month or $44.86 per day worked. In addition, the company agreed to increase this amount by $10.00 per year in 2001, 2002, and 2003, if the Plan office notifies the company that the premium required to maintain the current level of benefits has increased.

Used Foss tugs crewed by the IWE to move Foss/SUP barges. The company acknowledged in bargaining that this is a problem and needs to be resolved. Until that time, all violations will be corrected by re-issuing Foss for jurisdiction, and the removal of the breaches and misagreements of work while working on a solution with both the IWE and the company.

Recommend, along with the Negotiating Committee and the membership to hold the company, that the new collective bargaining agreement with Foss be ratified.

Also would like to thank the rank-and-file committee for its tenacity — it was a pleasure working with them.
amendment Chevron Inland Fleet employment was considered a “break-in service” if it lasted over two years. This amendment, a participant can splice his time together for pension purposes effectively bridging the so-called “dead time” of Chevron Inland Fleet employment.

Five-year Vesting

The Small Business Jobs Protection Act also eliminated the Pacific District Plan's exemption from ERISA's five-year vesting requirement. The amendment to the Plan document adopted this month provides for five-year vesting, rather than ten-year vesting, effective August 1, 1999 (the beginning of the first Plan year after the expiration of the collective bargaining agreements that were in effect in August 1999).

Ten-year vesting will continue to apply to participants who left the Plan before accumulating 10 years of service unless and until they return to covered employment for at least one day after July 1999. Thereafter, they are covered by the five-year vesting rule. If a participant has had one or more one-year breaks-in-service since leaving covered employment, he must return and complete one year of vesting service prior to leave his job. A participant whose service is terminated toward satisfying the five-year vesting requirement. If before he returns, he has had as many consecutive breaks-in-service as he had years of service, all his prior service is forfeited and he must start over again.

UPDATE: PROPOSED PENSIONER HOUSING BENEFIT

In response to the inquiries of many active and retired members regarding the status of the sale of the SUP Welfare Plan’s parking lot in San Francisco, the following is an update:

As the membership will recall, the lot was sold on August 11, 1999, for $13 million. The buyer, Atlantic Pacific Companies, put $7 million down of which the Welfare Plan received $2,511,639. The remainder of the $3 million was paid out for real estate commission, attorneys fees, etc. (See the September 24, 1999 issues of the West Coast Sailors). The balance of the purchase price, $10 million, was due and payable to the Welfare Plan within 18 months after the closing of escrow.

The note for $10 million was due and payable on February 10, however, Atlantic Pacific Companies has not yet made payment to the Welfare Plan.

Mr. Tony Crossley, the real estate broker that is handling this transaction indicates that the buyer will more likely make that payment by the end of the month. The closing was due to occur in 18 months after the closing of escrow.

In the event that Atlantic Pacific does not make good upon its obligation, Dana Kozerzki, a real estate lawyer from the San Francisco law firm of Mandel, Buder & Verges, who is representing the Plan in this matter, intends to file a lawsuit against the parties.

As far as the status of the proposal made by the Union Trustees to use the money from the sale of the lot as a housing benefit for current and future pensioners. Charlie Gordon of the Internal Revenue Service continues to analyze the tax consequences. However, the fact that the Building Corporation performed remediation work under a contract with the Plaintiff and the attorney for System XIX, Inc./Maritime Hall Productions. According to Mr. Conway this would not negate a large amount of discovery that could increase legal costs. After a general discussion on the issue, the Trustees voted unanimously on the recommendation of Brother Berger and the Wilmington Branch to proceed with the sale of the lot.

SUP BUILDING CORPORATION

The SUP Building Corporation Trustees (Bill Berger, Charlie Gordon, Donn Meister, Jim Yano, Shughart, and your secretary) met at Headquarters on February 16, to discuss the status of the Union’s property. As the membership will recall a previous tenant of the old Wimlington Hall stiffed the Building Corporation for nearly $50,000. It took 18 months to collect on this. Because of bankruptcy for avoiding pay creditors. The courts in Los Angeles have renewed a judgment against this tenant and the Building Corporation is still pursuing the matter. The current owner of the building has been right on time in making his $2,174 monthly mortgage payments.

At Headquarters work continues on the waterproofing of the exterior walls. A request has been made to the city for several valuable paintings in the dispatch hall and the installation of protective plexiglass frames around these items. The restoration work was done by the deYoung Museum in San Francisco. It was also reported that additional work will be realized by the installation of more wireless antennas on the roof of the building and the rental of Room 100 by the SUP Welfare Plan for the SUP Welfare Representative, Rich Reed. It was discussed that the building has been painted on several valuable paintings in the dispatch hall and the installation of protective plexiglass frames around these items. The restoration work was done by the deYoung Museum in San Francisco. It was also reported that additional work will be realized by the installation of more wireless antennas on the roof of the building and the rental of Room 100 by the SUP Welfare Plan for the SUP Welfare Representative, Rich Reed.

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TRAFFIC: STCW & LMSR

All hands are reminded that the deadline for full compliance with the amended international STCW (Standards of Training, Certification and Watchkeeping) convention is less than one year away.

In order to continue sailing after February 1, 2002, you must have an STCW 95 certificate. Members who do not hold an STCW 95 certificate should enroll in one of the training sessions scheduled for this year. A complete schedule of the five-day training course will be printed in this month’s West Coast Sailors.

Applications to attend STCW 95 classes at the SUP Training Resources Ltd. site in San Diego are available at every SUP hall, the SUP Welfare Plan and the Andrew Fursushi School of Seafaranship.

There is no cost to any SUP member who takes this necessary training: just his or her time. Tuition, transportation, lodging and subsistence expenses are borne by the SUP Welfare Plan Training Fund.

Also those members interested in and committed to working in STCW-contracted Patriot Contract Services’ LMSRs on deck are urged to enroll in the next class which begins on April 17. All costs are covered as in the STCW training program.

ACTION TAKEN

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

The new LMSR/Patriot contracts have come with the inevitable situations and confusing times that necessitated a union agent. The majority of the unlicensed crew are unfamiliar to either SUP/FMOW style and contract. In addition, Patriot Contract Services has had to re-coordinate with MSC and our Unions to clarify contract and practice. The crews of the SS Louisiana, SS Gordon and SS Lamar have felt lucky to have Jack Stasko move to the East Coast to facilitate these transitions and work as a port representative.

Every Thursday we get at least a drive-by hello from Representatives to remind us that he’s there to help us. He’s handed out business cards, like candy, to expand his availability. When he hasn’t answered questions or addressed problems on board, he’s answered calls in a timely manner to the best of his abilities. When grievances and conflicts have arisen, he’s done his best to speak with crew, officers, Headquarters, other port agents, and Port as appropriate in a prompt and graceful manner. Jack has been there to clarify the job of the licensees and delegates. Keeping crews on board and happy, has been difficult at times, yet Jack has done it, even with a few health issues.

The crews of the SS Yano, Shughart and Gordon wish to express hats off to Jack. We strongly feel his presence has greatly eased our work situation in face of confusion.

The crews of the SS Yano, Shughart and Gordon
Framed the following during the period: 1 Bosun return and 1 Bosun to USNS ships; 10 AB’s filled by 7 A-cards to APL jobs and 3 C-cards to USNS ships; 1 oiler and 1 utility to Chevron both registrants; 6 standby’s taken by one A-card, 4 B-cards and one MFOW member.

Registered during the period: 9 A cards for 21 total, 7 B cards for 24 total, and 6 C cards for 16 total.

Ships checked

APL Singapore, APL Korea, APL Thailand and APL Philippines found with little or no trouble. R.J. Pfeiffer and Kauai designate. Rigging loft checks out okay. Chevron Mississippi at Anacortes running smoothly.

Attended the Maritime Trades Ports Council meetings and the King County Labor Council meetings.

I met with U.S. Congressmen Rick Larsen who has been appointed to the Committee on Transportation and Infra-structure. Along with discussing the Jones Act and the Passenger Services Act, we urged support of opening the Arctic National Wildlife Refuge to responsible oil exploration, which is an important issue to the U.S. maritime community.

The Sailors and Marine Fireman stood with Carpenters Local 131 when a non-union contractor illegally fired workers for discussing union benefits.

If you have not registered for STCW class give Rich Reed a phone call now at 800.796.8003 as classes towards the end of the year are filling fast.

Vince O’Halloran Branch Agent

February 20, 2001

Shipped the following period: 6 bosuns, 13 ABs, 3 AB Maint., and 88 standbys, for a total of 110 jobs shipped.

Registration stands at 41 A cards, 33 B cards, 13 C cards, and 12 D cards.

Ships checked

Larline, President Adams, President Grant, Larine, Manulani, President Polk, Maui, Mokihana, Mokana, President Jackson, Muhimahi, APL Korea, President Wilson, and APL Thailand.

Bill Berger Branch Agent

SUP members join pension ranks

The following SUP members join the rank of pensioner, bringing the total number of SUP members to 1,079.

Richard A. Jones, 67, Book #4305, joined SUP in 1956, 20 years seafaring.

Charles H. Wall, 73, Book #3420, joined SUP in 1945, 50 years seafaring.

San Francisco Business Agent

March 12, 2001

Chief Gadao - Tom Koppel relieved Ian McLeod as delegate; no problems.

Ewa-Called a shift gang; still in lay-up.

Kauai - John Kerlin, delegate: All in good order.

Mamoa - Vince Estrada, delegate: This chief mate has apparently fallen under the thrall of Captain James Dykes in interpreting the contract on port prep. Collected the time and reiterated the need to avoid misassignments of sailor’s work, and the need to clear decks for the safety of all hands after sailing from ports where cargo has been worked.

Matsiona - Jon Morell, delegate: routine. Mokihana - Dean Smith, delegate: Gang was involved in weight testing the port lifeboat from 6:30 A.M. the morning I was aboard. The sailors had to set original lashings on departure ship and also Los Angeles.

Moku Pahu - In lay up.

R.J. Pfeiffer - Jim Clay, delegate: In good order.

Chevron Colorado - Peter Bragg, delegate: In good shape.

Chevron Mississippi - Will Williamson, delegate: Great ship, good gang, being on board reminds one of how much better the life at sea was when the ships carried larger crews.

Chevron Washington - Richard Ziemba, delegate: Mike Nielsen came over from the Colorado to relieve Mike Fox as bosun, due to a family emergency.

Ready Reserve Fleet-Alameda Denny Foster, delegate: All in good order.

Cape Girardeau - Thanks to Tio Rojas for the first class job of staying on top of the operation during the recent break out, and bringing her in clean. This vessel just back from underway replenishment exercises with the U.S. Navy. The SUP gang performed well—ship go good.

Foss Maritime - Tom Tyman and Mike Worth, co-delegates: Just concluded a new contract after long hard bargaining.

San Francisco Bar Pilots - Roy Tufton, delegate: All hands seem to be adjusting to the new hours very well.

Bill Hennebery