

Alaska

Coastwise

Pilots

Assoc.



Alaska Coastwise Pilots' Association

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*Marine Pilotage
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April 13, 1992

Governor Walter J. Hickel
P.O. Box K
Juneau, Alaska 99811

HAND DELIVERED
COPY BY CERTIFIED MAIL

Re: Alaska Coastwise Pilots' Association
Our file no. 2102.3

Dear Governor Hickel:

Attached are copies of letters which have been circulated to all deck officers employed by the State of Alaska Marine Highway System. We believe these letters were written and circulated at the request of, and in combination with, your appointee to the State Marine Pilot Board, Dale O. Collins; the International Masters, Mates & Pilots' Union; and the Southeastern Alaska Pilots' Association ("SEAPA"), of which Collins is a member and past officer.

These letters seek to discourage Marine Highway System deck officers from working with ACPA and to prevent ACPA trainees from obtaining training trips on the state ferries necessary to qualify for their United States Coast Guard and State of Alaska licenses. Recent events confirm this intent with a vengeance.

This spring, Captain Kathleen Rathgeber began participating in the ACPA's training program for prospective deputy marine pilots. Captain Rathgeber has excellent credentials. She is a graduate of the U.S. Merchant Marine Academy at Kings Point, New York; is licensed as Master of Ocean Steam or Motor Vessels of Any Tons; and has served in all capacities up to staff captain of cruise ships.

Until this week, Captain Rathgeber was riding the State of Alaska, Marine Highway System's M/V TAKU as a pilot observer, in order to obtain the area exposure and recency trips necessary for her license. It was our understanding, based on assurances from Captain Kelly Mitchell of the Marine Highway System, that she was welcome to ride the M/V TAKU as part of her effort to obtain a pilot's license.

This changed when the attached letter from the IOMM&P was circulated last week to all deck officers employed by the State of Alaska's Marine Highway System. When the M/V TAKU docked in Ketchikan this week, this letter was delivered to the vessel's deck officers. Your appointee to the State Pilot Board, Dale O. Collins, then apparently met with the Captain of the M/V TAKU.

After meeting with your appointee, the Captain of the M/V TAKU advised Captain Rathgeber that he would no longer sign her trip logs or otherwise assist her in her efforts to obtain the training required for a state pilot's license. He advised Captain Rathgeber that all other deck officers employed by the State of Alaska's Marine Highway System would join in the boycott of her efforts to obtain this necessary training. At his suggestion, Captain Rathgeber left the M/V TAKU at Auke Bay.

It is our belief that the IOMM&P circulated the attached letter at the request of, in combination with, and in furtherance of certain illegal, monopolistic or tortious goals of Collins and SEAPA. The letter interferes in contractual relations between ACPA, its associated pilots, and its customers, and is the latest in a pattern of practice by the Union, Collins and SEAPA aimed at injuring our business efforts.

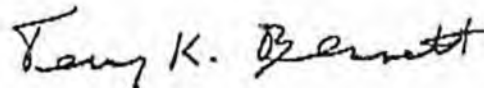
Now, as you can see from the second attached letter from the Captain of the M/V TAKU to the deck officers of the ferry system, the State of Alaska has become engaged in these efforts to injure, defame, and destroy our business. It is highly inappropriate for public employees, operating public facilities, and employed by a public agency to participate in these collusive actions.

The members of ACPA have built our business to what it is today by our own hard work and our steadfast dedication to the highest standards of our profession. To meet our high standards, and to obtain their licenses, ACPA pilot trainees need a full and fair opportunity to ride the ferries of the Alaska Marine Highway System.

If given the chance, Captain Kathleen Rathgeber will be a valuable addition to the marine pilot profession in Alaska. But Captain Rathgeber needs that chance, which you can provide by directing the Alaska Marine Highway System to open its bridges to all pilot trainees, without any form of discrimination.

We trust that you believe in private enterprise and, pursuant to our rights under Article I, Section 6 of the Alaska Constitution, we petition you to take all appropriate steps to immediately resolve this issue.

Respectfully,



Captain Terry K. Bennett
President
Alaska Coastwise Pilots' Association

cc: Burton Epstein, Esq.
General Counsel
International Masters, Mates & Pilots Union

Mr Bob Watt,
Chairman,
State Board of Marine Pilots

James R. Ayers
System Director
Captain Kelly Mitchell
Port Captain
Alaska Marine Highway System

Tuckerman Babcock
Director, Boards and Commissions
Office of the Governor

Charles E. Cole, Attorney General
Bruce M. Botelho, Deputy Attorney General
Gary I. Amendola and Jack B. McGee, Assistant
Attorneys General
Department of Law

Captain Carl Luck
Marine Pilot Coordinator
Department of Commerce and Economic Development

Honorable Virginia Collins
Honorable Rick Halford
Honorable Jim Duncan
Alaska State Senate

Honorable Dave Donley
Honorable Bill Hudson
Honorable Fran Ulmer
Alaska House of Representatives

APR-14-92 TUE 11:52

DILLON & FINDLEY

FAX NO. JJ75863777

P. 07

Apr. 18 '92 15:27

6666 ACPA-WOODINVILLE

TEL 206-405-6583

P. 1

04-10-1992 15:13

907 225 0104

WHITE PASS ALASKA

P. 01

MV TAKU
8 APRIL, 1992

MM & P MASTERS/MATES
ALASKA MARINE HIGHWAY

SHIPMATES:

THE TEMPERATURE RISES IN THE DIRTY LITTLE PILOT WAR OVER SOUTHEAST TURF. IT IS A DAMN SERIOUS BATTLE THAT ALREADY INVOLVES EVERY ONE OF US.

AFTER MEETING WITH T. BENNETT, M. SPENCE, AND D. COLLINS THIS PAST WEEK, I AM CONVINCED THAT OUR MARINE HIGHWAY JOBS ARE AT RISK, MOST (NOT JUST ONE) OF THE S.E.A. PILOTS ARE INCENSED ENOUGH TO RAID OUR POSITIONS SHOULD THEIR GROUP GO DOWN (TURPIN LOVES IT!). THEY HAVE GOOD REASON TO BE PASSIONATELY PISSED; THEIR UNION "BROTHERS" (OUR CO-WORKERS) HAVE HELPED STEAL THE SWEETEST CRUISE SHIP CONTRACT, WHILE ON "VACATION" FROM THESE JOBS AND SECURE UNDER OUR HEALTH AND WELFARE UMBRELLA. LIKE MOST MARRIAGES, THIS BREAK WITH THE S.E.A. PILOTS IS LARGELY THE RESULT OF MISUNDERSTANDING AND POOR COMMUNICATION.

DOUG, CHUCK, JOHN! SIT DOWN AND TALK TO DALE AND COMPANY, YOU WILL, EVENTUALLY--BETTER NOW BEFORE ANY MORE BLOOD FLOWS. SURRENDER YOUR EGOS AND DO WHAT YOU KNOW IS RIGHT BEFORE YOU FURTHER TEAR THESE MEMBERSHIPS APART. DO NOT MAKE THE MISTAKE OF UNDERESTIMATING THE THREAT TO THESE JOBS.

FOR MY PART, I REFUSE TO SIGN ANOTHER PILOTAGE TRIP UNTIL THE PILOT GROUPS ARE ONE. I ASK MY COLLEAGUES TO FOLLOW LYNNESS' LEAD AND DO THE SAME. THE TAKU PILOT OBSERVER LEAVES THE SHIP IN AUK BAY THIS MORNING. GLAD, I BELIEVE, TO BE SPARED MORE GRIEF.

HERE'S TO SANITY NOW, NOT LATER!

VERY SERIOUSLY,

SAEP

K. SCHOEPPE

Apr. 8 '92 12:17

6566 ACPA-WOODINVILLE

TEL 206-485-6683

P. 2

SENT BY: F. C. A.

4-8-92 10:47AM

F. C. A. +

206 486 8803:# 2

INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS

PACIFIC MARITIME REGION

2819 First Avenue, #100 * Seattle, Washington 98121-1128 * Telephone: (206) 441-1070 * FAX: (206) 443-5758



March 31, 1992

TO: Deck Officers of the Alaska Marine Highway System

Dear Fellow Deck Officers:

I am writing to you regarding the piloting situation in Southeast Alaska. I am sure most of you are aware of the non-recognized pilotage group that has split away from the Southeast Alaska Pilotage Association, which has been recognized by the International Organization of Masters, Mates and Pilots since its inception. Three members of the Pacific Maritime Region employed by the Alaska Marine Highway System, as well as members of other membership groups, have agreed to perform pilotage services for this new split-off pilot group. I have also recently heard that a number of other Deck Officers of the Alaska Marine Highway System are considering working as pilots for this splinter group in the near future.

The International Organization of Masters, Mates and Pilots is very concerned that if this situation with the Pilots continues or worsens, it will have a tremendous repercussion on the jobs and working conditions of all Deck Officers employed by the Alaska Marine Highway System.

Your Union is asking for solidarity and the support of all Deck Officers regardless of membership group in order to help resolve this situation.

I am deeply concerned that any member continuing to work, or any other members accepting employment with this new splinter group, will cause a reaction against our jobs that we may not be able to stop.

This Organization supports one Pilotage Group in Southeast Alaska under the umbrella and affiliation with the International Organization of Masters, Mates and Pilots and will continue efforts to bring the parties involved together in negotiations to resolve their problems.

Fraternally,

CAPTAIN DAVE A. BOYLE
Vice President
Pacific Maritime Region

DAB:s

cc: General Executive Board
Mr. Burton Epstein General Counsel

* CHARGES WILL BE FILED AGAINST IIMS IIMM-P MEMBERS WHO CONTINUE TO WORK FOR THE AK. COASTWISE PILOTAGE.