



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIX No. 8



583

SAN FRANCISCO, CALIFORNIA

Friday, August 25, 2006

Jones Act is key issue in Hawai'i senate race

The essential United States cabotage law that protects America from being held hostage by foreign interests is a key issue in Hawai'i's United States Senate Democratic Primary Election on September 23.

Senator Daniel Akaka, a champion of the U.S. Merchant Marine and American labor is being challenged by two-term Congressman Ed Case who has shown disdain and contempt for the industry.

Case wants to repeal the Jones Act (Merchant Marine Act of 1920) which stipulates that only U.S.-built, U.S.-flag, and U.S.-crewed vessels can transport cargo between American ports. In fact, Case introduced legislation in Congress in 2003 that called for repeal but his efforts failed as he could not get even one cosponsor.

Senator Akaka believes that Hawai'i and the country need a strong maritime industry and that the Jones Act is essential to the its survival. He, along with a strong bipartisan coalition in Congress, has long defended the Jones Act from stooges of foreign interests—like Case—who would like to see it repealed.

Criticism of the Jones Act by Case is based on the mistaken belief that the Act has had enormous impact on Hawai'i's cost of living. However, studies have found that shipping costs account for only a small portion of the cost of goods in Hawai'i. Objective analysis shows the Jones Act to be a minor factor in the Hawai'i-Mainland cost-of-living differential.

However, repealing the Jones Act would give foreign carriers, many who are subsidized by their own governments, a distinct and unfair advantage over U.S. carriers. Moreover, opening domestic shipping lanes could threaten the reliability and security of Hawai'i-U.S. mainland shipping routes, if it fell under the control of a hostile nation.

The economic impact domestically would be severe as well. Domestic shippers and ship builders protected under the Jones Act generate \$1.1 billion in federal taxes and \$272 million in Hawai'i state taxes every year. They account for more than 100,000 American jobs and \$15 billion of the U.S. economy. All that would quickly disappear if the Jones Act was repealed.

National defense capabilities would also be seriously compromised. The Jones Act is responsible for the continued existence of an American merchant marine and shipbuilding industry. More importantly, national control of maritime assets is absolutely essential in time of war or emergency. Senator Akaka calls the Jones Act "critical to U.S. national security." Most nations in today's world recognize this fundamental fact and provide heavy subsidies to their merchant fleets.

On labor issues in general—workers' rights, minimum wage, social security, etc.—Senator Akaka has a 95% "right" voting record according to the AFL-CIO.

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**Hawai'i voters:
Re-elect
Daniel Akaka
to the
U.S. Senate!**



Second class postage paid at San Francisco, CA (USPS 675-180)

Legislation kills U.S. Customs ruling that taxed repair work at sea

Just prior to the Congress recessing for a month, Senator Trent Lott (R-Mississippi) added language to the pension reform bill that exempts U.S.-flag operators from paying the 50 percent *ad valorem* duty on equipment purchase abroad for repairs made in U.S.-flag vessels by U.S. mariners outside of the United States. The legislation was passed by the Senate on August 3, and is expected to be signed into law by President Bush.

The effort to rescind a misguided ruling by the U.S. Customs Services goes back to 2001 when the agency decided, in a major departure from past industry practices, to tax repair work at sea.

Aside from the illogical tax aspects of the decision, the "reportable events and expenditures" provisions of the rule include the suffocating requirements for a U.S. crew and vessel at all times on the high seas to report the use of every single foreign-bought article, including but not limited to, every gallon of paint, nut, "O" ring, wire, bolt and washer used by American labor and outside

of any port while underway.

If this rule had been permitted to stand, it would render the already beleaguered U.S.-flag fleet non-competitive and may have resulted in existing U.S.-flag vessels being reflagged foreign.

In response to this outrageous decision, a broad-based coalition of the U.S. maritime industry (including the Sailors' Union), was formed to have the rule rescinded.

Spearheaded by Gloria Cataneo Tosi, President of the American Maritime Congress, the coalition told Customs and Congress that: If the U.S. government, through agencies like the U.S. Customs Service, continues to impose severe economic burdens on U.S.-flag operators, then, in short order, there will no longer be a U.S.-flag fleet to penalize, injure and maltreat. Already 97 percent of U.S. imports and exports are transported on foreign-registered vessels. This new rule would serve to drive the last nail in the coffin for the U.S.-flag fleet.

A technical correction was enacted in 2004 that exempted vessel owners from the duty for

repairs performed by Americans on the high seas, but before the ink was even dry, Customs again ruled the work was taxable.

Finally after U.S. shipyards and their Unions lifted their opposition, the House Ways and Means Committee included the exemption in its version of the pension bill and Senator Lott sealed the deal in the Senate version which encompasses repairs done in American vessels retroactive to April 25, 2001.

While others participated in the effort to correct the initiative by Customs that jeopardize the U.S. merchant marine, the credit for leading the long, but ultimately victorious, struggle rests with the tenacity of Gloria Tosi.

Tosi's long career as a advocate for the U.S. merchant marine has left its mark on the industry. Her tireless advocacy for the Jones Act, cargo preference and all other pieces of maritime legislation over the past 25 years have been key to keeping the industry afloat. Effective September 1, Tosi will retire as President of the American Maritime Congress but plans to remain active in the industry.

Labor Day festivities on the West Coast

To celebrate Labor Day on the West Coast the following events are scheduled:

The King County Labor Council in Seattle will have its annual Labor Day celebration on Monday, September 4, from 11:00 A.M. to 4:00 P.M. at Lower Woodland Park, located at N. 50th Street and Woodland Park Avenue North. Friends and families are invited with activities for all.

In the San Francisco Bay Area, the San Francisco Labor Council's Annual Pre-Labor Day Breakfast featuring special guests, Mayor Gavin Newsom and State Treasurer and Democratic Gubernatorial candidate Phil Angelides, will be held on Friday, September 1, from 8:00 A.M. to 10:00 A.M. at the Holiday Inn Golden Gateway. Tick-

ets are \$100 per person.

The Central Labor Council of Alameda County is sponsoring a Labor Day celebration, Monday, September 4, 3:00 P.M. to 6:30 P.M., at the Martin Luther King, Jr. Shoreline Park, 7250 Doolittle Drive in Oakland (off Hegenberger Road near the Airport). Tickets are \$15 which includes a barbecue by Firefighters Local 1909. Children under 12 are free. There's free parking or take AC Transit #50 bus. Poker, kids' activities, endorsed candidates, fun!

In Wilmington, Monday, September 4, the annual Labor Day Solidarity March will begin at Broad and E Street at 10:00 A.M. The SUP contingent will gather at the Union hall at 9:00 A.M. for coffee, etc. The march itself will be along Avalon Bou-

levard and conclude with a rally at Banning Park at noon, where festivities begin.

There will also be a Labor Day breakfast with Phil Angelides at 8:00 A.M. at the Conference Center, Cathedral of Our Lady of the Angels, 555 W. Temple St., Los Angeles followed by a Labor Day Mass at 10:00 A.M..

SUP halls closed for holiday

All SUP halls will be closed on Monday, September 4, in observance of Labor Day which is a holiday under all SUP collective bargaining agreements.

SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED JUNE 30, 2006

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 10, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,088,876.97
Political Fund	\$289.87
Strike Fund	\$1,293,730.99
Total Cash & Investments 2nd Qtr. 2006	\$2,382,897.83

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$87,176.00
Interest	23,625.47
Donations - <i>West Coast Sailors</i>	2,540.00
Tanker & Joint Committee, Hiring Hall	79,965.08
Advertising & Promotion	130.00
Miscellaneous Income, Reimbursements, Fines	2,147.75
Reimbursed Administrative Expenses	5,333.34
Field Expense	1,799.53
Contributions - General Fund	1,880.00
Total Income:	\$204,597.17

Expenses:

Auto & Travel	\$233.75
Rent	15,945.17
Postage, Printing & Office	6,343.32
Telephone & Telegraph	4,003.63
<i>West Coast Sailors</i> Publishing Expense	3,464.55
Per Capita	10,167.30
Salaries & Payroll Taxes	181,508.60
Office Workers' Pension	6,879.60
Insurance	33,106.59
Field Expense	224.57
Committee & Neg., Conference & Conv.	7,577.87
Investment Expense	1,497.25
Advertising & Promotion	860.00
Lobbying	628.33
Contributions	1,275.00
Flowers	495.78
Officials Pension	1,002.18
Accounting Expense	4,000.00

Filing Fee	46.00
Subscription	6,253.76
Total Expense:	\$285,513.25

BUILDING CORPORATION

Income:	
Assessments	\$2,428.00
Rents	65,800.85
Bldg. Utilities & Service Reimbursement	912.47
Total Income:	\$69,141.32

Expense:

Building Services & Utilities	\$31,156.67
Repairs & Maintenance	27,203.12
Salaries & Payroll Taxes	14,782.23
Pension	190.44
Filing & License Fees	730.00
General Tax	11,758.95
Meeting	361.60
Insurance	4,620.37
Total Expense:	\$90,803.38

POLITICAL FUND

Income:	
Contributions	\$3,640.00
Interest .....	.32
Total Income	\$3,640.32

Expense:

Contributions	\$4,220.00
Office	39.00
Filing Fee	65.00
Total Expense:	\$4,324.00

Net Income 2nd qtr. \$ (103,261.82)

/s/Rafael Cooper

/s/Diane Ferrari

/s/Romaine Dudley

/s/Arthur Thanash

/s/Louis Frazier

/s/Steve Cary

ACTION BY THE MEMBERSHIP August 14, 2006. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Matson
Navigation Company

555 12th Street
Oakland, CA 94607

www.matson.com

Michael Duvall
SUP Agent
Port of Honolulu

17 July 2006
Enroute Honolulu
27'23" North, 138'30" West

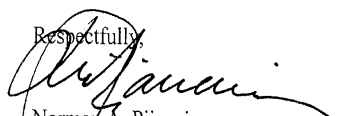
Aloha Mike,

This afternoon after weekly drills and the monthly Safety Meeting we gathered down on the 2nd Deck and had a short farewell to John Gouveia, SUP Book No. 222. The Deck Department was fully represented as were members from both Engine and Steward Departments.

We didn't know very much about this old-timer. Given his age and long membership in the Sailors' Union, however, we could only thank him and those who stood for the rights and welfare of the sea-going man during those years prior to, during and after WWII.

After some brief words, LJ Benson led the gathering in singing "Hawaii Aloha" as a farewell to John. While they sang, the CMA Deck Cadet, Kuulei Thomas, gently scattered John's ashes off the port quarter. We saluted him with the ship's whistle and then Jim Clay rang out eight bells.

Should you be in contact with his family, please let them know.

Respectfully,

Norman A. Piianaia
Master, SS Matsonia

Final Departures

Edward Johnson, Book No. 4282. Born in Australia in 1917. Joined SUP in 1951. Died in California, February 10, 2005. (Pensioner)

Bernard Jenson, Book No. 4035. Born in Nebraska in 1916. Joined SUP in 1945. Died in Desert Hot Springs, California, February 12, 2005. (Pensioner)

Delbert Latham, Book No. 3318. Born in Kansas in 1920. Joined SUP in 1938. Died in Seattle, Washington, July 16, 2006. (Pensioner)

Ed Carvalho, Book No. 3888. Born in Hawai'i in 1923. Joined SUP in 1944. Died in San Francisco, California, May 27, 2006. (Pensioner)

Seb Godoen, Book No. 2795. Born in Norway in 1919. Joined SUP in 1948. Died in Sonoma, California, July 23, 2006. (Pensioner)

Franklin Istas, Book No. 378. Born in Montana in 1922. Joined SUP in 1947. Died in Washington, May 2, 2006. (Pensioner)

William MacBain, Book No. 6204. Born in California in 1928. Joined SUP in 1947. Died in California, May 18, 2006. (Pensioner)

Phillip Angelos, Book No. 3567. Born in Rhode Island in 1914. Joined SUP in 1945. Died in Sweetwater, Alabama, July 25, 2006. (Pensioner)

George Wood, Book No. 3625. Born in New Mexico in 1938. Joined SUP in 1960. Died in Scottsdale, Arizona, July 28, 2006. (Pensioner)

William Satterlee, Book No. 7391. Born in California in 1924. Joined SUP in 1956. Died in Burien, Washington, August 9, 2006. (Pensioner)

West Coast Sailors

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Coast Guard extends validity for merchant mariner credentials issued to residents of Alabama, Louisiana, and Mississippi

On August 29, 2005, Hurricane Katrina devastated the coastlines of Alabama, Mississippi, and Louisiana. The Regional Examination Center (REC) at New Orleans, which provided credentialing services to approximately 29,000 mariners in those three states and 14 percent of mariners nationwide, was completely flooded, destroying vital records and equipment and rendering the facility inoperable for a considerable period of time. As a result, many mariners in the area are in possession of merchant mariner's documents, licenses and/or certificates of registry (collectively referred to as "credentials") that either have expired or may expire before the Coast Guard will be able to process these mariners' applications for renewal or upgraded credentials. With the authority Congress has granted, the Coast Guard is temporarily extending the expiration dates for credentials of eligible mariners for up to one year.

This notice is effective August 16, 2006. If you have any questions related to this notice, call Donald J. Kerlin, Deputy Director, Coast Guard National Maritime Center (NMC), Arlington, VA, (202) 493-1006.

SUPPLEMENTARY INFORMATION: Pursuant to section 702 of the Coast Guard and Maritime Transportation Act of 2006, Public Law 109-241, the Coast Guard is initiating temporary credentialing measures for merchant mariner's documents, licenses, and certificates of registry for individuals who meet the following conditions:

(1) If the individual is a resident of Alabama, Mississippi, or Louisiana, as confirmed by the Coast Guard's Merchant Mariner Licensing and Documentation system, or

(2) If the individual is a resident of any other State or Territory of the United States, and the records of the individual were:

(A) Located at the Coast Guard REC facility in New Orleans that was damaged by Hurricane Katrina; or

(B) Damaged or lost as a result of Hurricane Katrina.

A credential that shows that it was issued in New Orleans, LA, will be sufficient proof that the mariner's records were located at the Coast Guard REC facility in New Orleans for category (2)(A) above.

Because of its international treaty obligations under the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers, 1978, as amended, the United States may not extend STCW endorse-

ments in this same manner. Mariners who require such an endorsement must obtain it through the normal procedures as provided in 46 CFR part 10 and 12.

The following measures are applicable to all eligible mariners whose credentials, including Coast Guard-issued duplicates of lost or damaged credentials, have expired, or will expire, during the period indicated within this notice.

If a credential in a mariner's possession has expired or will expire between August 29, 2005, and April 1, 2007, and the credential indicates that either the mariner's home of record is in Alabama, Mississippi, or Louisiana, or that the credential was issued at New Orleans, Louisiana, then that credential, together with a copy of this notice, will serve as a valid credential until the Coast Guard issues the mariner a renewal or upgraded credential, or for one year from the original expiration date indicated on the credential in the mariner's possession, whichever occurs first.

A mariner who is a resident of any other State or Territory of the United States, and whose credential was issued at a location other than REC New Orleans and has expired or will expire between August 29, 2005, and April 1, 2007, and whose records were damaged or lost as a result of Hurricane Katrina, should contact any REC for the procedures to obtain official correspondence confirming that the mariner's credential remains valid until the Coast Guard issues the mariner a renewal or upgraded credential, or for one year from the original expiration date indicated on the credential in the mariner's possession, whichever occurs first.

In determining their eligibility for an extension of their credentials under this notice, mariners are encouraged to seek assistance at REC New Orleans, or at any of the other REC's around the country, a list of which is available through the Internet at <http://www.uscg.mil/hq/g-m/nmc/web/>, and at 46 CFR 10.105 and 12.01-7.

Due to the amount of time it currently takes the Coast Guard to process applications, early application for renewal or upgrade will help ensure that mariners receive their renewal or upgraded credential prior to the expiration of the authorized extension. Mariners who visit an REC to obtain official correspondence confirming that the mariner's credential remains valid, or to conduct any other transaction involving a credential that is within one year of expiration, should apply for a renewal or upgraded credential at the same time.

Bringing her home in *Cape Jacob*



Bosun Brian Yost in the *Cape Jacob* on August 10, bringing the port anchor home with the ship's cargo gear. The *Jacob* is a Ready Reserve Force vessel operated by Matson Navigation Company for the Military Sealift Command.

Matson's profits decline

Despite an increase in operating revenue of \$243.6 million in the second quarter of this year compared to the \$221 million during the same period last year, SUP-contracted Matson Navigation company operating declined from \$38.7 million to \$24.4 million.

While Hawai'i-bound container traffic was consistent with the second quarter of 2005 at 44,600 TEUs, automobile volume was down 22% due to lower rental car turnover and increase competition from Pasha Hawai'i Transport and Horizon Lines. Guam traffic was also down 7%.

Matson cited the start-up costs of its new West Coast/China Service and lower volumes of agricultural products and military-related household items for the profit decline.

APL and the Port of Oakland sign long-term agreement

SUP-contracted American President Lines (APL) announced in July an agreement to keep its vessels calling the Port of Oakland for decades to come.

Executives of APL and the Port of Oakland finalized a 15-year lease extension for APL's Middle Harbor Terminal in Oakland. With two subsequent five-year options, the agreement propels the APL-Oakland global trade partnership well into the 21st century.

"Oakland and Middle Harbor Terminal are critical to the growth of U.S. trade with Asia," said John Bowe, President of the Americas Region for APL. "I'm proud that we'll be part of that growth for a long time. Billions of dollars worth of trade moves in and out of the country through the Port of Oakland every year," pointed out Jerry Bridges, Executive Director of the Port. "It's a huge responsibility and we're pleased to continue sharing the load with APL."

The lease signing is APL's second major long-term commitment to the city of Oakland in the past year. In 2005 APL signed a 10-year lease extension for its downtown office space at 1111 Broadway. "We're proud of our presence in Oakland," said Bowe, "and pleased that our future here is secured."

APL opened Middle Harbor Terminal at the Port of Oakland in 1974. As part of its new lease agreement, the Port of Oakland will renovate the terminal over

the next three years. The construction project will: modernize the terminal to accommodate the latest technology; improve efficiency; and increase annual container handling capacity from 170,000 lifts to 460,000 lifts to prepare for future growth.

"The renovation is all part of our West Coast growth strategy," said Chuck Savre, APL's Vice President of Operations in the Americas. "Thanks to our agreement with the Port of Oakland, we can prepare Middle Harbor Terminal to help APL and its customers meet their growth needs for years to come."

Middle Harbor Terminal is one of three major marine terminals managed by APL on the U.S. West Coast. The others are Global Gateway South, at the Port of Los Angeles; and Global Gateway North, at the Port of Seattle. All three serve ships in APL's global network.

Container vessels from Europe, China, Japan, Hong Kong, South Korea and Taiwan call at Middle Harbor Terminal each week. The terminal employs up to 200 longshore workers a day and processes about 239,000 cargo containers annually laden with cargo valued at more than \$5 billion.

APL employs more than 700 people in Oakland when its downtown office work force is included. Its annual payroll in the city surpasses \$90 million.

San Francisco Bay Bridge's lower deck to close Labor Day weekend

If you are planning to drive across the San Francisco-Oakland Bay Bridge (eastbound to Oakland) on the Labor Day weekend, plan another route.

Due to earthquake retrofit work, the lower deck of the bridge will be closed at 11:59 P.M. on Friday, September 1, until 5:00 A.M. on Tuesday, September 5.

Through that weekend, BART will be running overnight service from and to select stations, including San Francisco International Airport, Daly City, 24th Street, 12th Street, Powell, Embarcadero, MacArthur, Berkeley, Walnut Creek and Oakland International Airport.

11,000 TEU boxship launched by Maersk

The world's largest containership was christened by Maersk Line in Denmark on August 12.

The *Emma Maersk*, with a beam of 175 feet, can carry 11,000 TEUs in 22 rows across her deck. The 1,200 foot-long vessel also ranks as one of the largest refrigerated ships in the world with a capacity of 1,000 40-foot reefer containers.

The vessel is scheduled to enter the company's Europe-Asia service next month.

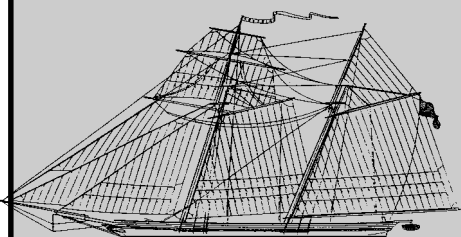
SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund	Political Fund
Abraham Acosta 20.00	Abraham Acosta 20.00
Knud Andersen 200.00**	Dave Connolly 50.00
Robert Anderson 20.00*	Robert Copeland 20.00
Jose Angeles 20.00	Mike Duvall 100.00
Chris Bujnowski 100.00**	Sandy Earle in memory of Billy McAndrew 50.00
Richard Crowell 50.00**	Earl Eastmont 40.00
Donald Cushing 60.00**	Mike ElMobdy 20.00
Mike Duvall 20.00	Daniel Foster 30.00
Alex Earle 20.00*	Scott Griggs 100.00
Erik Finneman 100.00	John Hamann 20.00
Edgardo Franco 20.00	Monte Kalama 50.00
Lou Frazier 80.00*	Mike Koller 40.00
Garry Gelfgren 20.00*	James Kolm 50.00
Mark Hargus 40.00	Lincoln Lee 25.00
Monte Kalama 20.00	John Lundborg 300.00
James Kolm 50.00	Gunnar Lundeborg 100.00
Lincoln Lee 25.00	Jose McDonald 40.00
Mark Littlejohn 40.00	Sean Moore 20.00
Volkert Lolie 50.00**	Robert Morgan 10.00
John Lundborg 200.00**	Waleed Nasser 20.00
Virgilia Managbanag 50.00**	Victor Noble 20.00
Chuck Maringer 50.00**	Paul Purugganan 25.00
William Mitchell 50.00**	Philip Romei 100.00
Joseph Moitoso 50.00**	John Rushing 100.00
Sean Moore 20.00	John Savage 25.00
Trev Motlow 50.00**	Ralph Senter 100.00
Victor Noble 50.00**	John Svane 20.00
Victor Noble 20.00	Morris Thibodeaux 100.00
Daniel Perez 10.00	Joshua Walker 50.00
Whitey Secrest 50.00	Greg Whitehouse 40.00
Gino Segreti 20.00	Bill Wood 50.00
Dmitri Seleznev 100.00**	Edward Zoobrick 50.00
Ralph Senter 20.00*	
Knud Sorensen 50.00**	
Arthur Thanash 50.00**	
Tom Tynan 20.00*	
Gilbert Wilson 50.00**	
Bill Wood 20.00*	Romaine Dudley Book #2593
Mike Worth 50.00**	Daniel Gonzales Book #2885
Richard Ziemba in memory of Ducky Gervasio 50.00	Duane Hewitt Book #5748
Steve Zombro 50.00**	Knud Jensen Book #3940
	John Jewett Book #4291
	Tony Jones Book #4305
	Kaj E. Kristensen Book #3120
	Eli Lalich Book #4062
	Gunnar Larsen Book #3516
	John McKeon Book #6456
	Joseph Napier Book #2299
	John Pedersen Book #3834
	John Perez Book #3810
	Cliff Rouleau Book #3144
	Ralph Senter Book #7323
	Jack Stasko Book #7430

Dues-Paying Pensioners

*In lieu of dues increase.
**Donation—Archie Green's book.



West Coast Sailors

Abraham Acosta 20.00	Norman Kurtz 25.00
Jose Alvez 70.00	Lincoln Lee 25.00
Robert Anderson 20.00	Victor Noble 20.00
Archie Bickford 25.00	Charles Rafael 25.00
Norman Bor 25.00	M. Ruan 10.00
Robert Edelhauser 10.00	William Self 25.00
Hesham ElSayed 25.00	John Svane 25.00
Charles Erikson 100.00	R.E. Walsh 50.00
Juan Gonzalez 10.00	Richard Ziemba in memory of Ducky Gervasio 50.00
Robert Hampshire 50.00	Edward Zoobick 50.00
James Kolm 50.00	

Letter to the editor

July 24, 2006

Dear Sirs:

Enclosed is my \$100 contribution to our Political Action Fund.

I commend your efforts in spearheading and ultimately defeating the foreign riding gang scheme. This is a major victory for our union and for labor in general. It sends a powerful signal throughout the industry that we will stand strong against any assault on American jobs.

Don't tread on us!

Fraternally,
Philip Romei #19018

Singapore overtakes Hong Kong as world's top container port

Singapore, including Jurong Port, surpassed Hong Kong as the world's top container port in 2005. The island nation's ports handled 23.19 million TEUs. Hong Kong had held the number one ranking since 1999.

The number three container port is Shanghai, followed by Shenzhen, Busan,

Kaohsiung, Rotterdam, Hamburg, Dubai, Los Angeles (7.48 million TEUs) and Long Beach (6.71 million TEU's).

Other United States ports in the top fifty worldwide were ranked as follows: New York/New Jersey (#17), Oakland (#37), Seattle (#44), Tacoma (#46), Hampton Roads (#48), and Charleston (#49).

New rule on lifeboat handling now in effect

The International Maritime Organization has amended the SOLAS (Safety of Life at Sea) regulation regarding lifeboats. Effective July 1, lifeboats may be lowered and raised initially without vessel personnel onboard. However, once the boat has recovered safely (brought home) the operation has to be repeated with a minimum number of crew onboard.

The change in the regulation was prompted by the increase in accidents—some resulting in death—during lifeboat drills. The latest incident occurred on July 15, when the Cyprus-flag bulk carrier *Isa*, stopped to carry out engine repairs approximately 400 southwest of Ireland, held a lifeboat drill. According to the Polish Steamship Company, which operates the vessel, a line parted when what a company spokesman called a "speedboat" was being raised, throwing an A.B., Third Mate and Second Assistant Engineer into the Atlantic. While the licensed personnel were seriously injured in the fall, the A.B. died.

Indian mariners schedule strike over wage dispute

After months of fruitless negotiations with the Indian National Shipowners Association, the National Union of Seafarers of India (NUST) and the Forward Seamen's Union of India (FSUT) plan a one-day worldwide strike on August 29. Both Unions are seeking a 27% wage increase while the shipowners have countered with 12%.

"The wage negotiations are deadlocked and neither side appears willing to concede ground," said NUST general secretary Abdulgani Y Serang. "The ratings and petty officers working on offshore, home trade and foreign-going Indian flag ships have been suffering for more than six years without a proper agreement. Indian shipowners have, in the interim, been making huge profits, while refusing to accede to our demands which are merely a pittance."

Marine accidents in Japanese waters caused by poor watchkeeping

Insufficient bridge watchkeeping and sleeping on the job remain the primary causes of maritime accidents in Japanese waters.

According to the Japan Marine Accident Inquiry Agency's review of incidents in 2005, there were 4,871 incidents in Japanese waters involving 5,631 ships. The Agency investigated 732 incidents involving 1,037 vessels and found that an insufficient bridge watch accounted for 30 percent of incidents, followed by failing to follow navigational rules at 10 percent and sleeping on the bridge at 7 percent. Fifty-two of the vessels were of non-Japanese registry.

Failure to maintain a proper watch caused 55 percent of all collisions and in 27 percent of those cases there were—incredibly—no watch at all!

Of the 177 cases involving groundings, 30 percent involved sleeping on the job, followed by failing to check the ship's position.

Nautical terms in everyday speech

Dutch Courage ... (bravery induced by a stiff drink, or the drink itself)

In the seventeenth century, long-standing trade rivalries and naval jealousies between England and the Netherlands erupted into the Anglo-Dutch Wars. The conflicts gave rise to a plethora of derisive "Dutchman" expressions. *Dutch courage* can be traced to the practice of certain Dutch admirals who allowed their men to drink a hearty libation of "square-faced gin" before engaging the enemy. The English took the opportunity to spread the story that their naval adversaries' courage was directly proportional to the amount of schnapps that they consumed. Thus, in 1873, Herbert Spencer noted in his work "Sociological Studies," "A dose of brandy, by stimulating the circulation, produces Dutch courage."

Senate approves ship financing

On July 20, the Senate Appropriations Committee approved \$30 million for commercial ship construction loan guarantees for the Maritime Administration (MarAd). Title XI Loan Guarantees allow small and medium sized ship operating companies to secure affordable financing for the construction of cargo ships in American shipyards.

The funding was requested by Senators Trent Lott (R-MS); Mary Landrieu (D-LA); Olympia Snowe (R-ME); John Kerry (D-MA); David Vitter (R-LA); Jack Reed (D-RI); Barbara Mikulski (D-MD); Ron Wyden (D-OR); Arlen Specter (R-PA); Susan Collins (R-ME); Ted Stevens (R-AK); Barbara Boxer (D-CA); George Allen (R-VA); Rick Santorum (R-PA); Lincoln Chafee (R-RI); Daniel Akaka (D-HI); Paul Sarbanes (D-MD); Dick Durbin (D-IL) Maria Cantwell (D-WA), and Daniel Inouye (D-HI).

The \$30 million was included by the Chairman, Kit Bond (R-MO), and Ranking Member Patty Murray (D-WA), in the subcommittee mark of the fiscal year 2007 Transportation Appropriations Bill, with strong support from the Chairman of the full Committee on Appropriations, Thad Cochran (R-MS). This funding will create thousands of jobs in the U.S. shipbuilding industry and ensure the availability of commercial ships to transport oil, manufactured goods, and agricultural products to the American consumer.

Title XI allows many U.S. companies to obtain financing terms and conditions that are comparable to finance rates available to large corporations. The vast majority of Title XI guarantees are for companies to order dry and liquid cargo ships that transport goods in our coastwise, Alaskan, and Hawaiian trades. This funding will enable U.S. companies to meet the domestic commerce, energy transportation, and military sealift needs of the United States.

ITF launches world "Ports of Convenience" campaign

The International Transport Workers' Federation (ITF) Congress has voted in Durban, South Africa, to launch a world-wide "Ports of Convenience" campaign to ensure that decent standards apply across the world's ports. Delegates at the ITF Congress, representing the ITF's 624 affiliated unions — including over 200 representing dockers-backed a global push whose first focus will be on the world's largest global network terminal operators (GNTs).

Frank Leys, Secretary of the ITF's Dockers' Section, explained "Our first calls will be on the 'big four' GNTs, because we believe they are standard setters. They have it in their power to make a huge difference to dockers' work across the world."

"This is an exercise in dialogue and

cooperation to ensure across the board good conditions. Working with the GNTs we aim to develop global framework agreements which national unions will know set certain basic standards they can rely on when negotiating locally."

He continued: "Allied to this industrial strategy is a political one, by which networks of support and communication are built up to tackle crises, events and trends such as casualization-replacing experienced dockers with temporary workers - at a global or regional level. These will extend beyond dockers' unions."

Delegates of the Dockers' Section Conference, meeting at the ITF Congress, authorized the ITF to begin the construction of these networks, produce educational and campaigning materials, and to approach the first of the GNTs.

Boxes overboard bring large federal environmental fine

Three shipowners agreed last month to pay a \$3.25 million fine in compensation for environmental damage caused by 15 loaded 40-foot containers that fell off a ship into protected California waters, according to the Department of Justice.

The incident occurred in February 2004. The Liberian-flagged *Med Taipei* (now *YM Prosperity*), owned at the time by Yang Ming Transport Corp, its subsidiary All Oceans Transportation and

Italia Marittima, was travelling in rough seas through the Monterey Bay National Marine Sanctuary between San Francisco and Los Angeles when the boxes were lost. A Coast Guard report said the vessel had faulty welds on anchor points for the containers, as well as missing D-rings from the deck of the vessel.

The fine is the largest ever levied for environmental violations within a U.S. national marine sanctuary.

PA WWII mariners eligible for \$500 bonus

Applications for the Pennsylvania Merchant Marine World War II Veterans one-time \$500 bonus, are available at each county's Veterans' Affairs Office. An applicant must be a U.S. Merchant Marine veteran who served on active duty in the U.S. Merchant Marine between December 7, 1941, and August 15, 1945; be in possession of a DD Form 214 evidencing honorable service; and be a legal resident of Pennsylvania on April 12, 2006. Applications must be submitted by December 31, 2006. All applications will be reviewed, and payments will be made by next summer.

The benefits will be paid from a U.S. Merchant Marine World War II Veterans' bonus fund, a restricted receipt account in the General Fund. Money for the fund will be appropriated from the General Fund by the General Assembly, and any money remaining in the Fund on June 30 2007, will be returned to the General Fund.

The legislation was sponsored by Pennsylvania State Representative John Maher (R-Allegheny/Washington) and signed into law April 12, by Pennsylvania Governor Edward Rendell.

For additional information and application forms, call 800-547-2838 or write to the Department of Military and Veterans' Affairs, Bureau for Veterans' Affairs, Fort Indiantown Gap, Annville, PA 17003-5002 (www.dmva.state.pa.us).

Cape Gibson back in Alameda



After exercises with the U.S. Navy in the Pacific last month, the Ready Reserve Force vessel *Cape Gibson* is back in her homeport of Alameda, California. SUP members in the *Gibson* standing from left: Bosun Danny Foster, AB Alex Relajo, AB Mike Quick, AB Mike Staley, AB Joel Schor, AB Vern Haik, AB and delegate Dave Frizzi, AB Eugene Moquin. In front: AB Jim Relajo and OS Marcello Javier. The *Gibson* is managed for the Maritime Administration by Patriot Contract Services.

Companies fined for polluting outside San Francisco Bay

A second dredging company has been fined for polluting the waters off California's coast.

This month Dutra Dredging has been fined \$450,000 by the Environmental Protection Agency and must also spend \$285,000 on restoring the Gulf of the Farallones marine sanctuary off San Francisco. Investigators say the company

dumped or spilled material more than 200 times between 1999 and 2003 while taking dredging waste from the San Francisco Bay to a special disposal area more than 40 miles from the coast. The EPA says more than 200,000 yards of material was involved. Earlier this month Bean Stuyvesant agreed to pay almost \$3 million for a 1999 oil spill.

War risk insurance still in force in Malacca Strait due to renewed pirate attacks

Three pirate attacks in the Malacca Strait, on two United Nations chartered vessels and a bulk carrier have dented the campaign to remove the war-risk insurance listing for the key shipping lane.

On July 2, pirates attacked two landing crafts chartered by the United Nations World Food Program while they were on voyages in the northwest of the Malacca Strait.

According to International Maritime Bureau (IMB) Piracy Reporting Center head Noel Choong, pirates attacked a 530 gross ton vessel chartered by the United Nations while it was on a voyage to Belawan to Lhokseumawe, carrying reconstruction aid for the ongoing relief effort after the 2004 tsunami. "Pirates stole and damaged some of the ship's equipment, but no crew was injured," he said. Even after the attack was over, an unknown vessel continued to follow the aid ship.

A second United Nations vessel was attacked on the same day at Langsa in North Sumatra, and the pirates stole cash and personal belongings from the crew.

On July 4, a Japanese 26,989 gross ton bulk carrier came under attack by pirates in a blue-hulled unlit speedboat who attempted to board the vessel from its stern. The ship's crew was able to repel the pirates using searchlights and fire hoses.

"We are extremely concerned with these three latest attacks in the same area," said Choong. "We have informed the Indonesian authorities, and we hope they will take the necessary action."

While the incidents were not nearly as violent as some past hijackings, they quickly attracted major international media attention due to the involvement of U.N. aid vessels. Such high media profile incidents will likely strike a blow against any chance that regional shipowner groups and governments had of getting Lloyd's of London Joint War Committee of removing the Malacca Strait from its list of high risk areas for war and other perils.

Despite high level industry and diplomatic lobbying, the status of the Malacca Strait remains unchanged more than a year after it was first added to the Joint War Committee list. One of the main arguments used by those lobbying for the Malacca Strait's removal has been the sharp drop in the number of piracy attacks over the last nine months as patrolling has been stepped up. However, the Joint War Committee has countered that it wants to see that the efforts and the resultant lower number of attacks are sustained before it changes its decision.

The listing of the Malacca Strait as a war risk area has not resulted in that many owners, apart from the Japanese, having to pay additional premiums. However, shipowner concern remains that such a premium can easily be applied at short notice. The war risk label for the key international waterway is also a major political issue for the littoral states.

The recent attacks are the first major piracy incidents in the Malacca Strait for many months. The IMB has not yet put out an alert on the region, something it has done many times in the past.

ESU Office Assignments

For the month of September, Kevin Conroy will be in the Seabrook office and Leo DeCastro will be in the Benicia office.



AUGUST 2006

Official Publication of the Exxon Seamen's Union

Pay increases due September 1, 2006

In accordance with the provisions of our current Collective Bargaining Agreement (CBA) an increase in base wages and overtime rates for all ratings will become effective beginning with the pay period that starts September 1, 2006. The Agreement, negotiated between the Exxon Seamen's Union and SeaRiver Maritime, Incorporated and ratified by the ESU membership is in effect from September 1, 2005 through August 31, 2008.

In this, the second year of the Agreement, base pay and Continuous Service Bonus (CSB) will increase by 3.5% for all ratings. This increase follows a 4% Base and CSB increase which came into effect last year on September 1, 2005. Additionally, overtime rates and SSHOT (Saturday, Sunday, holiday overtime) will increase by 3.5% for all ratings.

In addition to the wage increases, a lump sum non-benefit bearing bonus of \$1,500 will be paid to each

unlicensed employee who appears on the active role after September 1, 2006. The lump sum payment will be sent in the same manner in which employees receive their regularly scheduled paychecks, but will be sent out separately. Federal income taxes will be deducted from the gross amount of \$1500.00. Employees on a LOA longer than 10 days, suspension or undetermined status will be paid the lump sum amount upon return to active employment status. The Union expects that the bonus payments will be sent by September 15.

A complete and comprehensive compilation of all wage tables can be found in Article XVII (pages 65-72) of the CBA. Below are excerpts of wage tables from the Agreement that reflect the increase for the year 2006.

The monthly wage schedule, including additional compensation for years of continuous service (CSB), shall be as follows:

TOTAL MONTHLY WAGES – BASE+CSB – EFFECTIVE SEPTEMBER 1, 2006

	RATING	START 1	2	3	5	10	15	20	25	30	
451	Pumpman	3708	3939	4095	4125	4207	4363	4401	4435	4475	4514
452	MM/2nd Pump.	3499	3716	3864	3893	3969	4112	4148	4186	4224	4263
465	QMED-Oiler	3057	3247	3382	3408	3475	3609	3643	3674	3704	3737
481	Maint. Man/AB	2628	2792	2900	2922	2975	3080	3108	3136	3163	3192
442	Able Seaman 1	2636	2804	2914	2939	2999	3111	3140	3167	3195	3222
441	Able Seaman	2330	2474	2576	2596	2647	2749	2772	2798	2821	2848
468	Maint. Seaman	2068	2199	2288	2313	2359	2457	2478	2501	2524	2549
476	Fleet Chef	3492	3700	3840	3866	3941	4078	4113	4149	4181	4216
478	Cook	2610	2766	2870	2890	2944	3051	3077	3102	3128	3155

MONTHLY SUM FOR SATURDAY, SUNDAY, AND HOLIDAYS (SSHOT)

For work performed during regular scheduled hours on Saturday, Sunday and holidays, the following sums will be paid during each month of the year:

Rating	Effective Sept. 1, 2006
451 Pumpman	1011
452 2nd Pumpman	953
465 QMED-Oiler	899
481 Maint. Man/AB	768
442 Able Seaman 1	722
441 Able Seaman	683
468 Maint. Seaman	581
476 Fleet Chef	944
478 Cook	706

OVERTIME AND PENALTY PAYMENTS

Effective September 1, 2006, hourly overtime and penalty rates of pay, as provided for within the Agreement, shall be as follows:

Rating	OT	PT
451 Pumpman	23.92	7.92
452 MM/2nd Pumpman	22.57	7.47
465 QMED-Oiler	21.31	7.63
481 Maint. Man/AB	18.22	7.32
442 Able Seaman 1	17.13	7.76
441 Able Seaman	16.15	7.32
468 Maint. Seaman	13.76	5.70
476 Fleet Chef	22.40	7.47
478 Cook	16.78	7.32

SeaRiver notifies four Engine department personnel of layoff

In late July management informed the ESU that as a result of the recent reconfiguration in the ocean fleet a surplus of unlicensed engine department personnel existed. Subsequently on August 1, SeaRiver Human Resources Department notified three Pumpmen and one QMED-Oiler that they were surplus and subject to layoff in accordance with Article XI, section 1(D) of the Collective Bargaining Agreement.

Under our contract members are entitled to six months advance notice by Human Resources when they have been determined to be surplus in their rating and are subject to layoff or demotion. Once an employee has received official notification that they are to be laid off or demoted they have thirty days to inform the company of their choice to either leave the company and take the layoff allowances or continue their employment and accept demotion to the next lower rating. Additionally, employees subject to layoff or demotion have the option to work the next six months at the pay level of their current rating or in lieu of working, to separate immediately and receive a six months lump sum payment of normal earnings. This option to either accept demotion or take the layoff allowance is contingent on the employee having been on their present seniority list for at least one year.

Layoff allowances are based on years of service and are in addition to the six-month lump sum payment that the employee may accept if he/she is eligible. Below is the contractually agreed layoff allowance schedule.

• **Members with five years of service and under:** One week of pay for each year of continuous service.

• **Members with six through ten years of service:** Five weeks of pay plus 1½ weeks of pay for each year of continuous service over five years.

• **Members with eleven through fifteen years of service:** Twelve and one half weeks of pay plus two weeks of pay for each year of continuous service over ten years.

• **Sixteen years of service or over:** Twenty-two and one half weeks of pay plus two and one half weeks of pay for each year of continuous service over fifteen years.

Indications from the company are that approximately a six-ship fleet will be required to meet the cargo demands that SeaRiver is responsible for in the foreseeable future.

Fleet manning and training changes

Effective October 1, the following changes will occur within the SeaRiver Fleet Manning and Training departments: Current training coordinator, Rich Kessinger will be assigned as Safety, Quality and Security Analyst and will work under the direction of Safety department manager, M.L. Meador. Rich's current duties will be redistributed within the Fleet Manning Group. Personnel coordinator, Kharon Delaney will assume responsibility for Fleet Training administrative coordination with assistance from Operations and Rich Kessinger as needed. Ms. Delaney will also assume coordination of Engine officer assignments and will continue to coordinate all Deck officer assignments. Personnel coordinator, Helen Murray will assume coordination of all unlicensed personnel assignments for the Deck, Steward and Engine Departments. Contact information will remain the same for Ms. Delaney and Ms. Murray.

New Orleans REC reopens

The New Orleans Coast Guard Regional Examination Center reopened its doors on August 9, 2006. The limited services currently provided by the REC will continue as staff dislocated by Hurricane Katrina return to the New Orleans area over the coming weeks. The New Orleans REC will offer fingerprinting, examinations and identification verification services for merchant mariner applications.

The new address and phone number for the New Orleans REC is as follows:

201 Old Hammond Hwy.
Metairie, LA 70005
504-219-2719

All applications received at New Orleans will be forwarded to the new National Maritime Center in Martinsburg, West Virginia for evaluation and process-

ing. The forwarding of mariner applications to West Virginia is part of a restructuring and centralization project to improve customer service to mariners. The NMC office in West Virginia will initially evaluate applications and issue credentials for mariners applying through New Orleans. The transfer of remaining divisions and function from Arlington, Virginia, to the Martinsburg area will continue over the next year.

A permanent NMC facility is to be completed in Martinsburg around the summer of 2007 and all document evaluations and issuing functions will take place from Martinsburg as a part of this project to improve customer service to mariners. The mission of the Coast Guard's Regional Examination Centers will also change to focus on providing direct service to mariners, including fingerprinting, establishing identities,

ESU News

Prudhoe Bay crude production back above 220,000 BPD

Oil production from the western half of Prudhoe Bay is up to full production after the U.S. Department of Transportation gave BP the go ahead to continue operating this half of the oil field. Following extensive tests of pipelines in the western field the DOT determined it was safe to resume operations that will produce around 200,000 barrels per day. The only production coming from the eastern half of Prudhoe Bay is from Point McIntyre, which is producing around 18,000 barrels per day.

As it has been reported, repairs that will restore full production from the eastern half of Prudhoe Bay are not expected for several months and to date BP has not given a timetable for resuming full production of the 400,000 bpd field.

With the reduction of crude from Alaska there may be a minor short-term impact on shipping at SeaRiver Maritime. SeaRiver's parent company, ExxonMobil has a slightly more than 36 percent interest in the oil field and with reduced production it is logical to assume that barrels to be moved south on SeaRiver vessels will be reduced until the field returns to full production. SeaRiver has four vessels that are designated for crude service from Alaska to west coast ports. Currently, as been the case for the past several months SeaRiver has two vessels, the *S/R Long Beach* and the *Kodiak*, operating in service to Alaska with another ship, the *S/R Baytown* in the shipyard in Singapore and the newest addition, the *Sierra* having just discharged a lighter cargo in Japan.

Although it is still unclear how the crude reduction will affect vessel movements it is reasonable to assume there will be delays and possible deployments into other trades on a temporary basis. Additionally, the Company may take advantage of this slow period to have vessels complete needed surveys in advance of their due date. In any event the Union does not expect any additional layoffs or a reduction in the unlicensed workforce. Any new developments will be passed along to the membership as they become available.

Ship reports

S/R American Progress

A board officer visited the ship on August 9, while she was alongside the dock at ExxonMobil, in Beaumont. The crew was optimistic the recent change in contractors providing transportation to and from the front gate would improve service. Regular Ship Rep. Chuck Bell was onboard and reported no beefs. Wilbert (June Bug) Jackson requested his name be added to the Cook promotion list while AB Rudy Benevides asked his name be removed from that same list. Tim Gallegos was doing an excellent job stepping up to Fleet Chef.

S/R Baytown

The *Baytown* went on drydock at Jurong shipyard in Singapore on August 17. Fleet Chef and Steward Department trustee Joe Pereira is assigned to the vessel as well as Temp. Rep. Charlie Hartman. They report everything going well. Captain Ivan's years of experience managing vessels in foreign trade is reflected in the positive attitudes of the crewmembers on this well run ship. Tentatively, the vessel is scheduled to depart Singapore on September 9, and return to her regular west coast trade.

Kodiak

The *Kodiak* continues to trade between Valdez and Puget Sound. She may experience delays with the reduction of crude oil from Alaska but this issue was still not clear at press time. Regular Ship Representative Tim Williams returned from paid leave recently. Congratulations to Tim and his wife on the birth of a new daughter Peyton Reese. Peyton was launched on August 2, displacing 6.0 pounds and measuring 17 inches LOA.

S/R Long Beach

A union officer boarded the vessel at Valero in Benicia, California, on August 8. Regular Ship Representative Joe Graca is on board and reports no problems. Vessel continues service to Valdez and California ports but she may experience delays and reduced loads due to lower crude production in Alaska. Thanks to Gil Randall for filling in as Temporary Ship Rep. on his final tour with SeaRiver. Gil was given a nice send off by the crew in recognition of his decision to retire at the end of September.

Sierra

The vessel completed her extensive refitting and betterment period and sailed from Singapore on August 7 (see related story). Her first load was lightered from the VLCC *Hawk* and discharged in Japan. With the situation in Alaska, the *Sierra* may continue to work overseas until crude inventories in Valdez increase. Regular Ship Representative Thor Floreen joined while the vessel was in the shipyard in Singapore.

S/R Wilmington

An Executive Board officer met the *Wilmington* at the ExxonMobil Dock in Baytown, Texas, on August 13. Representative Jeff Harris was onboard and reported no beefs. Questions concerning the role of ABs assigned to day work and the use of only two of the three watches when docking and undocking were addressed. The vessel continues on her regular route between Gulf and East coast ports with occasional port calls into Puerto Rico.

Ready for service



The *Sierra* is the newest addition to the SeaRiver fleet. The vessel is pictured here at anchor in Singapore before entering service at the beginning of August.

Refit completed the *Sierra* leaves shipyard and joins SeaRiver fleet

On August 7 the *Sierra* steamed from Singapore on her maiden voyage as a SeaRiver vessel toward Kawasaki Japan. She had just completed her post shipyard CAIP and sea trials and then lightered her initial load from the ExxonMobil owned IMT VLCC *Hawk* at the Karimun Lightering Area adjacent to Singapore in Indonesia. The load was a two grade parcel being moved to Japan as an internal ExxonMobil transfer. According to company sources the lightering went very smoothly and safely. SeaRiver Vice President for Operations Stu McRobbie praised the crew for doing a "wonderful and professional job during the trials and first lifting". Ship Representative Thor Floreen and ESU deck trustee Mike Harrison were aboard the *Sierra* during much of the yard period and reported that despite some issues involving joining members not getting enough rest time before assuming their duties the overall shipyard experience went reasonably well. They also reported that the all-too-often recurring shipyard issue of going cheap on contractual subsistence pay was worked out onboard. Unlicensed personnel have been assigned to the *Sierra* since the second week in June.

SeaRiver officially purchased and took possession of the 120 thousand dead-

weight ton *Sierra* in early April of this year. She was formerly operated by BP/Alaska Tanker Company as the *Kenai*. She is the sister ship of the *Kodiak* which also underwent a major rebuilding last year and is now being operated in the standard west coast ANS trade. The *Sierra* is double hulled and therefore faces no mandatory OPA retirement date and can legally sail indefinitely. She is 869 feet in length, has a beam of 136 feet and a 56-foot draft. Her maximum cargo capacity when fully loaded is 858,500 barrels. During her rebuilding she was fitted with an all-new bridge and navigation suite, the cargo piping system was overhauled and new cargo controls were installed. Major new wiring installations were done and extensive internal and external steel blasting and coating was completed as well.

At the time of writing the next voyage of the *Sierra* was uncertain but company sources did not rule out the possibility of her operating overseas for an unspecified period of time before returning to US waters. What effect the possible slowdown of ANS to Valdez as a result of the pipeline problems in Alaska will have on her schedule (see accompanying story) are also unclear. The ESU will keep the membership informed as developments occur.

NASSCO delivers final double-hulled tanker to BP Shipping

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics, announced on August 18, 2006 the delivery of the fourth and final double-hulled oil tanker, the *Alaskan Legend*, to BP Shipping Ltd., a wholly owned subsidiary and ship operating division of BP p.l.c. (ADR: BP).

The *Alaskan Legend* departed San Diego, California, on August 21, to join its NASSCO-built sister ships already in service: the *Alaskan Frontier*, *Alaskan Explorer* and *Alaskan Navigator*. The ship is capable of carrying up to 1.3 million barrels of crude oil and will operate between Alaska and western U.S. ports. The ship is double-hulled, diesel-electric powered, equipped with 20 separate cargo tanks, and has all of its cargo transfer piping inside the hull rather than on its decks to reduce the chance of accidental spills. NASSCO began constructing the ship in October 2004.

EXXON SEAMEN'S UNION

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Engine Trustee William Ackley

Steward Trustee Joe Pereira

You can read the *ESU NEWS* on the Internet.
Go to www.sailors.org and click on *West Coast Sailors*.

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

Old problems, new solutions

As Labor Day once again dawns on America, we are faced with old problems and new solutions.

As any economic cheerleader from Wall Street or Washington will tell you, we've been posting some impressive economic statistics, the most important of which is faster productivity growth. These same boosters will stress that faster growth of output per hour is the main channel through which we achieve higher living standards.

But over the past few years, that channel has been blocked, and economic growth is failing to reach many, if not most, working families. Real wages for most workers, after rising for the first few years of the 2000s, have fallen lately, and despite 14 percent higher productivity, a typical worker's real weekly earnings are down 3 percent over this expansion. Median family income is down about \$1,500 since 2000, and more than 5 million people have been added to the poverty rolls.

In other words, the economy looks fine until you take a closer look at the people in it. And while it continues to bewilder those who focus exclusively on these top-line statistics, majorities consistently report dissatisfaction with the economy.

But it should be no mystery. Many families, stretching to meet their budgets with squeezed paychecks after filling up their gas tanks, must be wondering: With recoveries like this, who needs recessions?

So where's the growth going? Again, no mystery: Profits, as a share of GDP, are the highest they've ever been. Like I said, it's an old story. But this Labor Day, the story doesn't stop here.

Today, there is a palpable sense among the public that our leaders are not up to the challenges they face. This is most clear in the foreign policy arena, but you see it on the economy as well. A recent New York Times/CBS poll revealed that for the first time since they started asking the question in the early 1980s, fewer than half of the adults surveyed expect their children's living standards to surpass their own.

Stop and ponder this for a second. America's workers are working harder and smarter than ever before, and we've got the productivity numbers to prove it. **But we're growing more pessimistic about our kids' future.**

Something is awfully wrong with this picture, and I believe the YOYOs are at the root of it. YOYO is the acronym for "you're on your own," the philosophy that drives much of today's politics and policy. It's the idea that the best way to solve the economic challenges we face, from Social Security to health care to globalization and inequality, is a tax cut, a private account and a pat—if not a shove—on the back as individuals are pushed to fend for themselves in the private market, supposedly tapping the power of competitive forces to deal with these daunting forces.

What's lost amid all this rampant, hyper-individualism is the sense of WITT ("we're in this together"), the notion that there are problems—like those just cited—that are too large for individuals to face down on their own. Each of these challenges is much more effectively addressed by pooling risk, not shifting it to individuals.

Conservatives have been pummeling progressives on these issues for decades, arguing with tremendous conviction—but without convincing evidence—that any steps toward the WITT agenda will kill the golden goose of growth. Whether it's universal health care, a higher minimum wage, greater union power, or a pause in trade agreements while we build the policy structure to offset the downsides of globalization, the YOYOs have only one message: "Sounds nice, but sorry...can't go there."

This Labor Day, their arguments ring especially hollow. The gap between productivity and working-family incomes is too large to ignore, and politicians do so at their peril. Be prepared to hear a lot more about these problems as coming election cycles gear up.

Which leaves us with the critical question: What, precisely, will those who want our support propose to do to close the gap? You'll recognize the YOYOs easily enough: They bemoan the problem, and their solutions will be a) patience, b) privatization, c) tax cuts for investors, and d) more education (the opportunities are there; you're just not smart enough to take advantage of them).

The WITTs will support the education agenda, because it's critical for equalizing opportunity. But they won't stop there. They'll recognize that the time has come to construct the architecture needed to start actively shaping economic outcomes, not passively accepting them. They will speak of universal health care (listen for "Medicare for All") and replacing the labor demand sapped by globalization by actively creating more quality job opportunities through full employment initiatives and investment in public infrastructure, including energy independence. They will support a rational fiscal policy that stresses a measured role for government, not one based on starving the public sector of the revenues it needs to do its job.

There lies the continuum on which we should judge those who seek our support. At one end lies YOYO'ism. Been there, done that, and the pendulum has already begun its swing. The question is how far toward the other end—toward the WITT agenda—will it swing. That, ultimately, is up to us.

The author of this article is Jared Bernstein, senior economist at the Economic Policy Institute (EPI), is the author of *All Together Now: Common Sense for a Fair Economy*, published by Berrett-Koehler and available from The Union Shop Online™.

Welfare Notes

August 2006

Active Participants Who Are Unfit for Duty

Active participants who become Unfit for Duty due to illness or injury should submit Unfit for Duty forms to the SUP Welfare Plan office. Unfit for Duty information verified by your attending physician can extend your medical and dental coverage until you regain your fit for duty status. Updated forms from your doctor should be submitted periodically as you receive treatment and a form should be submitted once you are medically fit for duty again. Please contact the Welfare Plan office if you need forms or have questions (800-796-8003).

Re-enrollment for Active Participants

If a participant reestablishes eligibility after medical and dental coverage terminates because of insufficient working days, the participant must complete new enrollment forms to restart their coverage. As an example if a participant has been a Kaiser member, but loses his coverage because of insufficient shipping time that person must fill out new Kaiser forms once eligibility is reestablished.

If you have questions about changes in your eligibility or need enrollment forms, please contact the Welfare Plan office (800-796-8003).

E-MAIL ADDRESSES

You can e-mail questions to the SUP Welfare Plan at the following e-mail addresses. To protect your privacy do not include your social security number or other sensitive personal information in your e-mails.

- Michelle Chang, Administrator: mcsupsiupd@sbcglobal.net
- Patty Martin: martinpatty59@sbcglobal.net
- Virginia Briggs, Claims: vbriggs80@sbcglobal.net
- Michael Jacyna, Eligibility: mjacyna67@sbcglobal.net
- Terry O'Neill, Training Representative: terenceo@gmail.com

SUP Welfare Plan

730 Harrison Street, #415

San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003

Fax: 415-778-5495

Training Representative Terry O'Neill 415-957-1816

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

SIU-PD Seafarers' Medical Center Plan Summary

The Seafarers' Medical Center Plan Summaries mailed to the following members, have been returned. To receive your copy, call or write to the Seafarers Medical Center, 730 Harrison Street Suite 100, San Francisco, CA 94107, telephone number 415-392-3611:

- | | | |
|-------------------------|----------------------------|------------------------------|
| Ammando Abaniel | John Kelly | Paul Purrugganan |
| Brendan Bohannon | Errol Kody | Ronald Reed |
| Chris Bunheirao | Michael Koller | Christopher Roblee |
| Robert Burns | Marck Lacroix | Osscar Rojas |
| Dan Dismore | Thomas Lewis | Gary Rymel |
| Marc Eddy | Peteo Leo | Francisco Salvatierra |
| James Estling | Alfred Lillibridge | Ian Slessor |
| Carlos Espinosa | Jacob Macias | R.A. Smiley |
| Paul Farillas | Alberto Mendoza | Joe Smoler |
| Garry Gelfgren | William Neumiller | Thomas Tynan |
| Juan Gonzalez | Oladipo Oguntoyinbo | Roy Tufono |
| David Jewell | David Partikian | Ruta Tulenkun |
| Glenn Johnson | Harold Presswood | Ona Whitamore |
| Anthony Jones | Paul Pringle | Greg Whitehouse |

Ibuprofen may raise risk of heart attack

The painkiller ibuprofen can double the risk of heart attacks for those who take it regularly, a major survey confirmed.

Researchers compiled results of 138 trials covering 140,000 people to find the evidence on ibuprofen and diclofenac, a similar common drug. It follows results three years ago, which led to the banning of new "inhibitor" drug Vioxx.

But scientists stress the double risk applies only to those taking high doses of the two drugs. Dr. Colin Baigent, of the University of Oxford, said, "People who are popping these for the odd headache — the risks to them are minimal."

Ibuprofen and diclofenac are in a family of drugs known as "non steroidal anti-inflammatories" and are usually used by people suffering chronic pain from conditions such as arthritis. Researchers found a double risk of heart attacks for those on high levels of ibuprofen (800 milligrams three times daily) and diclofenac (72 milligrams twice a day). Dr. Baigent said a high dose was considered to be "about twice what a normal person would take." He added, "We need to get these risks in perspective — to give the information to doctors and patients so they can make sensible decisions."

Three more heart attacks were discovered per 1,000 people every year for those taking the drugs and who did not already have heart disease. The study by British and Italian researchers also found that another member of the drug family, naproxen, carried smaller risks.

Record of SUP Shipping July 2006

	Hdqs	.....	Seattle	.....	Wilm	.....	Hono	.....	Total
Bosun	5	.....	1	.....	2	.....	1	.....	9
Maint. Man	8	.....	0	.....	0	.....	1	.....	9
A.B. Dayworker	0	.....	0	.....	3	.....	6	.....	9
A.B	13	.....	10	.....	6	.....	2	.....	31
O.S.	1	.....	0	.....	0	.....	1	.....	2
Ship Util.	0	.....	1	.....	0	.....	0	.....	1
Standby	15	.....	32	.....	58	.....	32	.....	137
TOTALS	42	.....	44	.....	69	.....	43	.....	198



Washington State Labor Council AFL-CIO Endorsements

Primary Election September 19

U.S. Senate

Maria Cantwell



U.S. House of Representatives

- | | |
|---|------------------------------|
| 1st District: Jay Inslee | 5th District: Peter Goldmark |
| 2nd District: Rick Larsen | 6th District: Norm Dicks |
| 3rd District: Brian Baird | 7th District: Jim McDermott |
| 4th District: Claude Oliver and Richard Wright (dual) | 8th District: Darcy Burner |
| | 9th District: Adam Smith |

Judicial

Supreme Court

- Pos. 2: Susan Owens
- Pos. 8: Gerry Alexander
- Pos. 9: Tom Chambers

Court of Appeals

- District 3, Division 2: Joel Penoyer

State Legislature

- 1st: House 1: Al O'Brien; House 2: Mark Ericks
- 2nd: House 2: Tom Campbell
- 3rd: House 1: Alex Wood; House 2: Timm Ormsby
- 4th: House 2: Ed Foote
- 5th: No action
- 6th: Senate: Chris Marr; House 2: Don Barlow
- 7th: House 1: Jack Miller
- 8th: House 1: Shirley Hankins; House 2: Larry Haler
- 9th: No action
- 10th: No action
- 11th: House 1: Zach Hudgins; House 2: Bob Hasegawa
- 12th: No action
- 13th: Senate: Lisa Bowen
- 14th: No action
- 15th: Senate: Tomas Villanueva
- 16th: House 2: Bill Grant
- 17th: House 1: Jack Burkman; House 2: Deb Wallace
- 18th: House 1: Richard Curtis (limited endorsement); House 2: Julianne McCord
- 19th: House 1: Dean Takko; House 2: Brian Blake
- 20th: House 1: Mike Rechner
- 21st: Senate: Paull Shin
House 1: Mary Helen Roberts; 2: Brian Sullivan
- 22nd: House 1: Brendan Williams; House 2: Sam Hunt
- 23rd: House 1: Sherry Appleton; House 2: Christine Rolfes
- 24th: House 1: Kevin VandeWege; House 2: Lynn Kessler
- 25th: House 2: Dawn Morrell
- 26th: Senate: Derek Kilmer
House 1: Patricia Lantz; House 2: Larry Seaquist
- 27th: House 1: Dennis Flannigan; House 2: Jeannie Darneille
- 28th: House 1: Troy Kelley; House 2: Tami Green
- 29th: Senate: Rosa Franklin
House 1: Steve Conway; House 2: Steve Kirby
- 30th: Senate: Tracey Eide; House 1: Mark Miloscia; House 2: Skip Priest (limited, conditional endorsement)
- 31st: Senate: Pam Roach;
House 1: Karen Willard; House 2: Christopher Hurst
- 32nd: Senate: Darlene Fairley;
House 1: Maralyn Chase; House 2: Ruth Kagi
- 33rd: Senate: Karen Keiser;
House 1: Shay Schual-Berke; House 2: Dave Upthegrove
- 34th: Senate: Erik Poulsen;
House 1: Eileen Cody; House 2: Joe McDermott
- 35th: Senate: Kyle Lucas;
House 1: Kathryn Haigh; House 2: Bill Eickmeyer
- 36th: Senate: Jeanne Kohl-Welles;
House 1: Helen Sommers; House 2: Mary Lou Dickerson
- 37th: Senate: Adam Kline; House 1: Sharon Tomiko-Santos (conditional); House 2: Eric Pettigrew
- 38th: Senate: Jean Berkey
House 1: John McCoy; House 2: Michael Sells
- 39th: No action
- 40th: House 1: Dave Quall
- 41st: House 1: Fred Jarrett; House 2: Judy Clibborn
- 42nd: Senate: Jesse Salomon;
House 1: Jaspas MacSllarrow; House 2: Kelli Linville
- 43rd: Senate: Ed Murray;
House 1: Lynne Dodson; House 2: Frank Chopp
- 44th: Senate: Steve Hobbs;
House 1: Hans Dunshee; House 2: John Lovick
- 45th: Senate: Eric Oemig; House 2: Larry Springer
- 46th: Senate: Ken Jacobsen;
House 1: Jim McIntire; House 2: Phyllis Kenney
- 47th: Senate: Ed Crawford;
House 1: Geoff Simpson; House 2: Patrick Sullivan
- 48th: Senate: Rodney Tom
House 1: Ross Hunter; House 2: Deb Eddy
- 49th: House 1: Bill Fromhold; House 2: Jim Moeller

Fools rule when you don't vote

Ballot Measures

- Initiative 917: \$30 car tabs NO
- Initiative 920: Repealing estate tax NO
- Initiative 933: Takings NO
- Initiative 937: Renewable energy resources No action
- Initiative 946: Anti-immigration NO
- Referendum 65: Civil rights legislation Decline to sign



Hawai'i State AFL-CIO Endorsements

Primary election September 23

Governor: Randy Iwase

Lt. Governor: Alice Solomon

U.S. Senate

Daniel K. Akaka



State House

- 1. Dwight Takamine
- 2. Jerry Chang
- 3. Clifton Tsuji
- 4. Faye Hanohano
- 5. Bob Herkes
- 6. Joshua Green
- 7. Cindy Evans
- 8. Joe Souki
- 9. Bob Nakasone
- 10. Kameo Tanaka
- 11. Stephen West
- 12. Kyle Yamashita
- 13. Diana Mele Carroll
- 14. Hermina Morita
- 15. Open
- 16. Open
- 17. Avelino Halagao
- 18. Lyla Berg
- 19. Open

- 20. Calvin Say
- 21. Scott Nishimoto
- 22. Scott Saiki
- 23. Open
- 24. Kirk Caldwell
- 25. Della Belatti
- 26. Sylvia Luke
- 27. Open
- 28. Karl Rhoads
- 29. Open
- 30. Terry Visperas
- 31. Glenn Wakai
- 32. Open
- 33. Blake Oshiro
- 34. Kyle Takai
- 35. Alex Sonson
- 36. Roy Takumi
- 37. Ryan Yamane
- 38. Marilyn Lee
- 39. Marcus Oshiro
- 40. Sharon Har
- 41. Jon Karamatsu
- 42. Rida Cabanilla
- 43. Open
- 44. Michael Kahikina
- 45. Maile Shimabukuro
- 46. Michael Magaoay
- 47. Open
- 48. Kenneth Ito
- 49. Dwight Chong
- 50. Open
- 51. Thomas Waters

State Senate

- 2. Russell Kokubun
- 4. Shan Tsutsui
- 8. Open
- 9. Les Ihara
- 10. Brian Taniguchi
- 11. Carol Fukunaga
- 13. Suzanne Chun Oakland
- 14. Donna Kim
- 15. Norman Sakamoto
- 19. Open
- 20. William Espero
- 24. Jill Tokuda
- 25. Open

U.S. Congress

Neil Abercrombie





SUP President's Report

August 14, 2006

CHEVRON SHIPPING COMPANY

The SUP was notified by Chevron on August 11, that the company exercised its option to bareboat charter a fourth Double Eagle-class tanker from Seabulk International Inc., a subsidiary of SEACOR Holdings, Inc.. The name of the Seabulk vessel is, as of this date, unknown but will be rechristened *Florida Voyager* when the charter becomes effective during the fourth quarter of 2010.

As reported in May, Chevron entered into a long-term bareboat charter agreement with Seabulk to operate three other Double Eagle tankers. The *Mississippi Voyager* (ex-*Seabulk Mariner*) will be the first vessel delivered to the company during the first quarter of next year. Chevron intends to deploy the *Mississippi* in the Gulf Coast to West Coast trade while continuing to operate the three gas turbine tankers (*Arizona Voyager*, *Colorado Voyager* and *Washington Voyager*), which currently comprise the company's U.S.-flag fleet, in their current trades until the *Florida Voyager* is delivered and possibly beyond.

By more than doubling the size of its fleet, SUP work in the deck, engine and steward's department with Chevron will also grow accordingly and will last for many years as the Double Eagle charters are for nine years with options to extend. These double-hulled vessels have no mandatory retirement date under the provisions of the Oil Pollution Act (OPA) of 1990. The three gas turbine tankers are also double-hulled and also have no OPA mandated phaseout date.

The second vessel to be delivered is the *California Voyager* (ex-*Seabulk Courage*) in the second quarter of 2008, followed by the *Oregon Voyager* (ex-*Seabulk Energy*) in the third quarter of 2009.

SIU-PACIFIC DISTRICT PENSION PLAN

As reported last month, the SUP, MFOW and SIU-Marine Cooks proposed to APL and Matson that the maximum pension benefit be increased \$100 for those members retiring on or after July 1, 2006, and a \$50 pro rata increase for those already retired.

The proposal was made in good faith and based on the overfunded status of the Pacific District Pension Plan. However, it should be understood by all that under the collective bargaining agreements with APL and Matson, a mid-contract pension increase is only possible under Section 30(e) of the General Rules, unless the companies agree to it.

Section 30(e) states that during the 60-day period immediately following the Plan's actuarial report covering the one-year period preceding August 1, 2005, the parties shall meet to negotiate benefits for Plan participants who retire on or after July 1, 2006. The present value of any such benefit increase shall not exceed the combined actuarial net gain experienced by the Plan during the period covered by the applicable actuarial report, which in this case is the Plan year ending August 1, 2005. On May 18, Plan Actuary, Greg Pastino of the Hay Huggins Group, notified the Trustees stating that there was a gain of \$3,706,094 available for benefits pursuant to Section 30(e).

While the Trustees for APL (Bob Stephens, Vice President, Labor Relations) and Matson (Tom Percival, Labor Relations & Vessel Operations Manager) have agreed that the Union proposal is "reasonable," Percival continues to thwart the process. This errand boy for Matson's top brass wants to cherry-pick the contract in exchange for his agreement to give current pensioners a much needed, but moderate increase. Although reported on last month, Percival reiterated his position at a meeting on August 1, when he stated that Matson would agree to the Union's pension proposal if the language in Section 16(9) of the General Rules regarding stem-to-stern washdowns is eliminated and that language be substituted GIVING THE MASTER THE AU-

THORITY TO CALL FOR A WASHDOWN AT HIS DISCRETION!

Agreeing to this ridiculous demand would return living conditions aboard ship back to the stone age. All hands know that some Matson skippers would never authorize a washdown, since their jobs, to a large extent, are based on currying favor with the company.

First, the stem-to-stern washdown provision was agreed to by Matson in bargaining in 2002 and secondly, it has nothing to do whatsoever with pension benefits, which will cost neither APL or Matson a dime.

However, logic is not Percival's strong suit. The goal of this obtuse representative of the buccaneers at Matson is to chip away and eventually gut the collective bargaining agreement. If it wasn't the washdown, Matson's brain-trust would concoct something else to gimmick the issue.

While the \$50 increase is important, the Unions will not surrender parts of the contract for a few pieces of silver.

The SUP, MFOW and SIU-Marine Cooks will continue to press for the pension increase as proposed, but given the self-righteous stance taken by Percival, the chances of the proposal being accepted are slim.

This should come as no surprise to the membership given the stunts pulled by Matson since 2003, when it threatened to charter-out the *Manukai* if the Unions did not make concessions and in 2005 when the SUP was forced to prepare to strike this avaricious outfit over payments to the SUP Welfare Plan.

In regard to Section 30(e), the Plan actuary notified the Unions and companies on August 11, that the maximum benefit for future pensioners could be increased by \$120 a month.

Will keep the membership fully informed on this issue.

MAUNALEI

Represented the Union at the July 22 christening of Matson Navigation Company's new CV 2500-class containership *Maunalei* at Aker Philadelphia Shipyard. The vessel is the fourth ship built at the yard for the company over the past four years. Matson has the right-of-first-refusal with Aker for up to four other vessels of similar design to the *Maunalei* or *Manukai*-class deliverable by the shipyard before June, 2010. However, the possibility of that occurring is remote according to company officials that attended the christening.

The SUP deck gang turned to on the *Maunalei* on August 9, and the vessel is currently enroute to Long Beach. In accordance with Shipping Rule 11 as amended by membership vote in the 2003-2004 Union election that "Jobs shall be distributed equally between all hiring halls if a new ship or a reflagged ship is scheduled to call at the affected port," sailors were dispatched from the Wilmington and Honolulu branches.

After arriving at Long Beach, the *Maunalei* will relieve the *Matsonia* in the Hawai'i trade while that vessel is in the shipyard for repairs. When the *Matsonia* returns to service, the *Maunalei* will join the *Manukai*, *Maunawili*, *Manulani* and *R.J. Pfeiffer* in the West Coast/Honolulu/Guam/China service.

MOKU PAHU WAGE INCREASE

In accordance with the collective bargaining agreement between the Sailors' Union and Matson covering the Integrated Tug and Barge (ITB) *Moku Pahu*, a 2.8% increase in wages and wage-related items become effective September 1.

Recommend that \$3 per manday be allocated out of the wage package to the Special Pensioners Medical Benefit Fund in order to keep this important benefit afloat for current and future SUP retirees. Intend to make the same recommendation in negotiations with the San Francisco Bar Pilots this year, Chevron Shipping Company next year and the wage increases due under the Foss, Matson and APL (offshore and RRF) agreements in 2007.

New wage scales for the *Moku Pahu* will be pub-

lished in the September *West Coast Sailors*.

PATRIOT CONTRACT SERVICES

Due to the downsizing of the Ready Reserve Force by the Maritime Administration, Patriot Contract Services notified the Union that the *Cape Fear* was towed from Alameda to the National Defense Reserve Fleet (NDRF) anchorage in Suisun Bay and that the *Cape Florida* was shifted from Orange, Texas, to the NDRF in Beaumont. It is highly unlikely that these LASH vessels will be activated, except in a major national emergency.

Patriot still manages two other LASH ships for MarAd. The *Cape Flattery* is at Beaumont with no crew, while the *Cape Farewell* is being drydocked at the Atlantic Marine Shipyard in Mobile.

BANE & TULENKEN v. SUP

As first reported in September, 2005, SUP members Sefuluono F. Bane and Ruta A. Tulenken filed suit against the Union with the U.S. District Court for the District of Hawai'i, alleging race and gender discrimination against them in the dispatching process by the Honolulu Branch. The Union has repeatedly denied the charges.

On June 28, SUP attorney Charles K.Y. Khim filed a motion to dismiss the charges. A hearing on this matter will be held in Honolulu on September 1.

Thus far, the Union has spent approximately \$30,000 to defend itself in this case.

CALIFORNIA LABOR FEDERATION

As a vice president of the California Labor Federation, AFL-CIO, participated in that organization's Executive Council meeting in Los Angeles on July 24, and along with SUP delegates Dave Connolly, Mark Hurley and Grant "Eli" Wegger, the Federation's 26th Biennial Convention and Committee on Political Education (COPE) Convention on July 25 and 26.

Since this is an election year, the focus of the Convention was on defeating Governor Schwarzenegger in November.

In the three years since he was elected, Schwarzenegger has consistently undermined good wages through vetoes and backroom deals. From minimum wage to prevailing wage, the governor has been on the side of big business.

Schwarzenegger has gone after wage and hour protection, from overtime pay after eight hours, to lunch breaks, so that his corporate friends can profit on the backs of workers. **He is not on your side.**

Schwarzenegger has attacked negotiated benefits. First he opposed expanding employer-based healthcare, then he went after pensions, all as favors to his corporate contributors because **he is on their side.**

No voter in California should forget Schwarzenegger's failed and costly attempt last year to implement his anti-Union agenda on the ballot which was decisively rejected by the electorate.

The delegates of the Convention unanimously voted to endorse Phil Angelides for Governor. Angelides has worked to close corporate tax loopholes, protect good California jobs, and expand affordable health care.

Phil Angelides has fought for working people against corporate attacks and has proven **he's on our side.**

Union members across the country are mobilizing to defeat the likes of Schwarzenegger and other cronies of the anti-worker Bush Administration. If SUP members want to participate in this grass-roots effort, please contact the Branch offices or Headquarters. If members live in an area where there is no SUP hall, contact the local labor council or state federation, to volunteer your time.

The complete list of candidates endorsed by the California Labor Federation for state and federal

continued on next page

President's Report continued

office plus the Federation's recommendations on ballot propositions, will be published in the October issue of the *West Coast Sailors*.

Primary elections in Washington State and Hawai'i will be held on September 19 and September 23. The recommendations of the Washington State Labor Council and the Hawai'i State AFL-CIO will be published in this month's *West Coast Sailors*.

ESTATE OF GERALD THARP

On July 17, the Union was notified that Gerald Tharp left \$5,000 from his estate to the SUP.

Brother Tharp was born in Oklahoma in 1922, joined the Sailors' Union in 1953, and sailed on deck until his retirement in 1970. Brother Tharp made his final departure on March 11, 2005.

LABOR DAY

All SUP halls will be closed on Monday, September 4, in observance of Labor Day, which is a holiday under all SUP collective bargaining agreements. Labor Day activities in Seattle, San Francisco, Oakland and Los Angeles will be published in this month's *West Coast Sailors*.

ACTION TAKEN

M/S to accept the recommendation of the President to allocate \$3 per manday from the *Moku Pahu* wage increase to the Special Pensioners' Medical Benefit. Carried unanimously.

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

Gunnar Lundeberg

Senate confirms Connaughton as new Maritime Administrator

Sean Connaughton was confirmed by the U.S. Senate on August 3 as the new Maritime Administrator, almost 18 months after Captain William Schubert departed the post in February of 2005.

Connaughton will step down from his current position as chairman of the Prince William County Board of Commissioners in Virginia. Connaughton is also an attorney with the Washington law office of Troutman Sanders and a graduate of the U.S. Merchant Marine Academy. He previously served in the U.S. Coast Guard from 1983 to 1986.

Connaughton replaces MarAd chief counsel Julie Nelson, who served in the post in an interim role after relieving acting maritime administrator John Jamian who resigned earlier this year.

Nominated by President Bush on June 27, 2006, he is the second individual to be nominated for the vacant MarAd post. In January of this year, Bush nominated David Sanborn, DP World's director of operations for Europe and Latin America, to head the Agency. In the firestorm that followed, DP World's planned purchase of P&O's six U.S. port terminals. The nomination of Sanborn, also a King's Point graduate, was with-drawn, a casualty of the political fallout from the controversial deal.

Connaughton will take over an agency with an annual budget of more than \$500 million and a staff of 1,000. The primary mandate for MarAd is to ensure the safe and efficient access for commercial and military ships on U.S. waterways.

Engineer pleads guilty to oil pollution

The chief engineer of a Greek vessel pleaded guilty August 17, before U.S. District Judge George Schiavelli to a criminal water-pollution charge, admitting that he directed crew members to install a "magic pipe" that allowed the ship to dump oil into the ocean.

Ioannis Georgios Vafeas pleaded guilty to a felony count of failing to maintain accurate records relating to the handling and overboard disposal of oil-contaminated sludges and wastewaters.

Vafeas was the chief engineer of the m/t *Georgis Nikolos*, which arrived at the Port of Long Beach on June 4, 2006, equipped with a hose to bypass an important water pollution-control device known as the oil-water separator (OWS). During his court appearance, Vafeas admitted that on numerous occasions prior to his arrival in the United States he directed other engine room crew members to use a hose—the so-called magic pipe—to bypass the OWS on the ship and discharge oil-contaminated bilge waters and sludges into the ocean.

By pleading guilty, Vafeas admitted that he made fraudulent entries in the ship's Oil Record Book, a document that must be properly maintained pursuant to various water-pollution laws.

Vafeas also admitted in court that he orchestrated a number of acts to conceal the unlawful discharges of pollutants from the United States Coast Guard. Vafeas specifically admitted that he destroyed a "sounding notebook" that contained waste tank measurements that he ordered crew members to hide the magic pipe, as well as paint-chipped and oil-stained valves; and that he directed crew members to throw a magic-pipe adaptor overboard into the waters of the Port of Long Beach.

The *Georgis Nikolos* is owned by Agiosgeorgis Investments E.N.E. and operated by Diamlemos Shipping Corp., both of which are based in Piraeus, Greece. The Greek-flagged tanker ship, is approximately 748 feet long and weighs 40,680 gross tons. Vafeas was the chief engineer on the vessel from January until June of this year.

Judge Schiavelli is scheduled to sentence Vafeas on October 30. At sentencing, Vafeas faces a statutory maximum penalty of six years in federal prison.

This case is the result of an investigation by the United States Coast Guard Marine Safety Office, the Coast Guard Investigative Service, and the United States Environmental Protection Agency's Criminal Investigation Division.

Vice President's Report

August 2006

It's important to remember that we are living in one of the most viciously anti-union eras of all time. You have to go way back, past Reagan, past Nixon, past even Taft-Hartley to the era before the National Labor Relations Act. You have to go back to the 1920's, before the national strikes of 1934, to reach an era of similar hostility. And it's no accident that you have to go back that far for suitable comparison: the great achievements of the New Deal, arising out of extreme civil and labor unrest, are what the Bush administration has tried to dismantle for the last six years. There are many examples, from the attempted scuttling of Social Security to the erosion of civil rights, from the National Security Personnel System (which would have stripped collective bargaining rights from most DoD workers) to the TWIC (which will criminalize U.S. mariners and do nothing about much-riskier foreign mariners.) Especially loathsome is the pending *Kentucky River* decision expected from the Bush-stacked NLRB (which will expand the definition of a supervisor potentially making hundreds of the thousands of workers ineligible for union representation.) Space does not permit a full discussion, not even of all the things that affect us only, so I'll focus on one issue that has been ignored: cargo preference.

The laws in question are the Wilson-Weeks Act and the Cargo Preference Act, both of 1954, although predecessor legislation dates back to 1904. The passage of the Cargo Preference Act, in particular, was a major goal of the SUP for almost a decade. With the growth of the Military Sea Transportation Service (MSTS—the precursor to today's Military Sealift Command,) during the Korean War, Harry Lundeberg realized that in addition to the problem of runaway flags, unfair competition came also from domestic sources in the form of government vessels. To press for a legislative fix, Lundeberg built a wide coalition that included the usually opposed National Maritime Union. Lundeberg met with President Eisenhower in January 1954 on the issue, and in August Ike signed it into law. It was supposed to ensure that despite the massive growth of the government's sealift fleet, the government will still encourage the growth of the privately-owned commercial fleet by requiring that at least 50 percent of government generated cargo be shipped in U.S.-flag vessels.

But the so-called "emergency" and "available tonnage" loopholes make for easy waivers. And fifty percent of what? No one knows how much cargo there is since much government-generated cargo moves through a maze of contractors and subcontractors. Commercial carriers seeking military cargo to and from Iraq, for example, have no idea about the full universe of cargo. Neither does MarAd. But the Department of Defense alone is the largest shipper in the world by far, so we can be certain of one thing: there is much to miss.

We also know that it is the stated policy of the DoD to swipe cargo from the private sector, because on February 10, 2006, the MSC published the "Interim Guidance for Implementation of Sealift Policy." That document makes clear that the government will endeavor to use "gray hull" ships to move cargo that historically has been moved by commercial operators. In fact, some think the policy will expand to the point that government agencies will write incentives into government contracts to use MSC ships. More than legal evasion, this is deliberate subversion of a law that is designed to protect you—and the American merchant marine.

This government has systematically undermined our nation's cargo preference laws by wrongful assignment of the vast majority of this nation's military and food aid cargo to government ships and foreign charters. This politically-driven initiative comes at a time of political polarization in Washington, so exposing the policy won't change anything: only a change in the political landscape can do that. Fortunately, that change might begin in the November elections. If you value your job, your Union, and the American merchant marine, then now is the time to get involved. Contact Headquarters, your Branch Agent, or local labor council for information on phone banking, precinct walks and GOTV efforts. And if you were waiting for a good time to make a contribution to the SUP Political Fund, there is none better than now.

Ships Checked

Maunawili: Edwin Suguitan, delegate. Call from Guam, clarification on carpenter's work.

RJ Pfeiffer: Phil Howell, delegate. Stores clarification: repacking engine room stores pallet on the dock is required work since its part of the requirement to land those stores on deck. Straight time on straight time hours. Any handling on deck is paid at the overtime rate.

Colorado Voyager: James Serrell, delegate. Wide-ranging discussion on proposals for upcoming negotiations. Input from all departments and shore gang is continuous.

Cape Jacob: Steve Saganey relieved by Steve Huggins as delegate. Clarifications on call backs and time back. Members must be aware that the tour of duty for this ship is a minimum four months. Far too many members have departed the ship, for various reasons, without completing the assignment.

Cape Gibson: Dave Frizzi, delegate. Returned to Alameda after RIMPAC exercises. No beefs.

Cape Orlando: Donn Reed, delegate. Paid off clean after a six week trip to Central and South America.

Cape Farewell: Dale Gibson, bosun. In the shipyard in Mobile, various setbacks pushed back sea trials.

Cape Fear: Steve Garrett, bosun. Ship deactivated and sent to the boneyard in Suisun Bay.

Cape Florida: Sam Scott, bosun. Ship deactivated and sent to the boneyard in Beaumont.

Comet/Meteor: Paul Harsany, bosun. Securing the ships for the boneyard in Suisun. Attended a farewell celebration on the dock. All hands pitched in for a great party.

Admiral Callaghan: Ken Herzstein, bosun. No problems.

Cape Girardeau: John McAuliffe, bosun. Running smooth.

Foss Maritime Company: Mike Worth and Tom Tynan, co-delegates. Polls indicate a wide variety of opinions on the proposed watch start time schedule change. Will be meeting with Company again on the issue.

San Francisco Bar Pilots: Louie Urbano, delegate. Continuing to collect proposals and input for September negotiations. Several caucuses held at Pier 9.

Dave Connolly

SUP Branch Reports

Seattle

July 17, 2006

Shipped during the period: 2 Boatwain relief jobs shipped and filled by 2 A-cards; 6 Able-Seaman berths went to 3 A-cards, 1 B-card and 2 C-cards, four of these slots went to freighters and two went to the RRF fleet; 1 Utility shipped to Chevron filled by a C-card.

Registered during the period: 9 A cards for a total of 33; 7 B cards for a total of 34; 2 C cards for a total of 9, for a total of 76 registered.

Ships checked

Manoa and *Kauai* in twice with little or no trouble. APL ship *President Polk* back from the Far-East with Knud Rasmussen as the serang and Gary McDevitt as delegate; good trip with lots of maintenance overtime on here.

President Lundberg returned to the Northwest to give his report and field questions concerning the Pacific District Pension Plan discussions and the new rider agreement with APL.

It appears that Matson Navigation Company is attempting to negotiate work rule concessions in conjunction with carrying out their fiduciary duties as Trustees of the SUP Pension Plan. This situation with the company as reported by the President and fiercely opposed by the Union Trustees angered members who are fully vested and may retire.

President Lundberg also explained the APL Riding Gang Agreement to the membership and this will be added work for SUP members up and down the coast. As the Union sees it, two issues converged at the same time. Loss of work in Seattle due to reduced port calls of APL ships; and U.S.-flag shipping companies petitioning the government to allow foreign riding gangs to do maintenance work on their vessels. This new agreement will increase a ship's deck compliment by several sailors during some voyages for large scale projects such as chipping and painting hatch combings, reefer towers, and decks. While those of us who worked on ships always recognized that the crew can do the work much cheaper than foreign shipyards, apparently the bean counters at the company just realized this.

I attended the "Bloody Thursday" remembrance and picnic put on by ILWU Local 19 along with several members from the Seattle Branch.

I attended meetings concerning freight mobility and the Seattle waterfront. This continues to be a major issue for us.

SUP pensioner Bill Mawhinney was honored with the Catholic Seamen's Club "Mary O'Donnell award for Volunteer of the Year" for all the work Bill does around the club.

Congratulations Bill and thanks for all the help in getting the SUP and MFU the best seats in the house at the charity luncheons.

Vince O'Halloran
Branch Agent

**Support the
SUP
Political Fund**

Wilmington

July 17, 2006

Shipped during the period: 1 bosun, 7 ABWs, 3 ABDs, 1 OS and 73 standby for a total of 85 jobs shipped.

Registration: 34 A cards, 47 B cards, and 5 C cards.

Ships checked

Mahimahi, *APL China*, *Maunawili*, *Matsonia*, *Mokihana*, *APL Korea*, *APL Thailand*, *Manukai*, *APL Singapore*, and *APL Philippines*.

Found something new: A mate had the gang turn to on port prep without the bosun. I got the problem fixed. Brothers, don't let this happen again.

In other places: I have been to many meetings with the Labor Day Parade Committee and we are planning for a good turn out. Your participation is greatly needed for a good show of our power through solidarity.

Also attended a meeting with the MTD, where we are working on a youth outreach by means of a cruise on the *Lane Victory*. Our thoughts are to take the kids from the area on cruises, feed them and let them enjoy the day, and tell them the history of the labor movement in the USA. We want to call the program the solidarity cruise. Once again we need your help to make this outreach to our youth work.

As always an injury to one is an injury to all. Yours in struggle,

Paul Calais, Branch Agent

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 701:

Edward King, 76, Book No. 3163, joined SUP in 1957, 19 years seetime.

Takeshi Masukawa, 64, Book No. 6470, joined SUP in 1968, 33 years seetime.

Karl Whitney, 65, Book No. 3620, joined SUP in 1966, 12 years seetime.

Honolulu

July 17, 2006

During the month of June, dispatched the following: 1 bosun, 1 bosun relief, 3 ABDs, 5 ABWs, 2 ABW reliefs, and 2 OS. These jobs were filled by 3 A members, 8 B members, and 3 C members. Also shipped 42 standby jobs filled by 19 B members, 10 C members, 13 D registrants, for a total of 56 jobs shipped.

Registered the following during the month of June: 6 A members, 8 B members, 2 C members. To date, registered are: 10 A members, 13 B members, 6 C members and 2 D registrants, for a total of 31 registered.

Ships checked

Manoa, *Mahimahi*, *Kauai*, *Lurline*, *Matsonia*, *Manulani*, *R.J. Pfeiffer*, *Maunawili*, *Manukai*, *Mokihana*, and *Lihue*. All with few or not beefs.

Paint and rigging gang running smoothly with Monte Kalama as bosun.

On July 20, attended the Dave Lyman 2nd Annual Waianae Maritime Academy Fundraiser at Lyman's Sand Bar a.k.a. Murphy's Bar and Grill. There was a large waterfront turnout for this memorial event with many SUP members in attendance. Dave Lyman's legacy has kept this good cause alive.

On August 8, attended a Hawai'i Publishers Association Forum that had U.S. Senator Dan Akaka and upstart challenger Ed Case together to answer questions on their positions in the upcoming Hawai'i Senatorial election. Answering a reporter fielded questions on the Jones Act, Senator Akaka assured his usual 100% backing while Congressman Case went on a rambling diatribe of his opposition to the Act, aiming most of his comments toward Matson Navigation Company. It's time to shut this guy out of the political arena once and for all. I urge all Hawai'i members and their spouses to register to vote in this important election.

Jim Savage still in rehab, but will hopefully get the leg traction off this month.

Mike Duvall, Branch Agent

San Francisco Business Agent

August 14, 2006

Visited and paid off the following ships:

Kauai— Vincent Estrada, delegate: Running smoothly with relief bosun, Chuck Maringer.

Lihue— Paul Fuentes, delegate: Island run. Going to Honolulu and lay up for nine days in Los Angeles.

Lurline— John Furrie, delegate: Very good shape; good gang, no disputes.

Mahimahi— Charles Duke, delegate; bosun Sedek Idris. No disputes, good gang.

Manoa— Jose Angeles, delegate; Bill Berry, relief bosun: No problems or disputes. Made twice; old bosun returned.

Moku Pahu— Charlie Noble, delegate: Sugar run; no disputes. Going into lay-up.

APL China— Keith Miller, delegate: Former Wilmington agent doing an excellent job, with no disputes.

APL Korea— Bob Anderson, delegate; Steve Zachman, bosun: Voyage pay off. No disputes.

APL Philippines— Dmitri Seleznev, delegate; new bosun, Augusta Silva: Voyage pay off. No disputes.

APL Singapore— John Lundborg, delegate: Clean pay off and sign/on. No disputes.

APL Thailand— Lou Fraizer, delegate: Voyage pay off/sign on. Beef cleared by Wilmington agent.

Also worked in the front office.

Bill Berger

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2006:

	Hdqs.	Branch
September	11	18
October	10*	16
November	14*	20
December	11	18

*Tuesday

SUP represented at California State Fed



SUP delegates to the California Labor Federation's, AFL-CIO, 26th Biennial Convention and Committee on Political Education (COPE) Convention at the Biltmore Hotel in Los Angeles, on July 25 and 26 from left: Mark Hurley, Grant "Eli" Wegger, and SUP Vice President, Dave Connolly.

Dispatcher's Report

Headquarters—July 2006

Deck	
Bosun	5
Carpenter	0
MM	8
AB	13
OS	1
Standby	15
Total Deck Jobs Shipped	42
Total Deck B, C, D Shipped	13
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts. ...	42
Total B, C, D Shipped-All Depts. .	13
Total Registered "A"	80
Total Registered "B"	71
Total Registered "C"	5
Total Registered "D"	4