

Happy Holidays to all Hands from the Sailors' Union of the Pacific



West Coast Sailors

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Friday, December 22, 2006

Frisco ferry workers fight for jobs and justice on the Alcatraz Island run

By Steve Stallone

A hole was blown in San Francisco's formerly solid Union waterfront when the federal government recently awarded the contract for the ferry run to Alcatraz Island to a non-Union company.

Ever since the former high security prison was turned into a popular tourist attraction in 1973, the ferry boats to the island in the middle of the bay have been operated by members of the Inlandboatmen's Union of the Pacific, the Marine Division of the International Longshore and Warehouse Union (ILWU), and the Masters, Mates and Pilots. Last year the Bush Administration's National Park Service (NPS), which runs Alcatraz as part of its system, took bids for the ferry run. On September 27, 2005 NPS announced it was awarding a new, 10-year contract for the ferry run to Hornblower Yachts, Inc., an or-

ganization that runs dinner cruises on San Francisco Bay with non-Union crews.

With that move some 15 IBU ferry deckhands and 35 MM&P captains, deckhands, customer service reps and ticket agents lost their jobs and the health care coverage for them and their families. Payments toward their pensions ceased.

"It's definitely a hardship on all of them," said Marina Secchitano, San Francisco Regional Director of the IBU. "The possibility of losing their jobs had been hanging over their heads for a year and it makes it difficult for their families to plan even the smallest things knowing they are unemployed."

Within a couple of months. Blue and Gold Fleet (B&G), the Union ferry operator that has been taking tourists to the island for 32 years, filed a protest in the Federal Court of Claims on the grounds that NPS had im-

properly evaluated the proposals. B&G alleged the contract should be subject to the Service Contract Act (SCA), a long-standing labor law requiring a successor of a federal contract must pay the same level of wages and benefits as the current contractor and asked for an injunction to stop the transfer of the contract.

The two Unions, the IBU and MM&P, also filed suit in U.S. District Court in Oakland in March 2006 seeking an injunction against awarding the contract to Hornblower on the basis that the bid violated the SCA.

Then Democratic Minority Leader Nancy Pelosi (D-San Francisco) wrote a letter to the Department of Labor asking it to expedite its investigation in whether the SCA applied to the Alcatraz contract. Pelosi also wrote a letter to the NPS asking for an explanation on why it allowed Hornblower an approximately 60 percent increase in the ferry ticket price when it had not yet even proven it could do the work.

U.S. District Court Judge

Claudia Wilkins ruled that the SCA did apply to the Alcatraz contract and only the Department of Labor could say it didn't. The Department of Labor eventually determined the law did apply.

The Unions also mobilized to use their political and community support. The San Francisco Board of Supervisors passed a resolution supporting the Union ferry workers retaining their jobs and urging the San Francisco Port Commission to consider the impact on public safety of not having the experienced Union crews on board and the impact to Fisherman's Wharf tourism business to relocate the Alcatraz ferry service elsewhere on the waterfront.

Board of Supervisors President Aaron Peskin held a public hearing to address the environ-

mental, business and traffic impacts of moving the ferry service from B&G's Pier 41 to Hornblower's Pier 31/33 that both Hornblower and the NPS declined to attend.

The Port of San Francisco has also complained to Hornblower that it hasn't responded to repeated requests from the port for information on changes its making to its pier facilities that may require environmental review.

Neighborhood groups Citizens to Save the Waterfront and the Telegraph Hill Dwellers filed lawsuit in San Francisco Superior Court against Hornblower to stop the service from Pier 31/33 starting without an environmental review of the impact of the transfer of 1.3 million passengers per year from Pier 41.



A thousand workers from Unions throughout the San Francisco Bay Area joined in a march and rally from the Ferry Building to the Pier 31/33 on December 9, in support of the ferry workers represented by the IBU and MM&P. Non-Union Hornblower is being picketed daily. The next mass rally and march is on Sunday, January 14, at 11:00 a.m. starting at Pier 3



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Part of the SUP contingent that marched in solidarity with the IBU and MM&P. From left to right Randy Runyan, Dale Gibson,

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Ferry workers continued from page 1

In the face of all this opposition Hornblower and NPS proceeded ahead and started the ferry run on September 25.

"They've displayed tremendous arrogance, acting as if the law doesn't apply to them," said MM&P California Branch Agent Captain Ray Shipway. "They've just gone ahead without the review for the intensification of use that the port requires."

San Francisco Mayor Gavin Newsom and Pelosi's office intervened in negotiations between Unions and Hornblower trying to get an agreement that would result in the hiring of a majority of the Union work-force and voluntarily recognize the IBU and MM&P as the collective bargaining agent of the workers. But the company would not budge on its position.

When Hornblower advertised for the new jobs on its ferry run, most all the B&G workers applied. But only a handful were called in for interviews and even fewer were hired. The Unions filed an Unfair Labor Practices charge with the National Labor Relations Board alleging discrimination on the basis of Union affiliation.

"We feel this charge will hold up," Shipway said. "They passed over the most qualified people for jobs."

Hornblower filed its own charges with the NLRB on the Unions, alleging the Unions were picketing its operation to coerce it into recognizing the Union. The company also alleged the Unions are engaging in an illegal secondary boycott since the Alcatraz ferry is operated by one of the company's subsidiaries and is asking for an injunction to keep the Unions from picketing.

The Unions have been picketing the Hornblower dock every Sunday, trying to get tourists to pass on the boat ride. They have been getting widespread sup-

port from the labor movement, including not just ILWU Locals, but also the San Francisco Labor Council, the Teamsters, postal workers, teachers, machinists, the Sailors' Union of the Pacific, MEBA and MFWO.

The California Labor Federation has placed Hornblower on its "Do Not Patronize" list in support of the IBU and the MM&P.

On two successive weekends several of the Union officers, including Secchitano and Shipway, and other members and Unionists have been arrested in civil disobedience actions during the picket line actions.

Although Hornblower has been running the Alcatraz ferry without them for several weeks now, the Unions remain optimistic that they will prevail in the long run. They plan to continue the Sunday morning pickets at Pier 31/33 to keep up the pressure on the company and to maintain the visibility of the issue. The NLRB rulings may yet help too.

"We could win in a way where Hornblower would have to hire our people and abide by the IBU contract," Secchitano said.

And now that the Democrats have swept the House of Representatives and San Francisco's Nancy Pelosi will be the Speaker of the House and the one to set the legislative and budget agenda, things have changed significantly.

"The National Park Service needs its budget from Congress and that means it will have to respond to Pelosi's concerns," Secchitano added.

Editor's Note:

Steve Stallone is editor of the ILWU's *The Dispatcher*. This article was originally published in that newspaper.

Advice on rescuing "boat people" issued by international organizations

Advice for those involved in the rescue at sea of "boat people" has been published by the International Maritime Organization (IMO) and the Office of the United Nations High Commissioners for Refugees.

The booklet gives up-to-date information on the problems which have been encountered in the past when states have refused to accept people picked up from the sea by passing ships. Amendments to the 1974 International Convention for the Safety of Life at Sea and the 1979 Convention on Maritime Search and Rescue came into force in July this year and provide for those rescued to be delivered promptly to a place of safety, with

the obligation of the ship under Solas being matched by the obligation of states to accept the refugees.

The booklet sets out the legal framework which applies to such rescues, both in terms of the international maritime law and the international refugee law. It also sets out the actions that are expected by the shipmaster and that of governments and the Rescue Coordination Centers, ensuring that the rescue and the subsequent treatment and disembarkation of the refugees is properly coordinated.

In the past there have been notorious cases where ships have been blamed for picking up people from sinking craft at sea and states have refused to accept refugees, especially where those rescued have no documents. To order the booklet, contact the IMO at www.imo.org.

Korean engineers await sentencing for pollution in New Jersey waters

Two engineers from the South Korean-flagged bulker carrier *Sun New* pleaded guilty on December 5, to oil dumping related charges and now face federal prison terms and heavy fines. The guilty pleas to environmental crimes and obstruction of justice by Chief Engineer Chang-Sig O and Second Engineer Mun Sig Wang come weeks after the vessel's owner, Sun Ace Shipping, pleaded guilty to violating the Act to Prevent Pollution from Ships and agreed to pay a \$500,000 fine. Chang-Sig O now faces up to five years in prison and a \$250,000 fine and the maximum sentence for Mun Sig Wang is six years in prison and a \$250,000 fine for their roles in falsifying oil log books and lying to the U.S. Coast Guard, the Justice Department said in a statement.

The incident stems from a January 3, Coast Guard inspection of the 31,253-dwt ship in Camden, New Jersey, when a boarding party discovered evidence that a "magic pipe" had been used to dump oily water overboard and a log book that recorded none of it.

"The defendants admitted that they used bypass hoses to circumvent required pollution control equipment and then lied and falsified records to conceal their illegal dumping," said David Uhlmann, chief of the Environmental Crimes Section of the Justice Department's Environment and Natural Resources Division.

Doorless intermodal container may make security a piece of cake

Operational trials with a doorless intermodal container could start as soon as next March, claims the entrepreneur behind the project. Called CakeBoxx, the patent-pending equipment has been developed by a company of the same name in Oregon. It is designed to provide high security against both theft and potential terrorist activity but also offer ease of access for inspection by customs or other authorities.

Based on the concept of a presentational cake plate with protective box over it, the unit comprises a separate floor-base and doorless top section. Once cargo has been loaded on the base, the top part of the container is dropped and secured to the bottom part using a latching system to lock more than 30 attachments points. At final destination or for customs Inspection the latching system is released and the top section is lifted off.

CakeBoxx founder and chief executive Garry Whyte explained that the top part of the container could be lifted on and off using a standard forklift truck equipped with a spreader "although we expect some of the larger customers we are targeting will probably use an automated system, as will customs authorities". He said the design, which could be used for any standard ISO box size, had initially been developed to prevent pilferage but would also offer significant advantages in port security inspections. "If customs or other authorities want to check the contents of a standard 20 foot or 40 foot container they have to open the door and then fully unpack it," he said.

"The average time for doing that is eight hours and the operation typically employs four people plus the customs observers. "It is much easier to verify

the contents of a CakeBoxx container. Once the top has been lifted off customs inspectors can simply walk round and have a look. They will never be more than four feet from the furthest item.

"That should speed throughput at some ports and reduce the number of delays caused by false positives from electronic scanning systems."

Whyte said CakeBoxx envisaged allowing shipping lines to source the new containers from their existing suppliers. The CakeBoxx containers would be made of alloy steel with the aim of producing a unit which was lighter than a comparable standard box and offered shippers a larger usable net interior volume. The cost should be on a par with that of standard dry freight containers. "One shipping line has already told us they are ready to buy some of the containers, assuming, of course, the units get the relevant ISO and other certifications," Whyte added. "We also have a large industrial customer which wants to run trials on the transatlantic route. We hope to see the first trials under way in March."

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SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2007:

| | Hdqs. | Branch |
|-----------|-------|--------|
| January | 8 | 16* |
| February | 13* | 20* |
| March | 12 | 19 |
| April | 9 | 16 |
| May | 14 | 21 |
| June | 12* | 18 |
| July | 9 | 16 |
| August | 13 | 20 |
| September | 10 | 17 |
| October | 9* | 15 |
| November | 13* | 19 |
| December | 10 | 17 |

*Tuesday

Final Departures

Donald Potts, Book No. 3819. Born in Arkansas in 1941. Joined SUP in 1964. Died in Dundee, Oregon, November 13, 2006. (Pensioner)

Robert Keenan, Book No. 2378. Born in Washington in 1920. Joined SUP in 1940. Died in Everett, Washington, November 19, 2006. (Pensioner)

William Bush, Book No. 5396. Born in Oklahoma in 1925. Joined SUP in 1948. Died in Tacoma, Washington, November 20, 2006. (Pensioner)

Jules Martin, Book No. 5781. Born in Hawai'i in 1926. Joined SUP in 1946. Died in Kailua, Hawai'i, November 26, 2006. (Pensioner)

Clifford Ridley, Book No. 2775. Born in Australia in 1923. Joined SUP in 1945. Died in New South Wales, Australia, October 25, 2006. (Pensioner)



APL aims to cut vessel emissions

American President Lines announced on December 4, major initiatives to improve California's air quality.

The world's eighth-largest container carrier, APL said it has teamed with the California Air Resources Board (CARB), the U.S. Environmental Protection Agency (EPA), the ports of Los Angeles and Long Beach, and four California air quality management boards, to test innovative fuel emulsification technology that could reduce emissions of nitrogen oxides from vessels by as much as 20 percent and become a shipping industry standard.

APL and its partners will also test marine engine technologies—including slide valves and a next-generation lubricating system—that could further cut down on pollution from exhaust.

In addition, APL said that it has begun using cleaner-burning, low-sulfur diesel fuel in the auxiliary engines of its 23 vessels regularly calling the ports of Los Angeles and Oakland. They'll use low-sulfur fuel in their auxiliary engines, which provide power to the ships when they're in port.

Taken together, the initiatives are expected to have long-term air quality benefits for coastal communities by cutting down exhaust from ocean-going container ships.

APL's approach to cleaner air includes a three-year demonstration project aboard the container ship *APL Singapore* that will be monitored by the University of California, Riverside. The project will test two technologies that are being installed on the vessel. They include: water-in-fuel emulsification—a process that injects water into the fuel burned by the ship's main engine to reduce emissions of nitrogen oxides and particulate matter, which can cause smog and ozone; and slide valves in the engine's cylinders, which will prevent fuel from leaking in the combustion process, thereby ensuring a more complete burn of fuel and further cutting emissions.

APL is also deploying another new technology—a lubricating system that cuts cylinder oil consumption in marine engines by 20 to 50% to provide another level of emission control.

The demonstration project begins in February. Initial test results are expected about one month later. If they indicate that the emission-reducing technologies are effective—and not harmful to marine engines—APL said it could retrofit other ships with the devices.

Copenhagen-based MAN Diesel, which manufactured the *APL Singapore's*

main engine, has said it will consider making fuel emulsification a standard feature in future production if the test is successful. MAN is the world's largest marine engine manufacturer.

"The shipping industry is exploring a number of innovative approaches to curb vessel emissions and reduce the impact on the environment" said Wayne Natri, Regional Administrator for the Environmental Protection Agency. "Our goal for this project is to prove that it can be an effective means of addressing emissions from large ships."

Bowe announced APL's environmental initiatives during a briefing aboard the 863-foot *APL Singapore* at Global Gateway South, APL's 300-acre marine terminal at the Port of Los Angeles. The *APL Singapore*—which can carry the equivalent of 5,100 20-foot containers—travels monthly to Los Angeles and Oakland from ports in China, Japan, Korea and Taiwan is crewed on deck by the Sailors' Union.

Seven partners have contributed a total of \$1.3 million to finance the fuel emulsification demonstration project aboard the *APL Singapore*. They include the EPA, the ports of Los Angeles and Long Beach, the Bay Area Air Quality Management District, the Santa Barbara County Air Pollution Control District, the Ventura County Air Pollution Control District, and the San Luis Obispo County Air Pollution Control District. The funding pays for the retrofit of the *APL Singapore* and testing of the new technology.

A fuel homogenizer has been installed in the *APL Singapore's* engine room to produce the emulsification. The unit injects water into the bunker fuel used by the vessel's main engine and continually agitates the mixture to keep oil and water from separating.

It's estimated that for every one percent of water introduced to the bunker fuel, nitrogen oxide emissions from the ship will be reduced by one percent.

Over the course of the demonstration project, APL and its partners intend to achieve an 80 percent to 20 percent mixture of fuel to water. If the theory holds, nitrogen oxide emissions should be reduced by 20 percent. Particulate matter emissions should be reduced, as well.

The demonstration project will not only measure emission reduction, but also will monitor the effect of emulsified fuel on a marine engine. This monitoring will help determine the long-term viability of using emulsified fuel in container shipping fleets. APL is a subsidiary of Singapore-based Neptune Orient Lines.

USCG vessel security program upheld

The U.S. Court of Appeals for the Second Circuit this month has upheld the U.S. Coast Guard vessel security program.

Plaintiffs, who were passengers on a ferry on Lake Champlain, brought suit against the federal government and the ferry company, asserting that the practice of searching the carry-on baggage of randomly selected passengers and inspecting randomly selected vehicles (including their trunks) as part of the USCG maritime security program violated plaintiff's rights under the Fourth Amendment to the Constitution (i.e., protection against unreasonable searches and seizures).

The Coast Guard instituted its program under authority of the Maritime Transportation Security Act of 2002 (MTSA). Prior to mandating the inspections, the Coast Guard conducted an assessment, reaching the conclusion that commercial vessels of more than 100 gross tons and passenger vessels licensed to carry more than 150 persons were at high risk of a transportation security incident. It, therefore, required such vessels to institute security programs. For passenger vessels, this included random searches of the type involved in the instant case.

The court held that individuals do have an expectation of privacy, but that such right is not unlimited. The decision added that the Coast Guard security requirements are justified based on the special need to protect against terrorism and are tailored to minimize intrusions while serving the goal of deterring potential terrorists.

American Legion backs Jones Act, MSP

Calling the U.S. maritime industry "essential to the economic, national and environmental security of this nation," America's largest veterans' organization recently reaffirmed its support for the Jones Act, which requires that waterborne cargo traveling between U.S. ports be carried upon U.S.-flag vessels. It also said that the federal government should take action to preserve a strong U.S.-flag merchant marine and a viable domestic shipbuilding base.

In a resolution passed at the organization's 88th national convention, the American Legion said that the Jones Act "is critical to United States national security and to America's economic well-being." It also called upon Congress to fund the Maritime Security Act, which makes U.S.-flag vessels available to the military during times of crises.

Citing the Merchant Marine Act of 1936, delegates to the convention noted that it has been U.S. policy to promote a strong maritime industry because the U.S.-flag fleet "is necessary for the national defense and development of (America's) foreign and domestic commerce."

The organization expressed great concern over the fact that only three percent of U.S. imports and exports are carried in U.S.-flag ships. "(This) is economically unwise and military imprudent," it said.

Delegates to the convention also stressed the important role commercial shipbuilding industry plays in U.S. national security. "(We) urge the President and Congress to boost naval budgets, promote commercial shipbuilding, expand the use of U.S.-flag ships in world commerce, and resist foreign actions that would further damage America's defense industrial base," they stressed.

The American Legion, which has three million members in 15,000 posts worldwide, was chartered by Congress in 1919.

Six foreign ports to scan U.S.-bound cargo for weapons of mass destruction

The Energy and Homeland Security departments announced this month, that new cargo-detection equipment will be installed at six foreign seaports to scan U.S.-bound containers for weapons of mass destruction. The goal is to meet, and even exceed, congressional requirements.

Under the Secure Freight Initiative, detection equipment will be installed at Puerto Cortes in Honduras, Port Qasim in Pakistan, and Southampton in the United Kingdom. All U.S.-bound cargo originating from those ports will be scanned by a radiation-detection system and X-ray machine, and have their identification numbers read by an optical character reader. Homeland Security Secretary Michael Chertoff said doing so will meet a mandate from Congress in a port security bill cleared two months ago. It requires that all U.S.-bound cargo at three foreign ports be scanned. "Our highest priority and greatest sense of urgency has to be aimed at preventing a nuclear weapon or dirty-bomb attack against the homeland," Chertoff said. "This initiative advances a comprehensive strategy to secure the global supply chain and cut off any possibility of exploitation by terrorists." A dirty bomb is a small, non-traditional nuclear device.

Chertoff said the department would go beyond the congressional mandate by also installing radiation detection and X-ray scanners at three other ports: the Gamman Terminal at Port Busan in South Korea, Port Salalah in Oman, and the Port of Singapore. Only a portion of containers at those three ports will be run through some screening lanes equipped with the technology.

The new detection equipment will become operational at the ports in Honduras and Pakistan in February, followed by Southampton in June or July. Equipment will be deployed to the remaining three ports late in 2007. Chertoff said the data on each container will be sent electronically to U.S. Customs and Border Protection officials, who will decide whether it needs to be inspected further. "We will not outsource our security," he said.

Local law enforcement at each port would be responsible for doing further inspections. The two departments plan to spend \$60 million for deploying the equipment to the six ports.

Once the scanning equipment is deployed at all six ports, a total of seven percent of all U.S.-bound cargo will be scanned for weapons of mass destruction, Chertoff said.

Some Democrats in Congress have supported a mandate that would require Homeland Security to ensure that all U.S.-bound cargo is scanned for weapons of mass destruction within five years. Chertoff said meeting any such mandate would require reaching agreements with foreign governments. "It's going to take foreign governments to agree to this," he said. "I certainly don't want to have the United States appear to be bullies."

New congressional chairs to focus on container and port security

Two key Democrats in the House and Senate are vowing to further tighten homeland security, including port security, and one wants to levy a tax on containers to fund the strategy. Senator Joseph Biden (D-Delaware), due to take over as Chairman of the Senate Foreign Relations committee in January, says the country needs to fully embrace recommendations of the 9/11 commission, including screening 100 percent of containers arriving in U.S. ports, and is suggesting a rollback on tax breaks for Americans making over \$1 million annually to fund the \$53.3 billion trust fund he is proposing to pay for implementing the commission's recommendations.

Meanwhile in the House, James Oberstar (D-Minnesota), due to chair the Transportation and Infrastructure Committee, has told the Associate Press that he thinks a tax on containers is the best way to fund port security improvements. "What we should have is perhaps a ne-time security fee of \$50 or so per container. Those containers generally hold \$200,000 worth of goods. A \$50 even \$100 fee would be minimal," Oberstar said.

SUP Honor Roll

Voluntary contributions from the membership to the following funds in 2006:

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| Brian Burns 10.00 | Mike ElMobdy 80.00 | Paul Harsany 20.00 | David Larsen 400.00 |
| Bert Burris 25.00 | David Eriksen 100.00 | Michael Henderson 90.00 | Preston Lau 40.00 |
| James Buster 20.00 | Bill Esselstrom 30.00 | Mike Henneberry 30.00 | Lance Leavy 40.00 |
| Charles Butler 10.00 | Ronald Fague 40.00 | Antone Henriques 25.00 | Lincoln Lee 50.00 |
| Steve Campbell 130.00 | John Farley 40.00 | Emil Hernandez 20.00 | Mike Lee 100.00 |
| Alex Capistrano 40.00 | Edgardo Figuracion 30.00 | Paul Herriott 25.00 | Hans Lilledahl 50.00 |
| Steven Clemens 50.00 | Cesar Finones 50.00 | Kenneth Herzstein 60.00 | John Linderman 20.00 |
| Robin Colonas 50.00 | Barry Fisher 20.00 | Tim Hill 60.00 | |
| Danny Colton 40.00 | James Flaherty 50.00 | Jill Holloman 20.00 | |

continued on page 8

West Coast Sailors

| | | | |
|--------------------------------|--------------------------------|-----------------------------|--------------------------------|
| Gordon Abbott 75.00 | Juan Gonzalez 10.00 | Tonni Pedersen 25.00 | Ted Soderberg 20.00 |
| Abraham Acosta 20.00 | George Gooden 25.00 | D. Perez 10.00 | Kai Sorensen 25.00 |
| Archie Aki 50.00 | Burnett Green 30.00 | John Perez 50.00 | Eugene Souza 25.00 |
| Gerald Allen 75.00 | Robert Greene 100.00 | Erik Petterson 25.00 | Gerald Spafford 25.00 |
| Jose Alvez 70.00 | Clinton Gregg 600.00 | Jesper Pfeil 425.00 | Paul Splain 100.00 |
| Karl Andersen 25.00 | Fred Gregorio 50.00 | Earl Phillips 25.00 | James Springer 20.00 |
| Alfred Anderson 30.00 | John Gugich 30.00 | Ronald Pittman 25.00 | Vince Sullivan 20.00 |
| Robert Anderson 40.00 | Herman Hallman 25.00 | George Pope 35.00 | Leo Surmeian 25.00 |
| Jose Angeles 20.00 | John Hamann 25.00 | Mike Potenti 30.00 | John Svane 25.00 |
| Melvin Armon 25.00 | Robert Hampshire 50.00 | Donald Potts 25.00 | Thomas Tamblyn 25.00 |
| Robert Arnall 25.00 | Arthur Hansen 50.00 | Michael Powell 5.00 | Eleanor Terrell 50.00 |
| Takayuki Asai 25.00 | Rex Harper 30.00 | Henry Quick 25.00 | Morris Thibodeaux 30.00 |
| Emo Auleava 10.00 | Clarence Hartwig 25.00 | Charles Rafael 25.00 | Tim Thomas 40.00 |
| Robert Bacon 20.00 | Franklin Haugen 25.00 | Richard Reed 25.00 | Bruce Thompson 25.00 |
| John Ban 25.00 | William Henneberry 15.00 | Ron Reed 100.00 | Ivar Thorbjorsen 50.00 |
| Thomas Basford 30.00 | Emil Hernandez 20.00 | John Rescino 50.00 | Grant Thorne 25.00 |
| Billy Bell 25.00 | Paul Herriott 25.00 | Anthony Riguroa 30.00 | Louis Urbano 10.00 |
| Clyde Bell 60.00 | Henry Holzberg 25.00 | Thomas Riley 25.00 | Joseph Valverde 25.00 |
| Raymond Bell 50.00 | John Houlihan 26.00 | David Rodriguez 20.00 | Robert Vandermey 40.00 |
| Peter Benavidez 100.00 | Kay House 25.00 | Arthur Rogers 25.00 | Peter Villanueva 25.00 |
| Codell Beneck 5.00 | Phil Howell 25.00 | Frank Rosales 25.00 | Colin Walker 10.00 |
| Ojvind Bernhagen 150.00 | Anthony Ingegneri 25.00 | M. Ruan 10.00 | Richard Walsh 105.00 |
| Archie Bickford 25.00 | Ray Jalom 10.00 | John Rushing 50.00 | Jacob Wanner 50.00 |
| Mike Binsky 20.00 | Evert Johansson 50.00 | Joseph Russell 50.00 | Steve Ware 25.00 |
| Herbert Blake 25.00 | David Johnson 20.00 | Lloyd Rust 40.00 | Michael Webb 25.00 |
| Richard Blossom 10.00 | Egon Jorgensen 50.00 | Terrence Ryan 25.00 | Charles Weber 25.00 |
| Robert Booth 25.00 | Hans Jorgensen 25.00 | Stephen Rydberg 25.00 | Eric Williamson 20.00 |
| Norman Bor 25.00 | Branson Keopuhiwi 25.00 | Edward Sabo 25.00 | William Williamson 25.00 |
| George Boyeas 25.00 | Melvin Kessler 150.00 | James Saiki 25.00 | Fletcher Wingfield 25.00 |
| Joseph Bracken 25.00 | Richard Kingsbury 25.00 | Carl Schou 25.00 | Paul Wuestewald 50.00 |
| Christopher Bright 40.00 | James Kolm 50.00 | William Self 25.00 | John Yee 25.00 |
| Calvin Browning 25.00 | Kaj Kristensen 20.00 | Edward Sexton 50.00 | Bud Yost 25.00 |
| Gunther Brummer 25.00 | James Kula 25.00 | William Sharp 25.00 | Steven Zachmann 10.00 |
| Alfred Byoff 50.00 | James Kumis 25.00 | Chester Sherry 30.00 | Carl Ziegeler 40.00 |
| Milton Cabellero 10.00 | Hannu Kurppa 20.00 | Barbara Shipley 25.00 | Richard Ziemba 50.00 |
| George Castege 100.00 | Norman Kurtz 25.00 | Andy Simkanin 50.00 | Stephen Zombro 90.00 |
| Joseph Castege 125.00 | Eli Lalich 50.00 | Ray Simpson 25.00 | Edward Zoobick 200.00 |
| Thomas Casynn 100.00 | Marc Lara 25.00 | Bruce Smith 50.00 | |
| Lee Cherry 25.00 | Gunnar Larsen 50.00 | Francis Smith 25.00 | |
| Richard Chung 25.00 | Orson Larsen 30.00 | Martin Smith 95.00 | |
| Steven Clemens 50.00 | Albert Laurel 10.00 | William Smith 50.00 | |
| Bill Cody 5.00 | Demetri Ledesma 25.00 | | |
| George Cooney 25.00 | Lincoln Lee 50.00 | | |
| Richard Crowell 50.00 | Gus Leveroni 25.00 | | |
| Douglas Crute 25.00 | Hans Lilledahl 25.00 | | |
| Steve Crute 50.00 | John Linderman 40.00 | | |
| Cal Cunningham 50.00 | Angelo Loffa 50.00 | | |
| Clarence Curl 25.00 | Belfred Lomba 25.00 | | |
| Thomas Curran 50.00 | Thomas Mariner 225.00 | | |
| Lee Dancer 40.00 | Armando Martinez 25.00 | | |
| Jay Dillon 40.00 | John Masterson 25.00 | | |
| David Dodge 25.00 | Charles McDougal 100.00 | | |
| Romaine Dudley 20.00 | James McGee 10.00 | | |
| Robert Edelhauser 10.00 | John McNeill 25.00 | | |
| George Elinoff 25.00 | Joseph McShane 75.00 | | |
| Hesham ElSayed 25.00 | Joseph Meehan 50.00 | | |
| Leo Endries 25.00 | Rodolfo Menchaca 25.00 | | |
| Frank Enright 25.00 | Tony Mendez 25.00 | | |
| Charles Erikson 100.00 | Jack Milano 50.00 | | |
| Thor Erikson 10.00 | Richard Moore 25.00 | | |
| Ronald Fague 25.00 | Joseph Muir 25.00 | | |
| Frank Fellows 25.00 | David Munroe 30.00 | | |
| Erik Finneman 50.00 | Dennis Murphy 100.00 | | |
| Maggie Fitzgerald 25.00 | John Nannini 25.00 | | |
| James Flaherty 50.00 | John Nelson 25.00 | | |
| Patrick Flynn 125.00 | Victor Noble 20.00 | | |
| Ledo Forassiepi 20.00 | William O'Connor 25.00 | | |
| George Foster 100.00 | Kenneth O'Halloran 10.00 | | |
| Mike France 40.00 | William Ofsthus 50.00 | | |
| Mamoru Fukano 25.00 | Mike Orosz, Jr. 10.00 | | |
| Steve Garrett 20.00 | John Palenapa 25.00 | | |
| Edilberto Genita 10.00 | Ricky Pangan 40.00 | | |
| Joe Gladstone 25.00 | Edward Pardo 25.00 | | |
| Marvin Glasgow 25.00 | Ed Pastolero 10.00 | | |
| Daniel Gonzales 50.00 | John Pedersen 25.00 | | |

Dues-Paying Pensioners

| | |
|-------------------|------------|
| Rafael Cooper | Book #4687 |
| Romaine Dudley | Book #2593 |
| Duane Hewitt | Book #5748 |
| Knud Jensen | Book #3940 |
| John Jewett | Book #4291 |
| Tony Jones | Book #4305 |
| Kaj E. Kristensen | Book #3120 |
| Eli Lalich | Book #4062 |
| 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 |

Timely Reminder

**First quarter 2007
dues are due
and payable now!**

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the members's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Thirty Dollars (\$130.00) shall accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$130.00) per quarter, payable in advance.

Record of SUP Shipping November 2006

| | Hdqs | Seattle | Wilm | Hono | Total |
|----------------|-----------|-----------|-----------|-----------|------------|
| Bosun | 1 | 1 | 2 | 3 | 7 |
| Maint. Man | 4 | 0 | 0 | 1 | 5 |
| A.B. Dayworker | 0 | 0 | 4 | 6 | 10 |
| A.B. | 4 | 8 | 7 | 4 | 23 |
| O.S. | 0 | 1 | 3 | 0 | 4 |
| Ship Util. | 0 | 0 | 0 | 0 | 0 |
| Standby | 22 | 21 | 59 | 26 | 128 |
| TOTALS | 31 | 31 | 75 | 40 | 177 |

ESU Office Assignments

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

ESU NEWS

DECEMBER 2006

Official Publication of the Exxon Seamen's Union

ExxonMobil Savings Plan changes

Effective January 1, 2007, all active participants in the ExxonMobil Savings Plan will receive a 7% company match, regardless of how their company match is invested. Also effective January 1, 2007, other changes are being made as a consequence of the Pension Protection Act of 2006. These changes are:

- Participants will have the ability to diversify funds in the Stock Match Account across all EMSP investment options.

- The company match will be allocated entirely to the General Account; no additional company match money will be directed to the Stock Match Account.

- Changes will be implemented permitting direct trustee-to-trustee rollovers out of the plan for non-spousal beneficiaries and for after-tax amounts.

For participants who are currently directing the entire company match to the Stock Match Account, the company match will continue to be invested 100% in ExxonMobil stock within the General Account. For all other participants, the company match will be invested in accordance with existing General Account investment elections.

For all other participants, the company match will be invested in accordance with your existing General Account investment elections. For example, if you currently elect to have contributions to the General Account invested 30% in Equity Units, 30% in Extended Market Units and 40% in Bond Units, your company match (or any additional company match to be directed to the General Account) will be invested in the same proportion in each

of these investment options.

Also beginning in January 2007, the Stock Match Account, like all the other accounts currently, will be fully diversifiable. All investment options will be made available in the Stock Match Account. You will no longer be required to retain 75% of the balance of your Stock Match Account in ExxonMobil stock. You may sell some or all of your ExxonMobil stock (as well as your Common Assets) and reinvest it in any of the other six investment options. You must, however, follow the normal EMSP purchase/sale rules, which limit trading of each investment to once per month (excluding Common Assets).

For more information regarding net unrealized appreciation, investment options, and trading rules in the savings plan, please refer to the ExxonMobil Savings Plan "Summary Plan Description," which can be found on the internet at www.exxonmobilfamily.com, or on the Savings Plan Website at www.xomsavings.csplans.com. Alternatively, you may speak with a Customer Service Representative by calling 877-XOM-401K (877-966-4015), Monday through Friday, 7:00 a.m. to 6:00 p.m. Central Time, excluding New York Stock Exchange holidays.

Ernst & Young financial planners are also available to assist current employees Monday through Friday (except holidays) from 8:00 a.m. to 7:00 p.m. Central Time. The phone numbers are: 1-866-XOM-1-FFP (1-866-966-1337 toll free from the U.S.) or 201-872-3874 (toll call within and outside the U.S.)

ESU recognized at Environmental Achievement Awards



At an awards ceremony and dinner held November 14, at the Capital Hilton Hotel in Washington D.C., the ESU membership was officially recognized for their contribution to the exceptional performance in the field of environmental protection which has won several SeaRiver vessels the Chamber of Shipping of America Environmental Achievement Award. The ESU Board is very pleased that the unlicensed crewmembers have now been officially recognized for the important part they have played in the winning of numerous safety and environmental awards over the years. In yet another sign of the much improved working relationship that has developed between the ESU and management over the past year, SeaRiver Vice President for Operations Stu McRobbie graciously invited ESU President Kevin Conroy to jointly accept the awards on behalf of the company and the employees. The awards were presented by U.S. Coast Guard Assistant Commandant for Prevention Admiral Craig E. Bone and were given to the *S/R Wilmington*, *S/R American Progress*, *S/R Mare Island*, *S/R*

R Galena Bay, *S/R Baytown*, *S/R Columbia Bay* and the *S/R Angel Island*. To win the award the vessels must have had no reportable spills, no Coast Guard citations for MARPOL violations and no violations of state or local environmental regulations for at least two years. Vessels were also eligible for the awards beyond the initial two-year period and indeed most SeaRiver vessels receiving the awards had been performing flawlessly well beyond the two-year minimum. The awards dinner was attended by the representatives of many maritime companies and by high-level Maritime Administration, EPA and other government agency personnel.

It was also announced in November that SeaRiver and IMT had once again been awarded the prestigious Sword of Honour from the British Safety Council. The Sword of Honour recognizes organizations that have implemented safety systems that are among the best in the world. SeaRiver and IMT, both multi-year recipients, were two of only 40 organizations selected this year worldwide. In a statement issued by the company, SeaRiver President Will Jenkins said "This recognition highlights yet another year of significant achievement for both SeaRiver and IMT and is based on our continuous efforts to improve performance through the abilities and commitment of our world class workforce, our high operating standards, our use of sound science and our disciplined safety and environmental management systems."

The Exxon Seamen's Union likewise, commends all our members who have contributed so greatly to SeaRiver's recognition as an industry leader in the safe and environmentally responsible operation of their tanker fleet. These honors underscore what the ESU has been saying all along, that our members are performing at the very highest level of professionalism within the industry. If it were not for the exceptional standard of performance at which the rank and file consistently operate these prestigious recognitions of excellence would not be attainable. Congratulations to everyone.

Mileage reimbursement rate

Effective January 1, 2007, the optional standard mileage rate for all miles of use for business purposes will increase from 44.5 cents to 48.5 cents per mile. Reimbursements made using this rate will satisfy IRS accounting requirements and will not be included in the employee's W-2 income or subject to withholding.

Mileage reimbursement is intended to cover normal vehicle operation costs including: gas, oil, repairs, tires, registration fees, licenses, depreciation, lease payments, and insurance. Road tolls and parking fees are not included in the standard mileage reimbursement but are reimbursable when incurred during business travel and submitted with receipts.

Under the current Collective Bargaining Agreement unlicensed employees are permitted to use an automobile for business travel and receive reimbursement from the company. Current Contract language states in part, "When an employee uses an automobile as transportation from his/her home to a vessel, to/from a training program, or to/from a meeting, or for other reasons approved by the COMPANY, the employee shall be paid for the actual miles driven for a reasonably direct route at the mileage rate then current for the COMPANY. Actual miles driven shall include round trip mileage when an employee is driven by another

person who returns to the employee's home. The COMPANY will also reimburse any tolls actually paid for the trip. In no case will the total payment be greater than the cost of the prevailing coach class airfare as described herein plus ground transportation allowances provided when traveling by air."

Lee Airriess dies in Anacortes

With great sadness the ESU has learned of the passing of former member Lee Airriess after a long battle with cancer. Lee, 57, was an AB in the ocean fleet who will always be remembered as a staunch ESU supporter who served for many years as Ship Representative aboard both the *Baton Rouge* and the *Baytown*. He began his career at Exxon Shipping Company in December of 1987 and retired from SeaRiver in November of 2001. Lee was born March 23, 1949 in the Philippines the son of Eric and Johanna Airriess. He died near his family on November 20 at Island Hospital in his hometown of Anacortes, Washington. The ESU bids farewell to our good friend and shipmate and we extend our most sincere condolences to his family.



Lee Airriess aboard the *S/R Baytown* in 2000

ESU News

S/R Wilmington takes part in rescue at sea

On December 1, 2006, the *S/R Wilmington* responded to a nighttime mayday distress call from a burning Hatteras sport fisher about 60 miles off the coast of Vero Beach, Florida. When the *Wilmington* arrived on the scene the fire had already forced the crew of three to abandon their vessel in a life raft. High seas impacted the *Wilmington's* ability to safely launch the ship's lifeboat to rescue the men. Use of the pilot ladder for rescue was also ruled out since one of the men was concerned about making the long climb up the side due to a physical condition.

The *Wilmington* was able to provide the men a safe lee and tethered their raft to prevent it from drifting back into the burning boat. It could be seen that the three men in the raft were in good condition and very happy to see the SeaRiver crew. They were provided water and food and the *Wilmington's* crew stood by for possible firefighting duties. Later, a US Coast Guard rescue helicopter and dive team from Miami arrived on the scene and dispatched a rescue swimmer who guided the victims, one at a time, to a safe distance off the ship's side where they were lifted into the helicopter in a rescue basket.

In subsequent discussions with the USCG, they were extremely complimentary of the actions of the *Wilmington's* crew in this safely conducted rescue operation.

Ship reports**S/R American Progress**

Union officer boarded the vessel on December 11, at ExxonMobil, Beaumont, Texas. Tom McKee is serving as Ship Representative and reports no problems. Question about the number of active participants in the EREP program and the issue was addressed with the Fleet Manning Head. Union will see that the contract provision of two participants will be enforced.

S/R Baytown

Frank Omalia is filling in as Ship Rep. while Joe Bernavich is on paid leave. Frank called in from Valdez to report all is going well. The weather finally broke for the better after several weeks of bitter cold and wind. As the *ESU News* goes to press the Baytown is getting a well deserved break from the winter cold in Barbers Point, Hawaii. After Hawaii, it's Valdez and San Francisco.

Kodiak

The Kodiak was visited on December 12, at the Richmond Long Wharf. Ship Rep. Tim Williams was there and reported no major beefs. Questions were answered about the new language in the preventive maintenance clause in our insurance plan and the differences between industrial and non industrial disability. The proposed new Coast Guard NAVIC physical qualification regulations were also discussed. Anacortes and Port Angeles are the next ports scheduled for the *Kodiak*.

S/R Long Beach

A Board Officer visited the vessel

at Valero in Benicia, CA on December 2. Regular Ship Rep. Joe Graca is onboard and reports no major beefs except for fears of no football on Satellite TV due to provider problems. Houston assures us the issue is being worked on. SeaRiver office says the ship will stay on the West Coast at least through the end of 2006 and maybe longer. Crew change scheduled in LA/San Pedro next trip. The Ship Rep. position on this ship and the *American Progress* are up for election next fall.

Sierra

The *Sierra* was visited by a Board Officer at the Richmond Long Wharf on December 5. Ship Rep. Thor Floreen and the other ABs are concerned over the poorly operating mooring winches, especially those up forward. A written report has been forwarded up through Union channels. Questions about travel and training courses were answered. Thor was going home and "Tuna" Joe Goulart taking over. Lately, the discharge port schedule looks to be alternating between San Francisco and Puget Sound.

S/R Wilmington

ESU Executive Board officer visited the vessel at the ExxonMobil Docks in Baytown, Texas, on December 6. Ship Representative Jeff Harris is on board. There was abundant discussion about the recent and hopefully temporary loss of local (network) TV channels that are a part of the Satellite TV subscription. We understand this issue is currently being worked shoreside. Vessel will make a stop in Puerto Rico after her next discharge in New York.

DLC Class

DLC Class From left: Michel Gomes, Joe Vallarta, Dave Kowalchyk, Edgar Labastida, Noland Richardson, Leo DeCastro, Marlin Quidilig, Wilfredo Villarta, Larry Everfield, Ish Mumuni, Jeremiah Morrison, Larry Harris, Mario Guarcello

Second DLC and Advanced Deck and Engine Operations Course of 2006 held in Vallejo

The second Combined Dangerous Liquid Cargo (DLC) and Advanced Deck and Engine Operations Courses were held at the Ramada Inn in Vallejo California from December 1 through December 9, 2006. A total of thirteen unlicensed members from both the deck and engine departments attended these courses. Participants this time included Leo DeCastro, Larry Everfield, Michel Gomes, Mario Guarcello, Larry Harris, Dave Kowalchyk, Edgar Labastida, Jeremiah Morrison, Ish Mumuni, Marlin Quidilig, Noland Richardson, Joe Villarta and Wilfredo Villarta.

The engine department personnel started the 2 day Advanced Engine Operations (AEO) course on Saturday December 2, a couple of days in advance of the arrival of their deck counterparts. The course work consisted of engine specific instruction which was held at the California Maritime Academy in Vallejo. It focused on steam boiler operation, diesel generator cycles and emergency engine room procedures.

On Monday the deck department personnel joined the engine department for the DLC segment of the course. This was the longest portion, which lasted five days and was conducted mostly in a classroom setting at the Ramada Inn. This course covered areas such as emergency response procedures, cargo handling, pollution prevention, basics of the inert gas system, tank entry and tank cleaning procedures. On Thursday, hands-on training was held aboard the *Sierra* and at the Valero dock in Benicia. Completion of the DLC course meets one of the Coast Guard requirements for obtaining a PIC endorsement on ones Merchant Mariners Document.

On the evening of Wednesday the 6th a dinner was hosted by SeaRiver Vice President Stu McRobbie at the nearby Olive Garden restaurant. Mr. McRobbie gave a talk on current issues and events happening in the fleet and on future outlooks for the company. Also in attendance at the dinner were course instructor Captain Nils Knutstad and ESU President Kevin Conroy.

On Saturday December 9, following the DLC course, the engine department participants returned home or to fleet assignments while the deck department members spent the next two days attending the Advanced Deck Operations (ADO) course. The ADO course involved mostly simulator training held at the California Maritime Academy and included ARPA, ship handling and bridge watch standing procedures. The course concluded Sunday afternoon and the participants flew home or to fleet assignments that evening or the next morning.

This is now the fourth year that DLC and ADO/AEO classes have been offered to unlicensed employees at SeaRiver. Seven classes have been held in those four years and a total of 89 members have participated since inception. These courses are scheduled well in advance and are usually shown on the upcoming yearly training schedule that is sent to the fleet and to all employees in either December or January. Unlicensed crewmembers are also eligible to attend fire fighting courses held at the Texas A&M fire school in College Station, Texas. If you are interested in attending one of these classes contact either Kharon DeLaney in the training department at (713) 656-2203 or your Fleet Manning Coordinator. The ESU highly encourages everyone interested to apply.



Taking a break at coffee time aboard the *Kodiak* during a recent port call to the Richmond Long Wharf are from left, Ship Rep. Pumpman Tim Williams, Cook Johnny Navarro and QMED Kathy Sturdivant.

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

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Kevin Conroy

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Michael Harrison

Engine Trustee William Ackley

Steward Trustee Joe Pereira

Sailors' Political Fund continued from page 4

| | |
|----------------------------------|--------------------------------|
| Jose Lopez 45.00 | Randy Runyan 100.00 |
| John Lundborg 300.00 | John Rushing 100.00 |
| Gunnar Lundeberg 1200.00 | Joseph Russell 100.00 |
| Raoul Macalinao 50.00 | Stephen Rydberg 100.00 |
| Virgilia Managbanag 30.00 | James Savage 80.00 |
| John Mancilla 50.00 | Greg Schauf 40.00 |
| Joe Mantanona 70.00 | Ralph Senter 300.00 |
| Joseph Mantanona 30.00 | Edward Sexton 50.00 |
| Duke Maringer 10.00 | Dave Shands 20.00 |
| Gerald Marshall 20.00 | Rory Sheridan 20.00 |
| Gary McDevitt 10.00 | Andy Simkanin 25.00 |
| Jose McDonald 40.00 | Gabriel Sipin 40.00 |
| Mike McLavy 50.00 | Martin Smith 15.00 |
| Ian McLeod 200.00 | Mike Soper 50.00 |
| Joseph McShane 50.00 | Richard Stinson 30.00 |
| David Mercer 120.00 | Vincent Sullivan 200.00 |
| Steve Messenger 30.00 | John Svane 20.00 |
| Paul Monti 40.00 | Tulilo Tautala 30.00 |
| Sean Moore 30.00 | Doug Taylor 20.00 |
| Robert Morgan 10.00 | Nick Tenekedes 40.00 |
| Donnie Morris 20.00 | Arthur Thanash 380.00 |
| Dennis Murphy 100.00 | Morris Thibodeaux 130.00 |
| Duane Nash 20.00 | Timothy Thomas 200.00 |
| Waleed Nasser 20.00 | Gary Thompson 25.00 |
| Remigio Noble 20.00 | Ivar Thorbjorsen 200.00 |
| Victor Noble 20.00 | Grant Thorne 50.00 |
| Don O'Halloran 40.00 | Bill Timmerman 40.00 |
| Vince O'Halloran 500.00 | Patric Tite 10.00 |
| Terence O'Neill 50.00 | Juan Torre 10.00 |
| William Ofsthus 100.00 | Tom Tynan 20.00 |
| Scott Oliphant 10.00 | Louie Urbano 30.00 |
| Mike Orosz 40.00 | Ronald Valdez 10.00 |
| John Palenapa 25.00 | Rene Valles 160.00 |
| David Pangan 110.00 | Robert Vandermey 40.00 |
| Ricky Pangan 80.00 | Gene VanKlinken 20.00 |
| Mike Parenteau 25.00 | Colin Walker 40.00 |
| David Partikian 25.00 | Joshua Walker 50.00 |
| Danilo Perez 30.00 | Francis Walsh 130.00 |
| John Perez 125.00 | Richard Watkins 100.00 |
| John Peterson 40.00 | Bruce Waygood 50.00 |
| Kathleen Pettersson 100.00 | Grant Wegger 20.00 |
| Jesper Pfeil 70.00 | Eric Weintraub 25.00 |
| Michael Pflieger 80.00 | Greg Whitehouse 60.00 |
| Ray Pinochi 20.00 | Chester Williams 25.00 |
| Jack Post 50.00 | Eric Williamson 145.00 |
| Paul Purugganan 25.00 | William Williamson 95.00 |
| John Rawlings 10.00 | William Wood 50.00 |
| Richard Reed 70.00 | Paul Wuestewald 50.00 |
| Emmanuel Rezada 120.00 | Danilo Ycoy 20.00 |
| Teoilo Rojas 140.00 | Stephen Zombro 20.00 |
| Philip Romei 100.00 | Edward Zoobick 150.00 |
| Steven Ross 100.00 | |

Welfare Notes

December 2006

The SUP Welfare Plan and SIU-PD Benefit Plans offices wish the SUP Members and their families a happy Holiday Season and a prosperous New Year.

Administrator
Michelle Chang

| | | |
|-------------------------|-----------------------------|----------------------------------|
| <u>SUP Welfare Plan</u> | <u>SIU-PD Benefit Plans</u> | <u>Seafarers' Medical Center</u> |
| Patty Martin | Annelie Hensley | Dr. Calvin Shapses |
| Wilma Alday | Anna Marie Espersen | Naomi O'Grady |
| Virginia Briggs | Edith LeRoux | Gwen Woodward |
| Michael Jacyna | Bee Tan | Elizabeth Bucci |
| | Dan Gaipa | |

Andrew Furuseth School of Seamanship

Terry O'Neill
Training Representative
415-957-1816

SUP Welfare Plan
730 Harrison Street, Suite 415
San Francisco, CA 94107
1-800-796-8003
415-778-5490

Seafarers' Medical Center
730 Harrison Street, Suite 100
San Francisco, CA 94107
415-392-3611

SIU-PD Pension and Supplemental Benefits Plans

730 Harrison Street, Suite 400
San Francisco, CA 94107
Pension Dept. 415-764-4987
Supplemental Benefits Dept. 415-764-4991

Structural problems sideline eight Coast Guard cutters in Florida

In a surprising decision announced early this month, the U.S. Coast Guard has idled eight of its ten Key West-based patrol vessels because of ongoing structural and engine problems. That's 80 percent of its patrol cutters that provide homeland security and drug interdiction enforcement in the Florida Straits.

USCG Commandant Admiral Thad Allen made the announcement and also traveled to Florida to personally deliver the news to the crews. In a press statement Allen said, "I have suspended the operation of all eight 123-foot cutters to ensure the continued safety of our crews as we asses additional structural damage recently discovered aboard this class of cutter."

The 17-year-old cutters were renovated at a cost of about \$100 million in 2004, but soon began to show chronic hull cracking and some engine difficulties. The 110-foot cutters were lengthened to 123 feet, and other equipment was added to enhance their mission capabilities, providing the Coast Guard with a more modern fleet while a new class of patrol vessels were designed and built. Plans to convert all 49 of the Coast Guard's 110-foot cutter fleet were then suspended. The move to idle the cutters represents a potentially serious setback for the Coast Guard and its ongoing \$24 billion Deepwater modernization program.

The USCG says that the need for a strong presence in the Straits of Florida will always be there and that other resources could be redeployed to the area if necessary. The eight cutters: *Atty*, *Manitou*, *Metompkin*, *Monhegan*, *Nunivak*, *Padre* and *Vashon* are now moored alongside one another at their USCG Key West base. Coast Guard officials gave no timetable if or when the cutters could return to service.

Coast Guard gets tough over alcohol testing kits aboard ship

Ships calling at U.S. ports face a civil fine of up to \$5,500 a day if they are involved in marine casualties and do not have federally approved alcohol testing kits onboard.

The civil fine is prescribed in a new law that took effect in June of this year that makes it mandatory for shipowners and operators to ensure that any person on board involved in "serious marine incidents" be tested for alcohol within two hours of the episode, and for drugs within 32 hours. The rule, which replaced the earlier system with no specified deadline requires that most commercial vessels have alcohol testing devices on board and authorizes the use of saliva as an acceptable specimen. The old law allowed only blood and breath results as acceptable data.

Robert Schoening, the Coast Guard's Drug and Alcohol Program Manager, said failure to abide by this law would make shipowners liable for civil fines as prescribed in U.S. statutes, which currently amounts to \$5,500 a day. The federal rule estimates that it would affect a total population of 181,000 commercial vessels, including foreign-flag ships calling U.S. ports.

The first-year implementation cost of this rule for marine employers is projected at \$37 million, based on an average cost of \$113 for the saliva-testing device plus \$93 for training costs. Subsequently, annual costs would range from \$10 million-\$31 million for continuing compliance.

Although the new rule was enshrined into law by an act of Congress, it appears to be influenced by various marine casualties in the United States through the 1990s where alcohol was one of the bones of contention. Legislative wheels were set in 1998 when Congress passed the Coast Guard Appropriations Act of 1998. A new section was added in this statute to govern post-casualty alcohol testing no later than two hours after an incident occurs. Through public comment periods that followed, the Coast Guard considered several arguments, including rewarding "good faith" efforts, the possibility that some ships might be able to return to shore within a few hours, and liability issues in case of a false positive test.

Some industry comments noted that Congress intended the Coast Guard to conduct alcohol testing after a "serious marine incident" and that it is wrong to shift the testing requirement, and its costs, onto marine employers. But the Coast Guard stuck to the letter of the 1998 law in formulating the final rule. It states: "The marine employer has the responsibility to ensure that the alcohol testing occurs."

Coast Guard personnel cannot reach the scene of all serious marine incidents within two hours and the agency is often unaware of incidents until after they are reported. Requiring USCG action in all cases would "impermissibly burden limited Coast Guard resources," the rule states. However, the fact that employers can now choose from a federally approved list of kits and availability of saliva kits as an option would mitigate the burden, the rule notes. The rule also provides a limit of eight hours after the incident if the testing cannot be completed within two hours due to "safety concerns directly related to the casualty".

Insurance group AIG takes P&O assets

Dubai Ports World (DPW) has sold its U.S. terminal assets to the American International Group (AIG) Global Investment Group, which will operate the former P&O ports terminals under a newly-created subsidiary. The purchase price was not disclosed, but DPW was reported to be asking for \$700 million.

"With the sale of the U.S. assets, we have concluded the process and our commitment to the American people that we began in March 2006. Meanwhile, we continue to expand globally in response to our customers' needs," DPW Chief Executive Mohammed Sharaf said in a statement.

DPW Chairman Sultan Ahmed Bin Sulayem added that "while we are disappointed to be exiting the U.S. market, the price we received was fair. We are pleased that terminals will have a strong owner in AIG and wish them well for the future."

AIG is the world's largest insurer and was not among the finalists speculated upon by the media over the past weeks as DPW finalised the bidding process. DPW was forced to sell the marine terminal concessions in the ports of New York/New Jersey, Philadelphia, Baltimore, Miami, Tampa and New Orleans, coupled with stevedoring operations in 16 locations along the East and Gulf Coasts and a passenger terminal in New York City it acquired as part of the \$6.8 billion purchase of P&O ports global operations.

AFL-CIO President on the need to increase the minimum wage

"America is a country of record-setters. On December 2, we set a new record when we officially hit the longest period since the minimum wage was enacted in 1938 that workers in our country have gone without a raise in the federal minimum wage. Sadly, this is one record America's working families cannot be proud of.

"Imagine working full-time, 40 hours a week, 52 weeks a year, and not having enough money to pay rent, put gas in the car and eat. The idea is absurd, but for millions of Americans, it's real.

"Working people have been stretched to the limit and this year, on Election Day, they snapped back. By the millions, voters turned out to change the direction of our country and, in part, to end the blockade by the Republican-led Congress against increasing the minimum wage. Raising it is both an economic and a moral issue.

"In every state where the minimum wage was on the November ballot as an initiative, it passed—in Ohio, Arizona, Colorado, Missouri, Montana and Nevada. By huge margins, voters rejected \$5.15 an hour. With the addition of these states, 28 states and the District of Columbia now have minimum wage laws above the federal level of \$5.15. It's time to bring everyone up. No one can live, let alone raise a family, on \$11,000 a year, which is more than a full time minimum wage worker earns annually.

"We are looking forward to working with the new Congress next month to give America's lowest paid workers the raise they've needed for so long. As its first order of business, America's new leadership would do well to give America's workers the 'clean'—no strings attached—\$2.10 raise they justly deserve."

No foreign officers in Indian merchant ships

The Indian government this month has decided not to amend the Merchant Shipping Act to allow foreign officers to be employed on Indian-flagged vessels.

Indian shipowners, facing a shortage of trained officers for their ships, had asked the government to lift the ban on employment of foreign officers on Indian-registered vessels operating in domestic trades. They argued that a large number of Indian officers had been encouraged to work on foreign vessels through better pay and tax incentives; Indian companies could not compete. However, the government has responded that the shortage only relates to senior officers such as captains and chief engineers, and wasn't as acute as the owners claim. The government says it is confident the shortage can be eased by raising the standard of training in the country's maritime institutes and by training more officers.

A look astern...

West Coast Sailors: December 13, 1946

Oakland's General Strike Ends In Complete Victory

SUP in Key Role

One of the greatest western labor demonstrations in a decade began on Tuesday, December 3, 1946, in Oakland, as the AFL labor movement of 100,000 members took a holiday in protest against scab-herding of 300 policemen at a struck department store last Sunday.

After two and one half days of complete paralysis of the usually busy city, Oakland city officials finally agreed to guarantee AFL union officials that the city government, including the cops, would not in the future again aid in the strike-breaking tactics employed by the merchants.

100 Per Cent Labor Support

All together, some 142 AFL unions took part in the successful general strike. The East Bay communities with a population of well over one million were slowed down to a snail's pace as everything but the hospitals and other emergency and essential services were shut tight in massive protest against "a city administration that allows itself to be used as a tool by Oakland's sacred cow, the Retail Merchants Association."

The Sailors Union of the Pacific, always alert to the danger to the entire labor movement of such strike-breaking tactics, played a key role in the demonstration. The hook was dropped on all ships in the East Bay and SUP officials were in the thick of the battle at all times. The unqualified support of the SUP was placed at the disposal of the East Bay unions and it played a tremendously important part in bringing the strike-breaking city government to its knees. The SUP, as well, was prominent in the writing of the peace and generally the experience and organization the SUP gained in its recent victorious nation-wide tie-up was an invaluable aid to the happy conclusion of Oakland's general strike.

Import Finks from L. A.

This 'labor holiday' highlighted a month-long strike at two big Oakland stores, Kahns, local unit of the west's richest chain department store, and Hastings mens store, which were struck by employee majorities in protest against miserable wages, hours and working conditions.

The Retail Merchants Association cunningly demanded that the union represent a majority in all stores instead of the two, and the Oakland labor movement grew out of short pants overnight to stage one of the most militant and well conducted battles in west coast labor history to aid the striking AFL Department and Specialty Store Clerks, Local 1265.

As all union services were denied to the struck stores, they grew desperate for merchandise, and an elaborate plan was laid out to get it. A group of strike-breaking ex-soldiers, or at least posing as veterans, were recruited from L. A., told to don their battle jackets and kaki trousers for publicity purposes and six big trucks were loaded Sunday morning at a warehouse in Berkeley with Christmas merchandise.

Gestapo Aids Scabs

The police were asked for protection and police chiefs readily furnished it, about 350 of them in all, including guns and tear gas and motorcycle escort

with wailing sirens which convoyed from Berkeley to the Oakland strike scene. Here a big array of cameras were waiting. Streets were blocked off forcing pickets across three surrounding streets and thus closing off all public transportation through that area for six hours.

In response to this official municipal strike-breaking and flouting of the legal rights of citizens by the police, the AFL labor movement immediately called for all-day sessions. Officials of every AFL unit in Alameda County, meeting again Monday morning, voted unanimously to call the work holiday for Tuesday.

Complete Paralysis

Though scattered shops were operating, the city as a whole was dead as a flat beer, and the giant Key System Bridge trains which carry San Francisco's brains to work across the bay every morning, to the number of 120,000 daily, were silent for the first time in the ten years since the great Bay Bridge was completed.

Large crowds milled around the struck stores during the day as a gesture of protest. In protest against distortion of the news to fit the purposes of big advertisers, pickets were placed before the East Bay's two major dailies, the Oakland Tribune and the Post Enquirer. San Francisco dailies were not delivered and the area went pretty much without newspaper service.

East Bay shipyards, factories, building construction, all teamster services, transportation, restaurants and bars and other projects and services were closed up tight, while schools and other activities were shut down by lack of transportation.

AFL labor units of the entire Bay Area voted 100 per cent support, morally, financially and physically, and AFL members from surrounding cities streamed into the area to lend a hand.

After two and a half days of this, Oakland city officials sought an end to the strangulation of their 'fair' city and promised union officials they would not again attempt to break a strike.

Mass Meeting

Tuesday evening of that week had seen the greatest demonstration in Bay Area labor history at Oakland Civic Auditorium pledging a fight to the finish by organized labor to attain collective bargaining rights and squash Fascist police methods.

More than 16,000 men and women drove and hitch-hiked in the rain from all sections of the Bay, jamming the massive auditorium to the rafters, filling every square inch of space on stairways, floors, corridors and out into the street where another 8,000 turned away, unable to find parking space within ten city blocks.

The orderly but determined crowd roared its approval of a dozen speakers; regional AFL leaders, each of whom pledged a finish fight in no uncertain terms. The Sailors Union's Secretary Harry Lundeberg was given a tremendous ovation when he addressed the massive assembly with the following words.... 'This is fascism in America.... Those were just average finks, the superfinks are the city administration of Oakland.... The Retail Merchants is an auxiliary to the Merchants and Manufacturers, the biggest scab-herding outfit in the U.S. No ships will sail out of the East Bay.'



SUP President's Report

December 11, 2006

SUP WELFARE PLAN

Over the past six months a new dispute between the Trustees of the SUP Welfare Plan has arisen regarding the interpretation of the eligibility requirements for benefit coverage. As the membership will recall, due to skyrocketing health care costs, the SUP Welfare Plan began deficit spending in the fall of 2002. Despite the repeated warnings of the Union Trustees (Dave Connolly and your secretary), the Employers delayed and ultimately refused to address the problem until the matter of different contribution rates and therefore different levels of responsibility for the deficit was also addressed. In the end, the Union Trustees agreed to a tiered eligibility system based on contribution rates in exchange for Matson and APL paying their debts to the Plan.

In conjunction with that agreement, participants of the Plan were notified to changes to eligibility rules by mail dated February 10, 2005, and in the February 25, 2005 issue of the *West Coast Sailors*. The announcement contains the following phrase "Once a manday has been used to establish initial or continuing eligibility, it cannot be reused to establish or further extend an employee's eligibility." Plan staff interpreted that sentence to mean that any time a Group 1, 2, or 3 manday was used to gain any tier of eligibility, it could not be used again.

This erroneous and narrow definition has had negative consequences for several members, which was not the intent of the Trustees. At the September meeting of the SUP Welfare Plan's Board of Trustees, a subcommittee was formed to study the issue and make a recommendation to the Board. The subcommittee found that the only reasonable interpretation was the following: any member gaining 120 days of Group I employment within any 360 day period is eligible for Group 1 coverage. Prior coverage or interspersed Group 2 or 3 days should have no effect except to temporarily gain Group 2 or 3 coverage. That finding was exactly the position of the Union Trustees had previously expressed many times to the employers.

Unfortunately, the employers, in particular Trustee Thomas Percival of Matson, demanded a study of the cost impact of this "change" before agreeing to its implementation. Despite our protests, the study continues to drag on without result. In the meantime, the employers cynically ignored the recommendation of the subcommittee and proposed extending the twelve-month period by a two month "grace" period to allow members disadvantaged by this interpretation to work more to gain again the eligibility they had already earned. The Union Trustees rejected this proposal. We continue to press for reform on this issue and remain guardedly optimistic that the eligibility system will soon reflect Trustee intent. Will keep the membership informed as it develops, but in the meantime suggest that members carefully consider the impact of taking Group 3 jobs (standby jobs) may have on their initial medical eligibility for family coverage.

The SUP Welfare Plan Trustees meeting is tomorrow (December 12) and this issue is at the top of the agenda.

SAN FRANCISCO BAR PILOTS

After four bargaining sessions between the Sailors' Union and the San Francisco Bar Pilots, agreement was reached on November 17, for a new contract covering marine personnel.

The new agreement, which is subject to membership ratification, provides significant improvements in wages, vacation pay and working conditions.

Term of Agreement:

January 1, 2007 through December 31, 2009

Wages and Wage-related Items:

(Overtime, Vacation pay)

Dock Bosun, Station Boat Chief Operator, Station Boat Operator and Run Boat

Operators

Effective January 1, 2007: 6% increase

Effective January 1, 2008: 5% increase

Effective January 1, 2009: 5% increase

Wages and wage-related items for the AB/Deckhands (licensed):

Effective January 1, 2007: 4% increase

Effective January 1, 2008: 4% increase

Effective January 1, 2009: 4% increase

Wages and wage-related items for the AB/Deckhands (unlicensed):

Effective January 1, 2007: 1% increase

Effective January 1, 2008: 1% increase

Effective January 1, 2009: 1% increase

Wages and wage-related items for the Steward/Cooks:

Effective January 1, 2007: 3% increase

Effective January 1, 2008: 3% increase

Effective January 1, 2009: 3% increase

Cost of Living Increase

Cost of living increases shall be made on the basis of comparing the June 2007 Consumer Price Index for all Urban Consumers, San Francisco-Oakland-San Jose as published by the Bureau of Labor Statistics of the U.S. Department of Commerce to the June 2006 Consumer Price Index. The percentage change shall be calculated. Any increase in this index above 5% shall be added to the base wage described in Section 1, effective January 1, 2008.

Subsequent cost of living increases shall be made on the basis of comparing the June 2008 Consumer Price Index for all Urban Consumers, San Francisco-Oakland-San Jose as published by the Bureau of Labor Statistics of the U.S. Department of Commerce to the June 2007 Consumer Price Index. The percentage change shall be calculated. Any increase in this index above 5% shall be added to the base wage described in Section 1, effective January 1, 2009.

Subsequent cost of living increases shall be made on the basis of comparing the June 2009 Consumer Price Index for all Urban Consumers, San Francisco-Oakland-San Jose as published by the Bureau of Labor Statistics of the U.S. Department of Commerce to the June 2008 Consumer Price Index. The percentage change shall be calculated. Any increase in this index above 5% shall be added to the base wage described in Section 1, effective July 1, 2009.

Vacation Pay:

Increase of six (6) days vacation for Run Boats Operators to 48 days per year, the same as the Station Boat Operators and the Steward/Cooks. In addition, "If, due to a unforeseen scheduling shortfall, an employee is unable to use all vacation by December 31, the employee has the option of cashing out any vacation balance in excess of 24 days. Employees will be notified of this option by December 15. They must notify the Payroll Manager no later than December 31, if they wish to elect a payout."

Holidays:

Cesar Chavez's birthday added.

Subsistence increase for Run Boat Operators:

Effective January 1, 2007: \$10

Effective January 1, 2008: \$5

Overtime per hour when working on scheduled days off:

Twice the regular straight-time rate (double-time).

Joint Employment Committee:

Contribute Increase to \$2.50 per manday from \$180 per manday.

Andrew Furuseth School of Seamanship:

Increase to \$2.50 per manday from \$1.80 per manday.

Bereavement (funeral) Leave:

Add grandchild.

SUP Welfare Plan:

The key issue in bargaining for the Union was for the Bar Pilots to make the contributions necessary for the Welfare Plan to support current benefit levels. This goal was achieved when the Pilots agreed to the following:

"This rate will be reviewed quarterly by the SUP Welfare Plan Administrator and/or Plan consultants and compared to the actual cost of benefits for participants working at the San Francisco Bar Pilots. Upon presentation of the supporting data and the administrator/consultant's conclusions, the SFBP agrees to make such additional contributions as are sufficient to maintain the benefits."

As the membership will recall the Pilots were not making sufficient contributions to cover benefits, however, due to the persistent efforts by Vice President Dave Connolly, the Pilots increased their contribution in June (see the July *West Coast Sailors*) to the Welfare Plan by \$14.86 per manday retroactive to January 1, 2006. With the new language negotiated, the Pilots are obligated to pay for whatever the benefits cost.

Sick Leave

For the Pilots, the key issue was the perceived abuse of the sick leave provisions of the agreement. To address this issued the parties agreed to the following new language:

A doctor's certificate and release, i.e. a fit for duty slip, is required for any illness of three (3) days or more in duration. SUP marine employees are to provide the employer with a Fit for Duty form from their doctor before their next voyage or shift. A fit for duty slip must include the date the employee became unfit; the date the employee became fit; the doctor's name, signature and date; and the employee's name. If the fit for duty slip is not supplied, the absence will be considered an unexcused absence and the employee will not be eligible to receive sick or regular pay. Upon the employee's return, the SFBP will attempt assignment into the regularly scheduled position, but if such assignment is not immediately available, the Port Agent or Marine Superintendent may assign the employee to a temporary position, including working on the dock or in the office. If an employee refuses to report to the temporary assignment, he/she will receive neither sick nor regular pay.

For the purposed of accounting for sick leave, the following shall apply:

(1) One trip off for Station Boat Operators and swing operators shall be eight (8) consecutive days.

(2) One trip off for Run Boat Operators and swing operators working inside shall be seven (7) consecutive days.

(3) One trip off for the Dock Bosun and swing operators working on the dock shall be seven (7) consecutive days.

All employees will be eligible for a bonus for any unused sick leave, to a maximum of ten (10) days. Eligibility shall be defined as any employees covered under sub-sections B, C, and D of this Section, and who have been on regular pay status for a minimum of 180 days during the current calendar year. Every sick day used shall reduce the ten (10) day bonus total by one (1) day. On December 31 of each year of the contract, there shall be payments made to the eligible employees at their applicable rate times the number of remaining days. For example: 4 days sick leave used during the year are subtracted from the ten (10) total days at the start of the year resulting in the remaining six (6) days paid at the applicable daily rate at the end of the year.

Union Delegates:

The Pilots agreed to the SUP proposal of having two delegates; "One primarily representing station boat personnel and the other primarily representing run boat personnel."

During negotiations the Pilots did make an effort to be able to hire from "any source". The Union reminded the Pilots that in order to be eligible for employment, individuals must belong to the SUP whereby the Pilots withdrew their proposal.

President's Report continued

On Sunday, November 19, Negotiating Committee members Jim Kolm, Steve Ross, Louis Urbano, Dave Connolly, and your secretary, caucused with all marine personnel who unanimously approved the agreement and recommended general membership ratification. In addition, the marine personnel voted unanimously to contribute, by payroll deduction, \$3.00 per manday from the 2007 wage increase to the Special Medical Pensioner's Benefit administered by the SUP Welfare Plan to keep that important benefit afloat.

Negotiations are still ongoing for the dispatchers employed by the Pilots. Bargaining sessions were held on November 15, and 20, and December 8. The next session is scheduled for December 28. The Negotiating Committee for this bargaining unit is comprised of Werner Sullivan, Tobia Proffen, Peter Winter, Connolly and your secretary.

CHEVRON SHIPPING COMPANY

In accordance with Article XVII, Section 5, of the SUP Constitution, a Negotiating Committee shall be elected at today's meeting to bargain with Chevron Shipping Company. The current collective bargaining agreement, covering all unlicensed mariners in the company's U.S.-flag fleet, expires on January 31, 2007.

As per the Constitution, members eligible to serve on this committee are those

"who are affected by the contract being negotiated. Past practice also dictates only those currently employed by Chevron are eligible.

Have been advised by several members presently at sea in Chevron vessels that they want to serve on the Negotiating Committee and will be on the beach when bargaining commences, in the event a full committee cannot be fielded today.

The Negotiating Committee will caucus at Headquarters on January 29. Bargaining is scheduled to begin the following day.

HOLIDAYS

All SUP halls will be closed on Christmas Day, Monday, December 25, and New Year's Day, Monday January 1.

Next month all SUP halls will be closed on Monday, January 15, in observance of Martin Luther King Jr.'s birthday, a holiday under all collective bargaining agreements except those with Chevron and Foss. Due to the holiday, the Branch meetings will be held on Tuesday, January 17, 2006.

ACTION TAKEN

M/S to ratify the SFBP agreement. Carried unanimously.

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

Gunnar Lundberg

Southern California to study use of magnetic levitation trains

Los Angeles and Long Beach Harbor officials are planning to study whether magnetic levitation trains could be used to ferry cargo containers moving through the nation's largest port complex. The so-called maglev trains are seen as a possible way to ease traffic congestion and cut down on air pollution near the Ports of Los Angeles and Long Beach. Researchers at California State University, Long Beach, are studying three proposals for using maglev trains to move cargo.

The Southern California Association of Governments and officials at the two ports are planning to launch their own studies in coming months. "If we are going to get serious about cleaning up the port, we need to bring electric power into the transportation system. We need to be emission-free if we are going to grow," said S. David Freeman, president of the Los Angeles Harbor Commission. "Maglev is one of several options we are looking at. It has a lot going for it."

Maglevs are propelled along magnetic fields generated by guide rails on the ground. They can reach speeds of up to 300 mph. Two maglev train systems transporting passengers are operating in China and Japan. No one has yet to adapt the maglevs to carry freight, however. General Atomics in San Diego is developing a system for cargo containers. Among the maglev projects being studied is a 4.7-mile system between the Port of Los Angeles and the proposed Southern California International Gateway, a rail terminal to the north.

Building the project would cost roughly \$575 million and \$9.2 million a year to operate. A 100-mile maglev network linking inland cargo distribution centers to the ports is projected to cost around \$8.5 billion. Another maglev proposal under review involves a 20-mile line running by the Long Beach Freeway.

Bay Area UFCW consolidates

In a move to consolidate Union power the members of seven locals of the United Food and Commercial Workers' Union (UFCW) in Northern California have voted to merge to form UFCW Local 5 effective January 1, 2006

The Members of Locals 120 (Alameda and Contra Costa Counties-Meat), 373-R (Napa-Solano), 839 (Monterey County), 870 (Alameda County), 428 (Santa Clara-San Benito), 1079 (California and Arizona-Agricultural) and 1179 (Contra-Costa County) in a tally counted on November 29, voted on an average, by 90 percent, to authorize the merger.

The merger of the Unions will create the largest private sector Union in the Bay Area representing 26,000 workers primarily in the retail food industry but also in vegetable packing, manufacturing, food processing, hair care and finance. The new Local will be based in San Jose with offices throughout its coverage area.

Ronald J. Lind, President of the new organization, stated that the merger will "bring needed strength to the bargaining table for 2007 negotiations. 2007 bargaining will effect UFCW members across the Country and Local 5 will be a key part in making sure that the contracts negotiated provide good wages and benefits for our members." The business agents of Local 870 are members of the SUP.

Vice President's Report

December 2006

Syndicalism

Derived from the French word "syndicalisme," meaning simply "trade unionism," syndicalism has evolved into one of history's three great egalitarian economic ideologies (the others being communism and socialism.) Also known as anarcho-syndicalism, it is not a famous philosophy - its technical founder is the relatively obscure Georges Sorel (although Pierre Proudon can be associated with its origins as well) - but it is arguably more relevant to working people than any other. It survives because it is a dynamic and useful conceptual framework in trying to understand the global realities of political economy. It is also useful in understanding how the Sailors' Union of the Pacific works, since syndicalism was woven into our history from the beginning.

The essential element of syndicalism is that labor unions, especially federations or syndicates of labor unions, are the only available check or control on capitalism. Syndicalism argues that all workers within an organized industrial trade share an equal piece of the ownership of the production of goods or services within that trade. Accordingly, all the workers in that trade deserve equal benefits and wages regardless of their position or duty. Socialism, by contrast, argues that economic output by trade should be re-allocated between trades as necessary, without regard to how the trade is organized. Communism, by further contrast, argues that all private property should be public, that corporations be abolished and capitalism terminated. Only syndicalism can co-exist with free-market capitalism and that is why only syndicalism has survived in the United States.

Syndicalists advocated direct action, that is, action taken by workers on the job site to improve their situation as opposed to indirect action such as electing a representative to advocate on their behalf in government. These two paths were the subject of a famous argument in 1908 within the syndicalist Industrial Workers' of the World when Daniel DeLeon argued that arbitration and political action should be the primary focus of the Union. Big Bill Haywood and his supporters argued that strikes, propaganda and boycotts were the only reliable methods of change. Haywood prevailed, but many syndicalists saw the value of both approaches. The "oracle," (when sailors walked off the ship the moment before sailing to protest conditions) for example, was a method of direct action in the early days of the SUP. At the same time, the Union pursued political change in the legal status of seamen in the Maguire Act and the Seamen's Act. Both actions were effective in improving wages and conditions for seamen.

Direct action today comes in many forms that are legal and sensible. Delegates are empowered by the Union to apply the language and principles of their contracts to each individual situation. Every member has a right to monitor compliance and every member has a duty to report violations. It is a direct action to refuse to sign foreign articles until a problem is resolved. It is a direct action to refuse to work voluntary overtime. It is a direct action to press for employer compliance with Coast Guard regulations, hazardous cargo regulations, and workplace safety laws. There are dozens of other methods. We also understand that in disputes where there is no clear contractual support for what we know is right - we will connect that problem to everything else and by the persistence and determination that creates grave discomfort make them see it our way in the end. Doing so is only what members of the SUP have always done, one way or another.

Cape Jacob: Pat Vaughn, delegate, relieving Steve Huggins. Call from the bosun Mike Henderson and several emails from the delegate indicate

Manulani: Dave Kaupiko, delegate. Fireworks are not Class A explosives and are not regulated as "dangerous" by the Interstate Commerce Commission as per Section 22. Payment to the watch for tying up and letting go on watch after 1700 and before 0800 is payable as per Section 11(o) of the SUP Work Rules. C/M's quirky refusal to pay this standard recompense (bought out of wages in 1976) is as unacceptable as it is unfathomable. Pursuing it with the Company.

President Adams: Harold Uriate turned over the sheets to Larry Gately at Port Newark, NJ. Employer has the responsibility to "amply provision the vessel for the contemplated voyage..." as it says in Section 13 of the General Rules. After two voyages with sub-standard victuals, the ship's chandler is on the hot seat.

Arizona Voyager: Ron Gill, delegate. In at Pt. Everglades. No beefs. Continued to collect proposals for negotiations beginning on January 30, 2006.

Washington Voyager: Rob Edelhauser, delegate. More ideas for negotiations. No problems.

Foss Maritime Company: Mel Jackson and Mike Worth, co-delegates. Fifth steadily-crewed boat now in operation, investigating posting dispute.

San Francisco Bar Pilots: Louie Urbano, delegate. Inshore delegate to be elected in January. Dispatcher negotiations are ongoing.

Dave Connolly

Mooring fatality down under sparks review by Australian Safety Bureau

An investigation into the death of a sailor aboard the Marshall Island-registered oil/bulk/ore carrier *Probo Bear* has led to recommendations on mooring practices. The sailor was killed on April 10, this year, at Groote Eylandt in Australia's Northern Territory when a forward mooring line parted, striking him on the head at high speed.

An Australian Transport Safety Bureau (ATSB) investigation report released on December 14, recommended that the vessel's manager, Prime Marine Management of Athens, and *Probo Bear's* masters should review their mooring practices to improve preparedness and communication. The report also said: "Ship managers and masters should ensure that personnel supervising mooring operations are stationed such that they can clearly sight all operations that they are responsible for."

SUP Branch Reports

Seattle

November 20, 2006

Shipped during the period: 1 boatswain relief shipped to an "A" member; 10 Able-Seaman jobs shipped to 3 "A" and seven "B" members; 19 standby's taken by 10 "A", 5 "B", 2 "C" seniority members and 2 "D" registrants.

Registered during the period: 9 A cards for a total of 27; 14 B cards for a total of 31; 2 C cards for a total of 7.

Ships checked

President Jackson and President Polk both back from the Far East with clean payoffs. Matson vessels *Mokihana*, *Manoa* and *Kauai* all in with little or no problems. The *Kauai* is going to lay-up for three trips and come out around December 16. The *Admiral Callahan* was in the yard in Portland and called for a crew to run her down the coast to Alameda.

I attended the King County Labor Council's Port Coalition meeting and delegates meeting; and the Puget Sound Area Maritime Security Committee meetings; and I worked closely with the Washington State Labor Council's "Labor to Neighbor" program.

I represented the SUP as a guest at the Inlandboatman's Union of the Pacific's annual convention held in Seattle. The SUP and the IBU have a close working relationship in the Puget Sound and stand together on many issues dear to all of us within the maritime trades.

I would like to thank the many SUP members who volunteered during this election who worked towards turning the tide that was running against us by electing legislators that recognize the contributions and needs of working family's in the USA. May they throw the "money changers out of the temples," and the "war profiteers" into prison.

Vince O'Halloran
Branch Agent

Wilmington

November 20, 2006

Shipping during the period: 3 bosuns, 5 ABD, 7 ABs, 3 OSs and 70 standbys. Registration 39 A cars, 34 B cards, 6 C cards for a total of 79.

Ships checked

Maunalei with Toe Gago as delegate keeping the Union first; *Pfeiffer*, *Singapore*, *Philippines*, *China*.

We had a guest speaker from the Coa-

lition of Concerned Professions. They are an organization that is called to defend the people that cannot defend themselves. Brother, we need to be thankful they're here for us.

As for the continuing fight over washdown. Washdown is to help prevent the spread of diseases like the bird flu, hepatitis, emboli and any others that may be on board. Washdown is top to bottom stem to stem. Between the rows where the excrement and refuse is. It is a sanitary washdown not a vanity washdown.

Yours in struggle,

Paul Calais, Branch Agent

Honolulu

November 20, 2006

Shipped during the month of October: 1 bosun return, 2 ABDs, 2 ABD returns, 2 ABD reliefs, 5 ABW, 1 ABW relief and 1 OS. These jobs were filled by: 9 A members, 3 B members and 2 C members. Also shipped 29 standby jobs filled by: 2 A members, 14 B members, 9 C members and 4 D registrants for a total of 43 jobs shipped.

During the month of October registered the following: 7 A members, 12 B members, 2 D registrants. To date registered are: 11 A members, 12 B members, 7 C members, and 3 D registrants, for a total of 33 registered.

Ships checked

Manoa, *Mahimahi*, *Lurline*, *Manulani*, *R.J. Pfeiffer*, *Maunawili*, *Manukai*, *Mokihana*, *Matsonia* and *Maunalei*. All with few or no beefs. Paint and rigging gang running smoothly with Monte Kalama as bosun.

No Hawai'i Port Council meeting in November. We took a recess after the political season ended our way! Jim Savage finally got the last of the traction off his leg and is rehabbing on crutches.

The Honolulu membership wishes all our SUP Brothers and Sisters and their families a Mele Kalikimaka (Merry Christmas) and an Hauoli Makihika Hou (Happy New Year).

Mike Duvall
Branch Agent

San Francisco Business Agent

December 11, 2006

Visited and paid off the following ships:

Lurline— Don Bohle, delegate: Island run. Squared away disputes on overtime for watch.

Mahimahi— Ernest Stimach, delegate: Running smoothly with few clarifications for the delegate; new bosun replacing Singapore Sid.

Manoa— Tim Thomas, delegate: Island run. Few clarifications on time back and 3:00 P.M. knock off.

Mokihana— Bill Wood, delegate: One more trip then going to shipyard in China for three months; food disputes.

APL China— Jose Angeles, delegate: Voyage pay off. No disputes.

APL Korea— Steve Rydberg, delegate, returned from a trip off. Voyage pay off.

APL Singapore— Armando Martinez, delegate: Voyage pay off. No disputes. Bosun and delegate doing a good job.

APL Thailand— Dave Hiebert, delegate: Voyage pay off. In good shape with no disputes.

APL Shoregang— In good shape.

Also worked in the front office.

Bill Berger



The SUP gang in Matson C-9 containership *Mahimahi* in November. From left: Bob Bradley, Rick Pangan, "Singapore Sed" Idris, Ernie Stimach and Vince "Sully" Sullivan. Photo by Mark Hurley, who was also part of the gang.

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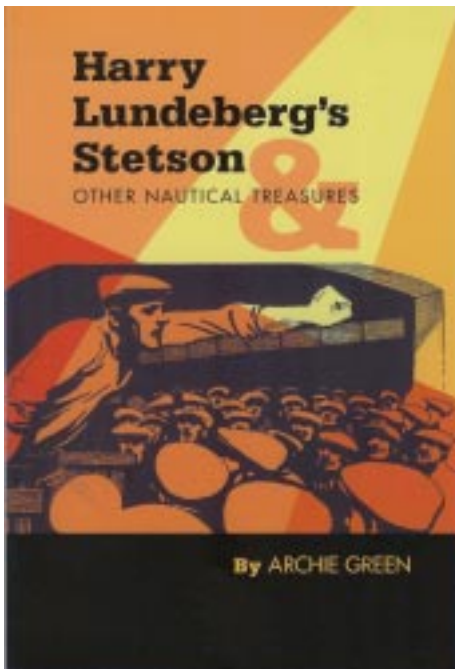
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Sailors' Union of the Pacific
450 Harrison Street
San Francisco, CA 94105



Dispatcher's Report

Headquarters—Dec. 2006

| | |
|--------------------------------------|----|
| Deck | |
| Bosun | 1 |
| Carpenter | 0 |
| MM | 4 |
| AB | 4 |
| OS | 0 |
| Standby | 22 |
| Total Deck Jobs Shipped | 31 |
| Total Deck B, C, D Shipped | 0 |
| 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. ... | 31 |
| Total B, C, D Shipped-All Depts. ... | 0 |
| Total Registered "A" | 82 |
| Total Registered "B" | 74 |
| Total Registered "C" | 6 |
| Total Registered "D" | 5 |

File for California Unemployment Insurance benefits on the Internet

No one wants to be unemployed but if you've lost your job, Unemployment Insurance (UI) benefits can be a much needed lifeline.

The UI program, administered by the California Employment Development Department (EDD), provides short-term wage replacement to workers who are unemployed through no fault of their own and who meet specific eligibility criteria.

There are several ways to file for UI benefits including on-line, by telephone, or by mail or fax. The fastest and easiest way to file is by using EDD's on-line application, *eApply4UI*, which allows you to file for UI benefits from any personal computer with Internet access. *eApply4UI* can be accessed 24-hours-a-day, so you are not limited to filing during normal business hours. Available in both English and Spanish, *eApply4UI* can be accessed through EDD's Website at www.edd.ca.gov. Many libraries and community organizations have computers with Internet access that are available for use by the public.

To check on the status of your UI check and for other information, EDD offers an automated telephone interactive voice response system. The toll-free numbers are listed on the EDD Website, or you may call 1-800-300-5616. In addition, the *Frequently Asked Questions* section of the Website provides answers to the most commonly asked UI questions. If you don't find your answer there, you can submit questions on-line. To learn more about UI benefits or to file on-line, visit www.edd.ca.gov.