



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, November 24, 2006

Sailors' Union affiliates with Transportation Trades Department, AFL-CIO

After a unanimous coastwise vote at the October membership meetings, the Sailors' Union of the Pacific has affiliated with the AFL-CIO's Transportation Trades Department (TTD).

The TTD is a Washington, D.C.-based labor organization representing several million transportation workers in both the public and private sector. The 32 Unions that are affiliated with the department (including the International Longshore and Warehouse Union, International Longshoremen's Association, Marine Engineers Beneficial Association and the Masters, Mates & Pilots) work in aviation, mass transit, rail, trucking, longshore, maritime and related industries.

The object and purpose of the TTD is to coordinate and initiate legislative, regulatory and other activities on matters relating to the interests of workers involved in or affected by the transportation of persons or property; provide a forum for the expression of the views of all unions who represent workers engaged in or affected by transportation or related activities; provide a means for the united expressions to the Congress and government agencies of the views of all unions in particular matters affecting the interests of workers engaged in transportation or related activities consistent with the policies and principles of the AFL-CIO; act as a clearinghouse for the development of a comprehensive set of policy recommendations representing a national transportation policy from labor's perspective consistent with the policies established by the AFL-CIO; and act as a clearinghouse for the exchange of information and experience on all matters of mutual interest and importance to its affiliated Unions.

In addition to the SUP, ILWU, ILA, MEBA and MM&P, the Transportation Trades Department is comprised of the following Unions: Air Line Pilots Association (ALPA); Amalgamated Transit Union (ATL); American Federation of State, County and Municipal Employees (AFSCME); American Federation of Teachers (AFT); Association of Flight Attendants-CWA (AFA-CWA); American Train Dispatchers Association (ATDA); Brotherhood of Railroad Signalmen (BRS); Communications Workers of America (CWA); International Association of Fire Fighters (IAFF); International Association of Machinists and Aerospace Workers (IAM); International Brotherhood of Boilermakers, Blacksmiths, Forgers and Helpers (IBB); International Brotherhood of Electrical Workers (IBEW); International Federation of Professional and Technical Engineers

(IFPTE); International Union of Operating Engineers (IUOE); Laborers' International Union of North America (LIUNA); National Air Traffic Controllers Association (NATCA); National Association of Letter Carriers (NALC); National Conference of Firemen and Oilers, SEIU (NCFO, SEIU); National Federation of Public and Private Employees (NFOPAPE); Office and Professional Employees International Union (OPEIU); Professional Airways Systems Specialists (PASS); Sheet Metal Workers International Association (SMWIA); Transportation Communications International Union (TCU); Transport Workers Union of America (TWU);

continued on page 4

GAO cites serious deficiencies in transport worker ID card

According to a recently released General Accountability Office (GAO) report to Congress, the Department of Homeland Security (DHS) must address and solve key challenges before implementing the Transportation Worker Identification Credential (TWIC) program. The report identified three major challenges which were identified during the TWIC program testing. Additionally, the report stressed that ensuring key components of the TWIC program can work effectively in the maritime sector was also an important task.

The report identified the three major areas of concern to be:

- Enrolling workers and issuing TWIC cards in a timely manner to a significantly larger population of workers than was done during testing of the TWIC program.

- Ensuring that the TWIC technology, such as biometric

card readers, works effectively in the maritime sector. TSA has obtained limited information on the use of biometric readers in the maritime sector because most facilities that tested the TWIC program did not use these types of readers.

- Balancing the added security components of the TWIC program with the potential impact that the program could have on the flow of maritime commerce.

The GAO advice to DHS personnel specifically highlighted deficiencies in administrative and technical issues which need to be solved before it can require maritime workers and vendors to use the universal, tamper-proof identification cards. The GAO report also noted many of the same problems pointed out by thousands of industry and public comments filed after the Transportation Security Administration (TSA) published pro-

posed TWIC rules last spring. The Sailors' Union's comments on the TWIC are in the June *West Coast Sailors*. Further testing of biometric cards and readers will also be required, according to the GAO, before making the cards mandatory.

While the TSA has acknowledged problems with the program, and despite GAO concerns, they have not announced any additional testing of the system. Additionally, the new SAFE Port Act requires TSA to perform some testing of TWIC technology prior to making the system operational. Finally, the GAO report also noted that the cost of the program has virtually doubled because of changes made after awarding the contract to test TWIC. It was clear from the report that the proposed ID program has a long way to go before it can be made operational.

Bill introduced to deny some maritime workers Transportation Worker Identification Credentials

Frustrated by his failure to incorporate his anti-worker, provisions in the Security and Accountability for Every Port (SAFE Port) Act of 2006, right wing Senator James DeMint (R-South Carolina), introduced legislation on November 14, that would make it impossible for many maritime workers to access America's ports.

The Secure Port Workforce Act (S.4047) would bar individuals from being issued a Transportation Workers Identification Credential (TWIC) if they have been convicted of offenses that have nothing to do with port security. The House and Senate Conferees on the SAFE Port Act stipulated that only those individuals convicted of espionage, sedition, treason and terrorism, would not be is-

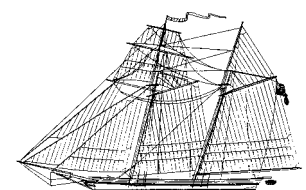
sued a TWIC and, therefore, be denied access to secure areas in U.S. ports. The legislation was signed by President Bush on October 13.

However, DeMint, by this new legislative initiative, wants to add crimes that would deny maritime workers access and employment. DeMint's anger is particularly directed against the International Longshore and Warehouse Union which spearheaded the fight of maritime labor—including the Sailors' Union—to strip his anti-worker language from the bill.

DeMint's rationale is that workers, although they've paid the price for past criminal activity, should be screened off the waterfront in the name of port security.

Commenting on the DeMint bill, SUP President Gunnar Lundberg stated that "The Senator's bill is absurd and anti-American worker, particularly when foreign mariners are not required to have a TWIC and still have access to secure port areas." Lundberg stated that members of Congress, particularly those on the Senate Commerce, Science and Transportation committee have been notified of the SUP's opposition to the DeMint bill.

As the *West Coast Sailors* goes to press, DeMint's bill has only one cosponsor, Senator John Ensign (R-Nevada).



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

SUP Quarterly Finance Committee Report

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

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 10, 2006, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,050,566.99
Political Fund	\$1,241.57
Strike Fund	\$1,293,730.99
Total Cash and Investments 3rd Qtr. 2006	<u>\$2,345,539.55</u>

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$64,839.10
Interest	22,262.77
Donations - <i>West Coast Sailors</i>	1,755.00
Tanker & Joint Committee, Hiring Hall	82,957.97
Advertising & Promotion	2,315.00
Miscellaneous Income, Reimbursements, Fines	1,710.26
Reimbursed Administrative Expenses	8,000.01
Field Expense	351.63
Bequest	5,000.00
Contributions - General Fund	<u>1,815.00</u>
Total Income:	<u>\$191,006.74</u>
Expenses:	
Auto & Travel	\$577.12
Rent	15,781.23
Postage, Printing & Office	3,995.32
Telephone & Telegraph	5,980.19
<i>West Coast Sailors</i> Publishing Expense	6,263.10
Per Capita	8,502.95
Salaries & Payroll Taxes	178,300.71
Office Workers Pension	6,879.60
Insurance	28,456.68
Field Expense	1,854.76
Committee & Neg., Conference & Conv.	4,790.07
Investment Expense	1,436.82
Advertising & Promotion	7,660.00
Contributions	650.00
Flowers	162.38
Officials Pension	531.99
Legal Expense	5,137.00

Subscription	1,708.64
Total Expense:	<u>\$278,668.56</u>

BUILDING CORPORATION

Income:	
Assessments	\$1,853.00
Rents	96,573.93
Bldg. Util. & Service Reim.	2,124.94
Total Income:	<u>\$100,551.87</u>

Expense:	
Building Services & Utilities	\$23,221.67
Repairs & Maintenance	1,295.44
Salaries & Payroll Taxes	13,507.84
Pension	101.43
Legal	3,695.06
Insurance	<u>9,368.59</u>
Total Expense:	<u>\$51,190.03</u>

POLITICAL FUND

Income:	
Contributions	\$4,480.00
Interest70
Total Income	<u>\$4,480.70</u>

Expense:	
Contributions	\$3,500.00
Office Expense	39.00
Total Expense:	<u>\$3,539.00</u>

Net Income 3rd Qtr. \$(37,358.28)

/s/ Rafael Cooper /s/ Kaj E. Kristensen
/s/ Arthur Thanash /s/ Romaine Dudley
/s/ Bob Copeland

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

Boston harbor pilot dies in fall

On October 24, a Boston harbor pilot lost his life in a tragic accident. According to accounts of the incident, Boston pilot Robert Cordes was attempting to board the m/v *Baldock* via rope ladder when he fell to his death on a steel barge which was breasting alongside the vessel. Although few details of the accident have yet been disclosed, it was reported that the vessel's gangway was not deployed at the time, so the pilot attempted to board using the rope ladder. The vessel was moored at the Eastern Minerals Terminal at Chelsea, Massachusetts, at the time of the incident and was empty, having just finished discharging a cargo of salt. Cordes, a 40-year veteran of the Boston Pilots Association, was to have guided the vessel on its out-bound leg to the sea buoy. The incident reportedly occurred in full daylight, under ideal weather conditions. Although the vessel was said to be almost empty, the extent of freeboard presented by the vessel is not yet known.

The tragic accident is at least the third such event to occur in the United States this year. In January, another veteran harbor pilot, Captain David Lyman, died in Hawai'i after falling from a ladder after piloting a cruise ship out of Nawiliwili. After falling in the water, he was hit by the pilot boat. Also in January of this year, Captain Kevin Murray, a Columbia River Bar Pilot lost his life on the job when he tried to disembark from a log carrier that he had finished guiding during a storm. As he attempted to make the leap to a pilot boat, he went overboard and drowned. His body was finally recovered almost two days later.

Stowaway jumps from ship and drowns

Four Panamanian stowaways on November 1, leapt from a container ship alongside at Pier 88 at Newark, New Jersey, and one apparently drowned, even as local police and the Coast Guard patrols tried to rescue him. The four men are said to have jumped from a 4,024-teu *Hanjin Wilmington* as Customs & Border Protection agents were beginning a routine inspection of the vessel that had just arrived from Busan, South Korea. The voyage included a transit of the Panama Canal, which is where persons close to the investigation believe the stowaways boarded the ship. Three of the men were rescued from the water by patrol boats after they jumped overboard, but the fourth went under.

On hearing of the incident, Senator Charles Schumer (D-New York) took the opportunity to continue his criticism of

U.S. port security, telling media that "If stowaways can come into our port, what about nuclear weapons? What about biological weapons? What about chemical weapons?"

Maritime sources say the ship or its owner will probably face sanctions as the stowaways were not discovered at sea as they should have been during the mandatory pre-arrival security sweep by crew.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2006/07:

	Hdqs.	Branch
December	11	18
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

Eugene Moquin, Book No. 19001. Born in California in 1956. Joined SUP in 2003. Died in California, October 10, 2006.

Robert Nash, Book No. 2428. Born in New York in 1926. Joined SUP in 1948. Died in Bandon, Oregon, October 4, 2006. (Pensioner)

Adrian Gonzalez, Book No. 2684. Born in California in 1927. Joined SUP in 1943. Died in California, October 23, 2006. (Pensioner)

Carl Jensen, Book No. 3970. Born in Denmark in 1922. Joined SUP in 1944. Died in Fort Lauderdale, Florida, October 30, 2006. (Pensioner)

Forrest O'Neil, Book No. 2398. Born in Pennsylvania in 1929. Joined SUP in 1949. Died in Las Vegas, Nevada, October 28, 2006. (Pensioner)

Paul Dupree, Book No. 2610. Born in Illinois in 1927. Joined SUP in 1946. Died in Ormond Beach, Florida, November 1, 2006. (Pensioner)

Charles R. Williams, Book No. 2668. Born in Hawai'i in 1917. Joined SUP in 1936. Died in Redwood City, California, November 9, 2006. (Pensioner)



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Mokihana conversion work challenged in federal court by U.S. shipbuilders

A ruling by the U.S. Coast Guard that allows Matson Navigation Company to perform some of the work necessary to convert its C-9 Class vessel *Mokihana* into a combination roll-on/roll-off and container vessel in a Chinese shipyard prior to its final conversion at the Atlantic Marine Alabama shipyard in Mobile has been challenged in federal court.

On November 16, the Shipbuilder's Council of America and Pasha Hawai'i Transport Line filed suit in the U.S. District Court of Eastern Virginia against the Coast Guard, the Department of Homeland Security and the Coast Guard's Vessel Documentation Center. The suit alleges the Coast Guard's ruling was "arbitrary and capricious, an abuse of discretion and without adequate explanation" and clearly violated provisions of the Jones Act that requires U.S.-flag vessels to not only be built in American shipyards, but repaired there as well.

Pasha, which is a competitor of Matson's in the Hawai'i trades, and the shipbuilder's council said they had only learned of the Coast Guard ruling after the fact and claim that "as interested parties," they should have had the opportunity to oppose it.

The *Mokihana* was built for American President Lines as the *President Monroe* at Avondale Shipyard in 1983 and along with her sisterships *Mahimahi* (ex-*President Washington*) and *Manoa* (ex-*President Lincoln*) were sold to Matson in 1995.

Foss Maritime names new CEO

Foss Maritime Company announced on October 29, that it has appointed Gary C. Faber as its president and chief operating officer. Faber is an expert in salvage and vessel movement and the implementation of safety and environmental programs, and extensive project management expertise in extreme environments. Prior to his appointment as president and COO, Faber served as executive vice president of Foss since 2001. He oversaw the rapidly growing global services division, providing leadership for multimillion dollar projects in Alaska; Sakhalin Island, Russia; South America and the Caribbean. Prior to Foss, Faber served as interim president of Seacoast Towing and before that as vice president of operations for San Francisco Bay-based Crowley Maritime.

"We chose Gary as Foss' president on the strength of his demonstrated leadership abilities, his vision and his extraordinary work for Foss over the last several years," said Paul Stevens, President and CEO of Marine Resources Group and Chairman of Foss Maritime.

"He brings three crucial traits to this position: first, his deep knowledge of the challenges and opportunities in the maritime industry; second, his commitment to building and maintaining strong relationships with customers; and third, his success implementing sound quality, safety, and environmental protection programs." A graduate of the U.S. Merchant Marine Academy, Kings Point, New York, Faber holds a bachelor of science degree in Marine Engineering. He holds a U.S. Coast Guard Third-Assist Engineer License and has extensive training and certification in the incident command system. During Faber's tenure at Foss, the company's operations and service line have grown significantly. Most recently the company acquired two companies: Boston-based Constellation Tug Company, which served to move Foss' operations onto the U.S. East Coast; and Harbor Marine Group Inc., which allows Foss to now offer international and domestic customers a full range of naval architecture, marine engineering, and logistics services. Founded in 1889, Seattle-based Foss Maritime offers a complete range of maritime services and project management to customers across the Pacific Rim, Europe, South America and around the globe.

The company has harbor services and transportation operations in all major U.S. West Coast ports, including the Columbia and Snake River system. With one of the largest fleets of tugs and barges on the American West Coast, Foss is always ready, operating two shipyards and offering worldwide marine transportation, emphasizing safety and high-quality service. The SUP has a collective bargaining agreement with Foss covering its bunkering operation in San Francisco Bay.

Mariner forfeits right to maintenance and cure by concealing a medical condition

The U.S. Court of Appeals for the Fifth Circuit ruled this month that a mariner forfeits his right to recover maintenance and cure for personal injury when he knowingly or fraudulently conceals his condition from the vessel owner at the time of employment.

In the case in question, the plaintiff seaman applied to employment with defendant shipowner. As part of the hiring process, the shipowner required new employees to complete a medical history questionnaire. On the questionnaire, the seaman indicated that he had never had back, neck, or spine trouble or received chiropractic treatment.

In fact, the seaman had injured his back several times, most recently in a work-

related incident six months earlier, for which he sought treatment from both an orthopedist and a chiropractor and filed a workers' compensation claim. Evidence showed that the shipowner would not have hired the plaintiff if he knew of his medical history.

The seaman suffered a back injury one week after being hired as a deck hand. He then brought suit seeking maintenance and cure, as well as damages under the Jones Act for personal injury. The court held that recovery for maintenance and cure was barred where plaintiff actively concealed material facts relating to his physical condition and medical history from his prospective employer.

German to head Neptune Orient

Singapore-based Neptune Orient Lines (NOL), the parent company of American President Lines, has turned to Europe and the logistics industry to find a new chief executive to replace the well-respected former local politician David Lim.

NOL announced last month it had chosen German national Thomas Held as its new head, effective from November 1. Held is currently without a job but until January 2006 was chairman and chief executive of Essen-based logistics company Schenker AG.

Held's selection follows the announcement in June that Lim would step down after just three years at the helm. Lim, a former Singapore government minister and previously head of port operator PSA International, was credited with leading the company through one of its most successful periods. He took over from the fired Danish executive and former Maersk employee Flemming Jacobs.

Lim stepped down on October 31, but will assist Held for the next two months.

Held headed up Schenker for three years but left in January after the company bought U.S.-based freight forwarder Bax Global. No reason was given for this departure though a Schenker announcement claimed it was done "in a spirit of the most amicable mutual understanding".

Schenker revenue doubled during Held's tenure.

NOL chairman Cheng Wei Keung said Held's skill set would assist the company "build a liner shipping company which is differentiated from competitors" while also developing its logistics business.

The company has posted a healthy net profit of \$314 million for the nine months to September 22, although this was less than half the profit reported for the corresponding period during the boom year in 2005. NOL derives most of its earnings from its global liner business under APL, but has also been growing its logistics division. Lower freight rates —10% down for the third quarter and 6% lower for the year-to-date— and higher fuel costs dragged down profits as turnover stayed flat for the nine months at \$5 billion. Bunker costs rose by \$183 million, although this was also attributed to business growth.

Held was upbeat: "Our overall business is continuing to deliver real value to our customers and we are achieving sound operating performance." Volumes rose 9% for the quarter with head-haul utilization achieving a high 99% in the peak season. The company operates approximately 100 ships.



THOMAS HELD

Matson says its China service is profitable but cites increased costs to raise rates

Matson Navigation Company, the shipping subsidiary of Honolulu-based Alexander & Baldwin (A&B) posted 7% more third-quarter revenue but 7% lower operating profit. However, that still meant a profit above \$34 million. The China service launched early this year, carried more than 10,000 containers, triple Guam traffic and almost a quarter of Hawai'i traffic.

"The contributions from Matson's China service increased from the prior quarter, and the service is profitable," said Allen Doane, CEO of A&B. Everything is measured against projections, however, and Doane said even this performance was lower than "planned levels" as favorable container volumes were more than offset by lower rates and higher fuel and intermodal rail costs.

Matson, which recently cut its fuel surcharges, announced on November 17, it will raise its underlying rates and terminal handling charges effective January 1, 2007.

Rates for Hawai'i service will rise by \$100 per westbound container and \$50 per eastbound container, for an average of 3.3%. Terminal handling fees will go up by \$150, to \$475 for each westbound container and by \$75, \$240 per eastbound container.

The rate increases follow two consecutive cuts in the fuel surcharge Matson assesses its shipper. The surcharge cuts, announced in September and October and effective the following months, put the fuel surcharge at 19.75% effective November 5.

The October decrease of 1.5% was estimated to save shippers \$30 to \$100 per container, while the November decrease of 1% would save from \$20 to \$67 for each container, the company said.

"This rate increase will help offset rises in operating costs and support a number of investments in our Hawai'i service," said Dave Hoppes, Matson's Senior Vice President, Ocean Services.

Port security advocate Senator Patty Murray named to Democratic leadership post

Senator Patty Murray (D-Washington) last week was named by the Senate Democratic Caucus to serve as Secretary of the Democratic Conference in the 110th Congress. She will thus be serving as one of the top four elected Democratic leaders in the new Congress, where the Democrats will be in the majority. The others are Majority Leader Harry Reid (Nevada), Majority Whip Richard Durbin (Illinois), and Conference Vice Chairman Charles Schumer (New York).

Murray has been active in promoting legislation designed to enhance the security of our nation's ports. She joined with Senate Homeland Security and Governmental Affairs Committee Chairman Susan Collins (R-Maine) last year in introducing the GreenLane Maritime Cargo Security Act (S. 2008) and worked to achieve inclusion of many of the provisions of the bill in the broader SAFE Port Act signed into law by the President Bush October 13.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Mike Duvall 20.00*
 Alexander Earle 40.00*
 Diane Ferrari 50.00
 Jack Lott 5.00
 Waleed Nasser 20.00
 Douglas Taylor 20.00
 Eric Weintraub 25.00

*In lieu of dues increase.

Political Fund

Asad Al Rasulullah 20.00
 Robin Colonas 50.00
 Dave Connolly 25.00
 George Cooney 20.00
 John Drolla 25.00
 James Flaherty 50.00
 Edgardo Franco 10.00
 Joseph Ginez 10.00
 Robert Greene 50.00
 Vern Haik 20.00
 Ken Herzstein 20.00
 Phil Howell 40.00
 Jan Peter Johnsson 40.00
 Robert Jones 50.00
 Monte Kalama 70.00
 Anthony Labor 20.00
 Gunnar Lundeberg 100.00
 John Mancilla in memory of
 Byron "Barney" Taylor .. 50.00
 Vince O'Halloran 100.00
 John Perez 25.00
 Emmanuel Rezada 40.00
 Mike Soper 10.00
 Gary Thompson 25.00
 Juan Torre 10.00
 Francis Walsh 25.00
 Eric Weintraub 25.00
 Edward Zoobrick 50.00

West Coast Sailors

Codell Beneck in memory of
 Carl of the Akiska 5.00
 Ojvind Bernhagen 100.00
 Lee Cherry 25.00
 Bill Cody in mem. of Bon McField
 the Honduran Magellan 5.00
 Jay Dillon 10.00
 Leo Endries 25.00
 Frank Enright 25.00
 James Flaherty 25.00
 Steve Garrett 20.00
 Robert Greene 50.00
 Anthony Ingegneri 25.00
 Albert Laurel 10.00
 Jack Milano 25.00
 Tonni Pedersen 25.00
 Peter Villanueva 25.00
 Jacob Wanner 25.00
 Steven Zachmann 10.00
 Edward Zoobrick 50.00

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

Somalis imprisoned in Kenya for piracy

Ten Somalis detained by the U.S. Navy off the coast of Somalia and convicted of piracy by a Kenyan court were sentenced to seven years in prison on November 1.

A ship carrying the 10 Somalis along with 16 Indians, believed to be hostages, were boarded by the Navy in waters off the Somali capital Mogadishu in January. The Somalis denied any wrongdoing after being handed over to authorities in neighboring Kenya, saying they were stranded fishermen who boarded the Indian-owned ship seeking refuge.

Defense lawyer Hassan Abdi said he would appeal, asking whether a magistrate in Kenya's coastal city of Mombasa had the right to try a crime committed in international waters. "This being the first case of its kind in Kenya, I think the High Court will set a precedent by determining whether the lower court had the jurisdiction to try the matter or not," he said.

Chemical tanker hijacked by crew

All shipping off the Gulf of Oman, Arabian Sea, Gulf of Aden and Indian Ocean, on October 30, has been asked to be on the lookout for a chemical tanker that is said to have been stolen by its master and crew. The U.S. Maritime Liaison Office (Marlo) in Bahrain said the vessel is Panama-flagged *Snow White*.

The vessel is reported missing, with the last contact on October 21, and its last known position near Al Had, Oman.

According to Marlo, the owner, Lee & Ahmad of Ajman, United Arab Emirates (UAE), has reported that the master and crew have taken over the vessel with the intention of selling the cargo and sailing to South Korea. The owner believes the vessel may still be in the vicinity of the Omani coast. The master is said to be negotiating with the owner a payment for return of the vessel.

The vessel departed Sharjah, UAE, on October 19, with a cargo of marine gas oil, Marlo says, enroute to tuna fishing grounds in the Indian Ocean about 200 nautical miles south of Salalah, Oman.

As the *West Coast Sailors* goes to press, the vessel has not been found.

Panamanians approve canal expansion

Panamanian voters on October 22, overwhelmingly approved a \$5.25 billion proposal to expand the Panama Canal.

The expansion plan, the first major modification of the 50-mile waterway since it was opened in 1914, will include construction of a third set of wider locks, allow the canal to double its capacity by 2014 and enabling the passage of post-Panama vessels up to 12,000 TEUs.

Little construction is planned over the next several months, as the Panama Canal Authority, the quasi-independent administrative body, prepares an environmental impact report and final construction blueprints. But the project ultimately is expected to take eight years and create 7,000 jobs, with employment for thousands more people tied indirectly to the proposal.

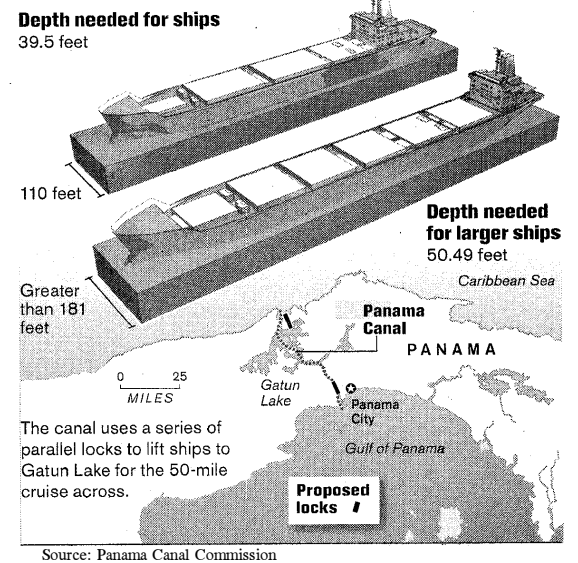
By late next year, excavation will begin on the expansion's single largest component: a 40-mile bypass of the southernmost locks of the canal to permit the passage of container ships capable of carrying 8,000 shipboard containers, or twice the cargo that fits through the existing waterway. On the Caribbean side, the new shipping lane will occupy a partially completed trench excavated from 1939 to 1942.

Later, two sets of parallel locks half again wider and longer than the existing sets will be built. It is estimated that the project will take eight years to complete and will be financed by increased tolls.

The referendum came 29 years after Panamanians approved the Panama Canal Treaty, signed by late Panamanian President General Omar Torrijos and President Jimmy Carter in 1977. The treaty transferred the waterway to Panama on December 31, 1999.

Bigger vessels, larger locks

Panamanians approved a \$5.25 billion proposal to add a third set of locks to the Panama Canal to accommodate larger container ships and reduce long lines of those waiting to cross.



Shipowners face penalties over poor crew working conditions

Shipowners face tougher action on seafarers' working conditions that include possible vessel detentions for seafarer-related deficiencies, under the International Labor Organization's (ILO) maritime labor convention which was adopted earlier this year.

Speaking at a Seafarers China conference last month, Hong Kong Shipowners Association managing director Arthur Bowring said port state control inspections that could lead to detention can be triggered by complaints by seafarers or their representatives, or if there are "clear grounds" to suspect violation of the convention. He added: "A ship may be detained by port state control if it does not conform to the requirement of the convention" or if there are activities that are "hazardous to the safety, health or security of seafarers".

Bowring said shipowners will have to comply with the convention, which was adopted in February of this year, even if they flag vessels with a country that has not ratified the convention. Owners of these vessels will have a tougher inspection regime because ships flagged in these countries are liable to a port state inspection at every port in countries which have ratified the convention.

Officials from the Tokyo and Paris MOUs on port state control, together with the U.S. Coast Guard, will meet in Lisbon in the near future, to discuss this and other issues. These include the dichotomy that flag states require information regarding the payment of crew wages to remain confidential, but that under the convention wages documentation is liable to port state control inspection. The convention states that seafarers are to be given a monthly account of their wage payments in a move that will virtually outlaw double booking. Failure to maintain proper records will be a detainable offense under port state control.

So far, only Liberia has ratified the convention, although several other countries, including China, are working towards early approval. Under the current timetable, the convention will become effective 12 months after being ratified by 30 ILO members with 33 percent of the world's gross tonnage. The ILO is working towards full ratification of the convention in five years with entry into force in six years. The convention will cover all ships over 200 gross tons except those trading in inland waters or where port regulations apply.

Bowring said other issues that will affect owners and ship operations is that all crew, including masters, will have to abide by hours of work and rest.

Sailors' Union affiliates with TTD continued from page 1

United Mine Workers of America (UMWA); United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union (USW); United Transportation Union (UTU).

TTD is headed by Edward Wytkind. Elected President of the department in 2003, Wytkind oversees TTD's daily legislative, public policy, and regulatory programs and initiatives.

Nicaragua hopes to rival Panama Canal with \$20 billion, 10-year plan

Nicaragua plans to construct a \$20 billion rival to the Panama canal to enable the largest tankers and container ships in the world to pass between the Pacific and Atlantic Oceans.

The mega-engineering project is expected to take more than 10 years to build but could redraw the map of world trade by opening the east coast of North America, Europe and Brazil to large-scale sea traffic from burgeoning Pacific rim countries including China and South Korea.

The new route would cut 500 miles—or at least a day—off the route between California and New York, and could considerably shorten and cheapen the journey from China to Europe for large ships.

This month's formal announcement of what is known as the Grand Inter-Oceanic Nicaragua Canal was greeted with trepidation by nearby Panama, which is also planning to widen its canal. It fears that its main source of income will be seriously affected if Nicaragua builds a rival.

If built, the Nicaraguan canal would allow 250,000-ton tankers and container ships to pass through the isthmus that divides the two oceans, compared with the Panama Canal's 79,000-ton vessels. Even if an expected \$5 billion upgrade of the Panama Canal goes ahead, it is expected to only accommodate 120,000-ton vessels.

However, analysts and politicians are divided over whether there is enough traffic for two major canals in the region, despite a great increase in world trade over the last decade.

The Nicaraguan president, Enrique Bolanos, said that there is room for two major canals. "There's a lot of business to share. We know that for every 100 ships that come to the Americas, only seven use the Panama Canal. If a Nicaraguan canal were built, it would bring an economic effervescence never seen before in Central America," he said.

But a spokesman for the Panama Canal Authority, the semi-independent body that runs the Panama Canal, said there was insufficient ship traffic to support both a widened Panama Canal and a canal through Nicaragua. "If the widening goes forward, [the Nicaraguan project] is not feasible," he said. "Our analysis shows that if our project is approved, there would not be enough demand to pay for the two, and they would have to have a cost structure much higher than ours."

The project, which has been backed vigorously by Bolanos, has been under active consideration for at least a decade, but has been held up by financial negotiations. Nicaragua, whose GDP is only 5% of the expected cost of the venture, is expected to have to link up with major global companies, including Chinese and Japanese banks which stand to gain the most by exporting more easily to the west.

In engineering terms the new waterway would be one of the most ambitious attempted anywhere in the last 20 years. The route is expected to take ships in a series of giant locks 105 feet up to Lago Cocibolcar Lake Nicaragua, the second largest lake in Latin America. In total, the route would be about 170 miles long and would largely follow the San Juan River, requiring massive cuttings and earthworks. It would also have to negotiate Mount Momotombo, an active volcano. It is thought that a major new port and tourist developments would be built at both ends.

A canal through Nicaragua has been a dream of many countries and entrepreneurs for more than 400 years, since the Spanish conquistadors saw the potential of a sea route to the East Indies.

The idea was raised by businessmen in 1849 during the California gold rush and then again in 1884 when political agreement was reached between the U.S. and Nicaragua. American business owners invested in land, expecting a canal to be built in the country, and in 1916 the U.S. paid Nicaragua \$3 million for an option in perpetuity but the deal was never signed after the Panama canal was chosen.

Ten years ago, the idea of a rival to the Panama Canal surfaced again when a consortium of eight large European, North American and Japanese construction companies and ports, including the British firm Wimpey, carried out feasibility studies. It was estimated then that 20,000 workers would be needed.

The Nicaraguan canal would need to take much of the Panama Canal's traffic to be remotely profitable. The Panama Canal currently carries about 5% of world shipping, handling 14,000 transits and shipping over 275 metric tons of cargo in 2005, mainly between Asia and the East Coast of the U.S.. The canal earns Panama 8% of its revenue but is now near its capacity, with freight traffic sometimes backing up for days or weeks during maintenance.

More recently, attention has turned to a "dry" canal across Nicaragua. This would be a high-speed railway or a motorway. Considered less ecologically controversial, and far cheaper, they would however, require time-consuming and expensive loading and unloading of containers.

Nicaraguan environmentalists and grassroots groups played down the plans, saying there had been a long history of plans for routes between the Pacific and Atlantic but no action. "A canal, a rail, a road link and a pipeline link have all been proposed, but nothing ever happens. If this 'wet' canal does ever go ahead we would expect it to provide a few temporary jobs but little long-term benefit for the ordinary Nicaraguan," said Katherine Hoyt of the Nicaraguan network in Washington.

"The bankers love the idea. It is using Nicaragua's strategic position to benefit world trade. But it would be an ecological disaster, destroying large areas of forest. It would also open up the interior of the most forested country in Central America to exploitation," she said.

"There are also security implications. I cannot imagine the U.S. wanting Chinese or foreign investors having a controlling share in a canal so close to its border."

Others maintain that the proposed deep-water ports would ruin magnificent coral reefs and fishing grounds, distort sea turtle breeding and migratory patterns, and occasion widespread poisoning and pollution through oil spills and waste discharge.

Revised *Moku Pahu* Wage and Overtime Rates

Effective September 1, 2006

RATING		Money Purchase Plan
Bosun		
	Monthly Base Wage	\$3,858.90
	Daily Base Wage	128.63
	Daily Supplemental Wage	47.46*
		\$21.00
A.B.		
	Monthly Base Wage	\$2,590.20
	Daily Base Wage	86.34
	Daily Supplemental Wage	37.01*
		\$17.00
Overtime		\$24.87
CARGO RATES		
	Straight Time Hours:	\$18.65
	Overtime Hours:	30.74
FUEL OIL SPILL CLEANUPS		
	All Ratings: Straight Time	\$14.51
*Supplemental wages at 10 days per month.		

Coast Guard begins biometric collection program in Caribbean

The U.S. Department of Homeland Security (DHS) began a pilot program on November 14, that will collect biometric information from illegal migrants interdicted while attempting entry into U.S. territory through the body of water between the Dominican Republic and Puerto Rico known as the Mona Passage. The U.S. Coast Guard will compare the digital fingerprints and photographs of illegal migrants against the US-VISIT database, which includes information about wanted criminals, immigration violators and those who previously encountered government authorities. Those attempting to illegally enter the United States and its territories are prosecuted under U.S. law in conjunction with bilateral agreements in effect.

The partnership between the Coast Guard and US-VISIT represents the department's commitment to deter, apprehend and prosecute illegal migrants and migrant smugglers. The project furthers the broader objective to develop a biometric mobile solution for DHS and is another step in the U.S. government's plan to enhance security and ensure the integrity of the immigration and border management system. The US-VISIT program is a continuum of biometrically-enabled security measures that collect biometric and biographic information from travelers at U.S. visa-issuing posts around the world, and upon their arrival in the United States at air, sea and land border ports of entry. The Coast Guard is a military, maritime, multi-mission service within DHS that is dedicated to protecting the safety and security of the United States.

Nautical terms in everyday speech

Grog...Groggy... (spirituous drink, and the dazed, unsteady condition that it produces)

Admiral Sir Edward Vernon (1684-1757) was known throughout the Royal Navy as "Old Grog" because he always appeared on deck in a dramatic cloak fashioned from grogram (grograin)-a coarse fabric of silk, mohair, and wool. Vernon was a flamboyant man of intemperate speech, a trait that did not endear him to the office of the Admiralty. He also favored strict discipline and temperance with regard to drink, a trait that did not endear him to his men. In order to curb the incidence of drunkenness aboard ship, "Old Grog" ordered that the daily rum ration of one pint neat issued to sailors of the fleet was thenceforth to be diluted with water. Outraged sailors promptly named the watered-down concoction *grog* after the none-too-popular admiral. Daily rum rations were discontinued in the Royal Navy in 1970, but the popular tradition lives on in song and verse. In his poem about sailor Sam Swipes, Frederick Marryat, an early-nineteenth-century naval officer and writer, could not resist the urge to comment on grog and its effects:

<i>Sam Swipes, he was a seaman true,</i>	<i>Yet tears were always on the start,</i>
<i>As brave and bold a tar</i>	<i>The drop was in his eye.</i>
<i>As e'er was dressed in navy blue</i>	<i>At fighting Sam was never shy,</i>
<i>On board a man-of-war.</i>	<i>A most undoubted merit;</i>
<i>One fault be bad—on sea or land</i>	<i>His courage never failed, and why?</i>
<i>He was a thirsty dog;</i>	<i>he was so full of spirit.</i>
<i>For Sammy never could withstand</i>	<i>In action he had lost an eye,</i>
<i>A glass or so of grog.</i>	<i>But that gave him no trouble;</i>
<i>He always liked to be at sea,</i>	<i>Quoth Sam, "I have no cause to sigh,</i>
<i>For e'en on shore, the rover</i>	<i>I'm always 'seeing double.'"</i>
<i>If not as drunk as he could be,</i>	<i>A shot from an unlucky gun</i>
<i>Was always "half seas over."</i>	<i>Put Sam on timber pegs;</i>
<i>The gunner, who was apt to scoff</i>	<i>It didn't signify to one</i>
<i>With jokes most aptly timed,</i>	<i>Who ne'er could keep his legs.</i>
<i>Said Sam might any day go off,</i>	<i>One night be filled a pail with grog,</i>
<i>'Cause he was always "primed."</i>	<i>Determined he would suck it;</i>
<i>Sam didn't want a feeling heart,</i>	<i>He drained it dry, the thirsty dog!</i>
<i>Though never seen to cry;</i>	<i>Hiccapped, and "kicked the bucket."</i>

ESU Office Assignments

For the month of December, John Straley will be in the Seabrook office and Kevin Conroy will be in the Benicia office.



NOVEMBER 2006

Official Publication of the Exxon Seamen's Union

Union/Management discuss and formulate future training

The Joint Union/Management Training Committee (JUMTC) met on October 2, 2006 to review and identify unlicensed training needs for the coming year(s). Attending and participating in the meeting for the Exxon Seamen's Union Executive Board were Kevin Conroy (President), John Straley (Vice President), Leo DeCastro (Secretary/Treasurer), Tommy Thompson (Recording Secretary), Will Ackley (Engine Trustee), Michael Harrison (Deck Trustee) and Joe Pereira (Steward Trustee).

Firm commitments to schedule at least two Advance Engine Operations/DLC and two Advanced Deck Operations/DLC training sessions for 2007 were reached at this meeting. The possibility exists of additional courses being scheduled if participation in any of these courses justifies further training dates.

Firefighting courses held at Texas A&M, Galveston, Texas will continue to be scheduled, with those that have not attended in the last five years or more given priority to the training dates. Members will be able to choose either the two-day Basic Firefighting course, or in most cases, the Advance Firefighting course that will run from Tuesdays through Friday's for the weeks that the course is offered.

Pumpmen will now find more billets open to them to attend the Confined Space, Entry and Rescue course. There has, to date been limited opportunities for Pumpman to attend this course. The course is mandatory for officers to attend and the majority of them have now completed the training, allowing for more Pumpmen to attend beginning in 2007.

Able Seamen and Maintenance Seamen, besides the additional opportunities to attend Advance Firefighting are encouraged to attend a scheduled Advanced Deck Operations/DLC course this coming year if they have not yet taken advantage of these courses. Additionally, the JUMTC discussed the possibility of phasing-in the Able Seamen into the Confined Space, Entry and Rescue training courses as soon as 2008, as Pumpmen interested in the training complete the

course. Following the Able Seamen's initial participation in this course, it is expected that Maintenance Seamen will then begin to filter into the training sessions. Deck Trustee Michael Harrison is spearheading further development of deck department training for both the Able Seamen and Maintenance Seamen ratings. New training will likely focus heavily on basic training that a large number of newer members have not had the opportunity to attend.

The QMED/Oiler and Maintenance Seamen ratings will continue to have the Advanced Engine Operations/DLC training available to those that have not attended that training. Advanced Firefighting will be offered to QMED/Oilers, as well. Engine Trustee, Will Ackley is presently working to formulate further training for the department. During the JUMTC meeting, discussion centered on the need to cycle training back towards targeted basic engine training. As is the case with other ratings, basic training has not been offered for quite some time, and a large number of newer members have not had the benefit of the fundamental skills instruction such a course would offer.

Appropriate future training and instruction for the Stewards Department garnered a great amount of discussion during the meeting between the Union and management. Further shipboard training was agreed on as the most efficient and realistic mode of delivering the training. Steward Trustee, Joe Pereira is actively developing, in conjunction with management further onboard, one-on-one training to review and augment the training initiated by Ayers Gonzales. Department members are strongly encouraged to contact Joe and discuss their training concerns and ideas with him.

Member's wishing to attend training courses should contact their Fleet Manning Administrator, Helen Murray at 1-713-656-2786 or Training Coordinator, Kharon Delaney at 1-713-656-2203. It is expected that SeaRiver's Training Department will distribute the 2007 training schedule by years end.

Airline luggage loses on the increase

All members need to be aware, especially if you are traveling during the holiday season that there has been a dramatic increase in lost luggage by the airlines. Please ensure your important papers (MMD and STCW) and any needed medicines are carried on the plane with you when traveling to and from the vessel. Having your documents replaced by the Coast Guard can be more difficult than having them renewed.

A report just out from the Transportation Department reveals passenger complaints of mishandled luggage have gone up dramatically. That new report from the Department of Transportation shows lost luggage complaints have increased by more than 90 percent this year compared to last year.

Mishandled and lost luggage is nothing new but the problem has increased due to the new ban of carrying liquids on planes that followed the discovery of plot to blow up commercial jetliners by London authorities. Transportation officials say that the ban has led to a significant increase in the number of bags being checked and the increase has overburdened the baggage operations around the country.

If you are flying today or in the near future, airport officials are reminding you to keep those baggage stubs they give you at the ticket counter. Should your baggage become lost you will need those baggage claim stubs to help locate your bags.

Alaska North Slope (ANS) production nearly restored

Following pipeline repairs, the nation's largest oil field is once again nearing its maximum production of approximately 800,000 barrels per day. Current production is around 750,000 for the eastern and western sides of the Prudhoe Bay field. The Prudhoe Bay field is operated and maintained by BP PLC and has been working for the past few months to restore production following the discovery of corrosion problems within transit pipelines. The three major oil companies that are the primary producers of Alaska crude are BP, Conoco Philips and parent company of SeaRiver Maritime, Inc., ExxonMobil. It should be noted that production from other satellite fields are in addition to the 800,000 bpd estimate from the Prudhoe Bay field.

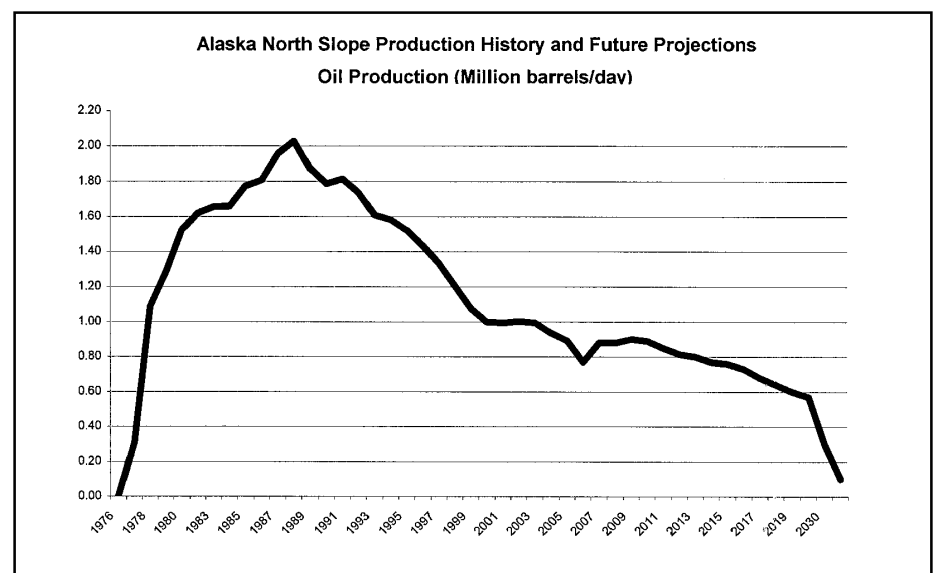
The 30th anniversary of Alaska North Slope production is rapidly approaching and while production has fallen since its hay day of 2 million barrels per day in 1988, the field is still a major source of energy for the west coast of the United States, Alaska and Hawaii. Early production projections for ANS crude field have been exceeded with enhanced extraction technologies that have been developed along the way by the oil companies. In fact, the companies have already extended the life expectancy of the Trans-Alaska Pipeline by more than three decades (until 2040).

In 2004 the production of ANS crude was 938 million bpd and the estimated decline at that time was approximately 3% per year through 2019 (source Baker & O'Brien Incorporated). The state of Alaska's own forecast is consistent with this projection, however their projected decline is 1.8% from 2004 through 2014 and then a 5.5% per year decline from 2014 to 2019.

Despite the viability of North Slope production and despite temporary increases and decreases in production, the trend line has been on a downward trend and will slow to a relative trickle in the out years of 2030-2040. By then it should be reasonable to assume that Alaskans will be the only recipients of the remaining oil for their own energy needs.

As ANS and California crude production declines the west coast will be more dependent on foreign imports with the bulk of that most likely coming from the Middle East. There is one option to shore up US production on the west coast and keep the Trans-Alaska Pipeline viable for years to come and the answer is opening the Alaska National Wildlife Refuge to exploration and production.

This issue has been hotly debated for years in Congress and ironically many representatives that have voted against opening ANWR are from west coast states, which will be at the mercy of middle east imports in the not to distance future. The US needs to take advantage of opportunities here at home and hopefully in the mean time the federal government can take strides to develop alternative fuels and encourage energy conservation. Nevertheless, right now the Coastal Plain of ANWR is America's best possibility for the discovery of another giant "Prudhoe Bay-sized" oil and gas discovery in North America. The U.S. Department of Interior estimates range from 9 to 16 billion barrels of recoverable oil. Please keep the fight going in Congress; the ESU continues to encourage our membership to contact their elected representatives and push for opening ANWR.



Note the dip in 2006 reflects the shut down of the Prudhoe Bay field. Future ANS projections are approximate and based on 2005 information, which may overestimate the current production trend. This graph does not take into account the possibility of additional discoveries or potential ANWR production. The last year of the graph is 2040 and the last three increments represent a period of 20 years, which exaggerates the line in a rapid downward trend.

ESU News

BC/BS Health Plan improved for 2007

For 2007 changes will be implemented in the Blue Cross/Blue Shield scheduled health benefits that should have a positive impact on the ESU members that participate in the plan. Individual benefit modifications are summarized below:

Preventative Care - The change of probably most interest will occur in the Preventative Care benefit. Presently, the plan allows for a maximum of \$300 every two years for members and their dependents to receive routine medical examinations. The benefit has only been allowable on a two-year rolling calendar basis.

For 2007 the Preventative Care Benefit will eliminate the \$300 limit and there will be no maximum allowable charges for routine examinations. Also, the two-year period will be discontinued, allowing for examination whenever needed without concern on the participants part in scheduling needed examinations.

This benefit feature will still be offered as "deductible waived", meaning that an individual is not required to first meet the deductible minimums before taking advantage of the benefit. However, all examinations that meet the Preventive Care criteria will now be paid at 90%. With the escalating medical costs that members have experienced in recent years, \$300 often times was not adequate to satisfy the costs of examinations at any rate, and out-of-pocket expenses were expected to continue to increase as exceeding the maximum allowable \$300 would become more common-place in the future. It is believed that this change will also provide participants more flexibility in scheduling medical examinations.

Emergency Room Care - Deductible's will, for the first time be waived for both facility and physician charges for emergency room services in 2007. The "deductible waived" feature will only apply in accident and medical emergency situations. Non-accident or medical emergency facility or physician charges incurred by members will continue to be covered at 90%, and be subject to deductibles as outlined by the plan.

Serious Mental Illness - This benefit will be combined with Mental Health coverage. In-hospital coverage will be increased from 45-days to 60-days per year with thirty Doctor visits allowed for psychiatric care. Facility charges will continue to be paid at 100% and Physician services will remain at 50% coverage after deductible payments have been made.

There are no changes to the Mental Health provisions for outpatient care.

Extended Care/Hospice Services - Previously called "Private Duty Nursing", will now be, for administrative purposes called Hospice Care. Benefits are to be paid at 100% for home health care, with up to 60 visits allowable in any calendar year. Skilled nursing facility benefits are \$10,000 per year and Hospice care will be set at \$20,000 as a lifetime maximum.

Ship reports

S/R American Progress

Ship visit conducted on November 16, at ExxonMobil, Beaumont, Texas. Ship Representative Chuck Bell is on board and reports no problems. Vessel was at anchor for several days due to cargo delays at the refinery. Vessel continues on her trans-Gulf trade between Fort Lauderdale and the Texas Gulf Coast.

S/R Baytown

The ANS trader continues on her ANS trade between the Valdez Marine Terminal and Washington State terminals. ESU Ship Representative Joe Bernavich is onboard and reporting in frequently. Except for one payroll problem handled ashore by the Executive Board, no beefs are being reported.

Kodiak

An Executive Board visit was conducted on October 27, at the Amorco Dock in Martinez, CA, and again at Valero, Benicia, CA on November 15. Regular Ship Representative Tim Williams rejoined the vessel during her mid-November port call in Benicia. Able Seamen Pat Campbell filled in admirably during Tim's absence, communicating regularly with the ESU offices. Deck crew is struggling with a host of mooring winch problems and is hoping for a permanent fix to the problems.

S/R Long Beach

Board Officer boarded the vessel at

Valero in Benicia, CA on November 9. ESU Ship Representative Joe Graca has returned from paid leave and the Union thanks FC David Franklin for serving as the Temporary Representative. Vessel experienced an extended visit to the SF Bay Area due to decreased tonnage demands at the Valdez Marine Terminal. Present plans are for the vessel to remain in the ANS trade at least through the end of the year.

The crew is reporting unusually bitter weather for mid-November at Valdez and commends Captain Knutstad for his efforts in assisting the crew as they dealt with the exceptionally harsh work environment.

Sierra

An ESU Board visit was conducted October 4, at the Valero Dock, Benicia, CA. Regular Ship Representative Thor Floreen is aboard. Crew continues to work out the "bugs" on the newest entry into the SeaRiver fleet. The vessel is slated for Valdez/San Francisco Bay Area transits presently. No beefs.

S/R Wilmington

ESU Executive Board officer visited the vessel at the ExxonMobil Docks in Baytown, Texas, on November 11. Ship Representative Jeff Harris returned from paid leave while the vessel was in Baytown. Vessel continues clean oil trade between Gulf Coast/East Coast ports.

War in Iraq claims second life of ESU member's family



**Sgt. Jonathan Simpson
In Loving Memory
September 28, 1981–October 14, 2006**

The Exxon Seamen's Union is saddened to learn that Sgt. Jonathan Simpson, the 25-year old son of ESU member Frank Simpson and Johanne Panquette was fatally wounded on Saturday, October 14, 2006. Jonathan, who lost his life during hostilities in the Al Anbar province of Iraq, was buried near his mother's home in Quebec, Canada.

The *ESU News* had previously reported that Frank had in November of

2004, lost his nephew, Abraham Simpson, age 19, during combat in Iraq. Abraham, like Jonathan served with the United States Marine Corp.

Jim Simpson, Frank Simpson's brother and father of Abraham, in his eulogy at Jonathan's service spoke the following words:

"What I can share is that Jonathan was doing what he wanted to do and that he is not alone. He was and is standing shoulder to shoulder with men who have defended freedom throughout history. Men who have fought for the rights of others on battlefields from Verdun to Iwo Jima, and from the Alamo to the parish church of Saint Eustache. Jonathan has joined these ranks of heroes and history will remember what men like Jonathan and Abraham have done for us."

The Executive Board and its membership extend its most sincere sympathy to Frank, his family and friends.

The Simpson family has informed the Union that letters can be sent to Jonathan's fellow comrade in arms at:

Captain Johnson
3rd RECON BN. BRAVO Z
U.I.C. 36181
F.P.O. AP 96602-6181

Polar tankers takes delivery of fifth new vessel

International oil conglomerate ConocoPhillips U.S. flagged fleet marine shipping subsidiary, Polar Tankers announced the christening of the company's newest double-hull tanker, the *Polar Enterprise* on October 25, 2006. The delivery of the 140,700-dwt Endeavor Class crude oil tanker was the fifth and final vessel of that class to be built by Northrop Grumman's Avondale Shipyard, in Avondale, LA.

Steve Barham, President of Transportation for ConocoPhillips stated, "With the addition of the *Polar Enterprise* and the sale of our remaining double-bottom, single-hulled ships, we will operate an all double-hulled tanker fleet in 2007. A year ahead of our original goal." Polar Tankers, Inc. operates seven tankers and all are used in the transportation of Alaska crude oil from the Valdez, Alaska marine terminal.

The Endeavour Class vessel's all have double hulls with 10-feet of space between the inner and outer hulls, two independent engine rooms, redundant propulsion and twin steering systems. Additionally, they are equipped with a bow thruster and state of the art navigation systems.

Polar tankers accepted the vessel from Northrop Grumman on June 19, 2006 and then sailed the tanker to the Navantia Shipyards in Fene-Ferrol, Spain, for final painting and ship modifications to ensure that all five ship are uniformly outfitted. The christening ceremonies were held at the Spanish shipyard.

It is expected that the *Polar Enterprise* will join her sister ships, the *Polar Endeavour*, *Polar Resolution*, *Polar Discovery*, and *Polar Adventure* in late January of 2007, in Alaska North Slope crude oil trade routes.

The addition of the vessel comes on the heels of an agreement that ConocoPhillips reached in October with the federal government to pay a \$2.3 million fine for an oil spill of approximately 1,000 gallons of crude oil in the waters of Puget Sound, Washington in October 2004. The tanker *Polar Texas* had delivered ANS oil to a Tacoma, WA, refinery and was taking on ballast water when residual oil from the tanker was released. The federal fine followed an earlier one by the Washington Ecology Department of \$540,000.

The *Polar Texas* has since the incident been decommissioned.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President John Straley
Secretary/Treasurer Leo DeCastro
Recording Secretary Thomas Thompson III

Deck Trustee Michael Harrison
Engine Trustee William Ackley
Steward Trustee Joe Pereira

SUMMARY ANNUAL REPORT SUP MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for SUP Money Purchase Pension Plan EIN 94-3134523, Plan Number 001, for the year ended December 31, 2005. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust fund. Plan expenses were \$1,427,606. These expenses included \$137,207 in administrative expenses and \$1,290,399 in benefits paid to participants and beneficiaries. A total of 997 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$21,253,119 as of December 31, 2005, compared to \$20,198,673 as of January 1, 2005. During the plan year the plan experienced an increase in its net assets of \$1,054,446. This increase includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$2,482,052, including employer contributions of \$1,706,898 and earnings from investments of \$775,154.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Information regarding any common or collective trusts in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan Inc, who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, CA 94107, 415-778-5490. The charge to cover copying costs will be \$3.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 730 Harrison Street, Suite 415, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Editor's Note: For those who want to receive the *West Coast Sailors* in a more timely manner, subscriptions via **first-class mail** are now available (one-year intervals only) for \$25 per year.

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Welfare Notes

November 2005

Social Security

Social Security and Supplemental Security Income Benefits increase automatically each year based on the rise in the Bureau of Labor Statistic's Consumer Price Index for Urban Wage Earners and Clerical Workers from the third quarter of the prior year. The Social Security increase for 2007 will be 3.3 percent.

Medicare

The Medicare Part B monthly premium will increase from \$88.50 to \$93.50 in 2007. The average Part D enrollee premium will increase 0.1 percent in 2007.

There will also be increases in the deductibles for Medicare Part A and Medicare Part B in 2007. The Part A Deductible will be \$992.00. The Part B deductible will be \$131.00.

Recent Plan Mailings

The SUP Welfare Plan recently mailed notices to all active and retired participants pertaining to prescription drug coverage under the SUP Welfare Plan and that offered under Medicare Part D. The annual notices to active participants of creditable coverage and to retirees of non-creditable coverage are required by law. Please be sure to keep your copy for future reference and your use if the information may be requested of you. If you did not receive a copy, please contact the Plan office.

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

SUP Welfare Plan

730 Harrison Street, #415
San Francisco, CA 94107

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

Fax: 415-778-5495

Training Representative Terry O'Neill 415-957-1816

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

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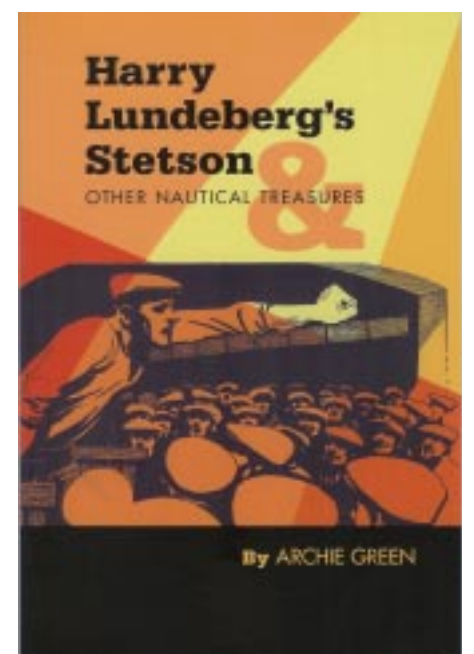
Harry Lundeberg's Stetson... A new book on nautical lore & legend

A book that is sure to interest those who go to sea for a living, those who are arm-chair sailors and those who are interested in working-class culture, is available from the Sailors' Union.

Written by distinguished labor folklorist Archie Green, *Harry Lundeberg's Stetson & Other Nautical Treasures*, focuses on a variety of nautical expressions and cultural artifacts with a West Coast bent.

Harry Lundeberg's Stetson & Other Nautical Treasures is \$25.00 (including postage and shipping) and can be obtained from:

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



Global piracy decreasing but hotspots remain deadly

A recent study conducted by the International Chamber of Commerce's (ICC) international anti-piracy agency, the International Maritime Bureau (IMB), notes that reported piracy attacks worldwide are on the decline. Statistics documented in the latest edition of the Kuala Lumpur-based organization's report "Piracy and Armed Robbery Against Ships" found that the number of attacks through to the end of the 3rd quarter 2006 decreased to 174. This is 31 less attacks than the 205 that occurred in the first three quarters of 2005.

Of the 174 total attacks listed in the report, vessels were boarded in 113 cases and 11 ships were hijacked; 163 hostages were taken, 20 crew members were kidnapped, and six were killed.

Director of the ICC International Maritime Bureau, Captain Pottengal Mukundan, stated: "While piracy continues to be a serious concern, credit for this welcome reduction in attacks must go to those law enforcement agencies responding to incidents in high risk areas. The IMB Piracy Reporting Centre (PRC) plays an important role by providing law enforcement with detailed information regarding the type and volume of attacks, as well as analyzing specific trends. In order to provide this information, the PRC relies on seafarers and ship owners to report piracy attacks, and we

thank them for their cooperation."

Although the number of attacks worldwide has declined, piracy continues to plague hotspots such as Bangladesh, Nigeria and Somalia.

Bangladesh recorded an alarmingly high 33 incidents—22 actual and 11 attempted. The majority of these attacks occurred in and around the port of Chittagong, making it the world's most dangerous port. Attempts have been made to deal with the problem in Bangladesh, notably a recent joint coastguard and navy operation to capture pirates in the Bay of Bengal. This large-scale operation involved 17 naval vessels and 3,000 coastguard personnel who sought to clear pirate infested areas of the bay. Two pirates were killed in a fire fight that occurred during the operation.

Nigerian waters also remain extremely dangerous. Despite a relatively small number of attacks, six actual and three attempted, three of these attacks led to 17 crew members being kidnapped and held for ransom.

Nigerian attacks had great potential for violence, with pirates recorded as carrying guns, knives or both in most instances. A growing trend in Nigeria is the large number of pirates involved in attacks. In one instance, 40 people attacked a vessel from three canoes and kidnapped four crew members. In another, a ship was

attacked by 23 pirates armed with knives. These attacks are symptomatic of a rise in the number of incidents against foreign oil workers in Nigeria.

Eight attacks were reported off the eastern coast of Somalia where pirates armed with guns and grenades attacked ships and fired upon them. Although there have been no recent incidents, the eastern north-eastern coasts of Somalia continue to be high-risk areas for hijackings. IMB warns that ships not making scheduled calls to ports in these areas should stay at least 75 miles or as far away as practical from the coast.

One area that has seen a reduction in piracy attacks is Indonesia. Incidents of piracy and armed robbery in Indonesian waters dropped from 61 to 40 in 2006, versus the same period in 2005. However, Indonesia still accounted for more attacks than any other country, consoli-

dating its position as the world's hottest piracy hotspot.

Elsewhere, the IMB report notes that the Malacca Straits have been dropped from Lloyd's of London's list of dangerous waterways. This decision is thought to be largely the result of improvements to security implemented by the littoral states bordering the Straits. Worldwide, there have been more attacks on container ships (37/24) and fishing boats (15/3) in the first nine months of 2006 compared with the same period last year, while the number of attacks on bulk carriers, general cargo ships and tankers have diminished.

The IMB's latest report on piracy seeks not only to list the facts, but also to analyze developments in piracy and to identify piracy-prone areas so that ships can take preventive action.

To request a free copy of the report log onto: www.ice.ccs.org.

Are mariners being criminalized?

A German master jailed in the U.S. and awaiting sentence of up to 10 years after a waterfront worker was killed in an accident has become the focus of growing industry anger over the criminalisation of seafarers.

Wolfgang Schroder was guiding the 1,150 teu *Zim Mexico III* on March 2 this year out of the port of Mobile, Alabama, when the bowthruster failed. The vessel, which is owned by Hamburg's Rickmers Reederei and was chartered out to Zim at the time, hit a gantry crane onshore, causing it to collapse on an electrician who later died.

The master was arrested when the ship called at Houston. Captain Schroder was charged with criminal misconduct and denied release on bail. In October he was found guilty by a Alabama jury. The sentence, which could be up to 10 years, is expected to be handed down by February.

"We are shocked and furious," said Jurgen Stolle of the Hamburg Association of Masters and Officers. "Such cases are causing considerable anxiety, in particular among the young generation, which is unnerved." Although the issue of criminalisation was not restricted to the U.S., the situation there was particular due to its special jurisdiction, he said.

In the latest case, the prosecutor said the master should have paid more attention to the fact that the bowthruster had already failed on two previous occasions. A pilot, who was on board at the time of the accident, told the court that he was not told about these earlier problems.

Members of the Council of American Master Mariners warned in an internet forum that the case was "a dangerous precedent to have on the law books". It could adversely affect our own people whenever an accident occurs due to a mechanical failure."

Although he would not comment on the order of events, Rickmers Reederei said that "as to the question of guilt, we have a different opinion to the majority of the jury in Alabama". A spokesman said the company had offered all the support it could to the master. He said financial issues have been settled. Relatives of the dead worker agreed to compensation payments. "With regard to financial losses for the port, the usual P&I procedures have taken place."

Earlier demands by the port authority that the ship be arrested and sold in order to receive damages have thus not materialized. The ship, which was built in 1993 in Szczecin, has been handed back by Zim, as the charter.

SUMMARY ANNUAL REPORT SUP 401(k) PLAN

This is a summary of the annual report for SUP 401(k) Plan, EIN 94-3134523, Plan No. 002, for the year ended December 31, 2005. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$154,543. These expenses included \$98,201 in administrative expenses, and \$56,342 in benefits paid to participants and beneficiaries. A total of 711 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$2,751,339 as of December 31, 2005 compared to \$2,162,883, as of January 1, 2005. During the plan year, the plan experienced an increase in its net assets of \$588,456. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$742,999. This income included employer contributions of \$129,395, employee contributions of \$440,324, and earnings from investments of \$173,280.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment;
3. Financial information and information on payments to service providers; and
4. Delinquent Participant Contributions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP 401(k) Plan, Inc., at 730 Harrison Street, Suite 415, San Francisco, California 94107, (415) 778-5490. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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Collision leaves 10 sailors missing

Twenty-one seafarers were lost overboard and 10 remain missing after a reported collision in the East China Sea on October 27, according to China's Xinhua News Agency.

The State Safety Supervision Bureau said that at 0608 on October 26, a collision took place east of Shacheng port, Fujian Province, and one of the ships sank on the spot, leaving 10 missing.

China Shipping's 5,000 TEU container ship *Xin Lian Yun Gang* was sailing from

Xiamen to Busan when it is reported to have collided with a Panama-flagged timber carriers with a crew of 21 owned and operated by Far East International Shipping ins Qingdao. The timber carrier was en route from New Guinea to Zhangjiagang, Jaingsu Province. It sank on the spot, throwing the 21 crew members overboard. Eleven survivors were picked up in the subsequent rescue operation but as the *West Coat Sailors* goes to press, 10 were still missing.

Record of SUP Shipping					
October 2006					
	Hdqg.....	Seattle	Wilm	Hono	Total
Bosun.....	5	1	3	1	10
Maint. Man.....	12	0	0	0	12
A.B. Dayworker	0	0	4	6	10
A.B .	17	14	6	6	43
O.S.	3	0	0	1	4
Standby	23	27	68	29	147
TOTALS	60	42	81	43	226

November election results a victory for working families

Union voters drove home a victory for working family friendly candidates in November's historic election, in which voters nationwide rejected the status quo. Election day exit polling and an independent national election-night survey released by the AFL-CIO today show that union members accounted for four-fifths of the Democratic victory margin.

High turnout among union members turned a win into a sweep with 74 percent of union voters supporting union-endorsed candidates in the House and 76 percent supporting Democratic candidates in Senate races—a whopping 50 point margin for working family candidates. Non-union voters supported the Democratic House candidates by a two-point margin. Union households accounted for roughly one out of four voters.

“We're very proud and excited to see from the numbers this morning that union voters drove a wave that elected a pro-working families majority in the House and very likely in the Senate,” said AFL-CIO President John Sweeney. “The leaders in control of Congress neglected the needs of working Americans while catering to corrupt special interests, and working people said ‘no more’.”

Sixty-nine percent of union members said they disapprove of President Bush's job performance, according to an election night survey conducted for the AFL-CIO by Peter D. Hart Research Associates, Inc. The war in Iraq and the economy and jobs were union voters' top tier issues.

“We knew that our challenge at the AFL-CIO was to provide the organizing to transform the frustration and anger into political power,” said Sweeney. “We responded with the biggest, most energetic grassroots program in our history, and it worked.” Sweeney said the AFL-CIO program was “by far” the largest voter turn out effort on the progressive side.

Ninety-two percent of union members in battleground states said they heard from their union this election cycle.

The AFL-CIO's program reached out to 13.4 million voters in 32 battleground states. It reached union members, members of union households, retirees and members of Working America, the AFL-CIO's community affiliate for workers who don't have a union.

More than 205,000 union members volunteered for the AFL-CIO's political program this year. Union members knocked on more than 8.25 million doors, made 30 million phone calls and passed out more than 14 million leaflets at workplaces and in neighborhoods. The AFL-CIO's program sent out more than 20 million pieces of mail to union households, not including those sent by affiliate unions.

The AFL-CIO's “Final Four” program in the final four days of the election proved to be a powerful counter to the RNC's 72-hour program. The AFL-CIO turned out 187,000 volunteers, made nearly 8 million phone calls and knocked on 3.5 million doors in the final four days.

Working America, the AFL-CIO's community affiliate, played a central role, reaching out to 1.7 million members. Working America put special emphasis on Ohio, Pennsylvania and Minnesota, where it hired canvassers, mostly students, for the final four days. The program was effective in moving voters: Working America was able to increase the vote for Rep. Sherrod Brown among its members to 72 percent from 53 percent through the fall, for example. Sixty-two percent of Working America members who had not voted in 2002 turned out to vote this year.

The AFL-CIO concentrated heavily on turning out “drop-off” voters — voters who usually don't turn out in mid-term elections. The program reached these voters as many as 25 times through a schedule of worksite contacts, phone calls, mail and home visits. The AFL-CIO reached out to 496,000 drop-off voters in Ohio alone.

Of the 79% of the union drop-off voters who said they voted, 76% cast a Democratic ballot both for the Senate and the House, according to election night polling. Drop-off voters cited as their top two motivations for turning out: “send a message that we need a change” (43%) and “support candidates who support working people” (37%).

Sweeney said immediate priorities for Congress should include passing a higher minimum wage, giving Medicare the power to negotiate for lower drug prices, ending rewards for companies for sending our jobs overseas, restoring college funding and giving workers the freedom to organize and bargain. Long-term goals include health care reform, laws supporting retirement security and bringing our troops home from Iraq.

The AFL-CIO helped lead campaigns to pass the six minimum wage ballot initiatives that swept through Missouri, Ohio, Nevada, Colorado, Arizona and Montana. Together with ACORN, the AFL-CIO spearheaded many of the community coalitions that gathered the necessary signatures for the ballot initiatives, then educated voters and turned them out to vote.

The AFL-CIO's voter protection program turned out hundreds of volunteers in 23 communities in 6 battleground states to educate citizens about their voting rights and help prevent the kinds of voting rights violations that marred the 2000 presidential election. The program focused on communities in Michigan, Missouri, Nevada, Ohio, Pennsylvania and Washington and partnered closely with community groups and lawyers to provide election day support.

The AFL-CIO is the nation's largest umbrella organization of unions, representing 10 million working men and women nationwide, and reaching out to 13.4 million voters in union households.

End of an era: s/s *Monterey* scrapped

The venerable former Matson Navigation Company and Pacific Far East Line passenger ship *Monterey* has made her final voyage. She was beached at Alang, India, on November 8 to be broken up.

Originally built as the *Free State Mariner* in 1952 at Bethlehem Shipyard, Sparrows Point, Maryland, for the United States Maritime Commission, the future *Monterey* was sold to the Oceanic Steamship Company, a Matson subsidiary, in 1955. Her sistership, s/s *Mariposa* (ex-*Pine Tree Mariner*), was also purchased at the same time.



The *Monterey* with Matson's “M” on her stack. Photo by Reuben Goossens.

Both vessels were converted to passenger ships at Portland, Oregon's Willamette Iron and Steel Company for \$20 million a piece.

The *Monterey* made her maiden voyage to the South Pacific from San Francisco on January 9, 1957, calling Los Angeles, Bora Bora, Rarotonga, Pago Pago, Sidney, Suva and Honolulu. Both she and the *Mariposa* made this run for many years in addition to cruises to Alaska and to other ports around the world.

Monterey and *Mariposa* were sold to Pacific Far East Line (PFEL) in 1970 which operated both until 1978 when PFEL filed for bankruptcy. After being laid up in San Francisco from 1978 to 1979, *Monterey* was sold to American Maritime Holdings, Inc. (Masters, Mates and Pilots) in 1980 and after extensive renovation work in the United States and Finland resumed service in 1988. However, the company went broke and the ship was laid up in Honolulu in 1989. In May of that year, she was seized by the U.S. Marshals for failure to make interests payments to the Finnish shipyard. A U.S. District Court authorized her to be auctioned in December, 1989, but there were no takers.

In March, 1990, the *Monterey* was sold at auction to Connecticut Bank & Trust for \$14 million who in turn sold the vessel to Compania Naviera Panocean for \$13 million, who in turn chartered the ship to Mediterranean Shipping Company. *Monterey* sailed from Honolulu under Panamanian flag on April 17, 1990.

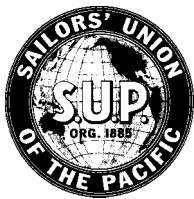
Operated by Mediterranean as a cruiseship since that time, *Monterey* was slated to be turned over to South Africa's Starlight Cruises in May 2007. However, in August 2006, when she experience major boiler problems, she was laid up and towed to India.

As for the *Mariposa*, she was sold to American World Line, Inc. in 1980 and in 1983 was towed to Kobe, Japan, and sold to China Ocean Shipping Company. Renamed *Jin Jiang*, she was retrofitted with diesel engines and commenced service between Shanghai and Hong Kong. In 1992 she was renamed *Queen of Jin Jiang* and in 1995, *Heng Li*. Shortly after being renamed the last time, the ship suffered a massive galley fire, which spelled her end. In early 1996, she was towed to the breakers in India.



Pacific Far East Line, “Route of the Bears,” owned the *Monterey* from 1970-1978

Support YOUR Union!



SUP President's Report

November 14, 2006

MATSON NAVIGATION COMPANY

At the request of Matson, MFOW President Anthony Poplawski, SUP Vice President Dave Connolly and your secretary, met on October 25, at the company's headquarters in Oakland to discuss the potential purchase of the bulk carrier *Overseas Harriette*, owned by the Bank of America.

According to Matson's representatives (Tom Percival, Manager Labor Relations & Vessel Operations, and Dale MacGillivray, Labor Relations Manager), the 25,000 ton, five-hatch stick ship is suitable for carrying Public Law 480 (foreign aid) or military cargo.

Although the SUP and MFOW tentatively agreed to a *Moku Pahu*-type bulk carrier agreement, Matson unexpectedly decided not to bid for the 1978 Japanese-built vessel citing its failure to finalize a total competitive operational cost package by the bidding deadline (October 27).

Industry sources indicate that the *Harriette* was bought by Sealift, Inc. for \$8 million.

The *Harriette's* sistership, the *Overseas Marilyn* is expected to be sold by the Bank of America in November 2007. Whether Matson will attempt to buy this vessel is unknown.

On November 6, Dave Connolly and your secretary met with representatives of Matson (Percival, MacGillivray, and Tom Stapleton, Government Services Program Director) at SUP Headquarters to discuss Matson's intention to bid on eight Watson Class Large Medium Speed Roll-On/Roll-Off (LMSR) vessels currently operated for the Military Sealift Command (MSC) by Maersk Line.

The MSC is expected to issue a Request for Proposal (RFP) some time this month, with company bids due

by January and the contract awarded in June. The term of the contract would be for five years with four one-year options. Four of the vessels are slated to be in Full Operating Status (FOS) while four will be in Reduced Operating Status in Norfolk.

Anticipate formulating a collective bargaining agreement with Matson to cover these vessels in conjunction with the MFOW and SIU-A&G Marine Cooks once the RFP is issued.

APL and Patriot Contract Services have not indicated whether they intend to submit bids.

SAN FRANCISCO BAR PILOTS

Negotiating sessions between the SUP and the San Francisco Bar Pilots for a new collective bargaining agreement covering marine personnel were held on October 12, 20, 30, and November 9. Thus far progress has been made on a variety of issues with basically only the economics to be resolved. The next bargaining session is scheduled for November 17.

Bargaining for SUP members employed as dispatchers by the Pilots will begin on November 15. In preparation for negotiations, Dave Connolly caucused with the dispatchers on October 18.

Both the marine personnel and dispatchers' collective bargaining agreements expire on December 31.

CHEVRON SHIPPING COMPANY

Under the provisions of the collective bargaining agreement between the Sailors' Union and Chevron Shipping, notified the company on November 6, of the Union's desire to negotiate a new agreement. The current contract which covers all unlicensed personnel in Chevron's U.S.-flag fleet expires on January 31, 2007.

All members employed by the company are urged to send bargaining proposals to Headquarters, and those members currently at sea who want to serve on the

Negotiating Committee also notify Headquarters. It is anticipated that bargaining will begin in January.

In accordance with Article XVII, Section 5, of the SUP Constitution, a Negotiating Committee will be elected at the December Headquarters meeting. To serve on this Committee, members must be in good standing and be employed by Chevron as per past practice.

THANKSGIVING

All SUP halls will be closed on Thanksgiving Day, Thursday, November 23, a holiday under all SUP contracts.

HOLIDAY BENEFIT

For the 17th year, the SUP and MFOW will cosponsor a holiday lunch for participants of the respective Union Welfare Plans and invited guests.

As approved by the Union and employer Trustees of both Plans, the cost of catering the lunch is prorated by the number of participants in each of the respective Welfare Plans.

In San Francisco, this year's lunch will be at MFOW Headquarters, 240 Second Street, on Friday, December 15, from 11:30 A.M. to 3:00 P.M.

The schedule for the Branches is as follows:
Seattle: Saturday, December 16, from 11:00 A.M. to 2:00 P.M., at the Seattle Hall.

Wilmington: Saturday, December 16, from 11:30 A.M. to 4:00 P.M., at the Wilmington Hall.

Honolulu: Saturday, December 16, starting at 10:00 A.M. at Sand Island Beach Park.

ACTION TAKEN

M/S to concur with the President's report. Carried unanimously.
Gunnar Lundeberg

Vice President's Report

November 2006

Ship Operations Cooperative Project Meeting

I attended this conference in Baltimore on November 1 and 2, to express our objection to the misguided and fatally flawed TWIC program, to dispute the Maritime Administrations manpower projections, and to question the Coast Guard's initiative on physical evaluation standards.

Also worked in the front office preparing for San Francisco Bar Pilot negotiations for marine personnel and dispatchers, among other things. Checked the following ships and units:

Manulani: Dave Kaupiko, delegate. Clarification from China on shift from anchorage to dock in Guam. Under Section 39 a two-hour minimum is payable for the call and if the work exceeds two hours a second two-hour minimum is payable in addition to one hour travel time.

Washington Voyager: Bosun Thor Erikson. Company finally agreed to pay lodging in Singapore shipyard. Continuing to collect proposals for January negotiations. See President's Report for details.

Arizona Voyager: Mark Jones, delegate. Call from the delegate indicates most things okay. Planning to visit the ship in early December.

Mokihana: delegate Bill Wood. Bosun Joe Eckert. Clarification on setting of watches coastwise; any part of the first hour worked is an hour.

APL Thailand: Dave Heibert, delegate. Paid off clean.

Manoa: Gabe Sipin, delegate. Bosun Teo Rojas. Question on sanitary: dayman does the normal sanitary including sailors' quarters between 0800 and 1000 as per Section 17. If other sanitary duties are required, on the bridge or elsewhere, it comes after coffee.

Cape Jacob: Steve Huggins, delegate. Crew has worked hard to avoid injury and remain on board. Overtime issues investigated; pest extermination ordered.

Cape Girardeau: Allan Gonzalez, bosun. Thanks to this crew for help at the phone banks.

San Francisco Bar Pilots: delegate Louie Urbano. Continuous bargaining with management is beginning to produce results. Dispatcher negotiations also underway.

Foss Maritime Company: Mike Worth, delegate. The Union appointed Mel Jackson as the temporary interim delegate and notified the membership employed by Foss. Together we recently defended a member from severe disciplinary action regarding the safety policy regarding the necessity of donning Per-

sonal Flotation Device (PFD) for tending lines. Be advised, any work within five feet of the deck edge requires a PFD.

Dave Connolly

Dispatcher's Report Headquarters—Oct. 2006

Deck	
Bosun	5
Carpenter	0
MM	12
AB	17
OS	3
Standby	23
Total Deck Jobs Shipped	60
Total Deck B, C, D Shipped	17
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. ...	60
Total B, C, D Shipped-All Depts. .	17
Total Registered "A"	71
Total Registered "B"	66
Total Registered "C"	6
Total Registered "D"	5

A look astern...

1946—
Port of Coos Bay, Oregon, is "unfrozen" in November by the Sailors' Union after longshoremen agree to work vessels crewed by SUP-contracted American Pacific Steamship Company.

1956—
The SUP condemns the Soviet Union's invasion of Hungary. The *West Coast Sailors* headline on November 23, screamed "Free World Aghat at Cold-Blooded Slaughter in Hungary."

1966—
The SUP opposes an MEBA proposal to establish a new entry rating of "apprentice engineer."

1976—
In the wake of the grounding of the President Grant near the entrance to Keelung Harbor on September, American President Lines was told by the government it had to purchase or build a substitute vessel within a year.

1986—
The SUP, MFOW and SIU-Marine Cooks agree to extend the off-shore agreements with APL and Matson from June 1987 through June 1990. The Unions also agreed to reduce crews on diesel-powered vessels to 21 mariners, top to bottom.

SUP Branch Reports

Seattle

October 16, 2006

Shipped during the period: 7 Able Seaman jobs shipped and filled by 5 A cards and 2 B cards; 21 standby jobs shipped and filled with 12 "A" and 9 "B" seniority members.

Registered during the period: 16 A cards for a total of 25; 20 B cards for a total of 29; 3 C cards for a total of 7.

Ships checked

President Polk and President Truman back from the Far East with little or no trouble. The *Kauai* and the *Manoa* in twice and running smoothly.

During the month, I attended the King County Labor Council meeting; the Puget Sound Area Maritime Security Committee meeting; the Puget Sound Ports Council, Maritime Trades Department, AFL-CIO meeting.

I represented the SUP at a USCG sponsored "Port Recovery" meeting where discussions were held on how a port would reactivate after a "port shutdown" because of a natural calamity or a terrorist event. Although to those of us in the maritime industry the answers to this process may seem obvious; the many agencies within the Department of Homeland Security have little or no understanding of the differences between a United States-flagged ship or boat; or a "Flag of Convenience" vessel. Needless to say it is of the utmost importance that we attempt to educate them of the difference.

The elections are right around the corner and I urge all members to vote. Senator Maria Cantwell is running for reelection in Washington State and I want to remind the membership that it was Senator Cantwell who met with the SUP and voted against the Republican Party sponsored "foreign rider bill" that would allow companies to use foreign seamen to

perform the traditional duties of U.S. mariners aboard U.S. crewed ships.

Vote "labor". Vote for the Democrats!
Vince O'Halloran, Branch Agent

Wilmington

October 16, 2006

Shipping: 3 bosuns, 9 ABWs, 5 ABDs, and 71 standbys for a total of 88.

Registration: 43 A cards, 28 B cards, and 8 C cards.

Ships checked

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

Still attending meetings with the MTD and working with them to put together an outreach program aimed at the youth of the LA Harbor.

I met with the Democratic party's gubernatorial candidate Phil Angelides and asked him why so many working men and women vote for Republicans. Angelides said his campaign was directly targeting working Californians along with the California Labor Federation. I also told Phil that workers, particularly the working poor, need good health care and the ability to buy pharmaceuticals at a reasonable price.

Also attended the fund raiser for the Long Beach Seamen's club. It was a very classy event. As we all know, if you ever been clipped and missed the ship you could always count on the seamen club to lend you a hand. Brothers, let's support our seamen's club they are there for us.

Brothers, more often than not, I am finding that fresh coffee is not being made for the third and fourth man or when all hands are called. Uphold your agreement and make sure that coffee is made.

As always yours in struggle,
Paul Calais, Branch Agent

Honolulu

October 16, 2006

During the month of September, dispatched the following: 1 bosun return, 1 bosun relief, 1 ABD, 3 ABD returns, 1 ABD relief, 3 ABW, 3 ABW reliefs, 1 AB maint., 1 OS, and 1 OS return. These jobs were filled by: 5 A members, 11 B members.

Also shipped 45 standby jobs, filled by 3 A members, 30 B members, 9 C members, and 3 D registrants, for a total of 61 jobs.

During the period, registered the following: 7 A members, 12 B members, and 2 D registrants. To date registered are: 9 A members, 16 B members, 4 C members and 5 D registrants for a total of 34 registered.

Ships checked

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

Wish to thank Michelle Chang, SUP Welfare Plan Administrator, and Todd Smithpeter, SUP 401(k) Plan Advisor, for braving the earthquake and island-wide blackout and attending the October 16 Branch meeting. Their prompt help and advice was much appreciated by the membership.

On October 18, attended a breakfast given by Senator Dan Akaka to thank the Unions for their support for his primary election victory. On the same day, attended the Hawai'i Maritime Port Council meeting. Discussions on final preparations for the November 7 general election and discussion on the final port security-TWIC bill.

Received notice of the untimely death from cancer of former member Aaron Brash on October 4. The membership that knew him wish him smooth sailing! Always a good kid!

Falfatu Maluina still on the binnacle list in Queens Hospital and Jim Savage will hopefully get the last of his leg traction off in mid November.

Mike Duvall, Branch Agent

San Francisco Business Agent

November 14, 2006

Visited and paid off the following ships:

Kauai— Greg Schauf, delegate; Robert Jones, bosun: Two more trips and then lay up. No disputes.

Lurline— Don Bohle, delegate: Island run. Good gang, no disputes.

Mahimahi— Ernest Stimach, delegate and Singapore Sid returning as bosun.

Mokihana— William Wood, delegate: Will be going to shipyard in Orient in December.

Moku Pahu— Asad Al Rasulullah, delegate: Made a trip to the Islands then going to Portland to load grain for Ecuador. No disputes.

APL Korea— Steve Zackmann's time is up. New bosun Tom Larkin. Running smoothly.

APL Philippines— Running smoothly. No disputes.

APL Singapore— Armando Martinez, delegate; Chris Bujnowski, bosun: No disputes.

President Adams— Bert Genita, delegate: Voyage pay off in Newark, New Jersey. Clarification on delayed sailing. In good shape after a 49-day trip. Bob Burns, bosun, getting off.

Colorado Voyager— Scott Oliphant, delegate: Milk run. No disputes.

Washington Voyager— Thor Erikson, bosun: Running smoothly. There was a question on lodging in Singapore which has not yet been resolved.

Visited Pilot Boats at Pier 9. No disputes.

Also worked in the front office.

Bill Berger

I Buy Union Because
I Care About America!



Buy Union Week,
Nov. 24 – Dec. 3, 2006

Attend your
Union meetings!

"Buy Union Week" enables Union families in Union goods/services to focus their holiday shopping

For the third year in a row, America's union families will focus their holiday purchases on union-made goods and union-provided services to observe "Buy Union Week"—November 24 through December 3—during America's busiest shopping season.

The AFL-CIO Convention last year designated the 10-days following Thanksgiving as "Buy Union Week" as a means of harnessing the considerable buying power of union wages. Delegates to that convention, unanimously adopted a resolution setting that time aside and urging affiliates to use "all available means" to promote the purchase of union-made goods and services.

In 2006 consumers will spend upwards of \$60 billion for holiday gifts—much of that money is earmarked for apparel, computer and related equipment, consumer electronics and books according to government sources and commercial

polling firms. There are union-made, competitively priced sources for all of the items on the typical shoppers wish list.

Yes, it gets harder every day to seek out union products and services. It's a moving target with some goods that were produced here last month bearing a "Made in China" label this month," conceded Charles Mercer, President of the Union Label & Service Trades Department, AFL-CIO. However, he added, "it does make a difference when union families tell merchants they want to see a union label before they buy."

In 2006, as in previous years, the Department is circulating certificates for shoppers to leave with merchants saying: "I shop for union goods because I care about America." Copies of the certificates can be downloaded from the Union Label website (unionlabel.org) or from State Federations or Central Labor Councils.