



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, December 21, 2012

## Jones Act bolstered with passage of USCG bill

Congressmen Elijah Cummings (D-Maryland) and Jeff Landry (R-Louisiana) applauded the passage of an amended version of the Coast Guard and Maritime Transportation Act of 2012 (H.R. 2838) in the House of Representatives, which contains provisions to expand transparency surrounding the issuance of Jones Act waivers to foreign vessels.

Section 301 of the bill, which was approved by the House on December 5, contains many elements of H.R. 3202, the American Mariners Job Protection Act, which was introduced by Cummings and Landry in 2011 to increase the transparency of the Jones Act waiver process and help ensure qualified U.S.-flagged vessels and American mariners are employed to the greatest extent possible.

"The Jones Act should be waived only when no U.S. vessels are capable of carrying cargo between two U.S. ports," Cummings said. "The inclusion in this Coast Guard authorization of the provision of H.R. 3202 will bring much-needed transparency to the process by which Jones Act waivers are issued, including requiring the Maritime Administration to formally identify all of the actions that could be taken to enable U.S.-flagged vessels to carry the cargo for which a Jones Act waiver is sought. With this information, we will be better able to assess whether a Jones Act waiver is truly needed."

"This provision shows how government should work, Republicans and Democrats working together with industry and labor to pass a provision that will protect American jobs and put our national on a strong footing," Landry said after passage of the bill. "Section 301 will provide a play book to the maritime industry, one they can follow to bring fewer Jones Act waivers and more jobs for our workers."

## "Right-to-work" for less enacted in Michigan

The Republican governor of Michigan signed a pair of so-called right-to-work bills on December 11, dealing Unions a major setback in a state that was the crucible of the modern organized-labor movement.

Earlier, two votes in the GOP-controlled state House approved bills to allow workers

in Unionized workplaces in the public and private sector to opt out of paying Union dues if they wish. The State Senate previously approved both measures last week. The final votes on the bills came as thousands of Union activists and their political supporters rallied outside the state Capitol in Lansing in a turbulent scene that will likely foreshadow political battles to come.

Union leaders and their Democratic Party allies are scrambling to counter the threat to their membership, finances and political power presented by legislation that could choke off a prime source of Union funding.

Michigan Democratic Party Chairman Mark Brewer said "all legal options are on the table" to reverse the right-to-work legislation. Mike Podhorzer, political director for the AFL-CIO in Washington, D.C., said Unions could try to put a referendum on the ballot as early as next year. He said it is also "almost inevitable" that Unions will pour money and manpower into defeating Governor Rick Snyder and other state Republicans in 2014. "When right-wing groups

## Navy League of the United States supports legislation to restore cargo preference requirements for international food aid

In the wake of U.S.-flag cargo preference requirements for international food aid (P.L. 480/Food for Peace) slashed from 75% to 50% with the passage of the Surface Transportation Act in June (see the July *West Coast Sailors*), Congressman Elijah Cummings (D-Maryland) and Congressman Jeff Landry (R-Louisiana) introduced legislation —The Saving Essential American Sailors (SEAS) Act (H.R. 6170)—to restore the 25% that was cut as essential for the survival and viability of the U.S. Merchant Marine (see the August *West Coast Sailors*.)

The Navy League of the United States has now thrown its support in favor of the SEAS Act. On November 29, Dale

Lumme, National Executive Director of the League sent the following letter to Senate Majority Leader Harry Reid (D-Nevada), Speaker of the House John Boehner (R-Ohio), Senate Minority Leader Mitch McConnell (R-Kentucky) and House Minority Leader Nancy Pelosi (D-California):

"Dear Majority Leader Reid, Minority Leader McConnell, Speaker Boehner and Minority Leader Pelosi:

On behalf of the 48,000 members of the Navy League of the United States, we urge you to support H.R. 6170, the Saving Essential American Sailors Act (SEAS Act) to restore the food aid cargo preference levels. This legislation has over 40 bipartisan cosponsors.

This legislation would repeal the language in the final version of the Surface Transportation Act that rescinded one-third of long-standing, bipartisan supported U.S. cargo preference for food aid. This language was added to the final bill without discussion, debate, or without recognition of how this provision will significantly undermine the U.S.-flag Merchant Marine and national security.

The United States Merchant Marine has been a necessary part of our national defense since the founding of our nation. The U.S. government relies on the U.S.-flag, U.S.-crewed ships in a public-private partnership with the Department of Defense to ensure the safe transportation of critical cargo anywhere in the world at any time —especially during times of war or national emergency.

U.S.-flag vessels successfully carried over 90% of military supplies for the conflicts in Iraq and Afghanistan. As American forces draw down worldwide,

Department of Defense cargoes are being greatly reduced, forcing U.S.-flag carriers to become increasingly dependent on other components of cargo preference, such as food aid, to remain economically viable and available in emergencies.

If this provision goes into effect, the impacts to the U.S. Merchant Marine will be significant: the loss of up to 16 U.S.-flag vessels, \$90 million per year in revenue, and 2,000 direct and indirect jobs, including 640 sea-going mariner jobs. We rely on the availability of U.S. Merchant Marine vessels, infrastructure and manpower to ensure the safe delivery of military equipment and supplies to our soldiers; the same capabilities replicated by the Department of Defense would cost \$50 billion in capital expenditures and \$1 billion in annual operating costs. Once the U.S.-flag Merchant Marine capability is diminished due to the impacts of this provision, the United States could be forced to depend on politically unreliable foreign ships and crews to deliver important military cargo during times of war and national emergency.

The Navy League and the Merchant Marine understand the drive to provide as much food aid as possible to those who need it. However, food aid program agencies achieve no savings from this provision; the Maritime Administration reimburses the cost differential to those agencies, and estimates that restoration to previous cargo preference levels raises its reimbursement cost by approximately \$15 million—a modest cost to preserve the much-needed strategic capability.

Protect the United States Merchant Marine and pass H.R. 6170."

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



# Marvin Miller dies; freed professional baseball players from servitude

Imagine a time when a professional baseball player was technically “owned” for life by his team and couldn’t play for any other team unless the change was approved by his owner. Professional athletes had few rights beyond whatever their owners granted them—low pay, weak pensions, no real compensation for the wear-and-tear on their bodies, no freedom of movement or ability to determine where they lived or for what team they played. The system made team owners very wealthy off the hard work of the players without allowing the players to share in the revenue their efforts produced.

Think of when teams held players for life and rosters changed very little from year to year. If you were bad one year, you were going to be bad for a long time to come. Teams had little chance of improving themselves by acquiring better players, no matter how much money they had. Professional sports were less competitive and cities all around the country had little hope that their sports heroes would become champions.

This is what the sports world—Major League Baseball, in particular—was like before Marvin Miller came on the scene in 1966. Miller took over the Major League Baseball Players Association (MLBPA) that year and developed it into the most powerful Union in sports. During that time—and in the years after—Miller’s efforts also led to a total overhaul in the way that sports teams treated players and thus led to a revolution in professional sports.

In 1968, Miller was there when baseball players won the first collectively bargained contract in sports history. He was there in 1972 when the first major strike in professional sports history was launched. He was also there in 1972 when former St. Louis Cardinals player Curt Flood unsuccessfully challenged Major League Baseball’s reserve clause, which effectively gave teams ownership of players for their professional life. Miller was there in 1975 when the reserve clause was finally eliminated.

When Miller took over the MLBPA, the average player salary was \$14,000. By the time he left, star players were making millions of dollars and the players pension program had become a real pension plan. The average professional baseball player now makes \$2.3 million, still a fraction of the money their efforts bring in, but light years ahead of where it was before Miller.

Miller brought professional baseball players together to fight for their rights and demand a fair share of the fruits of their labor. He ushered in the modern era of free agency that gives players freedom, allows them to choose to work for the team that offers them the best compensation, makes sports more competitive and provides hope and economic benefits to the fans and cities that love the teams. And the effects of his career are felt well beyond baseball—as other professional sports leagues followed in the steps of the Miller-influenced Major League Baseball.

“All players—past, present and future—owe a debt of gratitude to Marvin, and his influence transcends baseball,” MLBPA Executive Director Michael Weiner said in a statement. “Marvin, without question, is largely responsible for ushering in the modern era of sports, which has resulted in tremendous benefits to players, owners and fans of all sports.” Miller died on November 27. He was 95.

## More frequent checks for weapons of mass destruction urged for American ports

A federal watchdog agency has recommended that U.S. ports conduct security assessments of containers more frequently to reduce risk that a weapon of mass destruction (WMD) could be smuggled inside.

The Government Accountability Office (GAO) concluded in a report released late last month that Customs & Border Protection “does not have reasonable assurance” about the effectiveness of the most recent version of its risk-based approach to determining whether a WMD is hidden in a container. That conclusion was reached after the GAO analyzed container inspections at the 15 ports used for 60% of U.S. box imports from October 2011 to October 2012. The customs agency depends on a web-based risk testing system because it does not yet have the ability to scan all of U.S.-bound containers, which amounted to about 13.4 million boxes in 2011.

The GAO noted that the agency gauges the likelihood of terrorists smuggling WMDs inside containers as relatively low, but it warned that “the consequences of such an event could be catastrophic”. Customs has agreed with a GAO recommendation that the most recent data should be used to establish performance measures governing its risk-based system.

## Final Departures

**Richard Sexton**, Book No. 6986. Born in Nebraska in 1925. Joined SUP in 1943. Died in Houston, Texas, August 25, 2012. (Pensioner)

**Louis Bruno**, Book No. 5684. Born in California in 1925. Joined SUP in 1951. Died in San Jose, California, October 31, 2012. (Pensioner)

**Pasquale Minici**, Book No. 6475. Born in New York in 1927. Joined SUP in 1966. Died in Vallejo, California, November 17, 2012. (Pensioner)

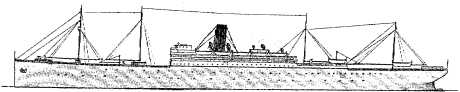
**Dennis Tinsley**, Book No. 3273. Born in California in 1950. Joined SUP in 1967. Died in California, November 22, 2012.

**Charles Mitchell**, Book No. 6419. Born in Mississippi in 1924. Joined SUP in 1951. Died December 2, 2012. (Pensioner)

### SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2013:

	Hdqs. Branch	
January	14	Tues. 22
February	11	Tues. 19
March	11	18
April	8	15
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	Tues. 15	21
November	Tues. 12	18
December	9	16



# NTSB asks Coast Guard to raise its post-accident alcohol and drug testing standards

The National Transportation Safety Board (NTSB) recommended that the U.S. Coast Guard increase its post-accident drug and alcohol testing standards to the level of those required of merchant mariners.

Currently, Coast Guard regulations require that merchant mariners be drug and alcohol tested within specified time periods following a marine accident or serious incident while Coast Guard military and civilian personnel involved in similar events are subject to lower, less stringent standards.

For example, although merchant mariners are required to provide a breath sample for alcohol testing within two hours of an accident, no time frame for the test is provided for Coast Guard military personnel; Coast Guard civilian personnel are not required to submit to an alcohol test at all. And although the allowable blood alcohol level (BAC) for merchant mariners must be less than .04%, the Coast Guard has not specified an allowable BAC for its own personnel.

The Coast Guard also does not specify a time frame for post-accident drug testing for its military personnel, while requiring all merchant mariners to be drug tested within 32 hours of an accident.

The NTSB cited five accident investigations between 2007 and 2011 in which the Coast Guard failed to adequately drug or alcohol test its military and civilian personnel who were in safety sensitive positions. While there was no indication that drug or alcohol played a role in those accidents, the Board considers such post-accident testing important because individuals under the influence of alcohol or drugs can contribute to the cause of an accident.

The safety recommendation letter is available at <http://go.usa.gov/g2eT>. Links to the NTSB reports for the five accidents cited in the letter:

**November 7, 2007** Allision of Hong Kong-Registered Containership M/V Cosco Busan with the Delta Tower of the San Francisco-Oakland Bay Bridge <http://go.usa.gov/g2em>;

**July 2, 2008** Collision between U.S. Passenger Ferry M/V Block Island and the U.S. Coast Guard Cutter Morro Bay <http://go.usa.gov/g2tY>;

**December 5, 2009** Collision between USCG Boat CG 25 25689 and \Passenger Vessel Thriller 09 <http://go.usa.gov/g2tQ>;

**December 20, 2009** Collision between U.S. Coast Guard vessel CG 33118 and Sea Ray Recreational Vessel CF 2607 PZ <http://go.usa.gov/g2tw>;

**October 29, 2011** Collision of Tankship Elka Apollon with Containership MSC Nederland, Houston Ship Channel <http://go.usa.gov/g2te>.

## Shuster will be chairman of Transportation and Infrastructure Committee

Congressman Bill Shuster (R-Pennsylvania) has been selected by the House Republican Conference to be the next chairman of the House Transportation and Infrastructure Committee. Shuster will succeed Representative John Mica (R-Florida) as chairman of the Transportation and Infrastructure Committee, which has jurisdiction over many legislative matters critical to the U.S. merchant marine. The chairmanship of the committee is being transferred as a result of term-limit rules.

“It is a great honor to be selected by my colleagues to serve as chairman of the Transportation and Infrastructure Committee and I thank them for the confidence they have placed in me,” Shuster said in a statement posted on his House of Representatives website. “Transportation issues are among the most critical that we face in Congress and as a nation. Our transportation infrastructure is the backbone that supports economic growth and global competitiveness. Working together in the 113th Congress, the committee will focus on strengthening America’s transportation networks to make us more efficient, more competitive, and more prosperous.”

Shuster has served on the House Transportation and Infrastructure Committee since coming to Congress in 2001. He has previously served as Chairman of the Subcommittee on Railroads, Pipelines, and Hazardous Materials and as Chairman of the Subcommittee on Economic Development, Public Buildings, and Emergency Management. In the recent past, he served on the Armed Services Committee. Shuster will be “chairman-elect” until the start of the 113th Congress in January.

## Timely Reminder

First quarter 2013 dues are due and payable now!

### SUP Constitution

#### ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1600.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the member’s admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

## West Coast Sailors

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# Matson to raise Hawai'i freight and terminal rates

SUP-contracted Matson Navigation Company announced that it will raise its rates for its Hawai'i service by \$175 per westbound container and \$85 per eastbound container, effective January 1. In addition, Matson will raise its terminal handling charge by \$50 per westbound container and \$25 per eastbound container, also effective January 1, 2013. The increase will be filed with the Surface Transportation Board.

Matson estimates that the combined increase of both the rate adjustment and terminal handling charge will result in shipping costs rising by an average of 5.6%. Historically, Matson announced average percentage increases based solely on the rate increase, excluding terminal handling charges. As of last year, it is now combining both numbers for the average percent increase in the interests of greater transparency.

"This rate increase will help offset rises in operating costs and support ongoing investments in our Hawai'i service," said Dave Hoppes, Senior Vice President, Ocean Services. "This rate adjustment is consistent with our longstanding philosophy of implementing modes, incremental increases as necessary to maintain the highest levels of service."

Matson's terminal handling charge was first implemented in 2003 and is designed to recover a portion of the costs associated with the movement of cargo through terminals. This charge is standard in the industry and appears as a separate line item at the bottom of the company's freight bills. "Terminal handling costs comprise approximately 40% of Matson's operating costs," said Hoppes. "Matson continues to absorb a substantial amount of the expenses associated with terminal operations, the majority of which are driven by factors that are outside of our control."

Matson also announced that it will not seek a general rate increase for the company's Guam and Commonwealth of the Northern Mariana Islands service. Matson will also not seek a general rate increase for its service to the Republic of Palau, the Federated States of Micronesia and the Republic of the Marshall Islands. The company will, however, raise its transshipment fee for these islands by \$100 per container in order to recover costs associated with transshipment through the port of Guam, as well as increase its West Coast terminal handling charge by \$50 per container, both effective January 20, 2013.

## ILWU clerical workers win Southern California strike

by Craig Merrilees, ILWU Communications Director

Four hundred and fifty ILWU office clerical workers ended their one-week strike on December 4, after securing new protections against the outsourcing for good jobs that support working families in the Southern California harbor community. The tentative agreement—subject to membership ratification—includes significant new protections that will make it much harder for jobs to be outsourced to Texas, Taiwan and other locations around the globe.

The clerical workers, who do everything from billing to complex logistical planning and management tasks, won their struggle against powerful multi-national companies because of solidarity and support from over 10,000 other port workers, including ILWU longshore, and other unions—including the SUP— port truckers and harbor-area community members. Unions affiliated with the Los Angeles County Federation of Labor sanctioned the strike and provided important support—including plans for a massive mobilization that was canceled after an agreement was reached.

The strike by members of ILWU Local 63's Office Clerical Unit (OCU) began on November 27, involving about 60 workers. By November 29, the strike had expanded to cover most terminals at the Ports of Los Angeles and Long Beach with about 450 clerical workers staffing picket lines against 12 employers.

The strike targeted huge carriers and terminal operators and their affiliated companies who have been secretly outsourcing dozens of good-paying ILWU clerical jobs to remote locations here in the U.S. and around the globe. Over 50 jobs have disappeared in the past 3 years, and another 60 were likely to disappear without action to stop it. The companies refused to admit they were outsourcing—and continued to insist throughout the strike that union members wanted "featherbedding." The strike was triggered by

the refusal of companies to address the outsourcing problem during two years of contract talks. The strike quickly forced the companies to reverse course, address the issue and agree on solutions that will help protect jobs from disappearing.

OCU members staffed around-the-clock picket lines at the port terminals. Local residents and business owners showed their support by dropping-off food and coffee to picketers. Other union members secured propane heaters that were delivered to many sites. Pop-up shelters were donated to protect against torrential rainstorms that lasted for much of the strike. The Los Angeles County Federation of Labor scrambled to plan a large caravan on December 8th to mobilize hundreds of Southland union families in autos, motorcycles and classic cars that were scheduled to meet at Dodger Stadium for a kick-off rally, then drive through the city, and climax at the Port with a giant solidarity rally. The action was canceled when the settlement was reached.

The high-profile struggle immediately gained national media attention from all major print, radio and television news outlets. Rank and file clerical workers were quickly trained to serve as communicators who focused on a disciplined message: "we're striking to save good jobs for working families in the community—and fighting for everyone in America who's concerned about outsourcing jobs." Company-paid media consultants churned out distortions and misinformation, claiming that workers were paid \$196,000, and that the strike was damaging the economy to the tune of \$1 billion a day. The National Retailers Federation attacked in Washington, D.C. where companies like WalMart and Target lobbied the White House and members of Congress to intervene by having the President declare the strike a national emergency and break it for 80 days with a Taft-Harley injunction.

Several members of Congress took

*continued on page 6*



OS Ira Bing explains deck maintenance basics to a California Maritime Academy Cadet aboard the RRF ro-ro *Cape Orlando* in Alameda, CA on November 20.

## Masters, Mates & Pilots elects new bridge management team

On December 11, Don Marcus was elected President of the International Organization of Masters, Mates & Pilots succeeding Captain Tim Brown, who chose not to run for re-election. Marcus is currently Secretary-Treasurer of the Union. Marcus will assume the helm on January 1.

Long time master and current Atlantic Coast Vice President Steve Werse will be the new Secretary-Treasurer. Horizon Lines Master Don Josberger will come ashore to be the new Offshore Vice President for Atlantic Ports.

Re-elected were Pacific Coast Ports Vice President Dave Boatner, Gulf Ports Vice President Wayne Fathing, United Inland Group Vice President Mike Murray, Pilots Group Vice President George Quick and Federal Employees Membership Group Vice President Randall Rockwood.

"All these men have long and distinguished records of service to MM&P," said outgoing International President Tim Brown. "They have the experience, the foresight and the drive to navigate our ship going forward. This is an experienced team who will provide our Union with much-needed stability in these challenging times."

## ILA votes to authorize East and Gulf Coast strike

International Longshoremen Association (ILA) President Harold Daggett has been authorized by his fellow ILA delegates to call for a strike if the bargaining impasse between the ILA and the U.S. Maritime Alliance (USMX) is not settled before their contract expires December 29. The authorization came via a unanimous vote among the 200 members of the ILA's Wage Scale Committee. If the two sides cannot come to an agreement, ports along the East and Gulf Coasts of the United States could see their first coast wide strike in 35 years.

Daggett received the strike authorization after delivering a speech to the Wage Scale Committee, accusing the USMX of trying to overturn gains that the Union has made through previous contracts. His speech reportedly emphasized USMX's latest proposal which would cap container royalty payments to workers at current levels, which averaged \$15,500 per eligible worker last year and using the excess to fund other ILA benefits.

An ILA strike would affect all container and ro-ro cargo covered by the ILA-USMX coast wide master contract. The ILA though would continue to work breakbulk cargo and cruise lines that employ ILA labor but are not covered by the master contract, according to ILA spokesman James McNamara. Perishables and military cargo also would be exempt.

In addition to issues in the coast wide master contract, the negotiations over supplementary local contracts have been difficult at times, especially in the Port of New York and New Jersey, where the New York Shipping Association is seeking changes in work rules, including requirements for extensive relief staffing.

## Engineer gets life in prison for killing his shipmate

An engineer accused of killing a fellow crewmember aboard an Indian cargo ship while off the coast of Nigeria has been sentenced to life imprisonment. According to the *Times of India*, Gyanendra Jai Bhagwan Chauhan, a fourth engineer aboard the *M/V Jaglila*, was convicted by an Indian court on November 20, for the killing the ship's second engineer off the coast of Lagos in 2005.

According to court documents, the second engineer of Great Eastern Shipping Company's *M/V Jaglila* was reported missing in June 2005 while the vessel was anchored off the coast of Lagos. An investigation into the missing person report turned up blood stains in and around the victims room and a trail of blood leading to the vessel's stern. Chauhan eventually confessed to the killing of the second engineer and dumping his body overboard. Chauhan was sentenced to life imprisonment plus seven years.



# SUP Honor Roll

Voluntary contributions from the membership to the following funds in 2012:

## Organization/General Fund

Abe Acosta . . . . .	40.00	Robert Greene . . . . .	100.00	Joseph Marusak . . . . .	50.00	Adam Tassin . . . . .	10.00
Jaime Acosta . . . . .	8.00	Clinton Gregg . . . . .	385.00	Brian McCarthy . . . . .	10.00	Tulilo Tautala . . . . .	20.00
Jose Angeles . . . . .	10.00	Vern Haik . . . . .	210.00	Mick McHenry . . . . .	20.00	Robert Taylor . . . . .	40.00
Mike Arceo . . . . .	150.00	Mark Hargus . . . . .	50.00	Ryan McLaughlin . . . . .	100.00	Roger Tupas . . . . .	25.00
Dave Brooks . . . . .	20.00	Jesus Hermosillo . . . . .	50.00	Victor Mendoza . . . . .	10.00	Robert Turner . . . . .	100.00
Calvin Browning estate . . .	204,562.44	Thomas Hooke . . . . .	25.00	Steve Messenger . . . . .	100.00	Harold Uriarte . . . . .	500.00
Marc Calairo . . . . .	100.00	Phil Howell . . . . .	200.00	Leo Moore . . . . .	100.00	Rene Valles . . . . .	50.00
Joseph Castege . . . . .	11,000.00	Mark Hurley . . . . .	100.00	John Perez . . . . .	100.00	Francis Walsh . . . . .	75.00
Lee Cherry . . . . .	20.00	Czeslaw Knobbe . . . . .	125.00	Arsenio Purganan . . . . .	50.00	Aaron Wiebe . . . . .	10.00
Paul Davis . . . . .	40.00	David Larsen . . . . .	100.00	Charles Rafael . . . . .	100.00	Peter Winter . . . . .	200.00
Oliver Franceliso . . . . .	65.00	Juan Magana . . . . .	40.00	Raymond Reed . . . . .	5.00	John Winterling . . . . .	100.00
Joey Gallo . . . . .	50.00	Nicholas Marinovich . . . . .	50.00	Steven Ross . . . . .	200.00	Roy Yates . . . . .	100.00

## Sailors’ Political Fund

Wilson Abanto . . . . .	40.00	Gary Gelfgren . . . . .	100.00	Dave Mercer . . . . .	210.00	John Slofanik . . . . .	50.00
Abe Acosta . . . . .	40.00	Edilberto Genita . . . . .	20.00	Steve Messenger . . . . .	100.00	Rowdy Sloggett . . . . .	100.00
Jaime Acosta . . . . .	50.00	Joe Ginez . . . . .	10.00	Adian Minty . . . . .	10.00	Michael Soper . . . . .	80.00
Keith Adams . . . . .	25.00	Marvin Glasgow . . . . .	125.00	Ramiro Montoya . . . . .	60.00	Knud Sorensen . . . . .	100.00
Apolinario Aguirre . . . . .	50.00	Rick Goen . . . . .	10.00	Toni Montoya . . . . .	20.00	James Stelpstra . . . . .	20.00
Sahur Ali . . . . .	50.00	Val Goncharov . . . . .	35.00	Canilo Moreno . . . . .	20.00	Ernest Stimach . . . . .	150.00
Jonathon Anderson-Kaisa . . . .	70.00	Allen Gonzalez . . . . .	25.00	Jason Morris . . . . .	40.00	Richard Stinson . . . . .	30.00
Pio Aujero . . . . .	100.00	Juan Gonzalez . . . . .	125.00	Dave Munroe . . . . .	100.00	John Stofanik . . . . .	40.00
Emo Aulelaui . . . . .	70.00	David Green . . . . .	60.00	Dorothy Murphy . . . . .	50.00	Vincent Sullivan . . . . .	175.00
Brett Barthelmy . . . . .	50.00	Robert Greene . . . . .	300.00	Dennis Murphy . . . . .	200.00	William Sullivan . . . . .	40.00
Billy Bell . . . . .	75.00	Marshall Griggs . . . . .	120.00	Harry Naeole . . . . .	30.00	Eve Sullivan . . . . .	10.00
Dennis Belmonte . . . . .	100.00	Vern Haik . . . . .	10.00	Napoleon Nazareno . . . . .	10.00	John Svane . . . . .	50.00
Timothy Benton . . . . .	125.00	James Hall . . . . .	10.00	Remigio Noble . . . . .	50.00	David Sylstra . . . . .	60.00
Rogelio Berioso . . . . .	10.00	Mark Hargus . . . . .	150.00	Victor Noble . . . . .	100.00	Tulilo Tautala . . . . .	60.00
Archie Bickford . . . . .	600.00	Walter Harris . . . . .	120.00	Kenneth O’Halloran . . . . .	10.00	Raymond Tavai . . . . .	10.00
Brendan Bohannon . . . . .	200.00	Michael Henderson . . . . .	100.00	Vince O’Halloran . . . . .	800.00	Robert Taylor . . . . .	200.00
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Madagascar sentences Somali pirates to five years hard labor

Fourteen Somali pirates arrested and detained temporarily in Antsiranana prison in Madagascar since March 5, 2011, were tried by the Criminal Court of the Northern capital on November 16. Thirteen Somalis were sentenced to five years hard labor, while a juvenile was sentenced to 30 months in prison then placed on bail. All the pirates have been prosecuted under the Malagasy Penal Code and the International Maritime Code.

Their charges refer to the act of piracy, false imprisonment, assault and battery, violence and assault, and attempted rape. All this was perpetrated against the passengers and crew of the Comorian-flagged vessel *Zoulficar*. The defendants without exceptions rejected the charges and said they were fishermen in distress. Regarding the presence of firearms in their possession, their lawyer explained they were obliged to hold them because of the insecurity and the state of war in Somalia, and to defend their catches. The defense also claimed that the court has no jurisdiction to judge its clients, according to the international maritime code.

Madagascar's Attorney General countered that the Criminal Court can prosecute pirates because they operated in Malagasy waters and landed in the port of Madagascar, namely that of Antsiranana. "Madagascar Justice has the power and the right to try suspects that are charged with a crime within the national territory. The docking in the Madagascar port and the request for assistance from Master of the *Zoulficar* reinforce this position," insisted the Attorney General, recalling that the vessel flying the flag of the Comoros was boarded by pirates on October 30, 2010, after leaving the port of Moroni. After several months of travels and wanderings at sea along the coast of Somalia, with the death of a mechanic, holding the passengers and crew of *Zoulficar* hostage, they sailed to Antsiranana as the vessel lacked fuel, food, and water.

Sailors killed in gale

Two mariners were killed on November 25, after being washed overboard in a gale. The *Timberland* was between the Netherlands and Germany when it encountered severe weather, with Force 9 gales and 15 foot waves recorded, the United Kingdom's Maritime & Coastguard Agency said.

It is thought that the mariners, both Filipinos, were attending to the cargo of timber when they were washed overboard. The British and German Coast Guards were both alerted and an offshore rescue helicopter was dispatched to the scene, and two bodies were recovered.

The 20,567 dwt ship is flagged in the United Kingdom, but operated by a Swedish company. *Timberland* was en route to Alexandria, Egypt, at the time of the incident.



The SUP gang in Matson's *MV Mahimahi* on November 30, taking a photo break with Wilmington Branch Agent, Mark Hurley. From left to right: Dave Frizzi, Mark Hurley, Bert Genita, Mick McHenry, Steve Swinton, Noel Itsumaru and Lymwel Gador. Photo: Ron Molina

APL Logistics acquires American customs firm

APL Logistics, the supply chain management unit of Neptune Orient Lines (NOL), has bought the U.S. customs brokerage and trade compliance firm Carmichael for \$37 million in cash, according to company statements. According to APL Logistics, the deal will allow the company to offer more in-house logistics services in the United States.

"This acquisition is vitally important to APL Logistics' strategy to strengthen the integration of our international supply chain services," said APL Logistics' president Jim McAdam. "We're pleased to bring together two outstanding names in logistics services for the benefit of our customers." APL Logistics Vice President Tony Zasi-movich said the company was "well positioned to coordinate the flow of goods and information from the factory floor at an international origin to the store-door in the U.S." after the transaction.

Carmichael, a customs broker and freight forwarder founded in 1961, operates in the ports of Los Angeles, Long Beach, New York, New Jersey, Chicago, San Francisco, Oakland, Tacoma, Miami, Boston, Atlanta, Savannah and Memphis. Its owners John and Vincent Salvo remain with APL Logistics.

The net asset value of Carmichael was approximately \$3.7 million at the end of November. The acquisition represents a purchase price multiple of 11.2 times the estimated earnings before interest, taxes, depreciation, and amortization this year, APL Logistics said.



# When shore leave means unreasonable and impractical visa requirements

The following article was written by Michael Grey and published in London-based *Lloyd's List* on November 26:

Who remembers those dangerous days after the 9/11 terror attack on the United States, when security became all-important and locking stable doors became many officials' enforced occupation?

There was a curious perception, even though the terrorists were airborne, that foreign seafarers represented a threat and must be "controlled". The horror that such aliens could be wandering the world's seaways, without documentation other than their seafarers' ID, was palpable. It was a difficult time, with over-egged ideas about vulnerability. Any foreign-looking person unwise enough to look at a map or produce a camera near the docks sparked an immediate dragnet. A seafarer jumping ship would provoke a manhunt on a scale more appropriate had a mass murderer escaped confinement. These were difficult times and perhaps we should not have been surprised that so many countries refused seafarers' requests for shore leave and imposed unreasonable and often impractical visa requirements.

One immediate demand emanating from the U.S. was for development of an internationally acceptable seafarers' identity document. With extraordinary speed, the International Labor Organization (ILO) and several energetic governments, employers' and seafarers' organizations produced ILO 185: the Seafarers' Identity Documents Convention. It was adopted in 2003, which was a remarkable piece of work that represented a great deal of international goodwill and commitment.

So is this internationally acceptable document now accepted by the immigration officials who stamp on board ships around the world? As the International Shipping Federation's Natalie Shaw was lamenting earlier this month at a seminar organized in Manila by the International Federation of Shipmasters' Associations, shore leave and crew transits still depend in many countries on seafarers acquiring visas in advance. It is, she said, a continuing source of disappointment that the U.S., Europe and port states elsewhere require seafarers to obtain visas before they arrive in port. It is as if these states are perpetually intransigent, suggesting that all those sincere folk who labored in Geneva throughout 2002 and 2003 were just wasting their time.

Perhaps the absence of an explicit prohibition in the convention of a requirement for seafarers to obtain visas has left a loophole for officials who regard these wandering folk as a confounded nuisance. ILO 185 did "discourage" ports states from this demand, pressing them to

acknowledge the special nature of their employment. Mrs. Shaw suggests that if countries insist on requiring seafarers to obtain visas, they should make it possible for seafarers to obtain visas on arrival, which would at least be practical.

You can, of course, produce all sorts of technical difficulties as to why the seafarers' identity documents are unacceptable, or why a particular state lacks the equipment to issue them. Mrs. Shaw was exceptionally polite, but I would suggest that it is because the officials in these countries just cannot be bothered to make life easier for seafarers, who they regard as a bunch of troublemaking itinerants who are best confined on board their ships with an armed guard, paid for by the ship, on the gangway.

How many seafarers are there in the world? At the outside there are 1.2 million. All the major electronic card companies could take the seagoing workforce on their books in a couple of months, equip them with acceptable, internationally recognized documents and send them on their way rejoicing. All we need is a bit of professional expertise, rather than official bloody mindedness.

It is a fact that seafarers and their lives are not a priority in most countries and, indeed, are held in downright contempt by so many of these important immigration departments and their lofty officials. It is why they have far more important things to do with their time and why seafarers and their employers still have to jump through hoops if they want to change crew, or send the boatswain ashore to the dentist, or generally live a civilized life, like people who work ashore. It is why nobody, apart from a few noble activists who will not shut up, raises their voice when seafarers are treated so appallingly by officials acting for governments.

It is why nobody, other than the shipping organizations, shouted with dismay and anger when there was an application for international and regional arrest warrants for the master and chief engineer of the parcel tanker *Stolt Valor*, who survived the terrible fire and explosion that wrecked their ship in the Middle East Gulf earlier this year. This, if you please, is how survivors of shipwrecks are treated in this age of enlightenment. It is also why, 10 years after the *Prestige* casualty, a 77-year-old master mariner is on trial in Spain with vindictive prosecutors demanding a 10-year sentence for some ludicrous charge, all with the perfect wisdom of comfortable hindsight.



Bosun Thor Erikson and Machinist Ebo Aidoo on the port quarter of the *Oregon Voyager* at Richmond Long Wharf on November 12.

## Shipowners urged to back campaign against Wal-Mart

Retail giant Wal-Mart faces pressure from shipowners to improve pay and conditions for its U.S. workers who took action after Thanksgiving and in protest against their terms of employment. The International Transport Workers' Federation (ITF) alerted the masters of ships that carry Wal-Mart cargo to the plight of the company's workforce to highlight why traffic may be disrupted and to gain support for those involved in the fight.

Wal-Mart is the world's largest shipper of containerized merchandise and the ITF wants container lines to raise concern with the retailer about its poor employment track record. The ITF intervention also signals a change of tack by the federation of trade Unions, to broaden its scope beyond its core constituency of seafarers, dockers and other transport workers.

Acting General Secretary designate Steve Cotton wants to extend the ITF's reach to those working in the forwarding and warehousing sectors who are less likely to have effective representation, but who play a vital part in the logistics chain. Cotton, who will take over from David Cockroft next May but cannot be definitely appointed until ITF Congress elections are held in 2014, wants to ensure different sections of the federation work more closely together on matters of mutual interest. His goal is to achieve a more joined-up approach to global campaigns so that the ITF has the muscle to influence powerful multi-nationals such as Wal-Mart, with the support of other employers where possible. That is why the ITF wants to bring the Wal-Mart dispute to the attention of shipping companies in the hope that they will give added weight to the effort. "Wal-Mart is a major customer of the shipping industry and we feel it is important that transport companies—with whom we strive to build the same kind of collaborative industrial relations we would like to see Wal-Mart embrace—are aware of potential industrial disruption," said Cotton.

Wal-Mart workers began taking action on Black Friday, the day after Thanksgiving which is usually the busiest shopping day of the year in the United States. That is when stores across the country hope their bottom line figures will turn from red to black. ITF inspectors have been visiting ships carrying Wal-Mart goods to warn them about the expected worker protests in the run-up to Christmas and to ask masters and their employers to raise concerns about the treatment of the retailer's workers saying that many are paid low wages and receive few benefit. A letter given to the master of each ship visited lists specific issues of concern to the ITF and other Unions, including safety in the workplace, work schedules, discrimination and healthcare. "Reports show that workers raising these issues have been subject to unlawful firings, threats of employment termination, and reduced hours," the ITF letter states. "These actions are thought to involve violations of both U.S. law and ILO international labor standards." The ITF goes on to say that Wal-Mart is a major customer of many companies across the shipping, ports and contract logistics sectors, where numerous members of ITF-affiliated Unions work. It adds: "The ITF believes the positive industrial relations between employers and Unions in many of these companies sets a standard to which Wal-Mart should aspire."

## Right-to-work enacted in Michigan *continued from page 1*

they come up for renewal. Detroit's three big auto makers, among the largest Unionized employers in the state have master contracts with the UAW that don't expire until 2015.

The GOP in Michigan took lessons from previous fights over the rights of Unionized workers. The Michigan measure carves out an exception for police and firefighters, key groups that had opposed the elimination of most collective-bargaining rights for public employees in Ohio when they were targeted.

The law also comes with a spending provision, a political safeguard because bills containing appropriations in Michigan can't be as easily repealed through referendum.

The state House votes came as thousands of Union members traveled from around the state to oppose the legislation on a gray, freezing morning made colder by strong wind and light snow. Carrying placards saying "Governor Snyder shame on you for caving to the rich" and "Dues pay for our dignity," protesters gathered on and around the Capitol steps and spilled out onto the plaza toward Lansing City Hall. A stage along South Capitol Avenue held speakers including the Rev. Jesse Jackson and Union leaders.

Nearby, at the Romney building, named for the late former Governor George Romney, father of Mitt Romney, protesters sat down to block its entrances chanting "We are Michigan!" and "No justice, no peace!" The building houses the office of Governor Snyder.

## ILWU clerical workers win strike *continued from page 3*

courageous stands that affirmed the efforts of clerical workers to save jobs from being outsourced. Congress members Janice Hahn, Judy Chu, Linda Sanchez, and Grace Napolitano made their support clear in public statements that expressed concern about the outsourcing of good jobs. Similar statements came from State Senator Alan Lowenthal, State Assembly member Bonnie Lowenthal, and others. Janice Hahn also made a special effort to visit with workers on the picket line.

As the strike neared the one-week mark, pressure increased on all sides to secure a settlement. Los Angeles Mayor Antonio Villaraigosa returned from a trade mission to South America on Sunday, the night of December 2, stepped off the plane and sped off to meet with both sides just before midnight. He remained at the talks all night and into the morning, as both sides edged closer to an agreement over the outsourcing issue. In public, the companies denied that outsourcing even existed, while inside they were negotiating policies to curb their serious outsourcing habit. The final deal was reached shortly before 11pm and announced to the news media in a joint media event hosted by the Mayor.

Local 63-OCU President John Fageaux concluded: "This was a community effort that should provide benefits to working families for many years to come. The fight against outsourcing won't stop when we sign the final agreement, but we'll have some powerful new tools to use in the battles ahead."



## ESU Office Assignments

For the month of January, John Straley will be in the Seabrook office.



DECEMBER 2012

Official Publication of the Exxon Seamen's Union

## Koczon retires



The crew of the Sierra gave Don Koczon a nice send off to retirement at the conclusion of his last tour with SeaRiver. Don (standing third from the left) pictured with the crew of the Sierra during his last tour of duty.

Effective December 31, 2012, Pumpman Don Koczon will retire with more than 27 years of company service. Don originally began his seagoing career with Exxon Shipping in August of 1983 aboard the Exxon Huntington as Utility.

Don quickly worked his way up through the ranks and was promoted to Oiler. He sailed on variety of vessel in the fleet until deciding to leave Exxon Shipping for a short period in 1988. He was rehired in 1990 and continued to sail in various Engine Department ratings and eventually promoted to the position of Pumpman.

His last vessel assignment with SeaRiver was the Sierra, where the crew honored

his accomplishment and fleet contributions with a traditional shipboard retirement ceremony with cake and retirement gifts on December 6.

Don says he plans to continue to reside in his home state of Maine and is looking forward to a well deserved vacation to Hawaii in early 2013.

Don will be remembered in the fleet as a good ship mate and strong supporter of the ESU. The ESU Board would like to take this opportunity to thank him for his many contributions to the fleet over the years and extend our best wishes to him throughout his retirement years.

## ESU members recognized at Environmental Achievement Awards



At an awards ceremony and dinner held November 13, 2012 at the Ronald Reagan Building in Washington D.C., SeaRiver and Fleet personnel were recognized for their exceptional performance in the area of environmental protection. All SeaRiver vessels were recipients of the Chamber of Shipping of America Environmental Achievement Award.

The ESU Board is very pleased that the unlicensed crewmembers have been once again recognized for the important part they have played in the winning of numerous safety and environmental awards over the years. ESU President, John Straley (pictured above 2nd from the right) along with 3rd Assistant Engineer, Daniel O'Haire (2nd from left) were on hand to receive the awards on behalf of the SeaRiver fleet. The awards were presented by US Coast Guard RDML Joseph A. Servidio, Assistant Commandant for Prevention Policy, and CSA Vice Chairman of the Board, Charles W. Parks.

To be eligible for an award the vessels must have had no reportable spills, no Coast Guard citations for MARPOL violations and no violations of state or local environmental regulations for at least two years. Vessels were also eligible for the awards beyond the initial 2 year period and indeed all SeaRiver vessels receiving the awards had been performing flawlessly well beyond the 2 year minimum. SeaRiver vessels that received awards were the S/R American Progress (14 years), Kodiak (7 years) and Sierra (6 years).

Joseph J. Cox, President of CSA said, "These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today's world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to the American public that we in the maritime industry take our stewardship of the marine environment very seriously."

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



*Happy Holidays to  
ESU Members and their Families*

## Ship reports

### S/R American Progress

The Progress continues her normal run between Valdez and the Puget Sound. Regular Ship Rep. Mike Harrison just returned from paid leave. Thanks to Larry Miles and Ein Cooley for filling in recently as Rep. Everything going well aboard ship even with the quick in port turnarounds.

### Kodiak

The vessel took a break from its normal run with a trip to Southern California for discharge at Chevron El Segundo on December 18. Regular Ship Rep. Joe Butler reports everything going well with no problems. It is expected that the next trip will be Valdez, Puget Sound and San Francisco. Shipyard time frame for next year is April.

### Sierra

In early December the vessel spent the better part of 10 days in the Puget Sound area mostly at anchor waiting to complete cargo off loading. The *Sierra* will also make a warm weather trip to El Segundo later this month. Deck Trustee Kevin Conroy is aboard and reports everyone is doing well and no major problems. The *Sierra* will following the *Kodiak* for her yard repairs mid-summer next year.

## 2013 Holiday Schedule

New Year's Day	Tuesday, January 1
Martin Luther King Day	Monday, January 21
President's Day	Monday, February 18
Memorial Day	Monday, May 27
Independence Day	Thursday, July 4
Labor Day	Monday, September 2
Columbus Day	Monday, October 14
Veteran's Day	Monday, November 11
Thanksgiving Day	Thursday, November 28
Christmas Day	Wednesday, December 25

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

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President/Treasurer Leo DeCastro  
Board Member at Large Joe Bernavich  
Board Member at Large John McCarthy  
Deck Trustee Kevin Conroy

Engine Trustee William Ackley  
Steward Trustee Kurt Kreick





Aboard the USNS Waters, from left: Chief Mate Greg Goolishian, 3rd Mate Josh Gilbert, O.S. Chase Lestle, O.S. Aundry Didkovski and Bosun Ben Garman. Outfitted for a force protection drill for an armed intruder.

### Christmas at Sea

by Robert Louis Stevenson (1850-1894)

The sheets were frozen hard, and they cut the naked hand;  
The decks were like a slide, where a seaman scarce could stand;  
The wind was a nor'wester, blowing squally off the sea;  
And cliffs and spouting breakers were the only things a-lee.

They heard the surf a-roaring before the break of day;  
But 'twas only with the peep of light we saw how ill we lay.  
We tumbled every hand on deck instanter, with a shout,  
And we gave her the maintops'l, and stood by to go about.

All day we tacked and tacked between the South Head and the North;  
All day we hauled the frozen sheets, and got no further forth;  
All day as cold as charity, in bitter pain and dread,  
For very life and nature we tacked from head to head.

We gave the South a wider berth, for there the tide-race roared;  
But every tack we made we brought the North Head close aboard.  
So's we saw the cliff and houses and the breakers running high,  
And the coastguard in his garden, with his glass against his eye.

The frost was on the village roofs as white as ocean foam;  
The good red fires were burning bright in every 'longshore home;  
The windows sparkled clear, and the chimneys volleyed out;  
And I vow we sniffed the victuals as the vessel went about.

The bells upon the church were rung with a mighty jovial cheer;  
For it's just that I should tell you how (of all days in the year)  
This day of our adversity was blessed Christmas morn,  
And the house above the coastguard's was the house where I was born.

O well I saw the pleasant room, the pleasant faces there,  
My mother's silver spectacles, my father's silver hair;  
And well I saw the firelight, like a flight of homely elves,  
Go dancing round the china plates that stand upon the shelves.

And well I knew the talk they had, the talk that was of me,  
Of the shadow on the household and the son that went to sea;  
And O the wicked fool I seemed, in every kind of way,  
To be here and hauling frozen ropes on blessed Christmas Day.

They lit the high sea-light, and the dark began to fall.  
"All hands to loose topgallant sails," I heard the captain call.  
"By the Lord, she'll never stand it," our first mate, Jackson, cried.  
... "It's the one way or the other, Mr. Jackson," he replied.

She staggered to her bearings, but the sails were new and good,  
And the ship smelt up to windward just as though she understood;  
As the winter's day was ending, in the entry of the night,  
We cleared the weary headland, and passed below the light.

And they heaved a mighty breath, every soul on board but me,  
As they saw her nose again pointing handsome out to sea;  
But all that I could think of, in the darkness and the cold,  
Was just that I was leaving home and my folks were growing old.

**“What we shouldn’t be doing is trying to take away your rights to bargain for better wages and working conditions. These so-called ‘right to work’ laws, they don’t have to do with economics; they have everything to do with politics. What they’re really talking about is giving you the right to work for less money.”**

President Barrack Obama on December 10, in Redford, Michigan

# Welfare Notes

December 2012

*The SUP Welfare Plan  
Wishes You a Happy and Healthy  
Holiday Season*

*Michelle Chang—Administrator  
Patty Martin  
Michael Jacyna  
Virginia Briggs  
Wilma Alday  
Berit Eriksson*

SUP Welfare Plan Telephone: 415-778-5490 or 1-800-796-8003

## Ocean life suffers as human noises create a deep-sea din

When a hurricane forced the Nautilus to dive in Jules Verne’s “Twenty Thousand Leagues Under the Sea,” Captain Nemo took the submarine down to a depth of 25 fathoms, or 150 feet. There, to the amazement of the novel’s protagonist, Professor Pierre Aronnax, barely a whisper could be heard.

“What quiet, what silence, what peace!” he exclaimed. That was 1870. Today, to the dismay of whale lovers and friends of marine mammals, the ocean depths have become a noisy place.

The causes are human: the sonar blasts of military exercises, the booms from air guns used in oil and gas exploration, and the whine from fleets of commercial ships that relentlessly crisscross the global seas. Nature has its own undersea noises. But the new ones are loud and ubiquitous.

Marine experts say the rising clamor is particularly dangerous to whales, which depend on their acute hearing to locate food and one another.

To fight the din, the National Oceanic and Atmospheric Administration is completing the first phase of what could become one of the world’s largest efforts to curb the noise pollution and return the sprawling ecosystem to a quieter state.

It is no small ambition: The sea covers more than 70% of the planet’s surface. But scores of ocean visualizations have now been made public that seek to document human-made noises in the ocean and transform the results into the world’s first large sound maps.

The overall purpose is to better understand the cacophony’s nature and its impact on sea mammals as a way to build the case for reductions.

“The maps are enabling scientists, regulators and the public to visualize the problem,” said Michael Jasny, a senior policy analyst with the Natural Resources Defense Council. “Once you see the pictures, the serious risk that ocean noise poses to the very fabric of marine life becomes impossible to ignore.”

Legal experts say the new findings are likely to accelerate efforts both domestically and internationally to deal with the complicated problem through laws, regulations, treaties and voluntary noise reductions.

Marine biologists have linked human noises to reductions in mammalian vocalization, which suggests declines in foraging and breeding.

Worse, the Navy estimates that blasts from its sonars, used in training and to hunt enemy submarines, result in permanent hearing losses for hundreds of sea mammals every year and temporary losses for thousands. All told, annually the injured animals number more than a quarter million.

The federal sound study examined all these noises but zeroed in on commercial shipping because it represented a continuous threat.

Leila T. Hatch, a marine biologist and one of the project’s two directors, said too many areas of the ocean surface, where sea mammals and whales spend most of their time, display high average levels. “It’s like downtown Manhattan during the day, only not taking into account the ambulances and the sirens,” she said. “I’d be happier saying it was like a national park.”



# 2011 ANNUAL FUNDING NOTICE

## For SIU Pacific District Pension Plan

### Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your pension plan (“the Plan”) and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning August 1, 2011 and ending July 31, 2012 (“Plan Year”).

### How Well Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the “funded percentage.” This percentage is obtained by dividing the Plan’s assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan’s funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan’s assets and liabilities for the same period.

	<u>2011</u>	<u>2010</u>	<u>2009</u>
Valuation Date	August 1, 2011	August 1, 2010	August 1, 2009
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$114,837,515	\$119,122,143	\$121,583,919
Value of Liabilities	\$93,787,206	\$94,181,966	\$90,207,505

### Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are actuarial values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Substituting the market value of assets for the actuarial value used in the above chart would show a clearer picture of a plan’s funded status as of the Valuation Date. The fair market value of the Plan’s assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table. The value of the Plan assets shown as of July 31, 2011 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan’s assets will be reported on the Plan’s 2011 annual report filed with the Department of Labor in May, 2013.

	<u>July 31, 2012</u>	<u>July 31, 2011</u>	<u>July 31, 2010</u>
Fair Market Value of Assets	\$109,224,802	\$112,857,554	\$114,954,984

### Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in “endangered” status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in “critical” status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

### Participant Information

The total number of participants in the Plan as of the Plan’s valuation date was 2,832. Of this number, 626 were active participants, 1,460 were retired or separated from service and receiving benefits, and 746 were retired or separated from service and entitled to future benefits.

### Funding & Investment Policies

Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. Plan benefits are funded by employer contributions and investment returns on those contributions. The shipping companies have not been required to make contributions to the Plan since August 1, 1993, and may resume making contributions in the future through collective bargaining or if necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 (ERISA) and the Internal Revenue Code. Since August 1, 1993, Plan benefits have been funded by the Plan’s investment income. The Plan’s funding policy is to continue to fund Plan benefits in this manner and satisfy the minimum funding standards of ERISA and the Internal Revenue Code.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries, who make specific investments in accordance with the Plan’s investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan’s investments, seeking to achieve positive investment results over the long term.

Under the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

<u>Asset Allocations</u>	<u>Percentage</u>
1. Cash (Interest bearing and non-interest bearing)	12.38%
2. U.S. Government securities	33.02%
3. Corporate debt instruments	26.95%
4. Corporate stocks (other than employer securities):	26.69%
5. Other	.96%

### Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. The Plan’s 2009 and 2010 annual reports are available now. The Plan’s 2011 annual report will be available after it is filed with the US Department of Labor in May 2013. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan’s annual report by going to [www.efast.dol.gov](http://www.efast.dol.gov) and using the Form 5500 search function. Or you may obtain a copy of the Plan’s annual report by making a written request to Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator.

### Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multi-employer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called “plan reorganization rules,” a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC’s guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and the PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

This Plan is **not** insolvent and **not** in reorganization, and is over 100% funded.

### Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC’s maximum guarantee, therefore, is \$35.75 per month times a participant’s years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant’s years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant’s guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant’s guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

### Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001 and the plan sponsor’s name and employer identification number or “EIN” is the Board of Trustees of SIU Pacific District Pension Plan and 94-6061923. For more information about the PBGC, go to PBGC’s website, [www.pbgc.gov](http://www.pbgc.gov).





# SUP President's Report

December 10, 2012

## SUP ELECTION

Ballots for the triennial election of Union officers and referenda on two proposed amendments to the SUP Constitution and one proposed amendment to the SUP Shipping Rules, were mailed to eligible active members and pensioners on November 30.

However, Pacific Election Services, the Impartial Balloting Agent selected by the Committee on Election in September and ratified by the membership at the October Union meetings, mistakenly mailed ballots intended for active members to pensioners and pensioner ballots to active members. This was a significant error as pensioners, per Article VI, Section 4(a) of the SUP Constitution, cannot vote on any dues proposition or any proposed change to the Shipping Rules.

Pacific Election Services, which has conducted SUP elections without a glitch for 22 years, acknowledged and apologized for its mistake shortly after the ballots were mailed and agreed to print and mail a supplemental ballot to eligible active members that includes the two missing proposals. The supplemental ballot, which was mailed on December 7, can be mailed back to Pacific Election Services, either separately or together with the first ballot in the enclosed postage paid envelope.

Pensioner ballots counted on election day (February 1, 2013) will be limited to candidates for office and the Constitutional proposal for quorums at Union meetings.

Pacific Election Services agreed to absorb the printing and mailing costs of the supplemental ballot and credit a discount to the Union against the labor costs of the first ballot mailing.

The two-month balloting period will conclude on January 31, 2013. The ballots will be counted by Pacific Election Services on February 1, 2013, at Headquarters with the Balloting Committees observing. Any interested members may also observe the process.

As per Article VIII, Section 1 of the SUP Constitution: "Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seetime within the preceding year have been in good standing for that year shall be eligible to vote in all Union elections."

SUP members on pension are allowed to cast ballots for Union officers and proposed Constitutional Amendments except for proposed amendments "on any dues raise and/or assessments" or on "Shipping Rule changes."

If for any reason a member in good standing does not receive his/her ballot, he/she may make a written application to Pacific Election Services, Inc. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. If you do not receive a ballot, write to contact:

**Robbin A. Johnson**  
Pacific Election Services, Inc.  
1650 Stanmore Drive  
Pleasant Hill CA 94523  
Voice: 925-685-4935 or 800-571-8049  
Fax: 925 685-4937  
Email: rjohnson7128@sbcglobal.net

## U.S. COAST GUARD

On November 19, participated in a teleconference with representatives of the Coast Guard, Military Sealift Command (MSC), Maritime Administration (MarAd), MFOW, MEBA and SIU-A&G regarding mariners who are assigned to MSC or MarAd vessels in Reduced Operating Status who are seeking to renew their mariner's credential or upgrade.

The Coast Guard stated that under the new Standards of Training, Certification and Watchkeeping (STCW)

requirements, the agency will continue to accept three years' shoreside-related employment in a five-year period as a substitute for one year of seetime. This Coast Guard ruling means, in your secretary's judgment, that members employed in MSC and MarAd vessels plus those working under the SUP Maintenance Agreements should have no difficulty in renewing their mariner's credential or STCW credential.

## SEATTLE BRANCH

With the current lease on the Seattle hall, at 2414 S.W. Andover Street, due to expire at the end of the year, SUP Branch Agent Vince O'Halloran over the past few months attempted to negotiate a rent reduction, but with no results. The current rent is \$3,205.50 per month or \$38,466 per year and is projected to increase by 3% if the lease was renewed. It should be noted that the MFOW pays 40% of the rental cost.

Agent O'Halloran immediately began scouting out other locations that would suit the needs of the membership in Seattle while reducing costs. He was successful in finding another property near Fishermen's Terminal at 4269 22nd Avenue West at a significantly reduced rent.

The proposed new hall will be located in the Philip's Building. The Philip's brothers, who publish Pacific Maritime Magazine, were enthusiastic about a maritime Union renting space in their building and were most accommodating to meet the Unions' needs, including a remodel that will allow the installation of the shipping board.

The rent on the new hall beginning January 1, will be \$1,250 a month plus a one-time charge of \$11,637 for tenant improvements for a total of \$26,637 for 2013. Even with the tenant-improvement charge, the cost is \$12,983 a year less than the Union is paying at its current location.

A five-year lease was signed last month, subject to membership approval, with two five-year options with a 3% yearly rent increase. Due to Agent O'Halloran's diligence and negotiating skills, the Union will save \$119,068 over the first five years of the lease.

There is ample street parking since the building is located in an industrial area. In addition, the site is close to 12 nearby bus routes, the closest being the #31 and the #33, which are approximately one-and-a-half blocks away from the hall. There are 20 restaurants and three nearby hotels/motels within a half-mile radius of the hall.

The goal is to move in by January 1, but in case the remodel takes longer than expected due to the holidays, the Union will continue to pay rent at the Andover Street location through January.

Recommend membership approval regarding moving the Seattle Branch.

## TRANSPORTATION TRADES DEPARTMENT, AFL-CIO

On December 6, attended an Executive Committee meeting of the Transportation Trades Department (TTD) in Washington, D.C.

John Porcari, Deputy Secretary of the Department of Transportation, gave an overview of the department's initiatives on transportation policies and initiatives that assist workers by creating jobs. On the maritime front, he enumerated the Obama Administration's strong support for the Jones Act, the Maritime Security Program and cargo preference. However, when questioned about the reduction in food aid required to be carried in U.S.-flag vessels from 75% to 50%, he was vague about whether the administration was going to press for its reinstatement or whether it was going to support the Saving Essential American Sailors Act (H.R. 6170) which would accomplish the same thing. Porcari was disappointingly weak in his response.

Other speakers included Congressman Nick Rahall (D-West Virginia), the ranking member on the House Transportation and Infrastructure Committee and retiring Congressman Steven LaTourette (R-Ohio). Both are champions of maritime labor.

## HOLIDAYS

### Christmas

SUP halls in Seattle, San Francisco and Wilmington, will be closed on Christmas Eve, Monday, December 24. Christmas Eve is a mainland ILWU holiday and therefore, a recognized holiday under the SUP agreements with APL and Matson. It is a holiday for vessels in Pacific Coast ports on that day and for those working under the shore side maintenance agreements.

Christmas Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at noon.

Christmas Eve is also an ILA holiday and is therefore, applicable to APL vessels in East Coast ports.

All SUP halls will be closed on Christmas Day, Tuesday, December 25.

### New Year's

All SUP halls in Seattle, San Francisco and Wilmington, will be closed on New Year's Eve, Monday, December 31, an ILWU and ILA holiday. New Year's Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at noon.

All SUP halls will be closed on New Year's Day, Tuesday, January 1, 2013.

### Martin Luther King, Jr.'s Birthday

All SUP halls will be closed on Monday, January 21. This is a holiday under all SUP contracts except Foss Maritime Company. Due to the holiday, the Branch meetings will be held on Tuesday, January 22.

#### ACTION TAKEN

M/S (Pfaff-several) to approve the Seattle Branch move. Carried unanimously.

## TOTE commits to construction of world's largest LNG-powered containerships

TOTE, Inc. (Totem Ocean Trailer Express) announced December 4, it has committed to the construction of two new state-of-the-art containerships for the Puerto Rico trade, with options for three more vessels for additional domestic service. The agreement with General Dynamics NASSCO represents a major technological milestone in international shipping.

The vessels will be the most environmentally friendly containerships in the world with CO2 emissions-per-container that are 71% less than the vessels now in the Puerto Rican trade. Particulate Matter will be reduced by 99%. Sulfur oxides will be reduced by 98%. Nitrogen oxides will be reduced by 91%. The 3,100 TEU vessels are expected to be the largest ships of any kind in the world powered primarily by liquefied natural gas (LNG). Both ships will be powered by dual-fuel LNG engines that greatly surpass the requirements of the U.S. Environmental Protection Agency's clean air regulations.

General Dynamics NASSCO in San Diego, California will build the vessels, with construction expected to sustain 600 American shipyard jobs in Southern California. The first two vessels will be delivered and enter service between Jacksonville, Florida, and San Juan, Puerto Rico in 2015 and 2016.

These new TOTE, Inc. ships will be the most efficient in the trade. The ship design accommodates five times more 53-foot containers than current ships in Puerto Rico and will allow for the transport of everything from cars to corn syrup. The ships will include expanded volumes for refrigeration equipment, critical to ensure that pharmaceuticals, produce and other foodstuffs vital to the residents of Puerto Rico are delivered in the best possible condition. The maritime shipping trade to Puerto Rico is an essential part of sustained economic development for the island and these vessels will provide the most modern, reliable service available. The total capital committed to the project is over \$350 million.



# The brothers and sisters of the SUP celebrate the holidays in Seattle



On December 8, the SUP and MFOW in Seattle, held their annual holiday party. From left to right: SUP pensioners Frank Parks, Dennis Murphy, Branch Agent Vince O'Halloran, pensioners Chuck Mariner and Mike Bailey.



Our seagoing sisters from left: Vivian Henry, SUP Training Representative Berit Eriksson, Rhonda Benoit, and Robin Colonas raise a glass of holiday cheer. MFOW member Paul Benson is in the background. From all reports, a good time was had.

# Vice President

December 2012

**Mokihana:** Joe Moniz, delegate. Company agreed that present mattresses are not in compliance with contract standards and are beginning a replacement program.

**Mahimahi:** Bert Genita, delegate. Bosun Mick McHenry and gang restoring ship to normal after the usual yard period disruptions. Captain agreed to improve crew lounge television. A newly converted ballast tank for fresh water for livestock requiring hose hookup on the dock is sailors work. This ship carried nearly 1800 head of cattle last trip.

**Manoa:** Don Bohle, bosun. In at Oakland during strike action where Matson was picketed by port workers. All members respected the lines and so did all the port unions in a remarkably effective show of solidarity. The Port of Oakland employees, represented by SEIU 1021, quickly reached a favorable settlement after 15 months of bargaining.

**APL Agate:** Jill Holleman, delegate. Security watchstanding falls within our scope of work and is part of the normal duties of able seaman. Accordingly, it payable as straight time on straight time hours and overtime on overtime hours.

**APL Coral:** Roger Berioso, delegate. Clarification on restriction in Egypt: no good. Host country government in severe turmoil. Proper notification for the reasons for denial of shore passes impossible to obtain. Clarification on security watchstanding duties.

**APL Singapore:** Dave Mercer, bosun. Transformer fire in bowthruster room extinguished and secured by ship's crew in Dutch Harbor. Cleanup of dry chemical residue payable as straight time for dayworkers on straight time hours.

**APL Korea:** Angelito Lopez relieved Gabriel McDonald, Jr. as delegate. Diverted to Oakland from the normal San Pedro destination en route because of ILWU Local 63 strike action in Los Angeles. Relief jobs called in SF because of uncertainty of destination and sailing time.

**APL Japan:** Dmitri Seleznev, bosun. Clarification on sanitary. During the at sea "trans-ocean" part of the voyage, while in the one man watch, the AB dayworker does the mandatory sanitary of the sailors deck and quarters. Section 56 modifies Section 17.

**APL Steam Rack:** Robert Greene, bosun. Working with delegate Paul Fuentes, advised members on strike action of SEIU 1021 during their one-day strike on November 20.

**Mississippi Voyager:** Thomas Kaleiupu, delegate. In at Richmond Long Wharf with no problems. Refinery crude unit still down making this ship and the Oregon a key part of the feedstock supply chain.

**Foss Maritime Company:** JD Rymel, delegate. Question on open job bid eligibility. Company is required to post a vacancy for two weeks once a job comes open and then fill the job with the senior-most qualified sailor. Fit for Duty status is implicit in those qualifications, as mentioned in Section 25. Further support in Section 9.04 which makes ineligible for work anyone that has not passed a recent and appropriate physical.

**San Francisco Bar Pilots:** Colin Dewey and Mike Koller, delegates. License upgrading continues. New funds to be added to 401(k) plan in first quarter 2013.

# Tanker crew beaten by robbers

A tanker crew has been badly beaten during a robbery in Malaysia. The Singapore-registered *Merlion Dua* was anchored off Johor on the morning of December 11, when 10 Indonesians armed with knives boarded the vessel in an attempted robbery.

The chief engineer was badly beaten and two others from the crew were injured, a representative from shipowner Sentek Marine said. "He was kicked around and was rolling on the floor when he refused the pirates' order to start th engine, another crewman had sustained a 3.5 inch cut on his forehead and another one was in emotional shock. He cannot speak after the incident," the spokesperson said. All three mariners were taken to the Malaysian Navy hospital in Tanjung Pengelih, Pengerang, and were expected

to make a full recovery. The robbers were arrested by members of the Malaysian Maritime Enforcement Agency (MMEA). The armed men were found hiding on the bridge and in the captain's cabin, the MMEA's First Admiral Adon Shalan said. However, two of their accomplices were believed to have escaped in a boat. "We believe that the robbers were hoping to get away with some valuables from the crewmen and steal oil from the ship," Shalan added. The 1,209 dwt tanker, and its remaining Burmese and Singaporean crewmen, remained anchored outside port limits off Pengerang as the *West Coast Sailors* went to press, said the Sentek representative. The 1985-built *Merlion Dua* is flagged with the Caribbean flag-of-convenience St. Kitts and Nevis.

# Vietnam frees tanker and arrests pirate suspects

Police in Vietnam have captured 11 pirate suspects aboard a Malaysia-flagged chemical tanker. The Vietnam Marine Police said officers on two patrol vessels apprehended the suspects on November 22, about 35 nautical miles southeast of Vung Tung on the 1,125 dwt tanker *MD Fearhorse* (formerly called *Zefirah*).

The vessel's owner said he had lost communication with the crew on November 20. Its last known location had been southeast of Con Son Island, said the ReCAAP Information Sharing Center. The ship was finally detected again at about 0404 hours on the 22nd.

"From the statement made by the master, there were 11 pirates on the tanker, and they were armed with long knives and pistols," said the center. Police think the hijackers planned to see the 84,000 gallons of marine gas oil on the tanker.

Meanwhile, the crew, five Burmese and four Indonesians, were rescued by a Vietnamese fishing vessel. The pirates had released the mariners at sea on November 21. The crew was transferred to a Vietnam Maritime Rescue Coordinating Center's search and rescue vessel and were reported to be in good conditions, ReCAAP said.

## 2013 UAW UNION-BUILT VEHICLES LIST

### UAW CARS

BUICK LACROSSE  
BUICK VERANO  
CADILLAC ATS  
CADILLAC CTS  
CHEVROLET CORVETTE  
CHEVROLET CRUZE  
CHEVROLET MALIBU  
CHEVROLET SONIC  
CHEVROLET VOLT  
CHRYSLER 200  
CHRYSLER 200 CONVERTIBLE  
DODGE AVENGER  
DODGE DART  
FORD FOCUS  
FORD FOCUS (ELECTRIC)  
FORD FUSION\*  
FORD C-Max/(FULL HYBRID/ ELECTRIC)  
FORD MUSTANG  
FORD TAURUS  
LINCOLN MKS  
SRT VIPER

### UAW TRUCKS

CHEVROLET SILVERADO/ HYBRID\*\*  
FORD F SERIES  
GMC SIERRA/HYBRID\*\*  
RAM 1500\*

### UAW VANS

CHEVROLET EXPRESS  
FORD E SERIES  
GMC SAVANA

### CAW CARS

BUICK REGAL  
CADILLAC XTS  
CHEVROLET CAMARO  
CHEVROLET IMPALA  
CHRYSLER 300  
DODGE CHALLENGER  
DODGE CHARGER

### CAW SUVs/CUVs

CHEVROLET EQUINOX  
FORD EDGE  
FORD FLEX  
GMC TERRAIN  
LINCOLN MKT  
LINCOLN MKX

### CAW VANS

CHRYSLER TOWN & COUNTRY  
DODGE GRAND CARAVAN  
VOLKSWAGEN ROUTAN

These vehicles are made in the United States or Canada by members of the UAW and Canadian Auto Workers (CAW). Because of the integration of United States and Canadian vehicle production, all the vehicles listed that are made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (\*) are produced in the United States and another country. The light-duty (LD) crew cab versions of the vehicles marked with a double asterisk (\*\*) are manufactured only in Mexico; other models are made in the United States.

When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

LOOK FOR THESE EXCITING UAW-BUILT VEHICLES IN THE 2014 MODEL YEAR!

- CHEVROLET COLORADO TRUCK
- REPLACEMENT FOR JEEP LIBERTY (TO BE ANNOUNCED IN 2013).
- FORD TRANSIT



# SUP Branch Reports

## Seattle

November 19, 2012

Shipping for the period: 5 Able Seaman jobs shipped and filled with 2 A-cards, 2 B-cards and 1 C-card; 1 Ordinary Seaman filled by a C member; 12 standbys to 5 A-cards, 6 B cards and 1 D registrant.

Registration for the period: 12 A cards for a total of 19; 5 B cards for a total of 20; 2 C cards for a total of 5.

**Ships Checked**

Matson vessels *Manoa* and *Maui* called twice in Seattle with little or no problems. The *Mahimahi* called the crew back. And the *Lurline* paid off in Seattle and will lie alongside of the dock until needed.

The *President Jackson*, *President Truman* and *President Adams*; the *APL Coral*, *APL Cyprine*, *APL Pearl*; and the *USNS Martin* all called for SUP/MFU crew members.

After attempts to renegotiate a rent reduction for our current union hall berth failed to achieve any reasonable reduction in costs; we are shifting North to Fisherman’s Terminal. A full accounting will be made by the SUP President. Our quarters will be smaller but will result in a significant savings for operations of a SUP/MFU dispatch hall. We would like to thank the President, Vice President and SUP Controller Jihan Johnson for “closing” the deal.

The Seattle Branch wishes a most Happy New Year to all.

Seattle Branch Agent

## Wilmington

November 19, 2012

Shipped during the period: Bosun 3; AB 11; AB Maint. 6; and Standby 58, for a total of 78 jobs shipped.

Registration: A 29; B 26; C 11; and D 6.

**Ships Checked**

*Matsonia*, *Maunawili*, *APL Korea*, *Mokihana*, *Maunalei* (good feeder even while shorthanded), *APL Thailand*, *Matsonia*, *R.J. Pfeiffer*, *APL China*, *Manukai*, *APL Philippines*. Leon made the *Manulani* and *APL Singapore*.

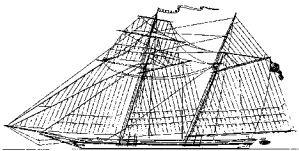
On October 15, attended the L.A. County Federation of Labor Delegates meeting. Delegate Eli Wegger went to the mike again for a short speech urging a No vote on 32 and handed out fliers at the door. On November 18, went to an MTD meeting.

I called Randy, the manager at Harbor Ship Supply, and talked about raising the quality of pallets going to APL and Matson. He assured me this problem would be taken care of.

Thanks to Leon Gandy for doing a bang up job running the hall during Thanksgiving week. Congratulations to Zeph Cearley and Jose V. Duran for getting their AB tickets.

Merry Christmas and Happy New Year.

Wilmington Branch Agent



## Honolulu

November 19, 2012

Shipped the following jobs in November: 1 Bosun relief, 1 Bosun return, 2 AB Day steady, 1 AB Day relief, 1 AB Day return, 2 AB Watch steady, 1 AB Watch relief, and 2 AB Maintenance. The shipping jobs were filled by 7 A cards, and 4 B cards. Also shipped 11 standby jobs for the month of November. The standby jobs were filled by 2 A cards, 1 B card, 3 C cards, and 5 D cards.

Registered in November: 10 A cards; 6 B cards; 5 C card; and 1 D card. To date totaled registered: 14 A cards, 9 B cards, 6 C cards and 3 D cards.

**Ships Checked**

The *Manukai*, *Maunawili*, *Maunalei*, *Manulani*, *RJ Pfeiffer*, *Manoa*, *Maui*, *Mokihana*, *Mahimahi*, *Matsonia*, *Lurline*, and the Paint and Rigging gang, all running with few or no problems.

I represented the SUP at the Hawai’i AFL-CIO Executive board meeting, and the Hawai’i Port Maritime Council meeting. At the AFL-CIO Executive board meeting Mazie Hirono (Hawai’i US Senator-elect) came by and thanked all of labor for supporting her. She particularly thanked the Hawai’i Port Maritime Council for our support in being there for her fund raising events and for our street presence in sign waving and talking with the public as to why they should vote for her.

Kaiser has changed the date of the Health Awareness Clinic at the SUP

Honolulu Union Hall. The Kaiser Health Awareness Clinic will be held in conjunction with the February 19th monthly SUP meeting. All members that can make this meeting should make sure that they do.

Mele Kalikimaka and Hau’oli Makahiki Hou, (Merry Christmas and Happy New Year).

Honolulu Branch Agent

## Dispatcher’s Report

Headquarters—Nov. 2012

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	5
AB.....	7
OS.....	1
Standby.....	16
Total Deck Jobs Shipped.....	32
Total Deck B, C, D Shipped.....	9
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.....	32
Total B, C, D Shipped-All Depts.....	9
Total Registered “A”.....	35
Total Registered “B”.....	28
Total Registered “C”.....	21
Total Registered “D”.....	51



On the mess deck of the *APL Philippines* after a Union meeting are (from left to right) AB Cliff Matican, AB and SUP Delegate Joe Marusak and Bosun Dave Sylstra in Oakland last month.

## Buy American and get a 27% discount on Union-made work boots

The next time you need a pair of boots, why not buy them from a company that is as committed to supporting American workers as you are? The Union Boot Pro offers Union members a selection of 125 top quality Union-made boots produced by Wisconsin-based Weinbrenner Shoe Company.

The boots offered on [www.theunionbootpro.com](http://www.theunionbootpro.com) are 100% American made by members of UFCW Locals #688 and #717. (Only the raw rubber is imported, by necessity, from Brazil.) The Union Boot Pro offers boots in a variety of styles, with options that include steel toes, extra ankle support, waterproofing and heels that are specially made for climbing ladders.

The average price of the work boots offered on the site is \$180. Plus: Union members receive a lifetime discount of 27% off the purchase price. To take advantage of the discount, just use the code Mp1953mD at checkout. You can order online at [TheUnionBootPro.com](http://TheUnionBootPro.com) or call toll free 1-800-723-5384.

Remember, every time you buy American, you support your friends, your neighbors and other American workers!

## Made in America Holiday Gift Guide

Finding that perfect gift this holiday season doesn’t have to be a headache. Check out this Made in America, Union-made gift guide. Here are some highlights from the Los Angeles County Federation of Labor’s resource site, Labor 411:

<b>Apparel and Accessories</b> Brooks Brothers (UNITE HERE) Joseph Abboud (UNITE HERE) OshKosh B’gosh (UFCW) Majestic Athletic (UNITE HERE) Timex watches (IAM) Naturalizer shoes (UFCW) Nunn Bush shoes (UFCW) Red Wing Shoes (UFCW)	<b>Sports Equipment</b> American Athletic (Russell) (UAW) Louisville Slugger (UAW and IBT) MacGregor Golf clubs (Boilermakers) Standard Golf (IAM) Top-Flite golf balls (IBB)
<b>Beauty Products</b> Avon (UFCW) Caress skin care (UFCW) ChapStick (USW) Dove beauty products (UFCW) Revlon (UAW) Old Spice (UFCW)	<b>Stocking Stuffers</b> Rayovac batteries (Teamsters&UAW) Bic Lighters (USW) Ghirardelli chocolates (BCTGM) Jelly Belly (BCTGM) Laffy Taffy (BCTGM) Tootsie Roll Pops (BCTGM)
<b>Games</b> (All made by RWDSU/UFCW) Barrel of Monkeys Battleship Candy Land Chutes and Ladders Clue Connect 4 Game of Life Hi Ho Cherry-O Monopoly Mouse Trap Operation Pictionary Risk Scrabble Sorry Taboo Twister Yahtzee	<b>Wine and Beer</b> (Wines brought to you by UFW.) Chateau Ste. Michelle (IBT) Columbia Crest St. Supery Charles Krug C.K. Mondavi Gallo of Sonoma Miller Beer (UAW & IBT) Miller High Life Miller Genuine Draft Miller Lite Milwaukee’s Best Icehouse Red Dog Anheuser-Busch (IBT & IAM) Budweiser Budweiser American Ale Bud Light Michelob Shock Top Busch Rolling Rock O’Doul’s