



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, November 23, 2012

## Downsizing U.S. Merchant Marine undermines national security

*The following article was published in Defense News on November 6, and is authored by former Maritime Administrators Captain William Schubert and Vice Admiral (Ret.) Albert Herberger. Captain Schubert served in the Bush Administration and Admiral Herberger in the Clinton Administration.*

**D**uring times of war or national emergency, the U.S. government relies on the U.S. Merchant Marine and its public-private partnership with the Department of Defense to ensure there is adequate U.S.-controlled capacity to transport critical cargo anywhere in the world at any time.

Thanks to this partnership, the

U.S. Merchant Marine's vessels, infrastructure and manpower are at the nation's disposal whenever necessary. Without this, our assured ability to deliver military equipment and supplies quickly and efficiently to our soldiers would be severely diminished.

As former administrators of the U.S. Maritime Administration (MarAd), we have

experienced firsthand how vital the U.S. Merchant Marine is to national defense. We were therefore very disappointed to see that the final version of the 2012 Surface Transportation Act—without open discussion or debate—contained a provision that undermines the U.S. Merchant Marine, jeopardizing national security and eliminating thousands of American jobs in the process.

The provision in question, which repealed one-third of longstanding U.S. cargo preference requirements stipulating that U.S. international food

aid must be carried by American-owned and crewed ships, harms our nation's commercial sealift capability and causes an immediate, detrimental impact on the Pentagon's ability to move equipment and supplies by sea.

The U.S. will lose the use of an estimated 16 U.S.-flag vessels once this provision goes into effect, as well as a highly trained workforce and important intermodal capabilities. MarAd estimates that this change in cargo preference law will lead to a loss of \$90 million per year in revenue and 2,000 direct and indirect jobs, including 640 seagoing mariner jobs.

Since its founding in 1776, our nation has depended on the U.S. Merchant Marine to ensure that we have a trustworthy, reliable sealift capability so no country can have a veto over U.S. foreign policy.

Most recently, U.S. flag vessels safely and effectively carried more than 90% of military supplies for the conflicts in Iraq and Afghanistan. Without the citizen merchant mariners manning these ships, the U.S. would be forced to depend on politically unreliable foreign ships and foreign crews to carry some of its most important cargoes.

The U.S. Merchant Marine is critical not only because it is a trustworthy extension of U.S. military capabilities, but also because it is cost-effective. In fact, MarAd has indicated that the Defense Department would need \$13 billion in capital costs plus \$1 billion in annual operat-

ing costs to replicate the sealift capacity that it obtains at a fraction of that price through the U.S. Merchant Marine.

Given the looming sequestration deadline and its huge potential impact on the Pentagon, it simply does not make sense for the Defense Department to shoulder these costs.

To reverse this unfortunate situation, Democratic Representative Elijah Cummings of Maryland and Republican Representative Jeff Landry of Louisiana, as well as 40 other co-sponsors from both sides of the aisle, proposed the Saving Essential American Sailors (SEAS) Act, H.R. 6170.

We salute them for recognizing the national security imperative of ensuring the readiness of the U.S. Merchant Marine, and we urge other members to join the movement to enact this bill and reverse the unwarranted and dangerous cut in U.S.-flag shipping requirements.

We understand that congressional leaders must often make tough decisions. Reversing the cut to cargo preference and preserving the U.S. Merchant Marine is not one of them.

The United States loses far more than it gains from the loss of sealift capability caused by the 2012 Surface Transportation Act. The United States needs a vibrant U.S. Merchant Marine and cannot afford to lose the sealift capability upon which so much depends. The cut to cargo preference should be reversed.

## Anti-Union Proposition 32 rejected by California voters

by Steve Smith, California Labor Federation, AFL-CIO

**A**s the election results came in on November 6, it became abundantly clear that the handful of billionaires and CEOs who sought to silence our voice were in for a rude awakening. Their deceptive measure, Proposition 32, didn't just fail, it tanked by a 12-point margin (No 56.1% to 43.9% Yes).

Executive Secretary-Treasurer

Art Pulaski said, "For the third time in the last 14 years, California voters rejected an attempt to shut working people out of the political process. The message voters sent the wealthy interests behind Proposition 32 could not have been clearer. Californians categorically reject power plays designed by a few in the 1% to rig the system to their favor. Sooner or later, these CEOs and billionaires trying to push their agenda on our state will realize that no amount of money spent on deceptive ads will fool voters into passing measures like Proposition 32."

Defeating the deceptive Proposition 32 was always a priority for California's working families. More than \$50 million was spent in support of 32, money that came from a handful of billionaires and out-of-state Super PACs. But all the money in the world can't compare to the unprecedented ground game we mounted to defeat 32, and in the end, voters roundly rejected the Proposition 32 deception.

But our victories didn't stop there. Labor's ground game also played a huge role in Proposition 30, the sorely-needed school

funding measure, much to the chagrin of the anti-worker billionaires who thought shifting our attention to Proposition 32 would be bad news for Proposition 30. And that strong pro-worker turnout had ripple effects all the way down the ballot, particularly in state races.

According to a column by Jon Healey in the *Los Angeles Times*: "By picking a fight with labor, the pro-Proposition 32 faction risked losing not just on that measure but also on other fights important to conservatives, including Proposition 30 and races for Congress and the Legislature. That's what happened in 2005, when three other so-called reform measure were crushed alongside Proposition 75. And after Tuesday's election, not only did Proposition 30 win, but Republicans were almost certain to wind up with four fewer seats in Congress, two in the state Senate and, surprisingly, two in the Assembly. If those losses hold, Democrats will hold two-thirds of the seats in each chamber for the first time since the 19th century."

*continued on page 3*

## Important TWIC info

**D**ue to the large number of transportation workers requesting Extended Expiration Date Transportation Worker Identification Credentials (TWIC), the Transportation Security Administration (TSA) requests that workers order an Extended Date TWIC no sooner than four months prior to your current TWIC expiration date.

If your card expires within four months and you would like to order an Extended Expiration Date TWIC, call the TWIC Help Desk at 1-866-DHS-TWIC (1-866-347-8942). For additional information on Extended Expiration Date TWICs, reference: <http://www.twicinformation.com/twicinfo/faqs.jsp#whatEED>

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# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED SEPTEMBER 30, 2012

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 9, 2012, hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

|  |                       |
|--|-----------------------|
| General Fund.....                              | \$976,242.30          |
| Political Fund .....                           | \$9,172.79            |
| Strike Fund .....                              | \$1,293,730.99        |
| Total Cash and Investments 3rd Qtr. 2012 ..... | <u>\$2,279,146.07</u> |

### GENERAL FUND

|   |                     |
|---|---------------------|
| Income:   |                     |
| Dues, Initiation, Assessments .....               | \$70,798.45         |
| Interest .....                                    | 15,583.18           |
| Donations - <i>West Coast Sailors</i> .....       | 827.00              |
| Tanker & Joint Committee, Hiring Hall.....        | 75,457.07           |
| Advertising & Promotion .....                     | 875.00              |
| Miscellaneous Income, Reimbursements, Fines ..... | 1,980.00            |
| Reimbursed Administrative Expenses.....           | 21,455.10           |
| Contributions - General Fund .....                | 14,174.03           |
| Bequest .....                                     | 204,562.44          |
| Total Income: .....                               | <u>\$405,712.27</u> |

|  |            |
|--|------------|
| Expense:   |            |
| Auto & Travel.....                                 | \$824.20   |
| Rent.....  | 19,807.98  |
| Postage, Printing & Office .....                   | 5,659.21   |
| Telephone & Telegraph.....                         | 4,594.00   |
| <i>West Coast Sailors</i> Publishing Expense ..... | 8,962.38   |
| Accounting .....                                   | 2,000.00   |
| Per Capita .....                                   | 15,973.00  |
| Salaries & Payroll Taxes.....                      | 179,820.60 |
| Office Workers Pension.....                        | 8,462.60   |
| Insurance.....                                     | 55,646.66  |
| Field Expense.....                                 | 4,534.24   |
| Committee & Neg., Conference & Conv.....           | 5,865.10   |
| Investment Expense.....                            | 1,225.87   |
| Advertising & Promotion .....                      | 360.00     |
| Officials Pension.....                             | 696.24     |
| Subscriptions.....                                 | 331.80     |

|                     |                     |
|---------------------|---------------------|
| Filing Fees .....   | (837.00)            |
| Legal.....          | <u>15,241.50</u>    |
| Total Expense:..... | <u>\$329,168.38</u> |

### BUILDING CORPORATION

|                                  |                     |
|----------------------------------|---------------------|
| Income:                          |                     |
| Rents .....                      | \$137,127.45        |
| Bldg. Util. & Service Reim. .... | <u>3,207.36</u>     |
| Total Income: .....              | <u>\$140,334.81</u> |

|                                     |                    |
|-------------------------------------|--------------------|
| Expense:                            |                    |
| Building Services & Utilities ..... | \$29,412.95        |
| Repairs & Maintenance .....         | 17,108.83          |
| Salaries & Payroll Taxes.....       | 20,057.14          |
| Pension .....                       | 99.36              |
| Auto .....                          | 60.00              |
| Insurance.....                      | <u>13,650.85</u>   |
| Total Expense: .....                | <u>\$80,389.13</u> |

### POLITICAL FUND

|                     |                   |
|---------------------|-------------------|
| Income:             |                   |
| Contributions ..... | \$6,060.00        |
| Total Income .....  | <u>\$6,060.00</u> |

|                     |                   |
|---------------------|-------------------|
| Expense:            |                   |
| Contributions ..... | <u>\$7,700.00</u> |
| Total Expense:..... | <u>\$7,700.00</u> |

|                          |                     |
|--------------------------|---------------------|
| Net Income 3rd Qtr. .... | <u>\$134,849.57</u> |
| Net Income YTD:.....     | <u>\$276,528.90</u> |

|                    |                     |
|--------------------|---------------------|
| /s/ Romaine Dudley | /s/ Noel Itsumaru   |
| /s/ John A. Perez  | /s/ Frank Portanier |
| /s/ Arthur Thanash | /s/ Mike Worth      |

*ACTION BY THE MEMBERSHIP November 13, 2012. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the **West Coast Sailors**. Carried unanimously.*

## Final Departures

**August Francois**, Book No. 2146. Born in New Jersey in 1930. Joined SUP in 1951. Died in New Jersey, October 6, 2012. (Pensioner)

**Edward Perry**, Book No. 3734. Born in Hawai'i in 1924. Joined SUP in 1951. Died in Hilo, Hawai'i, September 15, 2012. (Pensioner)

**Rex Daniels**, Book No. 2728. Born in Texas in 1942. Joined SUP in 1962. Died in San Francisco, California, October 17, 2012. (Pensioner)

**Leslie Amaya**, Book No. 3685. Born in Arizona in 1928. Joined SUP in 1946. Died in Las Vegas, Nevada, October 24, 2012. (Pensioner)

## Crew in limbo: out of pocket \$90,000

Seafarers on a product tanker detained at Colombo are owed at least \$90,000 in unpaid wages, according to the International Transport Workers' Federation (ITF). ITF Inspector Ranjan Perera said: “*Saag Sirius’s* 11 Burmese and five Sri Lankan crewmen last received their wages at the end of July. From the documents the crew sent me, they are owed around \$90,000 in wages.” Further, supplies of food, water and basic necessities are running out, warned Perera, who added: “It is difficult to go on board as the vessel is currently detained off the port limit in Colombo.” He noted that this is not the first time that the crew requested for ITF’s intervention on unpaid wages: “In November 2011, the crew also encountered difficulties in getting their wages, and that time we were able to intervene and had the crew paid. This time, it is more difficult.”

The owner and operator Malaysia-based Saag Shipping was not available for comment according to industry press sources, but *Saag Sirius’s* technical manager estimated that the crewmen are in fact owed more than \$120,000.”

The 7,058 dwt ship has been arrested by Sri Lankan shipping authorities since the end of July. Singapore’s Ark Vision Spare & Engineering has filed suit against Saag, alleging unpaid bills of up to \$123,000 for engine servicing.

## SUPPORT THE SUP POLITICAL FUND

### SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2012/13:

|           | <i>Hdqrs.</i> | <i>Branch</i> |
|-----------|---------------|---------------|
| December  | 10            | 17            |
| 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            |

## APL parent company earns first quarterly profit since 2010

Neptune Orient Lines Ltd. (NOL) announced last month it swung to a net profit in the third quarter mainly because of cost savings and improved performance from its liner and logistics business. NOL, which is approximately 66% owned by Singapore state investment company Temasek Holdings, posted a net profit of \$50 million in the quarter ended September 21, compared to a \$91 million loss in the same period last year. It is NOL’s first net profit since the fourth quarter of 2010.

NOL warned that with macro economic conditions remaining weak and the industry facing excess capacity and high fuel prices, it expects to post a full year loss.

Like many shippers, NOL has been hurt by slowing world-wide demand and rising fuel prices. The company has taken cost-cutting measures in recent years, including

reducing its fleet and bunker-fuel consumption. In second-quarter results the company said it achieved \$225 million in cost reductions. Its full-year goal is \$550 million. “These efficiency gains, coupled with our fleet modernization program are the reasons our unit costs have improved significantly,” APL President Kenneth Glenn said in a statement. APL is the liner shipping business of NOL and it accounts for more than 85% of the group’s revenue.

NOL’s revenue for the third quarter rose 4% on year to \$2.3 billion from \$2.2 billion. Revenue from its liner-shipping business rose 3% to \$1.96 billion compared with \$1.90 billion while logistics saw revenue growth of 10% to \$365 million from \$333 million.

The liner group’s revenue rose mainly because of higher volumes across most trades and higher freight rates, NOL said. Logistics saw strong demand in the rail and land-transport segment. “While the group will continue to extract further operational efficiencies and strengthen its competitive position, it expects to post a full-year loss,” NOL said in the statement.

Separately, the company reported it has sold its Singapore headquarters building for \$311 million to a property developer Fragrance Group Ltd.

## West Coast Sailors

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## ILWU sues to block Seattle arena deal

The International Longshore and Warehouse Union (ILWU) Local 19 filed a lawsuit in King County Superior Court, October 17, challenging the decision of the City of Seattle and King County to move forward with an agreement to build a sports arena in Seattle’s industrial SoDo district.

Union leaders and their legal counsel announced their intention to file a lawsuit and follow through after Seattle Mayor Mike McGinn and King County Executive Dow Constantine signed a memorandum of understanding proposing the arena be built in SoDo.

The lawsuit alleges that Seattle and King County violated the State Environmental Policy Act (SEPA). “While it purports in several sentences to require future SEPA review and reserves final siting of the Arena by the Councils in the future, virtually all of the 38 page-long MOU consists of planning and financial terms that only apply to the SoDo site,” the union said in a statement. “These provisions include identifying a specific location for the arena in SoDo just south of Safeco Field, the commencement of a process for the city and county to co-design the arena on this site, and extensive financial terms that apply only to the SoDo site.”

The proposed arena would be built on land currently held by the port, with the union and other port stakeholders, including the SUP, concerned it would eat away at port and trade-related jobs and economic growth. The developers of the arena are hopeful of luring an NBA team back to the city with the new project and surrounding entertainment venues. The proposed site lies next to the city’s recently built baseball and football stadiums.

“These provisions will create irreversible political momentum in favor of siting the proposed new arena on the SoDo site in the SEPA review process, making the SEPA alternatives and impacts review process a sham,” said Cameron Williams President of Local 19. “I repeat, the ILWU is not against a new arena or bringing back the NBA to the Seattle area but we are not going to sit idly by while this arena and entertainment district, along with the traffic already generated by Safeco Field and Century Link Field, destroy the great working class jobs provided by our port and industrial area.”

The lawsuit asks the court to invalidate the MOU and to require the City and County to go back to the drawing board and work on an MOU and future SEPA process that “does not make the Arena site in SoDo a foregone conclusion,” the union said.

City officials told the *Seattle Times* the document does not preclude the arena eventually being located at another site. They also said it does not alleviate the developer’s responsibility to do a SEPA review.

“City Attorney Pete Holmes said that the agreement does not preordain that the arena will be built in SoDo,” the newspaper reported. “Holmes said the language in the MOU mandates a full environmental review and consideration of one or more alternative sites, including Seattle Center (site of the former NBA arena, which lies north of downtown).”

## Audit reveals dubious spending by Port of Oakland officials

An in-house audit at the Port of Oakland suggests that executives at the public agency racked up \$400,000 to \$800,000 in travel and other expenses that were either improper or of a questionable nature, according to a source who was briefed on the report.

So far, port officials have declined to make the months-old report public, first citing legal concerns, then saying it was incomplete.

“I’m as frustrated as anyone else about all of this, but we felt we needed to expand the report and ask more questions,” said Gilda Gonzales, president of the Port Commission board.

Port Executive Director Omar Benjamin was the first to fall as a result of questionable spending. He “retired” after it became public that he had attended a \$4,500 party in 2008 at a Houston strip club that the port paid for.

“He’s disappointed, but understands as executive director that the buck stops with him,” Benjamin’s attorney, Rod Divelbiss, said. By retiring, the 51-year-old Benjamin gave up any right to a severance payment, Benjamin made \$257,508 a year.

The Houston strip-club party wasn’t the only time port officials mixed finances with fun. A review of port officials’ credit card receipts in recent years indicates that high-ticket golfing, liquor and massages are all part of the port’s business culture.

Maritime Director James Kwon, whose name appeared on the credit card bill for the strip-club outing, also billed the port for a \$324 pair of golf shoes, \$400 in haircuts and hundreds more for cologne,

silk ties, Godiva chocolate and bottles of Chivas Regal. He’s now on paid leave.

Kwon’s attorney, former Port Commissioner Kenneth Katzoff, said that the golf, massages and gifts were all part of the job. “Taking key executives of our terminals and shipping companies to play a round of golf, and then have a foot massage or back massage and dinner afterward, you get five-and-a-half hours of building a relationship,” he said. It resulted in Evergreen (Marine Corp. of Taiwan) investing \$40 million in three cranes at the Port of Oakland, which also results in millions more in revenue... and creates jobs,” Katzoff said. As for the strip-club caper, Katzoff said Kwon drank only sodas and “didn’t partake in any adult entertainment.”

The port has brought in the outside law firm Arnold and Porter to investigate the agency’s spending practices, and has also hired the high-powered PR firm of Burson-Marsteller to help manage the crisis.

Arnold and Porter is charging \$495 an hour for its line attorneys and \$695 for any work performed by its partners. Burson-Marsteller is billing the port as much as \$395 an hour, with an initial \$25,000 cap. Ironically, just days before the strip-club story broke, Benjamin issued a memo to his senior staffers warning them to “be extremely discerning” in their travel and entertainment expenses.

“We should focus on key customers and decision makers,” Benjamin wrote. “But we need to do so in a manner that demonstrates that we are using the port’s dollars in the most prudent and cost-effective manner.”



SUP AB Harry Naole on the mess deck of the Matson combination container/Ro-Ro ship *Matsonia* after a long tie-up in the rain before an extended layup in Oakland. AB’s Andy Facundo and Sean Bane in the background on Saturday, November 17. Photo: Dave Connolly

## Matson posts 3rd quarter net income of \$19.1 million

SUP-contracted Matson Navigation Company this month reported a net income of \$19.1 million during the third quarter ending September 30, 2012 compared to an \$8.7 million net income during the same quarter a year ago. Consolidated revenue came in at \$401.4 million during the quarter versus \$380.6 million in 2011.

Matson’s operating income came in at \$34.2 million for the quarter compared to \$30.9 million during the same time period a year ago. The company pointed out in its press release that their operating income was negatively impacted this year by the \$300,000 expense associated with its separation from Alexander & Baldwin (A&B) and in the third quarter of 2011 by a \$6.1 million expense associated with the shutdown of the company’s CLX2 service. Without these expenses, the company’s operating income declined \$2.5 million during the quarter compared to the same quarter a year ago.

“Matson reported another steady quarter, with results mixed by trade lane,” said Matt Cox, President and Chief Executive Officer of Matson. “We saw continued rate and volume strength in our expedited service from China, continued strong Guam volume and modest volume improvement in our Hawai’i trade. These gains, while encouraging, were largely offset by increased expenses primarily associated with vessel and barge dry-docking during the quarter. The hallmarks of the Matson brand; superior customer service, financial stability and solid delivery reliability have been earned over a century. Our balance sheet strength and strong cash flow generation support a strong dividend while providing ample capacity for future investments in our people, our businesses and new markets,” Cox continued.

Year to date, Matson reported a net income of \$30.3 million on consolidated revenues of just over \$1.161 billion compared with a net income of \$32.6 million on consolidated revenues of just over \$1.087 billion during the first nine months of 2011.

Operating income for the first nine months of 2012 was \$72.8 million compared with \$66.8 million during the first nine months last year. The company said that its operating income was negatively impacted this year by expenses of \$8.6 million associated with the company’s separation from A&B and \$0.5 million related to the shutdown of the company’s foreign-flag CLX2 service. In the first nine months of 2011, operating income was negatively impacted by \$6.1 million of expenses associated with the shutdown of the company’s CLX2 service. Net of these expenses, operating income increased \$9 million in the first nine months of 2012 from the prior year period.

## Proposition 32 rejected *continued from page 1*

The positive and progressive momentum Labor brought out truly extended all the way down the ballot, as workers achieved victory on a number of local ballot measures, including a living wage measure for hotel workers in Long Beach, and a two-dollar minimum wage increase for the lowest-wage workers in San Jose.

But we never could have achieved any of this if it wasn’t for the hard work and dedication of more than 40,000 Union volunteers who distributed 5.1 million fliers at work sites and door steps and made more than 3.7 million direct voter contacts on the phone and at the door — a million of those contacts in the last week alone. This massive effort began in the spring, much earlier than we’ve ever kicked off a ground effort before. Every evening and weekend for months, working people volunteered in record numbers to educate voters about the stakes in this election.

The defeats that Republicans and their corporate interest allies suffered in this election were nothing short of crushing. With a two-thirds super-majority looming in both the State Senate and Assembly, three or four congressional pickups for Democrats and victories for working families on minimum wage and other issues, this election proved to be a game-changer. And it couldn’t have been possible without a galvanized, motivated labor program on the ground. In that respect, Proposition 32 made a big difference for nearly every race in California.

**There’s a lesson to be learned from this: I call it The Prop 32 Effect. It measures that attack workers are on the ballot, they will be defeated. And not only will they be defeated, they will drive workers to the polls in record numbers, which has a direct impact on races and measures up and down every ballot across California.**

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

Joseph Castege in memory  
of George Castege ..... 1000.00  
Clinton Gregg ..... 100.00  
Vern Haik. .... 200.00  
Jesus Hermosillo ..... 50.00  
Phil Howell in lieu of  
dues increase. .... 100.00  
John Perez ..... 100.00  
Roy Yates ..... 100.00

## West Coast Sailors

Belly Bell ..... 25.00  
Robert Booth ..... 30.00  
Jay Dillon ..... 20.00  
Patrick Flynn. .... 80.00  
Allen Gonzalez ..... 25.00  
Ruben Guerra ..... 25.00  
Hannu Kurppa ..... 20.00  
Hans Lilledahl. .... 100.00  
Jack Milano ..... 25.00  
Victor Noble. .... 20.00  
Kenneth O'Halloran in memory  
of Gordon Ellis ..... 10.00  
Michael Pflieger ..... 50.00  
Robert Torano ..... 30.00  
William Wood ..... 10.00  
Paul Wuestewald ..... 25.00  
Roy Yates ..... 25.00

## Dues-Paying Pensioners

|                       |            |
|-----------------------|------------|
| Gordon Abbott         | Book #3785 |
| Robert Copeland       | Book #4763 |
| Donald Cushing        | Book #4777 |
| Romaine Dudley        | Book #2593 |
| Diane Ferrari         | Book #2251 |
| Knud Jensen           | Book #3940 |
| John Jewett           | Book #4291 |
| Kaj E. Kristensen     | Book #3120 |
| Hannu Kurppa          | Book #3162 |
| James K. Larsen       | Book #4055 |
| Duane Nash            | Book #2437 |
| John Perez            | Book #3810 |
| Alex Romo             | Book #3193 |
| Francisco Salvatierra | Book #7498 |
| James Savage          | Book #7488 |
| Ralph Senter          | Book #7323 |
| David Shands          | Book #7483 |
| Peter Villanueva      | Book #0857 |

## Political Fund

Billy Bell .. . . . 25.00  
Robert Booth . . . . . 100.00  
Robert Burns. . . . . 20.00  
Milton Caballero. . . . . 10.00  
Joseph Carson .. . . . 100.00  
Lee Cherry.. . . . 25.00  
Dave Connolly .. . . . 100.00  
David Fadoul . . . . . 100.00  
Diane Ferrari. . . . . 50.00  
Patrick Flynn. . . . . 20.00  
Joe Ginez.. . . . 10.00  
Rick Goen .. . . . 10.00  
Juan Gonzalez.. . . . 50.00  
Allen Gonzalez. . . . . 25.00  
James Hall .. . . . 10.00  
Jesus Hermosillo . . . . . 50.00  
Thomas Hooke.. . . . 25.00  
Vern Johansen in memory  
of Henry Johansen . . . . . 50.00  
Jan-Peter Johnsson .. . . . 20.00  
Czeslaw Knobbe.. . . . 75.00  
Mike Koller. . . . . 50.00  
Enesto Lagramado. . . . . 100.00  
Gunnar Lundeborg .. . . . 50.00  
Dave Mercer .. . . . 10.00  
Remiro Montoya . . . . . 20.00  
Canilo Moreno.. . . . 20.00  
Harry Naeole. . . . . 10.00  
Victor Noble .. . . . 100.00  
Kenneth O'Halloran in honor  
of Bill Berger . . . . . 10.00  
Vince O'Halloran .. . . . 200.00  
Paul Paragganan. . . . . 30.00  
Hamilton Parone. . . . . 20.00  
Danilo Perez .. . . . 50.00  
John Peterson .. . . . 50.00  
Jordan Polon.. . . . 20.00  
Diomedes Robosura . . . . . 50.00  
Teo Rojas.. . . . 50.00  
Ralph Senter.. . . . 100.00  
Augusto Silva. . . . . 10.00  
David Sylstra . . . . . 40.00  
William Wood in memory  
of Hakon Bervig.. . . . 100.00  
Roy Yates . . . . . 25.00  
Danilo Ycoy. . . . . 20.00



Bosun Dave Sylstra and AB Gary Thompson help lower a new cylinder ring at the engine room hatch on the APL Philippines in Oakland on Sunday, November 18.  
Photo: Dave Connolly

# Port of Los Angeles seeks to build marine research center

On October 18, the Los Angeles Harbor Commission certified the final Environmental Impact Report for the proposed redevelopment of City Dock No.1 and approved the framework for bringing a world-class marine research center to the LA Waterfront at the Port of Los Angeles.

Their action sets the stage for the creation of a state-of-the-art waterfront research institute where scientists, researchers and entrepreneurs can collaborate on solutions to today’s marine, environmental and maritime industry challenges.

“This is an important step toward realizing the vision of a cutting-edge academic research facility that will be at the forefront of marine-oriented research and development,” said Geraldine Knatz, Executive Director of the Port. “City Dock No. 1 has the potential to advance OW” interaction with the ocean ecosystem and help the Port, stakeholders and City of Los Angeles meet the next generation of environmental challenges and research opportunities.”

The project calls for a 28-acre campus on the Port’s oldest municipal pier to serve as a center for ocean-related research, education, business development and green technology. The anchor tenant would be the Southern California Marine Institute (SCMI), a consortium of Occidental College, the USC Wrigley Institute for Environmental Studies, the UCLA Department of Atmospheric and Ocean Sciences, the Ocean Studies Institute representing eight California State University campuses, and affiliated marine research and conservation organizations.

The next step for the project is to develop and identify outside funding. This past May, the Los Angeles Harbor Commission adopted a resolution that supported the development of an independent California Nonprofit Corporation, with the capabilities to implement the proposed research center in collaboration with potential project users and tenants, in order to enter into a lease with the Port to develop, operate and maintain the facility.

# Somali pirates who fired rockets at a ship for fun jailed for 18 years

The Seychelles’ Supreme Court has found 15 Somalis guilty of piracy and jailed them for up to 18 years this month. The presiding judge rejected their defense that they were fishing and having fun as they fired rockets at a tanker in the Arabian Sea and that weapons — including assault rifles— which they dumped at sea when a surveillance helicopter appeared, were only for their own protection.

The court had heard that on January 5, on the high seas, the 15 men, with common intention committed an act of piracy after boarding another vessel called *Al Molai* unlawfully and taking control of it while armed with guns. In the judgment, it was noted that Seychelles law has been amended to allow prosecution of pirates found within its borders and beyond.

Captain Stanislav Usushev of the tanker *MV Sunshine* told the court he saw a skiff approaching his vessel at 24 knots and it caught up with the bigger vessel which was traveling at a speed of 13 knots. He said he and the crew of the tanker saw people on the skiff “directing a rocket propelled grenade (RPG) launcher at the bridge of his vessel while other persons in the skiff were armed with Kalashnikov assault rifles and had a ladder. The tanker’s crew took protective measures by entering the citadel of the ship, fired water cannons at the skiff and radioed for help, following which helicopters on surveillance duties flew to the area, filmed what was happening and soldiers from another surveillance unit boarded the skiff, whose crew had thrown their weapons overboard and surrendered.

According to the judge, the evidence presented by the prosecution proved the acts of piracy successfully and rejected the defense’s claims that the pirates were “out having fun and were following the tanker for navigation purposes while the weapons were for their self defense”.

“First directing an RPG on the bridge of a ship under the circumstances mentioned by the witnesses cannot be considered to be a ‘fun’ activity,” said the judge, before passing sentence. He said the defense’s contention that the 15 accused were out fishing with the Iranian crew (of the *Al Molai*) and fun riding following tankers and were carrying weapons for their own protection could not be accepted and was accordingly rejected.

# World trade declines for third consecutive month

The volume of world trade declined 0.4% during the month of August, the third consecutive month of declines according to the Netherlands Bureau for Economic Policy Analysis (CPB), which said that the decline could make it difficult for many economies around the world currently having difficulty to return to trade growth. World trade volumes declined 0.4% during the month of July.

It was the first time since the great recession started in November 2008 that world trade has declined for three consecutive months. Exports from the United States fell 1.4%, while exports from Japan and Latin America were down 0.7% and 0.6%, respectively. “Production declined in the United States, Japan, and Central and Eastern Europe,” the CPB report said. Many economies that are undergoing austerity programs, especially those in Europe, are finding it difficult to return to growth as governments begin to reduce spending in an attempt to narrow big budget deficits.

The CPB’s figures provide the earliest available measure of global trade and are closely watched by policy makers, including a number of central banks. Last month, the World Trade Organization cut its 2012 global world trade forecast from 3.7% down to 2.5% while the International Monetary Fund cut its forecast from 3.8% to 3.2%.

# An election message for the lame duck Congress: fair taxes, no cuts

by Richard Trumka, President, AFL-CIO

After a hard-fought and decisive election year, it’s time to rebuild America’s middle class—but to do it we need to make sure the lessons from this campaign stick.

Four years ago, the leadership of the Republican Party made a cynical political gamble. and this year they lost because they bet against America.

Instead of rethinking the failed policies that got us into this mess, the Republicans in Congress tried to drag down the American economy and stall the recovery and then pass the blame to President Obama.

Along the way, they also blamed teachers, firefighters, nurses and, quite frankly, just about anyone and everyone except the real culprit, irresponsible tax cuts for the wealthy and deregulation.

Yet here’s something to remember: It wasn’t until Mitt Romney’s shocking and complete disavowal of everything—everything—he stood for during the Republican primary that he even began to close the gap with President Obama. The more he fabricated, the more he sounded like Obama, the closer to victory he came. But a majority of working families remembered the real Mitt and turned out to reject him.

That shows how important voter education is, and the labor movement took that on as our top priority. We researched all the candidates and explained their stands on the issues. Across America, more than 400,000 volunteers shared what we learned by knocking on doors, calling from phone banks and by handing out leaflets. It was an incredible grassroots effort, like nothing I’ve seen before on a national scale.

The unprecedented tidal wave of secret corporate cash threatened to dilute and corrupt our democracy, but this election proved again that there is no match for the strength of people power.

I’ve probably said this a thousand times this year. This election came down to a choice between two very different visions for our nation and our middle class. Our vision rewards hard work and the people who do it. Their vision benefits only those at the top.

Our vision—the future America has chosen for the next generation— will lead America toward shared prosperity.

And the bottom line of what working people voted for is this: To rebuild America and the middle class, not tear it down. That’s the lesson we have to turn into action.

Starting on November 8, working families across the country have explained this election’s message over and over again to our leaders in Washington. Working people—Union and non-Union alike— say NO to cuts to Social Security, Medicare and Medicaid and YES to fair taxes on the wealthiest 2%.

## China to protect inland shipping from foreign competition

China is to prohibit domestic companies from operating foreign-built ships on domestic waterways and will block foreign shipping service firms from selling services in China, according to regulations issued by China’s State Council.

The rules protect the domestic shipping industry, hard-hit by overcapacity and slowing global trade, and could signal plans to restrict foreign companies from selling into upcoming waterway infrastructure projects approved as part of a \$160 billion spending package in September. The rules, set to come into effect from January 1, prohibit “foreign

companies, financial organizations and individuals from operating waterway transport service,” the State Council said in an announcement on an official government website.

Foreign shipping service enterprises are also banned from hiring Chinese ships or shipping space, “or using other means to covertly operate waterway transport service.” Chinese operators are also restricted from using foreign vessels, unless there is a shortage of Chinese ships and the company gets permission from the State Council.

## Pirate killed in NATO attack

NATO reports its forces have killed a suspected pirate and destroyed a dhow during a shootout just off the Somali coast.

A boarding team in a rigid inflatable boat (RIB) from Dutch warship *HNMLS Rotterdam* part of NATO’s Operation Ocean Shield, was sent to carry out a routine inspection on a dhow. Men on board the dhow then opened fire on the boarding party, Shield’s rules of engagement.

One suspected pirate was killed and the others jumped into the water; 25 people were rescued by *Rotterdam’s* crew. *Rotterdam’s* sailors were under continual fire from the shore during the rescue, NATO said.


The dhow caught fire and was destroyed during the incident, and the NATO RIB suffered damage during the firefight which took place on the morning of October 24.

NATO Task Force commander Commodore Ben Bekkering said larger dhows are routinely inspected because they are often used as pirate mother ships. “In this instance, the pirates openly choose confrontation,” he pointed out. “This does not happen often, and it indicates that we are indeed impeding their operations and in doing so, pushing them to take more extreme options.”

The Task Force often interacts with local fishermen, both to provide reassurance against piracy and gain useful local information on pirate activity, NATO spokesperson Shona Lowe said. Sometimes it is not clear whether the dhows are innocent fishing vessels or pirates, which can put the lives of NATO soldiers at considerable risk, as the latest incident showed, she added.

Even though the firefight took place near Somalia’s shore, the operation was legitimate because Somali’s maritime territorial rights have been suspended, Lowe added..

AN IMPORTANT MESSAGE FROM YOUR UNION



CONGRESS MAY CUT YOUR BENEFITS TO GIVE MASSIVE TAX CUTS TO THE RICHEST 2%

Our members of Congress are headed back to Washington after the election for a few final weeks of business. This “lame-duck” session could have a devastating impact on the future of working families.

We need more economic security, not less. But some legislators are set on reaching a “grand bargain” that would cut the benefits we depend on. They want to cut our Social Security benefits, raise the retirement age for Social Security and Medicare and cut Medicaid, forcing families into bankruptcy when a loved one needs long-term care. Why? All to pay for outrageous tax breaks for the richest 2% of Americans.

That’s not what we voted for on Nov. 6. Take a stand and tell our representatives to put working families first.

**Call Your Members of Congress NOW at 888-659-9401**

**Tell them:**

- 1. No more tax cuts for the richest 2% of Americans.**
- 2. No benefit cuts to Social Security, Medicare or Medicaid.**

[www.aflcio.org](http://www.aflcio.org)

## Costa Concordia pre-trial hearing begins in Italy

The pre-trial hearing on the grounding of *Costa Concordia*, in which 32 people died, was held on October 15, in Grossetto, Italy.

*Costa Concordia* master Francesco Schettino was present for the preliminary hearing which heard testimonies and reviewed data from the vessel’s black box.

Held away from the public and presided over by Valeria Montesarchio, the judge who oversaw the preliminary investigations, the hearing could see Captain Schettino stand trial next year for manslaughter and for abandoning the vessel before having evacuated the 4,220 passengers and crew.

Captain Schettino’s second in command, Ciro Ambrosio, officer Salvatore Ursino and Costa Cruises fleet crisis coordinator Robert Ferrarini are also being investigated and were present at the hearing.

A report based on the findings from the black box data on board *Costa Concordia* was leaked to the Italian press in September. This revealed “an almost complete omission of the entire sequence of [emergency] message that should have been expected.”

The pre-trial report, written by a panel of nine experts and led by an Italian admiral, is 1,000 pages long and includes seven DVDs of evidence gleaned from the voyage data recorders. The report placed a predominant amount of blame on Captain Schettino, highlighting the maser’s decision to delay evacuating the vessel until 2251 hours, even though *Costa Concordia* had hit the rocks at 2145 hours. It also stated that the route chosen was far too close to shore. According to the report, the crew was not sufficiently aware of emergency procedures and certain members were assigned emergency duties for which they were not sufficiently trained. It also said that the crew had difficulty understanding emergency instructions.

Meanwhile, final salvage operations for the removal of the *Costa Concordia* wreck also began last month. The largest salvage operation of its kind is led by Titan Salvage and Italian firm Micoperi, and will involve 450 workers and 100 divers. Although it would have been easier to cut up the vessel to remove it, this was ruled out due to environmental damage. The chosen salvage operation involves pulling the liner off the rocks and towing it away in one piece, in a process that is likely to take 260 days. The ship will be secured using anchors fixed to the rocks and seabed. Cables passed underneath the wreck will attach steel cages to its sides. The lifting operation should not take longer than a day.

## Mariners die during rescue bid

Five sailors have died during an attempt to rescue them from a stricken general cargo ship off the coast of South Korea.

The Malaysian flagged *Shinline 8* started taking water and sent a distress call while it was 30 nautical miles off Jeju Island in the wake of Typhoon Sanba on October 18.

The Korean Coast Guard (KCG) dispatched three rescue boats to the scene and all of *Shinline 8’s* 19 crew members were picked up by one of the boats, which then capsized in waves estimated to be 16 feet high. Three Filipino and two Chinese crew members subsequently drowned, but the remaining crew and the rescuers were picked up by another coast guard vessel. They were taken to the hospital, but no serious injuries were reported. The 7,025 dwt *Shinline 8* was bound for Singapore when the incident happened.

# ESU Office Assignments

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



## ESU NEWS

NOVEMBER 2012

Official Publication of the Exxon Seamen's Union

## Exxon Mobil 3Q 2012 results

Exxon Mobil on November 1, 2012 reported a 7 percent decline in profit for the third quarter, reflecting lower oil and natural gas production as well as realized prices. However, earnings per share and revenue beat analysts' estimates of \$1.96 per share for the quarter, the world's largest publicly traded oil company reported earnings of \$9.57 billion, or \$2.09 per share, down from \$10.33 billion, or \$2.13 per share, in the year ago period.

ExxonMobil's Chairman Rex W. Tillerson commented: "Third quarter results reflect our ongoing commitment to help deliver the energy needed to underpin economic recovery and growth while maintaining our strong focus on safety and environmental performance.

"Third quarter 2012 earnings were \$9.6 billion, down 7% from the third quarter of 2011. Earnings for the first nine months of 2012 were \$34.9 billion, up 10% compared to the first nine months of 2011.

"Capital and exploration expenditures were \$9.2 billion in the third quarter and a record \$27.4 billion for the first nine months of 2012 as we continue pursuing opportunities to find and produce new supplies of oil and natural gas to meet global demand for energy.

"The Corporation distributed \$7.6 billion to shareholders in the third quarter through dividends and share purchases to reduce shares outstanding."

- Below are some recent important announcements and highlights:
- Capital and exploration expenditures were \$9.2 billion, up 7% from the third quarter of 2011.
  - Share purchases to reduce shares outstanding were \$5 billion.
  - As announced, on September 19, 2012, ExxonMobil and its subsidiary, XTO Energy Inc., signed an exchange agreement with Denbury Onshore, LLC, a subsidiary of Denbury Resources Inc., to acquire 100 percent of Denbury's Bakken shale assets, which consist of approximately 196,000 net acres in North Dakota and Montana, with expected production to be more than 15,000 net oil-equivalent barrels per day when the deal closes.
  - As announced, on October 16, 2012, ExxonMobil Canada Ltd. entered into an agreement with Celtic Exploration Ltd. ("Celtic") under which an ExxonMobil Canada affiliate will acquire Celtic. Under the terms of the agreement, ExxonMobil Canada will acquire 545,000 net acres in the liquids-rich Montney shale, 104,000 net acres in the Duvernay shale and additional acreage in other areas of Alberta. Current production of the acreage to be acquired is 72 million cubic feet per day of natural gas and 4,000 barrels per day of crude, condensate and natural gas liquids.
  - The Sakhalin-1 Consortium, operated by Exxon Neftegas Limited (ENL), recently drilled the world's longest extended-reach well at the Chayvo field, offshore Russian Far East. Using ExxonMobil's fast-drill technology, the Z-44 well reached a measured depth of 12,376 meters (40,604 feet), more than 27 times the height of the Empire State Building.
  - ExxonMobil is investing more than \$200 million to expand its Baton Rouge, Louisiana chemical and lubricants plants to increase capacity for synthetic lubricant base stocks manufacturing and lubricants blending, packaging and storage.

The Board of Directors of Exxon Mobil Corporation (NYSE:XOM) also declared a cash dividend of 57 cents per share on the Common Stock, payable on December 10, 2012 to shareholders of record of Common Stock at the close of business on November 9, 2012. This fourth quarter dividend is at the same level as the dividend paid in the third quarter of 2012.

## Point Thomson project moves forward

On October 26, ExxonMobil Corp. received a major federal permit it needed to start construction on the Point Thomson oil and gas field on the eastern North Slope of Alaska. After a year-and-a-half delay, the U.S. Army Corps of Engineers issued Exxon a record of decision (ROD) and Section 404 wetlands permit needed for the Point Thomson Project, a massive North Slope liquid condensate project led by ExxonMobil Corp., to begin construction this winter.

The Army Corps decision to issue the permit followed a detailed environmental impact study that began in 2009. While there remain a few outstanding state permits, the wetlands-fill authorization was the major approval needed for construction, said Mike Holley, northern branch team leader for the Alaska district of the Army Corps. "I believe this is the major one that Exxon Mobil wanted," he said.

Along with partners BP Plc and ConocoPhillips, Exxon expects to start producing 10,000 barrels per day of oil condensate after the construction. This production will ship through the ANS pipeline. Holley said Exxon hopes to begin construction soon. "They are planning on doing as much of the construction this winter as possible," he said, adding that ice roads will be built to accommodate winter building.

The Point Thomson Project is a strategic investment for the state because it will increase the flow of hydrocarbons through the Trans-Alaska Pipeline System (TAPS) and open the eastern North Slope to new hydrocarbon exploration, development and production with a 70,000-barrel-per-day common-carrier pipeline. This project may also serve as a pre-investment for large-scale North Slope gas commercialization, and critically, is expected to create hundreds of jobs throughout the state and more than 1,000 jobs at peak employment. To advance the Point Thomson project, Exxon has hired nearly 50 contractors, including many Alaska-owned firms. In briefings, Exxon has told state officials that this project will create an estimated 600 to 700 jobs from 2013 to 2016, with up to 2,400 jobs during peak construction.

Point Thomson is the state's largest undeveloped oil and gas field, containing 25 percent of the North Slope's known conventional natural gas. The Point Thomson field has been the subject of long-running dispute between the state of Alaska and the oil companies. The state contended the companies were improperly delaying development at the field, where leases date back to the 1960s.

In September the Exxon Seamen's Union, along with other interested parties, submitted a letter to the Corps of Engineers, Anchorage Regulatory Division during the open period for comments urging the Corps to move expeditiously to complete the permit. The ESU encouraged the Corps of Engineers to grant the Clean Water Act Section 404 permit approval so the development of Point Thompson Project could proceed this winter. The ESU believes new sources of oil are necessary to replace declining Alaska North Slope production and without the addition of new production sources it will eventually lead to a reduction in the TAPS fleet and consequently a loss of US mariner jobs.

## USCG Policy Guidance on 2010 Amendments to the STCW

As previously posted in the ESU NEWS, 2012 marks the beginning of changes that will occur for US mariners as a result of the new 2010 STCW. It will be a few years before the entire amendments take place, but recently the US Coast Guard published another Guidance Policy Letter (CG-CVC Policy Letter No. 12-07). The letter provides guidance on issuance of endorsements and some training courses to meet the 2010 amendments to STCW. This is still in the beginning stages and the ESU will keep the membership up to date on any pertaining changes that may affect the members.

The most significant change in this letter for the membership to be aware of is the establishment of new endorsement titles. If you are in the process of renewing your MMD you may receive the new MMD and STCW endorsement with the following changes: Able Seafarer-Deck (AS-D) and Able Seafarer-Engine (AS-E). These endorsements correspond to the domestic rating endorsements of Able Seaman and Qualified Member of the Engine Department (QMED).

The 2010 amendments to the STCW also revise the requirements for endorsements for personnel serving on oil,

chemical and liquefied gas tank vessels. The Coast Guard will make changes to the verbiage of the STCW endorsements that are currently being issued, and expand the scope of mariners who may qualify for STCW endorsements for service on tank vessels, although we don't expect the ESU membership be affected by these.

In addition to the changes to endorsements described above, the Coast Guard will also begin granting approval of certain training courses in anticipation of implementing additional provisions of the 2010 STCW amendments. The Coast Guard will consider granting approval to the following types of training:

- Able Seafarer-Deck
- Able Seafarer-Engine
- Basic Training Renewal
- Proficiency in Survival Craft
- Advance Fire Fighting Renewal

This policy letter is posted along with other policy letters on the Coast Guard Homeport internet website at <http://homeport.uscg.mil> by selecting the following links: Library> Policy> Policy Letters> Inspection. For more information, you can contact the NMC Customer Service Center at 1-888-427-5662 or [iasknmc@uscg.mil](mailto:iasknmc@uscg.mil).

## A Team suits up



Life is far from dull aboard the *Kodiak*, especially for the A Team fire fighting crew. Pictured from left to right are AB Stefan Theodore, AB Billy Wayne Kendrick and QMED Phillip Francia as they prepare for a Fire drill. This frequent practice is part of a routine necessary in order to adequately respond to an emergency situation.



Organized 1885

# *West Coast Sailors*

Official Organ of the Sailors' Union of the Pacific

Election Supplement

SAN FRANCISCO, CALIFORNIA

November 2012

## **Election Supplement**

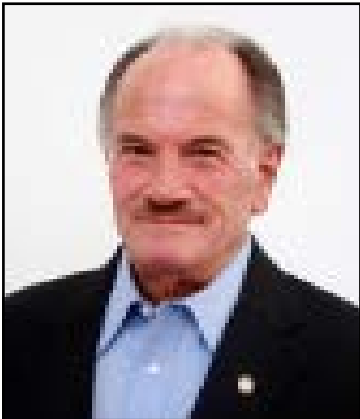

# **Sailors' Union of the Pacific**

## **Election of Officers and Constitutional Amendments and Shipping Rule Referendum December 2012—January 2013**




The election material on these pages is authorized by the SUP Constitution giving candidates the option of submitting photographs and statements for publication in the West Coast Sailors. It should be noted that not all candidates took advantage of this opportunity.

# Candidates for SUP Office

## 2013-2016 term

| President/Secretary-Treasurer  | Vice President/Asst. Secty.-Treas.   |
|--|--|
| <div><div>Gunnar Lundeberg</div><div><p>Throughout the 127 year history of our great Union, struggle has always been a permanent condition of our survival as an organization: at the bargaining table, on the legislative front or in the political field.</p><p>The SUP has met the challenges of the past three years, despite strong headwinds. Wages and benefits were improved under all contracts and pension benefits were increased for current and future retirees.</p><p>The Sailors' Union is prepared to meet the challenges through the turbulent passages that lie ahead in the next three years.</p><p>Vote YES on the two proposed constitutional amendments.</p></div></div> | <div><div>Dave Connolly</div><div><p>Last term we bargained new contracts at Matson, Chevron, Foss and the SFBP. At APL we revitalized our MSP fleet, kept the C-10's under the SUP banner in unsubsidized trade, and re-established an East Coast presence. The <i>USNS Martin</i> and the <i>Cape Henry</i> became part of our military fleet and Chevron replaced the aging GT's with long-term charters. Our Welfare and Pension plans are in good shape and despite an historic recession we have increased job opportunities for a membership that is still the nation's finest group of professional mariners.</p><p>I urge a YES vote on all proposed constitutional amendments.</p></div></div> |

### San Francisco Business Agent

|  |  |  |
|--|--|--|
| <div><div>William "Bill" Berger</div><div><p>If re-elected San Francisco Business Agent, I will continue my open door policy to the members.</p><p>I have sailed in all types of ships during and after the war. I have been with the Union since 1943, and have been an active participant in strikes, beefs and negotiations since that time.</p><p>Vote YES on all the Constitutional amendments.</p></div></div> | <div><div>Colin Dewey</div><div><p>I first registered in 1989. During long months in the hall I learned that this is an organization that runs on the fierce loyalty and independent spirit of its members. When I started making ships I learned the meaning of "SUP style:" the dedication to our democratic tradition, to our craft and to each other that sets our union apart. I have sailed under all of our major offshore and inland contracts, often as delegate. I will aggressively pursue the course of our elder brothers in a new technological and regulatory world: my motto is: SAILORS FIRST – SAILORS ALWAYS!</p></div></div> | <div><div>Sam Scott</div><div><p>Of this great Union I ask for your vote for San Francisco Business Agent. It would be an honor to serve and represent the membership. I will work with the leadership to improve wages, benefits, and working conditions. I will always work in the best interest of the membership and Union. I have been a sailor for 35 years and know what you give up to work in this business. Unity is what's needed for our survival</p><p>Thank you and happy holidays.</p></div></div> |
|--|--|--|

|   |   |
|---|---|
| <div><div>Remoni Tufono</div><div><p>(No photo submitted)</p><p>I am 2nd generation SUP. The SUP has paid the way for me and my family. I see the changing time in our Union/brotherhood and not always for the best.</p><p>I know and value the traditions and standards of our past practice fought for by our pensions and will work to maintain them.</p><p>I have been a member for over 29 years. Have sailed as OS, AB, Bosun on many types of ships. When serving as our delegate, I have resolved many beefs before tie up. With your vote we will work together in our Union's struggle to stay strong.</p></div></div> | <div><div>Mike Worth</div><div><p>I've been sailing in the Sailors' Union of the Pacific (SUP) for 37 years all in good standing without a break in service. I have also worked for all the companies SUP has contracted with over the years. As SF Business Agent, I will follow and execute all orders of the senior officers and will champion every member.</p></div></div> |
|---|---|

All hands are reminded to have a valid mailing address on file at Headquarters as ballots WILL NOT BE MAILED TO A UNION HALL.

Seattle Branch Agent

Vince O’Halloran



The Sailors’ Union of the Pacific’s balloting for election of officers and constitutional referendums is one of the most important events a member may take part in. Candidates for Union officers and changes to our Constitution, which is how we the mem-

bers administer the business of our Union. It is critical that you as a members vote! My experience with our Headquarters leadership along with our outstanding current Wilmington and Honolulu Branch Agents has provided our members with the best defense of our wages and conditions throughout the entire maritime industry.

Vote, it’s your Union!

Wilmington Branch Agent

Paul Calais



I am not a yes man and I will not quit fighting our struggle. I have served as an organizer, negotiator, bosun, delegate, Branch Agent, Secretary-Treasurer of the MTD, and delegate to the county federation of labor, community solidarity teacher. Made many contacts with congress

people, senators and more. I organized bus trips to headquarters meeting to make sure the rank and file were heard. Kept captains/mates in line. Ran Union history videos on Fridays letting members know what it takes to keep our Union brotherhood strong and a whole lot more. As always yours in struggle...

Mark Hurley



A little over 25 years go, I have been laid off from the same tug boat company seven times when I found the SUP. After a ship or two, I knew I found a home. Like Harry Lundeberg said, “We don’t stand with our hat in our hand asking for a job. We have a hiring hall.”

An SUP sailors never stands alone. We have a Bosun, Delegate, Branch Agent, Vice President, President and each man backing us up. I am proud to be in this wonderful Union, and would be honored to serve again as Wilmington Branch Agent.

Honolulu Branch Agent

Michael Dirksen



Aloha Brothers and Sisters,  
For the last three years I have had the privilege of serving the SUP membership as the Honolulu Branch Agent. It would be an honor to serve you once again. I would humbly ask for your support in my

reelection bid.

I am committed to serving the SUP membership and will continue to fight for our job security, medical benefits, pension benefits, a fair and just contract, and better living conditions aboard ships.

Thank you for allowing me to serve the Sailors Union of the Pacific

Robert Jones



I am running for Honolulu Branch Agent and Building Corp. Trustee. I have been a member of SUP for 20 years. I started shipping when I was 16 years old and have worked on West Coast Shipping Tankers, Matson, APL, The Cape I’s & B’s, and the Seattle Rigging Loft. I have shipped as Ordinary

Seaman, Messman, Wiper, Dayman, AB, Leaderman, Bosun and have been delegate many times. If elected I will do my best to take care of our members, retiree’s and the business of the Union.

Maea “Jay” Loe



I would like to convey and express my mahalo to Brother Mike Dirksen for a job well done. I have nothing against our current Branch Agent or post as a reason of my candidacy. However, due to my wife’s ailing and failing health caused me to consider running. It is my greatest desire

to be around as she struggles for life.

My experiences as a social worker for almost a decade with a B.A. degree, a hard working sailor, and having served as delegate on may ships enables me to seek election. Therefore, I humbly ask for your vote.

SUP Building Corporation

Norman Christianson



No statement submitted

Paul Fuentes



No statement submitted

VOTE  
It’s your Union!

SUP ELECTION INFORMATION

In accordance with the SUP Constitution, the entire secret mail-ballot and election shall be conducted by an Impartial Balloting Agent selected by the membership at Headquarters. The Committee on Election has recommended and the membership has concurred that Pacific Election Services, Inc. be selected as the Impartial Balloting Agent.

As per Article VIII of the SUP Constitution, members in good standing with Class “A” and “B” seniority may vote in all Union elections. Members with Class “C” seniority who have ninety (90) days seatime within

the preceding year and 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 to vote on any dues raise and/or assessments. Pensioners are not eligible to vote on proposed 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 state-

ment 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:

Robbin A. Johnson  
Pacific Election Services, Inc.  
1650 Stanmore Drive  
Pleasant Hill, CA 94523

## Pensioners' ballot

| SUP BUILDING CORPORATION TRUSTEES   |       | Vote for Five |
|---|-------|---------------|
| <b>WILLIAM BERGER</b>   | +     |               |
| <b>PAUL L. CALAIS</b>   | +     |               |
| <b>NORMAN O. CHRISTIANSON</b>   | +     |               |
| <b>DAVID J. CONNOLLY</b>  | +     |               |
| <b>COLIN DEWEY</b>  | +     |               |
| <b>MICHAEL L. DIRKSEN</b>   | +     |               |
| <b>PAUL FUENTES</b>   | +     |               |
| <b>ROBERT JONES</b>   | +     |               |
| <b>GUNNAR LUNDEBERG</b>   | +     |               |
| <b>VINCE O'HALLORAN</b>   | +     |               |
| <b>WILLIAM H. WILLIAMSON</b>  | +     |               |
| <b>MICHAEL J. WORTH</b>   | +     |               |
|   | +     |               |
|   | +     |               |
|   | +     |               |
|   | +     |               |
|   | +     |               |
| <b>PROPOSED CONSTITUTIONAL AMENDMENTS</b>   |       |               |
| <b>CONSTITUTIONAL AMENDMENT #1</b>  | YES + |               |
|   | NO +  |               |
| <p>Are you in favor reducing the quorum at Headquarters meetings from 30 to 15 members and reducing the quorum at Branch meetings from 13 to 8 members?</p> <div style="border: 1px solid black; height: 200px; margin-top: 10px;"></div> |       |               |

SUP-104

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# Shell receives approval to begin initial drilling offshore Alaska

As part of the Obama Administration’s all-of-the-above energy strategy to expand safe and responsible domestic energy production, Bureau of Safety and Environmental Enforcement (BSEE) Director James A. Watson announced recently that Shell will be allowed to move forward with certain limited preparatory activities in the Chukchi Sea offshore Alaska.

“It is our highest priority that any activities that occur offshore Alaska be held to the highest safety, environmental protection, and emergency response standards,” said Watson. “Shell’s applications for permits to drill into potential oil reservoirs remain under review, and Shell will not be authorized to drill into areas that may contain oil unless and until the required spill containment system is fully certified, inspected, and located in the Arctic. The announcement authorizes Shell to move forward with limited activities well short of oil-bearing zones that can be done safely now prior to the certification and arrival of the containment system.”

Under the approved permit, Shell will be allowed to begin certain preparatory activities in the Chukchi Sea that will increase overall safety. These activities include the creation of a mudline cellar, a safety feature that ensures that the blowout preventer is adequately protected below the level of the seafloor. Shell is also authorized to drill and set the first two strings of casing into shallow non-oil-bearing zones.

Under conditions and requirements set forth in Shell’s Chukchi and Beaufort Sea Exploration Plans and Oil Spill Response Plans, which were approved by the Bureau of Ocean Energy Management (BOEM) and BSEE respectively, Shell is required to receive certification of its containment system, which is designed to capture flowing liquid hydrocarbons in the unlikely event of a loss of well control, by the U.S. Coast Guard and have the vessel positioned in the Arctic before any drilling into oil-bearing zones can occur. BSEE engineers recently conducted an initial inspection of Shell’s containment system, but the company has yet to secure the final Coast Guard certification.

BSEE inspectors will be present on the Noble Discoverer to provide continuous oversight and monitoring of all approved activities. BSEE safety experts have already conducted thorough and comprehensive inspections of the drillship and Shell’s response equipment.

# TSA needs your help!

Recently the TSA has announced some changes to the TWIC renewal process. Below are some of the issues that TSA is having difficulty with and are asking for everyone’s help in minimizing hold ups with issuing extended TWIC documents.

Due to the large number of transportation workers requesting Extended Expiration Date (EED) TWICs, TSA requests that you order an EED TWIC no sooner than four months prior to your current TWIC expiration date. If your card expires within four months and you would like to order an EED TWIC, please call the TWIC Help Desk at 1-866-DHS-TWIC (1-866-347-8942).

If you hold a TWIC that expires on or before December 31, 2014, and you are a U.S. citizen or U.S. national you will be able to replace your expiring TWIC with a three-year (EED) TWIC. To reduce call wait times, please contact the TWIC Help Desk between 8-9 AM or between 4-7 PM (Eastern Time) to request your EED TWIC.

Ship reports

S/R American Progress

ESU Board officer visited the vessel on November 2, at the city dock in Port Angeles, WA. The newly appointed Ship Representative AB Mike Harrison on board and reporting all is going well. Mike was going home that day and MS Ein Coley is now filling in as Temporary Ship Representative. The vessel looked real sharp, especially after the recent shipyard period. Some issues with food stores which will be addressed with shoreside management.

Kodiak

The vessel continues with the regular run from Valdez, AK, to Puget Sound, WA and San Francisco, CA, with some welcomed anchor time in Anacortes, WA. AB Phillip Spinaio filling in as Temporary Ship Rep. and reports all is well. Steward Department Trustee Kurt Kreick on board and is trying to address some issues with food storing and ordering, not only on this vessel but throughout the rest of the fleet.

Sierra

Vessel continues with split discharges between Puget Sound and San Francisco. Regular Ship Representative Thor Floreen aboard no major problems. Also reports the Steward Department on board also with some difficulties in getting the food stores and ordering completed with the recent limitations to the requisitions.

# #1 Able Seaman, Lobo retires



Able Seaman Joao Lobo has elected to retire effective November 1, 2012 with over 36 yrs of service with the company. Joao was hired in May of 1976 and started his seagoing career aboard the Exxon Boston, where he filled a messman billet. Joao still remembers his first tour especially the 117 days part. During Joao’s early years with Exxon he served on a number of vessels in the fleet gaining experience and decided to transfer to the Deck department as Ordinary Seaman and eventually worked his way up the ranks and was promoted to Able Seaman in 1979. Since that time, he has served on virtually every vessel in the Company’s fleet. When the specialty ships Exxon Wilmington and Exxon Charleston came on line in 1983-84 he sailed frequently in that trade. His last vessel assignment was the Sierra.

Joao retires as the number one Able Seamen on the seniority list. Also, having joined the Union in May of 1976, Joao retires as the longest active service member of the ESU. Throughout Joao’s employment he was a steadfast supporter of the Exxon Seamen’s Union and dedicated member.

Always a good shipmate ready to help anyone, the ESU membership will truly miss Joao’s experience and presence aboard ship. The Union extends its best wishes to Joao and his family for a long, healthy and enjoyable retirement.

# Cook Keith Francis medically retires

Effective October 29, 2012, Keith Francis received a disability retirement with 15 years of combined company service from SeaRiver and Mobil Oil Corp. Keith started his career with Mobil Oil as Utility before joining the SeaRiver fleet in June of 2000 when the American Progress became a part of SeaRiver as a result of the ExxonMobil merger. After joining SeaRiver Keith sailed as Maintenance Seamen before being promoted to Cook on March 1, 2002.

The Union extends its best wishes to Keith and his family for a long, healthy and enjoyable retirement.

CONTRACT CORNER

Notice for Assignments

Recently the ESU office has received a few questions from members pertaining to how many times an employee is required to call in for their vessel assignment. Below is the contract language from Article VII, Paragraph A and B on page 24 of the CBA that addresses this issue and the notice for assignment. When you call fleet manning and no one answers the ESU suggest leaving a message with the time and date clearly on the answering system to eliminate any questions about when you called. If you have any questions in regards to this issue, please feel free to call the ESU office:

NOTICE FOR ASSIGNMENT

A. Prior to the end of a sea tour, the Company shall provide the employee with a written advance date of next assignment call in. The Company will also mail, e-mail or talk directly with the employee via telephone to remind such employee of the date, time and place to telephone the Company to receive such assignment. Any unlicensed employee may be required to report for active duty up to four (4) days before completion of the employee’s earned paid leave.

B. Insofar as is practical and taking into consideration holidays and weekends, employees shall not be required to telephone for assignment earlier than eight (8) days prior to the scheduled end of paid leave. Any unused paid leave will carry over to the next scheduled paid leave period; and the employee shall be required to phone the office only one (1) time prior to the end of a paid leave period.

EXXON SEAMEN’S UNION

Founded March 28, 1941

Affiliated with the Sailors’ Union of the Pacific

P.O. Box 754, Seabrook, TX 77586

Tel (832) 295-3047 Cell (713) 306-9528

Fax (832) 201-0441

E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

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

## SUMMARY ANNUAL REPORT FOR SUP MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for SUP Money Purchase Pension Plan EIN 94-3134523, Plan Number 001, for the year ended December 31, 2011. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust fund. Plan expenses were \$2,038,687. These expenses included \$182,587 in administrative expenses and \$1,856,100 in benefits paid to participants and beneficiaries. A total of 837 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$23,827,848 as of December 31, 2011, compared to \$23,724,067 as of January 1, 2011. During the plan year the plan experienced an increase in its net assets of \$103,781. This increase includes unrealized appreciation in the value of plan assets; that is, the difference between the value of the Plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$2,142,468, including employer contributions of \$1,645,808, earnings from investments of \$425,716 and other income of \$70,944.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan Inc, who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, CA 94107, (415)778-5490. The charge to cover copying costs will be \$3.25 for the full annual report, or \$0.25 per page for any part thereof.

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

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

## GAO report studies aging marine transportation system

The United States Government Accounting Office (GAO) has published a report that examines ways to improve the effectiveness of federal efforts to support the Marine Transportation System (MTS).

The GAO conducted the study to examine programs currently in place by the U.S. Army Corps of Engineers (Corps) and the U.S. Department of Transportation (DOT) than can be used to maintain or improve the MTS, key challenges to maintaining and improving the MTS and opportunities to improve the effectiveness of the federal role in the MTS.

The report found that both the both the Corps and the DOT use a variety of programs to maintain and improve the MTS infrastructure with the Corps being the lead federal agency. Funding for MTS programs through the Corps has declined in the past few years, from \$3 billion in FY 2009 to around \$1.8 billion in FY 2011.

The GAO was not able to determine whether MTS funding has increased or declined through the DOT programs because most annual DOT funding is provided to the states, who determine which projects to fund.

The report also found that aging MTS infrastructure, combined with an increasing backlog of projects and the lack of an MTS system wide prioritization strategy have made it difficult for both the Corps and the DOT to maintain and improve MTS infrastructure.

GAO noted of two ways to improve the effectiveness of federal support to MTS infrastructure. First, the recently enacted Moving Ahead for Progress in the 21st Century Act requires DOT to develop a National Freight Strategic Plan and to consult with appropriate transportation stakeholders. However, DOT and the Corps have historically had limited interaction with one another involving system-wide MTS investments. Involving the Corps in the development of the National Freight Strategic Plan is particularly important given the critical role navigable waterways play in freight movement.

Secondly, the Committee on the Marine Transportation System (CMTS), a partnership of federal agencies chaired by DOT, has the opportunity to take further actions to help ensure that its 2008 National Strategy for the Marine Transportation System is reviewed and updated to reflect new and emerging challenges, and that its 34 recommendations to improve the MTS are implemented. One recommendation included studying approaches to allocate federal dollars among competing transportation priorities.

## Welfare Notes

### November 2012

### To Do List Before Retirement

Check with the Pension Department on your pension and the Welfare Plan office on your coverage.

Your active medical and dental coverage will terminate when you retire. As an example, if your shipping time has given you active plan eligibility through March 2013 and you retire effective January 01, 2013, your active eligibility terminates January 01, 2013.

If you are 65 years old or older, you should already be enrolled for Medicare Part A. Medicare Part A covers in-patient hospitalizations after a deductible, limited skilled nursing care, hospice care and some types of home health care. Medicare Part A is free to most people.

Since active plan coverage will terminate when you retire, you should also visit the Social Security/Medicare office to inquire about Medicare Part B and Medicare Part D. The Plan office will help you complete forms for your enrollment.

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment. The Medicare Part B monthly premium is currently \$99.90 and will increase effective January 1st, 2013 to \$104.90.

Medicare Part D is the Medicare Prescription Drug Plan. Medicare can advise you of the plans available and the cost.

The cost of the Medicare Part B premium is reimbursed to certain Pensioners on their pension check and deducted from the Pensioners’ Annual Allowance.

The cost of the Medicare Part D premium and cost of co-payments for medical services covered by Medicare Part B and prescription co-payments covered by Medicare Part D can be submitted as claims under the Pensioners Annual Allowance.

If your spouse is not eligible for Medicare or you have other dependents you will need to inquire about other health care options available for them when your active coverage terminates. It would also be in your best interest to inquire about additional supplemental plans for yourself.

Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)

Patty Martin MPP & 401(k) Plans, Death Benefits [martinpatty59@sbcglobal.net](mailto:martinpatty59@sbcglobal.net)

Virginia Briggs Claims [vbriggs80@sbcglobal.net](mailto:vbriggs80@sbcglobal.net)

Michael Jacyna Eligibility [mjacyna67@sbcglobal.net](mailto:mjacyna67@sbcglobal.net)

Training Representative Berit Eriksson 415-957-1816 [berittrainrep@sbcglobal.net](mailto:berittrainrep@sbcglobal.net)

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 & SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

## SUMMARY ANNUAL REPORT FOR SUP 401(k) PLAN

This is a summary of the annual report for SUP 401(k) Plan, EIN 94-3134523, Plan Number 002, for the year ended December 31, 2011. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$223,038. These expenses included \$82,729 in administrative expenses and \$140,309 in benefits paid to participants and beneficiaries. A total of 697 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$5,148,769 as of December 31, 2011, compared to \$4,758,983 as of January 1, 2011. During the plan year the plan experienced an increase in its net assets of \$389,786. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$612,824, including employer contributions of \$69,228, employee contributions of \$481,256, earnings from investments of \$49,129 and other income of \$13,211.

### Your Rights to Additional Information

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

1. An accountant’s report;
2. Assets held for investment;
3. Delinquent Participant Contributions;
4. Financial information and information on payments to service providers; and
5. Information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP 401(k) Plan, Inc., at 730 Harrison Street, Suite 415, San Francisco, California 94107, (415)778-5490. The charge to cover copying costs will be \$3.75 for the full annual report, or \$0.25 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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Six facts you need to know about Social Security

Asian hijackings highlight regional piracy threat

Social Security is our most important family protection program that works not just for retirees, but also for people with disabilities and children who’ve lost a working parent. It’s a promise for all generations. People pay for this benefit throughout their working lives. Social Security is immensely popular with voters across the political spectrum, which is why those who would like to dismantle the program consistently distort the facts and falsely claim the program is bankrupt. It’s important for working people to know the truth about the program and push back against Social Security myths and lies and fight for more, not less retirement security.

- Here are six Social Security facts you need to know:
1. Working families can count on Social Security for decades to come. Social Security can pay 100% of promised benefits until 2033. Without any changes, the system can pay three -fourths of promised benefits every year after that.
  2. While Social Security benefits are modest, they’re a big deal to most people. The average annual benefit paid to retired workers is about \$14,800 today. Among people 65 and older receiving benefits, two-thirds of them count on Social Security for 50% or more of the income. More than one-third of them get 90 cents of every dollar of income from Social Security.
  3. Social Security has become increasingly important because people can’t count on pensions or retirement savings. Just 15% of workers in the private sector have a real pension at work. Just 60% of families closest to retirement (ages 55 to 64) have any retirement savings at all in a 401 (k), IRA or similar account. Even a \$100,000 account, for a couple retiring at age 65, translates into just about \$400 per month in income.
  4. Raising the retirement age is a big benefit cut for all workers. If Social Security’s future benefit age were increased to 69 (from 67 today), a worker who would have gotten \$12,000 a year retiring at 67 under current law would see their benefits cut by nearly \$1,600 per year.
  5. Wealthy earners don’t pay the Social Security tax on all their earnings. The Social Security contribution tax, which shows up as the OASDI contribution on your annual W-2 form, doesn’t apply to earnings above \$110,100 in 2012 (\$113,700 beginning in 2013). That means a \$1 million earner is paying under 1 % of his or her earnings to support Social Security in a typical year, compared to the 6.2% of anyone making \$110,100 or less contributes. Scrapping the cap so that all earnings are subject to the payroll tax would go a long way toward closing Social Security’s entire projected 75-year funding gap.
  6. Proposals to make the annual cost-of-living adjustment (COLA) “more accurate” cuts benefits for today’s retirees. Changing the way benefits are adjusted, such as by using the “chained Consumer Price Index,” actually make the COLA less accurate because it does not adequately take into account the health care costs paid by Social Security beneficiaries. The impact will snowball for today’s retirees. By age 80, an average earner getting the lower COLA every year in retirement would have lost \$8,100 in lifetime benefits, and if they lives to 90, the total cut adds up to more than \$19,000.

ATTEND YOUR UNION MEETINGS

Maritime Bureau reports drop in Somali piracy but warns against complacency

The number of ships signaling attacks by Somali pirates has fallen this year to its lowest since 2009, a report from the International Chamber of Commerce International Maritime Bureau (IMB) revealed, but IMB warns seafarers to remain vigilant in the high-risk waters around Somalia, the Gulf of Aden and the Red Sea. Meanwhile, violent attacks and hijackings are spreading in the Gulf of Guinea.

Worldwide this year, pirates have killed at least six crewmembers and taken 448 seafarers hostage. The IMB Piracy Reporting Center recorded that 125 vessels were boarded, 24 hijacked and 26 fired upon. In addition, 58 attempted attacks were reported.

The drop in Somali piracy has brought global figures for piracy and armed robbery at sea down to 233 incidents this year—the lowest third quarter total since 2008. In the first nine months of 2012, there were 70 Somali attacks compared with 199 for the corresponding period in 2011. And from July to September, just one ship reported an attempted attack by Somali pirates, compared with 36 incidents in the same three months last year.

IMB says policing and interventions by international navies are deterring pirates, along with ships’ employment of Best Management Practice including the

use of armed guards and other onboard security measures.

“We welcome the successful robust targeting of Pirate Action Groups by international navies in the high risk waters off Somalia, ensuring these criminals are removed before they can threaten ships,” said Captain Pottengal Mukundan, Director of IMB, a membership organization that has monitored world piracy since 1991. “It’s good news that hijackings are down, but there can be no room for complacency: these waters are still extremely high-risk and the naval presence must be maintained.”

As of September 30, suspected Somali pirates were holding 11 vessels for ransom with 167 crew members as hostages onboard. In addition, 21 kidnapped crew members are being held on land. IMB says more than 20 hostages have now been held for over 30 months.

Piracy in the Gulf of Guinea is becoming increasingly dangerous (34 incidents from January to September 2012, up from 30 last year) and has pushed westward from Benin to neighboring Togo. IMB said attacks are often violent, planned and aimed at stealing refined oil products which can be easily sold on the open market. To cover their tracks once the vessel is hijacked, pirates damage the communication equipment and at times

Two recent hijackings have put Southeast Asia back on the map of piracy hot spots, but most of the crime committed there is not reported as piracy and it is debatable whether these attacks share similarities with the model in the Gulf of Guinea. The hijack of the tanker *Arowana* in October off Malaysia and that of the tanker *Scorpio* in the Singapore Strait in September differed from what has become the more common “snatch and grab” form of robbery in Southeast Asia. In both cases, the vessels were hijacked at anchor and moved to a different location where their fuel cargo was stolen—a model more familiar in West Africa in recent times.

Dryad Maritime Intelligence Director of Intelligence Ian Millen noted that in recent years Southeast Asia has become less newsworthy, overshadowed by Horn of Africa and Gulf of Guinea piracy. “Southeast Asia criminality has been very much focused on cash, ships’ stores and valuables, but there has been a constant stream of intelligence-led hijacks to order, with vessels being taken, renamed and sold,” he said. Although violent robbery at anchor or underway, normally with knives and pistols, is a fairly regular occurrence in the region, Millen said the hijack of *Arowana* and that of *Scorpio* represented a very different trend. “This is a re-emergence of a type of crime that was more common in the region before the Malsindo 2004 agreement, as a result of which the navies of Malaysia, Indonesia and Singapore provided trilateral coordinated patrols of the Singapore and Malacca Straits,” he said. “Before this agreement, the hijack and theft of vessels and cargo for onward sale to prearranged buyer were prevalent. The most recent hijack of *Arowana* for a cargo of 172,000 gallons of fuel oil and that of *Scorpio* before it, harks back to this previous type of criminality.”

In 2012, and to some extent 2011, Dryad has also noted a trend for tugs being hijacked and sold on as a going concern or for scrap. “With overall global levels of piracy down, it is easy to lose sight of increasing trends in other areas,” Millen said. “Southeast Asia has a long history of maritime crime and continues to suffer from its effects. Recent incidents of hijack and cargo theft, alongside the ambient threat from violent armed robbery, serve as a timely reminder of the threat across tis wide and complex sea region.”

However, C-Level Maritime Risks found Michael Frodl said the hijacking of *Scorpio* may not have been an act of piracy, no matter how it was reported at the time. He said that initially it seemed as though Southeast Asian pirates were influenced by the Nigerian model of quick hijacking with kidnapping, siphoning the fuel and then a quick release. “Instead, we were told this was an illegal fuel deal gone bad—the two ships were trying to do a transaction in an area that’s lightly patrolled and avoid duties that apply when you buy fuel in a port,” Frodl said. “The deal went south and people got tied up and the fuel was being transferred when law enforcement showed up.”

International Maritime Bureau Chief Executive Pottengal Mukundan said the vast majority of attacks in Asia were armed robberies. “Typically the attacks last under an hour. The vessels are mostly at anchor within the port limits or certainly within territorial waters,” he said. “It is purely a national law enforcement issue. There were 81 such incidents in Asia so far this year where robbers boarded a vessel.” These robberies are not defined as acts of piracy under the UN Convention on the Law of the Sea because they usually occur in territorial waters and even in ports. Mukundan said: “It is important to stress that the cases of robbery in Asia should not be considered similar to the attacks off Somalia or the Gulf of Guinea, where levels of violence are severe and the economic consequences are high.”

“The labor movement is people. Our Unions have brought millions of men and women together, made them members one of another, and given them common tools for common goals. Their goals are goals for all America—and their enemies are the enemies for progress. The two cannot be separated.”

President John Fitzgerald Kennedy  
(1961-1963)

VOTE IN YOUR UNION ELECTION





# SUP President's Report

November 13, 2012

## SUP ELECTION

**Balloting for the triennial election of Union officers and referendum on two proposed amendments to the SUP Constitution and one proposed amendment to the SUP Shipping Rules will begin on December 1, and will conclude on January 31, 2013. The ballots will be counted at Headquarters on February 1, 2013.**

**In accordance with the SUP Constitution, the entire secret mail-ballot and election shall be conducted by an Impartial Balloting Agent selected by the membership at the Headquarters' meeting. The Committee on Election has recommended that Pacific Election Services, Inc. be selected as the Impartial Balloting Agent.**

**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."**

**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: rjohnson7123@sbcglobal.net**

**There are two important constitutional amendments on the ballot that all hands are urged to support: 1) reducing the quorum for Union meetings, and 2) increasing the quarterly Union dues by \$50.00.**

**Over the past few years some of the Branches and on occasion Headquarters have been unable to hold regular Union meetings due to lack of membership attendance. Without a quorum—currently 30 at Headquarters and 13 at the Branches—Union democracy and Union business are thwarted. The proposed constitutional amendment would reduce the Headquarters quorum to 15 members and the quorum for the Branches to 8 members.**

**Urge all members, active and retired, to vote YES on this amendment.**

**The second constitutional amendment on the ballot is to increase Union dues by \$50.00 a quarter. The last dues increase was in 2008. Since that time, wages under every SUP contract have increased while the costs of operating the organization have also increased. It is time for the active membership to support their Union and vote YES on the dues increase.**

**Democracy is contingent upon participation. Put the "you" in your Union and be sure to vote!**

## MILITARY SEALIFT COMMAND

On October 16, attended the semi-annual Military Sealift Command (MSC)/Maritime Labor Executive Session at MEBA Headquarters in Washington, D.C. In attendance were MSC Commander Rear Admiral Mark Buzby and his staff, MFOW President Anthony Poplawski, AMO President Tom Bethel, MEBA President Mike Jewell, MM&P Secretary-Treasurer Don Marcus and SIU-AGLIWD/ NMU Executive Vice President Augie Tellez.

Admiral Buzby and his staff gave an overview of

current and projected MSC operations. The overriding issue is how the Budget Control Act of 2011 – which placed caps on discretionary spending and requiring Department of Defense reductions of \$487 billion over ten years— will affect MSC plus additional cuts to the Defense Department as a result of "sequestration" which is currently being debated in the current "lame duck" session of Congress.

The meeting was comprehensive and informative.

## NOVEMBER 6 AND BEYOND

The national and statewide elections were, all in all, positive for the labor movement. The victory of President Obama ensures that labor will continue to have a seat at the table to influence policy which would not have happened under Republican nominee Mitt Romney.

Nearly all the candidates the SUP supported in Washington State, California, Hawai'i and in other states either were elected or re-elected.

Those members, Union-wide, that participated actively in the election process by walking precincts, phone banking, etc., are to be commended. Perhaps, the most activist group were those members in California who worked tirelessly to defeat the anti-Union Proposition 32.

On the national level, issues critical to working families and maritime labor are currently being discussed by Congress.

If the Republican-controlled House of Representatives and President Obama cannot agree on tax breaks approved during the Bush Administration, the country will go off the so-called "fiscal cliff." Obama and the Democrats in the Senate and the House want to extend those tax cuts for 90% of the country – those earning under \$250,000. While the Republican-controlled House is adamant that those earning over \$250,000 should also continue to get a tax break.

Whether or not this issue can be resolved by the end of this year is anyone's guess. If an agreement is not reached, the average federal income tax would increase by \$3,600 a year, but that number is skewed by large increases at the top of the income scale. The top 1% would see their taxes rise by more than \$120,000. Those earning between \$40,000 and \$50,000 would see taxes rise by \$1,700; those making between \$50,000 and \$75,000 by \$2,300; those making between \$75,000 and \$100,000 by \$3,500, etc.

The problem is that the Republicans want to offset the lost revenue by slashing Medicare, Medicaid and Social Security. The labor movement is firmly behind President Obama in opposition.

Maritime Security Program (MSP) funding still is hanging in the balance which affects the nine MSP vessels operated by SUP-contracted APL. Both the Senate and House Appropriations Committees have voted favorably for full funding (\$184 million) for the 60-ship MSP fleet. Final approval is still pending in Congress.

Cargo preference remains a key issue. In the wake of Congress slashing food aid cargo required to be carried in U.S.-flag vessels, Congressmen Elijah Cummings (D-Maryland) and Jeff Landry (R-Louisiana) introduced the Saving Essential American Sailors Act (H.R. 6170) that would repeal the provision in the highway bill that reduced cargo preference. The bill has support in the House of Representatives but no companion piece of legislation has been introduced in the Senate as of today's meeting. In all likelihood, this issue will be taken up by the next Congress which begins its two-year term in January.

However, Ed Wytkind, President of the Transportation Trades Department (TTD) of the AFL-CIO, which the SUP is an affiliate, will be working with the AFL-CIO to push executive branch priorities for transportation and other sectors of the American workforce. Maritime labor has submitted to the AFL-CIO leadership the following suggestion for President Obama to issue a directive in support of the nation's cargo preference laws:

The policy of the United States, as set forth in 46 U.S.C. 50101 and other statutes, is to have a modern, privately owned, United States-flag merchant marine sufficient to carry a substantial portion of the waterborne foreign commerce of the United States and capable of

serving as a naval and military auxiliary in time of war or national emergency. The cargo preference statutes and other U.S.-flag shipping requirements (including, but not limited to, Chapter 553 of Title 46, U.S. Code, and Section 2631 of Title 10, U.S. Code), are designed to insure that U.S. Government-generated import and export cargoes move to substantial volume on U.S.-flag vessels.

To often, the applicability of cargo preference requirements to specific Federal activities has been called into question, and the implementation of cargo preference laws by Federal agencies has not always been sufficient. To address this problem, the Administration should issue a presidential directive that reaffirms the directive issued by President John Kennedy that all Federal agencies and departments fully comply with existing U.S.-flag cargo preference shipping requirements in order to help achieve the maritime policy of the United States. This directive must also make clear that the Maritime Administrator is the final authority on questions regarding the applicability of cargo preference and the issuance of waivers, and directs MarAd to promulgate regulations to implement this authority as enacted by Congress.

Another piece of maritime legislation before Congress includes bills that would eliminate the requirement for a second trip to TWIC Enrollment Centers for mariners. H.R. 3173 passed the House in June and now awaits consideration by the Senate. S.1966 is a Senate companion bill that now awaits Committee consideration and markup.

## HOLIDAY BENEFIT

For the 23rd year, the SUP and MFOW will cosponsor a holiday lunch for participants of the respective Union Welfare Plans and invited guests.

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

The following are the dates and times of the benefit:

Seattle: Saturday, December 8, from 11:00 A.M. to 2:00 P.M. at the Union hall.

Honolulu: Sunday, December 9, from 11:00 A.M. to 2:00 P.M. at the Union hall.

San Francisco: Friday, December 14, from 11:30 A.M. to 2:30 P.M. at MFOW Headquarters, 240 2nd Street.

Wilmington: Saturday, December 15, from 11:30 A.M. to 3:00 P.M. at the Union hall.

## HOLIDAYS

**Thanksgiving Day:** All SUP halls will be closed on Thursday, November 22, in observance of Thanksgiving.

**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.

## ACTION TAKEN

M/S to concur with the President's report in its entirety. Carried unanimously.

*Gunnar Lundeberg*



On R&R in Pattaya, Thailand, in October. From the left: Gus Silva and Bill DeBenedictis (SUP active), Captain Dennis Carney, and Bill Mitchell (SUP pensioner).

## U.S. levies \$4 billion fine plus manslaughter charges against BP in Deepwater Horizon case

The Department of Justice announced on November 15, that BP Exploration and Production Inc. has agreed to plead guilty to felony manslaughter, environmental crimes and obstruction of Congress as a result of the *Deepwater Horizon* explosion and oil spill in the Gulf of Mexico. BP has also agreed to pay a criminal penalty of \$4 billion, the largest fine ever levied in a criminal settlement.

In addition to the monetary penalty, two BP supervisors who were at the site of the explosion have been charged with involuntary manslaughter while a third has been charged with obstruction of Congress and making false statements to law enforcement officials.

“The \$4 billion in penalties and fines is the single largest criminal resolution in the history of the United States and constitutes a major achievement toward fulfilling a promise that the Justice Department made nearly two years ago to respond to the consequences of this epic environmental disaster and seek justice on behalf of its victims,” said U.S. Attorney General Eric Holder. “We specifically structured this resolution to ensure that more than half of the proceeds directly benefit the Gulf Coast region so that residents can continue to recover and rebuild.”

“The explosion of the rig was a disaster that resulted from BP’s culture of privileging profit over prudence,” said Assistant Attorney General Lanny A. Breuer of the Justice Department’s Criminal Division. “We hope that BP’s acknowledgment of its misconduct ... brings some measure of justice to the family members of the people who died onboard the rig.”

BP will be allowed to pay their \$4 billion penalty over a period of five years with about \$2.4 billion going toward the environmental restoration, preservation and conservation efforts throughout the region. An additional \$350 million will be applied toward the development of state of the art oil spill prevention and response technologies, education, research and training while \$1 billion will go toward the U.S. Coast Guard’s Oil Spill Liability Trust Fund. In addition, the company will be placed on five years of probation.

In agreeing to plead guilty, BP has admitted that the two highest-ranking BP supervisors onboard the *Deepwater Horizon*, known as BP’s “Well Site Leaders” or “company men,” negligently caused the deaths of 11 men and the resulting oil spill. The information details that, on the evening of the explosion, the two supervisors, Robert Kaluza and Donald Vidrine, observed clear indications that the Macondo well was not secure and that oil and gas were flowing into the well. Despite their observations, the well site leaders chose not to take obvious and appropriate steps to prevent the blowout. As a result of their conduct, control of the Macondo well was lost.

Kaluza and Vidrine were both charged with 11 felony counts of a seaman’s manslaughter, 11 felony counts of involuntary manslaughter and one violation of the Clean Water Act. If convicted, both defendants face a maximum penalty of 10 years in prison on each seaman’s manslaughter count, up to eight years in prison on each involuntary manslaughter count and up to a year in prison on the Clean Water Act count.

Senior BP executive David Rainey was charged with obstruction of Congress and making false statement to a law enforcement officer in a separate indictment, which alleges that Rainey, on behalf of BP, intentionally underestimated the amount of oil flowing from the Macondo well. Rainey allegedly cherry-picked pages from documents, withheld other documents altogether and lied to Congress and others in order to make the spill appear less catastrophic than it was.

“These and other matters remain open, including a separate civil action that’s pending in federal court here in New Orleans,” said Holder during his announcement. “We’re looking forward to the trial, which is scheduled to begin in February of next year, in which we intend to prove that BP was grossly negligent in causing the oil spill. In that lawsuit, we are seeking civil penalties and a judgment that BP and others are liable for removal costs and natural resource damages—exposure that could amount to billions of dollars. Though we have been unable to date to resolve the civil case, we remain as determined as ever to hold those responsible accountable.”

## Vice President

November 2012

**APL Agate:** Peter Leo relieved by Jill Holleman as delegate in New York. Rusty water issue pursued with management. Tank maintenance in the yard did not solve the problem so now a rusty pipe or valve suspected as the source. Engineers working on it.

**APL Coral:** Roger Berioso, delegate. Delegate reported favorable conditions before delay at anchor off New York due to the devastation of Hurricane Sandy to the Port of New York/New Jersey. A huge sea surge and high winds damaged or compromised all aspects of terminal and port operations. No restriction payable.

**APL China:** Ryan McLaughlin relieved by Gary McDeavitt, delegate. In conjunction with Wilmington Branch Agent Mark Hurley several items investigated and handled. Drills in port on the weekend are posted and part of emergency duties: payable at the OT rate for one hour minimum unless in excess of one hour which is payable as time worked in half-hour increments. Mark collected transportation under Appendix B.

**APL Korea:** Delegate to be elected at sea. Investigation into termination of member refusing to take a breathalyzer; still awaiting additional information from Company.

**APL Philippines:** Gary Thompson, delegate. In good shape with Dave Sylstra as bosun. Rare Sunday arrival due to repairs in Los Angeles.

**Maunawili:** Phil Howell, delegate. In conjunction with Wilmington Branch Agent Mark Hurley, we pressed management to consider an aft whistle for restricted visibility when there is a lookout on the bow. Management agreed to reconsider; issue still pending.

**Manoa:** Duke Maringer, delegate. No problems in Oakland. Bosun Don Bohle directed the gang during an emergency let go for tsunami warning in Honolulu.

**Mokihana:** Joe Moniz, delegate. Ill-fitting mattresses investigated and found to be 38 x 74 which does not meet the

minimum size specification of Section 11 of the General Rules of 39 x 78. Reported to management along with poor spring quality.

**Mahimahi:** Bert Genita, delegate. Just out of the yard in China with the usual yard-related complaints around missing tools, cleanliness, etc. No beefs.

**Manukai:** Bob Burns, delegate. After more than a year of complaints, investigations, and objections from the Union, management referred the venting of fuel vapors to engineering which set about fixing the problem.

**Matsonia:** Sean Bane, delegate. Last cargo discharged and then shifted to layup berth at Howard’s Terminal in Oakland. Clean payoff.

**Oregon Voyager:** Brian Waymire, delegate. Clean in Richmond. Ron Gill is the bosun.

**Mississippi Voyager:** Thor Erikson, Bosun. Clarification on riding gang—work is laid out and coordinated with the bosun. Clarification on lookouts during long pilotage water transits—Company agreed in bargaining that coastwise tanking is hard enough on the watch without requiring standby watchstanders to automatically stand lookouts.

**USNS Shughart:** Patrick Meagher, delegate. Splicing mooring lines a nearly daily activity due to ship suction in this lower Mississippi River berth. In good shape.

**USNS Gilliland:** James Bailey, bosun. Crew restricted to ship for the weekend of Hurricane Sandy in case of activation. After union intervention, overtime paid.

Foss Maritime Company: JD Rymel, delegate. Clarification on Flex Tankerman rules.

**San Francisco Bar Pilots:** Mike Koller and Colin Dewey, delegates. Station boats conducting practical lifesaving drills in the realistic conditions of ship boarding and disembarking offshore. License upgrades continue.

Dave Connolly

## Historic schooner shipwreck discovered off California’s Channel Islands

Seventy years after it was scuttled off Los Angeles, government archaeologists have found the wrecked remains of a rare Pacific Coast schooner that was employed in the lumber trade during the early 1900s.

Robert Schwemmer, maritime archaeologist for NOAA’s Office of National Marine Sanctuaries, presented a scientific paper on the *George E. Billings* history and its discovery in February 2011 at the eighth California Islands Symposium in Ventura, California.

The *Billings*, a five-masted schooner built in 1903 by Halls Bros. of Port Blakeley, Wash., hauled lumber from the Northwest to Hawaii, Mexico, South America, Australia

and Southern California. After decades servicing the lumber trade it was converted into a sport-fishing barge. In 1941, the owner decided to scuttle the aging vessel off the coast of Santa Barbara Island.

Since the early 1990s, archaeologists and historians with Channel Islands National Marine Sanctuary and Channel Islands National Park have searched for the *Billings*. The wreck was located using research provided by tech-diver Steve Lawson, researcher Gary Fabian, and Patrick Smith with Coastal Maritime Archaeology Resources.



The five-masted schooner *George E. Billings* alongside the Seattle waterfront in 1904. The 224-foot vessel of 1,260 gross tons was crewed by the SUP.

# SUP Branch Reports

## Seattle

October 15, 2012

One Boatswain shipped and filled with an A-card; 7 Able Seaman billets shipped and filled with 1-A and 5-B members; 1 STOS taken by a D registrant; and 7 standby jobs filled with 2-A and 5-B members.

Registered: 6 A cards for a total of 21; 11 B cards for a total of 23; and 3 C cards for a total of 8.

### Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The *President Polk*; the *APL Japan*; the *Manulani* and the *USNS Waters* all called for SUP/MFU crew replacements.

I represented the SUP/MFU at the following meetings. The King County Labor Council Executive Board and Delegates meetings. The Puget Sound Harbor Safety Committee meeting. The Seattle Marine Business Coalition meeting. In conjunction with the Washington State Labor Council, the Inlandboatmen’s Union, the ILWU and the Building Trades, the SUP/MFU continues to push forward with the Gateway Pacific terminal project which will result in more than 400 vessel calls a year carrying bulk cargoes of wheat and coal. This is something all of our contracted companies better be looking at.

On Monday morning October 15, a press conference was convened by ILWU Local 19 and ILWU Local 52 to announce a lawsuit requesting a full Economic Impact Study before the City of Seattle and King County can move forward in building a Multi Purpose Stadium in the Maritime Industrial Area of Seattle. The SUP/MFU applauds this action and stands ready to assist in any way necessary.

The ten year lease for our Seattle Union hall location is up at the end of November. When we moved here from Sixth Avenue the SUP/MFU was crewing 10 Bob Hope LMSR’s and the APL C-11’s were calling in Seattle. This location served us well but the cost has risen substantially. We have been looking for a space that will serve the entire memberships and at this meeting I will report that Fisherman’s Terminal may be where we anchor next. The Inlandboatman’s Union Headquarters is a block away from our potential location. It is on a downtown bus line and there are restaurants and “watering holes” close by. No decision has been finalized and we will keep the memberships informed.

The holiday party will be held on Saturday December 8, from 1100 to 1400 hours at our present location. All pensioners, their families and caregivers are invited, as is any active member and their family and friends.

The Seattle SUP and MFU memberships wish all a Happy Holiday season and a Happy New Year!

Vince O’Halloran, Branch Agent

## SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 420:

**Franklin Breithaupt**, 77, Book No. 5688, joined SUP in 1957, 32 years seetime.

**David L. Hiebert**, 70, Book No. 5813, joined SUP in 1988, 28 years seetime.

## Wilmington

October 15, 2012

Shipping during the period: 4 Bosuns, 11 ABs, 9 AB Maints. and 41 standbys for a total of 65 jobs shipped.

Registration: 30 A cards, 23 B cards, 10 C cards, and 8 D registrants.

### Ships Checked

*APL Thailand* (bed bugs fumigated), *Matsonia*, *Maunalei*, *APL China*, *R.J. Pfeiffer*, *APL Philippines* (happy ship), *Matsonia*, *Manukai*, *APL Pearl* (potable water problem), *APL Singapore*, *Manulani* (Matson working on fumes in house issue).

Attended the L.A. County Federation of Labor. They had their summer BBQ. Eli again went to the microphone for a short speech about NO on 32. Eli, MFOW’s Bob and Pasquale attended the L.A. Federation AFL-CIO Convention in Los Angeles. The main topic was NO on 32. Eli’s fliers were well received. Bob Bugarin and I also attended a post Labor Day Harbor Labor Coalition meeting as well as an MTD meeting.

It’s important to have a Union meeting once a trip for many reasons. It gives everyone an opportunity to be heard and helps to address potential problems. It also helps to teach the new members SUP style.

Tom Larkin drove Gary Gelfgren and me in his Barracuda to visit retiree Red Bell and his wife Patricia in Redlands. Both are enjoying good health and retirement. We had a fine visit.

Happy Thanksgiving to all hands.  
Mark Hurley, Branch Agent

## Five mariners killed aboard Indian Liquid Petroleum Gas carrier

Five seafarers have been killed by gas poisoning aboard an Indian LPG carrier. According to *Safety At Sea* magazine on November 6, the Chief Mate, Chief Engineer and four other crew members of the 23,878 gt. *Maharshi Krishnatreya* were at work inside its compressor room when poisonous gas “overcame” them, a representative of owner-operator Varun Shipping told the magazine on November 5. Another seafarer was injured and later hospitalized, she said.

“The vessel was around 150 nautical miles off Porbandar, India, when the accident happened. We called the Indian Coast Guard, which was able to arrange for doctors to fly in. Five of the crewmen were declared dead upon the doctors’ arrival, while one was airlifted for immediate treatment to a local hospital,” she said. The injured seaman is still under “strict observation, as he is going in and out of consciousness,” she added. The cause of the accident is being investigated, said the source, who added: “It might be too premature for us to say anything at this point, but we suppose that what happened was the crew must have opened something, causing the gas to accidentally leak.”

The *Maharshi Krishnatreya* had departed from Mangalore on its way to a scheduled drydocking in Dubai when the accident happened. “It was gas free when it was traveling, as it already unloaded its LPG cargo in Mangalore,” the representative told SAS.

The 21-year-old ship had 20 crew members, all Indians.

## Missing Russian gold ship found at bottom of the Pacific, crew unaccounted for

Divers have located a missing Russian ship that sank off the Pacific coast while heading to the port of Okhotsk. The *Amurskaya*, which was carrying 700 tons of gold ore, had been missing since the end of October. The freighter virtually disappeared after sending a final distress call from the Sea of Okhotsk.

Unfortunately, its 11 (some reports claim 9) crew members remain unaccounted for. The vessel was discovered in 230 feet of water. Its unknown how much gold the ore might have contained.

According to Zee News, the Russian

## Honolulu

October 15, 2012

Shipped the following jobs in October: 3 AB Day steady, 2 AB Day relief, 3 AB Watch steady, 1 AB Maint steady, and 3 OS jobs. The shipping jobs were filled by 1 A card, 7 B cards, and 4 C cards.

Also shipped 12 standby jobs for the month of October. The standby jobs were filled by 2 B cards, 6 C cards and 4 D cards.

Registered in October: 6 A cards, 5 B cards, 1 C card and 1 D card. To date totaled registered: 12 A cards, 6 B cards, 5 C cards and 3 D cards.

### Ships checked

The *Manukai*, *Maunawili*, *Maunalei*, *Manulani*, *R.J. Pfeiffer*, *Manoa*, *Maui*, *Mokihana*, *Matsonia*, *Lurline*, and the Paint and Rigging gang. All running with few or no problems, except for the *Manulani* which was (is) having problems with fuel oil vapors coming into the house and the crew quarters, the *Maunawili* which is trying to get a second whistle located on the flying bridge, and the *Mokihana* which needs at least contract size mattresses in the sailors’ quarters.

In the *Manulani* case the Bosun sent me some pictures showing the new pipes to be installed for venting the fuel oil vapors so they don’t go in the house and crew quarters anymore.

In the *Maunawili* case of a second whistle being placed on the flying bridge, Matson has sent the SUP an email stating this issue will be discussed at their (Matson) November safety meeting.

In the *Mokihana* case about contract size mattresses or mattresses that actually

fit the bunks on the ship, the SUP received an email from Danny Defanti (Matson) stating that he was looking into this matter with Matson purchasing.

I will keep the membership informed on these issues as they progress.

I represented the SUP at the Hawai’i AFL-CIO Executive board meeting, Hawai’i Port Council meeting, and a meeting with Kaiser Permanente Hawaii concerning health care and the rising costs of health care.

Kaiser would like to host a Health Awareness Clinic at the SUP Honolulu Union Hall. I am told that by having these clinics Kaiser will give us a break on the amount that they will raise our rates this year. (Yes, the rates are going up this year, it’s just a matter of how much they will rise.) Tentatively, the Health Awareness Clinic will be held at January’s monthly meeting. All members that can make this meeting should make sure that they do. We need to show Kaiser that the SUP will do whatever we can in order to keep health care costs down.

The Honolulu Holiday Luncheon will be held on December 9th, from 1100 until 1400 hrs at the Honolulu Hall. Mahalo,

Michael Dirksen  
Branch Agent

## Honolulu TWIC Enrollment Center to relocate

Effective December 12, the Honolulu TWIC Enrollment Center will be located at:

1132 Bishop Street  
Suite 405

Honolulu, Hawai’i 96813

The hours of operation:

Monday through Friday:  
8:30 A.M. - Noon  
and  
1:00 P.M. - 3:30 P.M.

## Dispatcher’s Report

Headquarters—Oct. 2012

|                                       |    |
|---------------------------------------|----|
| Deck                                  |    |
| Bosun.....                            | 4  |
| Carpenter.....                        | 0  |
| MM.....                               | 6  |
| AB .....                              | 15 |
| OS .....                              | 3  |
| Standby .....                         | 14 |
| Total Deck Jobs Shipped .....         | 42 |
| Total Deck B, C, D Shipped.....       | 15 |
| Engine/Steward                        |    |
| QMED.....                             | 0  |
| Pumpman.....                          | 0  |
| Oiler.....                            | 0  |
| Wiper.....                            | 0  |
| Steward .....                         | 0  |
| Cook .....                            | 0  |
| Messman .....                         | 0  |
| Total E&S Jobs Shipped.....           | 0  |
| Total E&S B, C, D Shipped .....       | 0  |
| Total Jobs Shipped - All Depts. ....  | 42 |
| Total B, C, D Shipped-All Depts. .... | 15 |
| Total Registered “A” .....            | 27 |
| Total Registered “B” .....            | 24 |
| Total Registered “C” .....            | 19 |
| Total Registered “D” .....            | 51 |