



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXI No. 10 583

SAN FRANCISCO, CALIFORNIA

Friday, October 24, 2008

## Economic stimulus needed now as job loss continues to grow

Some 159,000 jobs were lost in September, the largest monthly drop in five years and the ninth straight month—in all of 2008—the U.S. economy lost jobs. The total job loss since January is 760,000 according to the Department of Labor.

The Labor Department report released on October 3, also shows the unemployment rate remained at 6.1 percent, largely due to the large number of jobless workers who no longer are counted because they have given up looking for work. In addition to the 9.5 million workers who meet the Labor Department's official definition of "unemployed," another 6.1 million are working part-time because they can't find full-time work, and half a million have given up looking for a job.

Economist Dean Baker, co-director of the Center for Economic Policy Research, says the unemployment rate likely will exceed seven percent by early 2009 and notes the jobs report "should remove any lingering doubts that the economy is in recession."

AFL-CIO President John Sweeney said the jobs' numbers "should set off alarm bells at every level" and indicate the need to "pass an economic stimulus and real reform for working people along with any bailout bill. Like financial institutions, the middle class is collapsing. Across the country, more and more workers are facing long-term unemployment with little hope for finding any job, let alone one that pays the bills."

Senator Barack Obama, Democratic candidate for president, strongly supports an economic recovery package. Following the jobs report, Obama said: "Instead of Senator McCain's plan to give tax breaks to CEOs and companies that ship jobs overseas, I will rebuild the middle-class and create millions of new jobs by investing in infrastructure and renewable energy that will reduce our dependence on oil from the Middle East. I also call on Congress to

pass an immediate rescue plan for our middle-class that will provide tax relief, save one million jobs, and save our local communities from harmful budget cuts and painful tax increases."

Senator John McCain opposes a stimulus package for working families and did not take part in the Senate vote on the first stimulus bill last spring.

As bad as the new jobs data are, the underlying picture is even bleaker because the number of long-term unemployed workers (those

## Protect & Defend Our Work! Vote Obama for President

[Editor's Note: On October 16, the presidents of the Sailors' Union of the Pacific, American Maritime Officers, Master, Mates & Pilots, Marine Engineers Beneficial Association, Marine Firemen's Union, and the Seafarers International Union-AGLIWD/NMU, issued the following open letter to all American mariners.]

Dear Brothers and Sisters:

As Presidents of America's seafaring Unions we may not always agree on everything but on this—the importance of electing Senator Barack Obama to the office of President of the United States—we stand as one. We are, without exception, united in our conviction that the future growth and viability of the U.S.-flag fleet and the jobs of American maritime workers in all segments of our industry depend heavily and directly on the election of Senator Barack Obama.

We ask that you and your family think very carefully about how the outcome of this election will affect your job and the jobs of all American maritime workers.

**Think about** whether you want a President like Barack Obama who will work with us to keep the Jones Act strong and excluded from international trade negotiations. We need a President like Barack Obama who agrees that only U.S.-flag vessels built in American shipyards and crewed by American mariners will carry commerce along our coasts and on our rivers and Great Lakes, rather than a President like John McCain who wants to repeal the Jones Act, a move that would give our jobs away.

**Think about** whether you want a President like Barack Obama who will work with



Senator Barack Obama

us to make sure the Maritime Security Program is funded each year. We need a President like Barack Obama who agrees that U.S.-flag vessels and U.S. crews will be available to support our troops and to support our country's economy and security, rather than a President like John McCain who tried to change and weaken this program.

**Think about** whether you want a President like Barack Obama who supports our cargo preference laws. We need a President like Barack Obama who agrees that American vessels should carry U.S. government cargoes, rather than a President like John McCain who has consistently voted against cargo preference so that foreign vessels with foreign crews would carry U.S. taxpayer-funded commodities.

There is too much at stake in this election for any of us to be misled and sidetracked

into looking at things that are not important and relevant. When all is said and done, this election is about your job, your future and your families' future. We ask that you do what we will be doing on Election Day:

### VOTE YOUR JOB!

In Unity,

Thomas Bethel, President, American Maritime Officers

Timothy Brown, President, International Organization of Masters, Mates & Pilots

Donald Keefe, President, Marine Engineers' Beneficial Association

Gunnar Lundeberg, President, Sailors' Union of the Pacific

Anthony Poplawski, President, Marine Firemen's Union

Michael Sacco, President, Seafarers International Union



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**VOTE NOVEMBER 4!**

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

Knud Andersen.....	100.00
Danny Colton .....	10.00
Mark Hurley .....	50.00
Gunnar Lundeberg .....	50.00
Douglas Taylor .....	100.00

## Political Fund

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Vince O'Halloran .....	100.00
Terry O'Neill .....	50.00
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## West Coast Sailors

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Brandon Keopukiwi .....	20.00
Ronald Pittman .....	25.00
Mariam Rillo .....	25.00

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Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Stanley Lane	Book #4106
James K. Larsen	Book #4055
John McKeon	Book #6456
Keith Miller	Book #6497
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Alex Romo	Book #3193
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Richard Sexton	Book #6986

## Jeremiah O'Brien's Tom Patterson dies

Retired Rear Admiral Thomas Patterson, who was key to saving the Liberty Ship *Jeremiah O'Brien*, died on October 1.

Patterson was born in Philadelphia in 1924 and attended the U.S. Merchant Marine Academy, graduating in 1944. During the war he sailed as a mate on tankers and then as skipper of the U.S. Navy's *Guardian*, a Liberty Ship that had been converted to a radar picket vessel in the Atlantic.

After the Navy, Patterson worked for the Maritime Administration, eventually becoming Western Regional Director in San Francisco. One of his jobs was to select Libertys for scrapping. In 1966, with the Liberty Ships fast disappearing, Patterson lobbied Washington to save one of the vessels—the *s/s Jeremiah O'Brien*, built in 1943.

After 30 years anchored in the "mothball" fleet at Suisun Bay and after hundreds of hours of volunteer labor by SUP members and those from other maritime Unions directed by Admiral Patterson, the *O'Brien* sailed under her own power to Bethlehem Shipyard in San Francisco on October 6, 1979. After extensive work she sailed from the yard on May 21, 1980 to make her first Maritime Day memorial cruise.

In 1994, to commemorate the 50th anniversary of the allied invasion of Europe, Patterson sailed her to Britain, France and back. SUP member Rich Reed was Bosun on that trip along with other SUP volunteers. The *O'Brien* returned to a rousing welcome to San Francisco in September of that year, and has sailed on San Francisco Bay and makes occasional Pacific coastal voyages every year since and is still maintained on deck by several SUP volunteers.

The *Jeremiah O'Brien*, berthed at Pier 45 in San Francisco is a living memorial to all those who served in the merchant marine in World War II and a testament to the tenacity of Tom Patterson who saved her and gave her new life.

## Final Departures

**George Tiekling**, Book No. 2008. Born in Michigan in 1921. Joined SUP in 1944. Died in Raymond, Washington, September 3, 2008. (Pensioner)

**Gino Segreti**, Book No. 7494. Born in Michigan in 1953. Joined SUP in 1983. Died in California, August 16, 2008.

**Nicholas Solonski**, Book No. 7209. Born in North Dakota in 1923. Joined SUP in 1949. Died in Cameron Park, California, September 4, 2008. (Pensioner)

**John Geppart**, Book No. 2970. Born in Poland in 1924. Joined SUP in 1951. Died in Las Vegas, Nevada, September 9, 2008. (Pensioner)

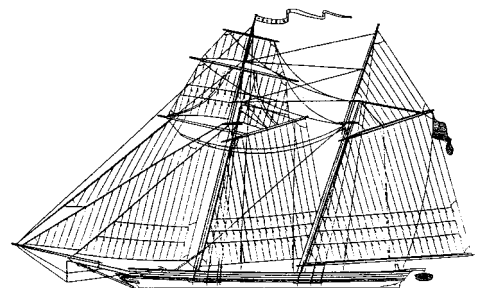
**Stephen Foster**, Book No. 2236. Born in England in 1936. Joined SUP in 1967. Died in Seattle, Washington, September 12, 2008. (Pensioner)

**Chuck Lum**, Book No. 3366. Born in Hawai'i in 1920. Joined SUP in 1940. Died in Honolulu, Hawai'i, September 21, 2008. (Pensioner)

**Nis Madsen**, Book No. 5139. Born in Denmark in 1922. Joined SUP in 1943. Died in Stoneybrook, New York, September 25, 2008. (Pensioner)

**Raymond Ersamer**, Book No. 1870. Born in Minnesota in 1925. Joined SUP in 1960. Died in Daly City, California, September 15, 2008. (Pensioner)

**Nils Austrheim**, Book No. 3748. Born in Norway in 1917. Joined SUP in 1952. Died in Massachusetts, October 8, 2008. (Pensioner)



## West Coast longshoremen ratify new six-year pact with PMA

Members of the Longshore Division of the International Longshore & Warehouse Union (ILWU) overwhelmingly ratified this month a new six year collective bargaining agreement with the Pacific Maritime Association (PMA).

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2008:

	Hdq.	Branch
November	10	17
December	8	15

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## Neptune Orient Lines drops plan to buy Hapag-Lloyd Line

Singapore-based Neptune Orient Line, the parent company of APL, has withdrawn its bid to buy Germany's Hapag-Lloyd Line.

NOL chief executive Ron Widdows said, "We weren't prepared to make an acquisition at any cost and we certainly weren't willing to put our company at risk—so we are very comfortable with our decision to end our participating in the bidding process."

Industry sources report that NOL had been under pressure from analysts and investors fearing that the company might overpay for Hapag-Lloyd while market conditions for the industry are deteriorating.

Widdows said that NOL "has a sound growth strategy," but he added that the company will not be aggressively seeking opportunities under current market conditions.

## Somali piracy continues unabated

Somali pirates captured the Belize-flag, Ukrainian-owned, roll-on/roll-off vessel *Faina* on September 26. The vessel, enroute to Mombasa, Kenya, is loaded with 30 Soviet-era T-72 tanks, ammunition and spare parts for armored vehicles. As the *West Coast Sailors* goes to press, the *Faina* is being observed by the United States and other naval warships with the pirates still in control of the vessel.

The Malaysia-flag vessel *Bunga Melati Lima* and her 39-man crew were captured by Somali pirates on August 31. After a ransom of \$2 million was reportedly paid, the vessel was released on September 28.

On October 8, Somali pirates freed the Japanese chemical tanker *Irene* and her crew of 25 after a \$1.6 million ransom was paid. The ship was captured on August 21.

The Japanese-owned bulk carrier *African Sandering* and her crew of 21 were seized by Somali pirates on October 15.

The Thai-owned vessel *Thor Star* and her crew were released by Somali pirates on October 16 after an unknown ransom was paid. The vessel was hijacked August 11, off the coast of Yemen.

The Korea-flag cargoship *Bright Rudy* and her crew of 22 were released by Somali pirates on October 16, after being captured on September 10, after an unknown ransom was paid.

## International Transport Workers' Federation & shipowners slam inadequate anti-piracy measures

The International Transport Workers' Federation (ITF) and shipowners' organizations have condemned as "inadequate" the response of governments and naval forces to the Somali pirate attacks. Reacting to comments by senior officers of naval forces in the area that the industry should take more responsibility for its own defense, the Baltic and International Maritime Council (BIMCO), the International Chamber of Shipping (ICS), the International Shipping Federation (ISF), Intercargo and Intertanko, in concert with the ITF, expressed their dismay and amazement at the situation. They suggested that if aircraft were being hijacked on a daily basis, as are ships, the reaction of governments would be very different.

The shipping organizations point out that the maritime industry has spent billions of dollars to comply with security requirements after 9/11, but when shipping is attacked by violent pirates, the response by many governments is that it is not their problem.

The fear is that if the attacks continue, and governments remain unwilling to act, there will be a redirection of much trade to alternative, safer routes, such as the Cape of Good Hope. A repeat of the 1970s, when the Suez Canal was closed, "must be prevented at all costs". Meanwhile, risk analysts have warned that

employing private security should not be seen by shipowners as a quick fix to the piracy epidemic off Somalia. They also predicted that the attacks would continue until naval ships tasked with a specific anti-piracy mission were deployed to the region.

Captain Mike Booth of Exclusive Analysis said piracy in the Gulf of Aden would "remain a long-term problem until another group of naval vessels is dispatched". The U.S. 5th Fleet and the Coalition Task Force 150 saw the spate of piracy attacks as a relative problem in the light of their wider mission to the Gulf of Oman and the Strait of Hormuz, he said. Booth told a shipowners seminar in London that the temptation to employ private security onboard ship should probably be resisted. "The problems include, how you get the security on and off the ship in that part of the world, and what the rules of engagement are. "What do you do if your onboard security shoots dead three innocent fishermen, thinking they are pirates?"

The only long-term answer lie in shipowners lobbying their governments to send military muscle with a specific anti-piracy mission, he said. "Shipowners have to work through the Joint Cargo Committee, through the War Risks Committee, to lobby at the highest levels, through their governments in the UN."

## Mahimahi deck crew



Aloha from Honolulu from the *Mahimahi* deck gang: From left: Emo Aulelava, from Paint and Rigging; Bosun Mark Hurley; Acting Honolulu Branch Agent Patrick Weisbarth; Delegate Manny Roxas, ABs Bong Gador, Tim Thomas, Ernesto Lecarnaque and Mike Arceo. Photo Neil McManus

## Asia-U.S. box traffic predicted to drop

Container traffic on the eastbound Asia-US route could fall as much as 8% this year, warns the TransPacific Stabilization Agreement (TSA).

In a gloomy analysis of the business outlook, the association says a rebound will only take hold in the second half of 2009, and that margins are so bad that none of the 15 members is making a profit on the route. Ron Widdows, the chairman of the association and also CEO of APL, says: "Clearly we're in a slowdown right now, but just as clearly, the current freezing up of the global credit system is unsustainable." However, vessel utilization has averaged 90% because of measures such as cutbacks in services, returns of charter ships, laying up vessels and alliances between lines.

"Rates have not kept pace with operating cost increases, and separate charges to address fuel and other costs have been routinely under collected in a highly competitive environment. No container line is in a position to run a scheduled ser-

vice with ships running at less than full utilization, given current costs," says Widdows.

The association implies that there will be no reduction in bunker surcharges until previous uncollected fees have been paid and road carriers continue to impose surcharges. Over the last 20 months, TSA estimates that member lines lost another \$680 million in under-collected inland fuel costs.

TSA executive administrator Brian Conrad says that lines are expecting increases in non-fuel operating costs in 2009-2010, driven primarily by higher rail intermodal charges, local and inland equipment repositioning costs, equipment maintenance and repair expense, rates charged by Asian feeder services, and labor costs in the United States. "They remain constant, whether the market is slow or booming, and carriers have resolved to reestablish the link between operating costs and the rate structure," he says.

## Social Security benefits to increase 5.8% in 2009

Social Security benefits will go up 5.8% effective January 1, 2009, the largest increase in more than a quarter century.

The increase will mean an addition \$63 per month for the average Social Security recipient, whose monthly check will grow to \$1,153 from \$1,090.

The increase is the largest since a 7.4% jump in 1982 and is more than double the 2.3% increase in January of this year.

### Economic stimulus needed now continued from page 1

jobless for more than six months) grew to two million in September, an increase of 728,000 over the past 12 months. A recent Economic Policy Institute (EPI) report showed that in July there were an average of 2.6 job seekers for every available job—an increase of more than 60 percent from just a year and a half ago, when there were just 1.6 job seekers for every job opening. The unemployment rate for adult men grew by half a percentage point (to 6.1 percent) and for African Americans, it increased by eight-tenths of a percentage point (to 11.4 percent) in September. The greatest September job losses occurred in manufacturing (51,000 jobs, bringing the total for the past 12 months to 442,000), construction (35,000 jobs, and more than 600,000 lost in the past two years) and retail (82,000 jobs).

The worsening U.S. trade deficit is one key factor behind the job loss. In 2007, 5.6 million jobs were lost or displaced by the U.S. non-oil trade deficit, according to data released yesterday by the EPI. Despite strong export growth over the past few years, the U.S. trade deficit still totaled \$700 billion in 2007, nearly double what it was when George W. Bush took office. More than 4 million (70 percent) of the jobs displaced by this trade in 2007 were in manufacturing. In fact, manufacturing activity plummeted in September at the fastest pace in more than two decades to its lowest level since immediately after the September 11 terror attacks.

**"It's time you had a president who honors organized labor, who has walked on picket lines, who doesn't choke on the word 'Union,' who lets our Unions do what they do best and organize our workers, and who will finally make the Employee Free Choice Act the law of the land."**

Barack Obama — Labor Day 2008



# SUP President's Report

October 14, 2008

## TRANSPORTATION WORKERS IDENTIFICATION CREDENTIAL

The deadline for all mariners to hold a valid Transportation Workers Identification Credential (TWIC) is now a little over six months away. April 15, 2009, is the date that all mariners will be required to show a TWIC to enter a terminal or board a vessel. Anyone attempting to board or sign on a vessel after that date without a TWIC will be turned around so as not to violate federal law. No waivers or temporary authorizations to work can be granted under the law. If you apply late, you will not be allowed to work until your card is issued after April 15.

If you are denied a TWIC for any reason, there is only a 60-day period in which a mariner may appeal that decision. If the mariner does not appeal within the 60-day window, he/she will be permanently denied a TWIC. The fact that a mariner is at sea will not impact the 60-day time limit, so it is imperative that someone monitor the mail or email at home to ensure any denial is communicated in a timely manner. Again, if your TWIC is denied, you cannot work.

Each Captain of the Port zone will issue a separate date of compliance for land-side facilities. For example, Matson advises that a TWIC will be required at Hawai'i ports as of February 12, 2009. Mariners (those actually sailing, not office personnel or port engineers) will be allowed to show a Merchant Mariner's Document (MMD, or Z-card) to access terminal facilities between February 12 and April 15. After April 15, everyone who enters a terminal, or boards a vessel, must have a TWIC.

## APL

As reported last month, under the 2005-2015 agreement with APL Marine Services, Ltd., the rates of the company's contribution to the SUP Welfare Plan shall be increased by the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers), or its agreed upon successor, during the most recent 12-month period for which such index was calculated by the Bureau of Labor Statistics of the Department of Labor. The medical component increase was 4.1% which the parties agreed upon on September 18.

The SUP, MFOW and SIU-Marine Cooks also agreed last month to a Memorandum of Understanding with APL, subject to membership approval, in which APL agreed to the pension benefit improvements negotiated in June with Matson.

## MATSON NAVIGATION COMPANY

As reported in the December 2007 issue of the *West Coast Sailors*, the Shipbuilders Council of America and Pasha Hawai'i Transport Lines sued the Department of Homeland Security, the Coast Guard and the Coast Guard's National Vessel Documentation Center alleging that Matson's C-9 type vessel *Mokihana* was "re-built" foreign—in violation of the Jones Act—when she was retrofitted to add roll-on/roll-off capacity in a Chinese shipyard. For this alleged violation the suit asked the court to ban the *Mokihana* from the domestic (Jones Act) trades.

On September 30, Judge T.S. Ellis of the U.S. District Court of the Eastern District of Virginia granted a motion for summary judgment in favor of the Shipbuilders and Pasha that the *Mokihana* had been rebuilt foreign and that its coastwise endorsement should be revoked. Judge Ellis also denied a motion by Homeland Security, et.al., and Matson, which joined the case as a defendant-intervenor, to dismiss the suit.

The current ruling comes a month after the Metal Trades Department, AFL-CIO lost a legal effort in U.S. District Court in Pennsylvania to declare that product tankers being built at Aker Shipyard in Philadelphia were unlawful under the Jones Act because the shipyard was

using foreign manufactured components to build the vessels, which the Coast Guard approved. In that case the judge ruled (see the September 2008 *West Coast Sailors*) that the vessels can be certified as U.S.-built as long as their major components of the hull or superstructure are fabricated domestically. Other components may be fabricated elsewhere, but all components must be installed or added, within the United States.

Matson representatives informed your secretary that it will make no public comment until it has digested Judge Ellis' full opinion. It is assumed that Homeland Security and Matson will appeal as the Coast Guard and its National Vessel Documentation Center determined on October 23, 2007, that the *Mokihana* could be issued a coastwise endorsement entitling it to engage in domestic transportation.

Given the court ruling, the loss of the *Mokihana* is within the realm of possibility. Notified Matson that the SUP was ready to assist as necessary to maintain the coastwise endorsement for the vessel.

## MILITARY SEALIFT COMMAND

Both Matson and Patriot Contract Services were unsuccessful in their bids to operate eight Watson-class Large Medium Speed Roll-On/Roll-Off (LMSR) vessels. Last month the Military Sealift Command awarded a five-year \$27 million, fixed-price contract to Ocean Ships, Inc. of Houston, Texas. Ocean Ships is an SIU-A&G-contracted company as was the previous operator, Maersk Line.

Matson and particularly Patriot indicate they intend to bid on future government work.

## TRANSPORTATION TRADES DEPARTMENT

Attended an Executive Committee meeting of the Transportation Trades Department (TTD), AFL-CIO, of which the SUP is an affiliate, on September 16, in Washington, D.C.

**TTD President Ed Wytkind made it clear from the outset that the election of Barack Obama as president was the top priority of the department as well as the labor movement as a whole. On a host of issues that are critical to American workers, Senator Obama is pro-worker while John McCain's record is abysmal.**

**On labor rights, Obama will ban replacement workers (scabs) from breaking strikes, while McCain backs companies that fire or replace lawfully striking workers. Senator Obama opposes using bankruptcy to avoid strikes and destroy contracts where McCain supports this anti-worker tactic. Obama is a cosponsor of the Employee Free Choice Act while McCain is an opponent. Obama is a strong supporter of the Davis-Bacon Act prevailing wage standards. McCain voted to kill Davis-Bacon 13 times. And the list goes on.**

**Based on McCain's maritime record, the U.S.-flag, U.S.-crewed industry could possibly cease to exist if he were elected. McCain would like the Jones Act repealed and originally wanted to "outsource" the Maritime Security Program (MSP). If his policies were put in place, it would be adios to Matson, Chevron, APL and Foss, as they would have the right to hire foreign nationals. Senator Obama supports the Jones Act and MSP.**

**McCain has voted seven times against cargo preference standards for the U.S. Merchant Marine. In 1996, he voted to force U.S. vessels to charge third world rates; in 1993 he voted twice to ban U.S.-flag ships that charge more than third world competitors; in 1991 after moving troops and critical supplies during the Gulf War, McCain opposed increasing the number of U.S.-flag ships and jobs; in 1990 he voted twice to gut cargo preference standards; and in 1989, he voted to strip military and foreign aid shipments from U.S.-crewed vessels. This should come as no surprise from a man who said in 2005 that "I firmly object to Buy American provisions..."**

**In contrast, Senator Obama supports cargo preference and Buy American.**

**The choice is clear as the differences are stark.**

**The TTD Executive Committee was also addressed by Senator Claire McCaskill (D-Missouri), a strong Obama supporter and a member of the Armed Services and Commerce, Science and Transportation Committees. McCaskill is a champion of transportation workers in the Senate. Representatives of the Obama campaign were also in attendance and stated without qualification that "Unions will have a place at the table in an Obama administration."**

## MARINE TRANSPORTATION SYSTEM NATIONAL ADVISORY COUNCIL

Along with SUP Welfare Plan Workforce Development Director, Berit Eriksson, attended a Marine Transportation National Advisory Council (MTSNAC) meeting on September 17 and 18, in Arlington, Virginia. The purpose of this quasi-governmental organization is to advise the Secretary of Transportation and the Maritime Administrator on matters relating to the Marine Transportation System (MTS)—waterways, ports and their intermodal connections.

The Council is comprised of port authorities, the Chamber of Commerce, the National Association of Manufacturers, the Pacific Maritime Association and other employer based organizations. The SUP along with the ILWU and the ILA are the only labor representatives.

The focus of the meeting was how to improve this nation's maritime infrastructure to facilitate trade. There were many worthwhile proposals in this regard, however, the participants realized the implementation would be up to the new administration.

For the SUP, the key reason for attending these meetings is to ensure that the business-types do not make a recommendation to repeal the Jones Act—which many of them would like to do.

## CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, AFL-CIO, attended an Executive Council meeting on October 2, in Los Angeles.

At the top of the agenda was a comprehensive discussion of the legislative efforts made by the Federation to improve conditions for California's working families. Among the Federation-sponsored bills that passed the State Assembly and Senate were those that would have increased penalties on contractors and subcontractors who violate the state's prevailing wage laws; a bill that would have protected workers privacy by limiting the circumstances under which employers can access their private financial information and credit history; and that would have created a universal, single-payer health care system; a bill that would have protected workers' right to collect unemployment insurance if they are terminated as a result of taking paid family leave; and a bill that would have restored some fairness to the workers' compensation system by doubling the weeks of benefits that permanently injured workers can receive.

"Would have" is the operative word, because although all of the bills mentioned plus many more passed both houses of the legislature, Governor Schwarzenegger vetoed all of them. In addition, after \$10 billion in budget cuts, concessions on every component of budget reform and a take-away of overtime pay for high-tech workers, Schwarzenegger used his line-item veto authority to slash another \$510 million in state spending before he signed the 2008-2009 budget. Many of the cuts were targeted at programs that the Federation has fought to create and defend.

Schwarzenegger eliminated funding for the Labor Institute at the University of California, named for the late head of the Los Angeles County Federation of Labor, Miguel Contreras. The Governor reduced funding from \$5.4 million to zero, thus completely deplet-

*continued on next page*



## President's Report continued

ing funding for U.S. labor research. In addition, Schwarzenegger eliminated funding for the California Discount Prescription Drug Program which would have used the State's purchasing power to lower the cost of prescription drugs for those without drug coverage. Schwarzenegger has line-time vetoed this program since its passage. Schwarzenegger also took \$15 million allocated to low wage U.C. workers and gave it to administrators; reduced funding for fair employment and housing by \$1 million; and cut \$100 million in public transportation funding.

Regrettably, "The Terminator" will not be termed out of office until 2010, however, the Federation has targeted several Assembly and Senate Districts to elect pro-worker representatives that will provide the votes necessary to override Schwarzenegger's vetoes. Members living in California who are interested in being involved in this effort should contact their local labor councils.

When the new legislature convenes next year, the Federation again plans for an aggressive pro-worker legislative program including properly funding the state's Unemployment Benefits and increasing those benefits which now rank 44<sup>th</sup> in the nation.

### QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quar-

terly Finance Committee shall be elected at today's Headquarters meeting to review the finances of the Union for the third quarter of 2008, and report back to the membership at the November coast-wise meetings. In the event the committee cannot be filled today, recommend that when the quarterly audit of the Unions funds is completed, which will be in about three weeks, necessary committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will turn to on Friday, November 7, at 8:00 A.M.

### HOLIDAY

All SUP halls will be closed on Tuesday, November 11, in observance of Veterans' Day and on Thursday, November 27, for Thanksgiving Day.

Veterans' Day is not a holiday under the Ready Reserve Force agreements with Matson and Patriot Contract Services.

### ACTION TAKEN

M/S MOU with APL to approve pension increase. Carried unanimously.

Quarterly Finance Committee — Elected were: Paul Fuentes, Romaine Dudley, Arthur Thanash, Lou Frazier and Sonny Cooper.

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

*Gunnar Lundeborg*

## Vice President's Report

October 2008

### Ships Checked

**President Polk:** Dave Eriksen, delegate. Clarification on watchstanding. Some issues still under investigation.

**APL China:** Joe Marusak, delegate. Emailed clarification on delayed sailing.

**APL Philippines:** Tony Montoya, delegate. Clean ship. In at Oakland.

**APL Singapore:** Chris Bujnowski, delegate. Captain bullied two crewmembers into quitting rather than a proper termination because neither infraction held just cause grounds. Unacceptable behavior reported to the Company reps who promised action.

**Manukai:** Michael Soper, delegate. Clarification on subsistence amounts, retroactive pay and Company reimbursement of travel expenses enroute the ship. Checking out meridian day payroll issue.

**Mokihana:** John Savage, delegate. Singapore Sid has things well in hand. Crew replaced lifeboat falls in Richmond in the midst of other duties.

**Kauai:** Mike McLavy, delegate. Mike El Mobdy, bosun. In at Oakland. Thorough discussion of financial crisis. No beefs.

**Washington Voyager:** Earl Eastmark, delegate. Paul Seager, bosun. Inept non-union steward relieved by one of the best—Michael Peterson. Clarification on pension. New crew introductions, applications for membership sent.

**Colorado Voyager:** Jenn Corner, delegate. In at RLW sparking from the yard period.

**California Voyager:** Kelly Eggers, delegate. Thor Erikson, bosun. Still in the yard in Portland. Calls from the delegate and bosun indicates most things okay. Ship in better shape than the first charter.

**Mississippi Voyager:** Robert Turner, delegate. Launch schedule failure in El Segundo brought to the attention of the Company. Investigation revealed new captain had failed to order return launches. Intervention of the Union at the direction of the delegate resolved the situation.

**Cape Jacob:** Ben Hulsey, delegate, relieved by Mike Henderson. Staggered relief of present crew underway. New trainees in school.

**San Francisco Bar Pilots:** Steve Ross and Louie Urbano, delegates. New trainees working offshore.

**Foss Maritime Company:** Sean Gaddis, Tom Tynan, Mike Worth, and Mel Jackson, delegates. Considerable discussion on posting requirements for the Lynne Marie finally worked out. Co. agreed to maintain present standards and to bid by seniority and qualifications. Recent incident regarding bolts in a hose flange resulted in minor disciplinary action.

*Dave Connolly*

# SUP Branch Reports

## Seattle

September 15, 2008

Two Boatswain jobs shipped and filled by A-members; 4 Able Seaman berths shipped and filled with 2 A-members and 1 B and 1 C-member. 4 standbys taken by A-members.

Registered during the period: 8 A cards for a total of 23; 7 B cards for a total of 17; 6 C cards for a total of 9.

### Ships Checked

Matson ships *Maui* and *Kauai* in twice with little or no problems. The *President Polk* called in New York and I spoke with the crew regarding minor clarifications.

I represented the SUP at the following meetings:

A Port of Seattle Commissioners' meeting with the Seattle City Council on the economic impact of maritime commerce to Seattle. It is a shame that the City Council members need to be educated on this subject; these folks are hell-bent on turning this region into an industrial rust-belt such as Ohio and Michigan.

I attended a round table meeting of labor and industry leaders and U.S., Maritime Administrator Sean Connaughton; the Puget Sound Area Maritime Security Committee; the King County Labor Council meetings; and a meeting with Congressman Rick Larsen who serves on the House Armed Services Committee.

The SUP stood and continues to stand in the picket lines with our brothers and sisters in the Machinists Union in their strike against the Boeing Company.

The SUP continues to support the Washington State Labor Council with phone banking and sign planting to help elect "labor friendly" politicians. All of us need to help out. If you can not help in person then contribute to the SUP Political Fund. "Vote for your wallet".

*Vince O'Halloran*  
Branch Agent

## Honolulu

September 16, 2008

Shipped during the period: 1 bosun, 4 ABWs, 1 ABD, 2 AB returns, and 2 AB maints. filled by 4 A cards and 6 B cards. Shipped 25 standby jobs to 3 B cards, 5 C cards and 1 D applicant.

Registered during September: 6 A cards for a total of 10; 7 B cards for a total of 11; 3 C cards for a total of 7; and 1 D card.

### Ships Checked

*Maunalei, Matsonia, Maui, Mokihana, Mahimahi, Maunawili, Manulani, R.J. Pfeiffer, Kauai*, the Matson Rigging Loft, and the *Watters* (via e-mail & telephone).

September has been an active month for the Port of Honolulu.

Some of the guys' down at the rigging loft are still not happy about the new "90 day" rule. They may not be happy with it, but it was ratified by the membership. All other ships report little if any problems. Thank you delegates for doing your job well!

Attended the Hawai'i Port Maritime Council meeting. Heard from the Unions

that make up the Council about what's going on in their organizations. The ILWU Local 142 asks you to Boycott Pacific Beach Hotel and the Pagoda Hotel. UFWU reports of slow negotiations with Safeway. A strike is possible. They are also trying to get Whole Foods organized, and are getting a cold response from management. The HPMC also made a donation to the Hawai'i Athletic League of Scholars where I volunteer as a football coach for an "Open Weight" 9-12 year old team. I would like to thank them for their generosity to these youths who without this athletic program would not be able to compete.

Also attended the Hawaii State AFL-CIO meeting. The main topic of discussion was the upcoming November election and the finalization of our endorsements which will be posted in the *West Coast Sailors*. Don't forget to REGISTER and VOTE!

Michelle Chang from the SUP Welfare Plan will be here for the October meeting. I encourage all members especially retirees to attend as she can answer any questions you may have.

Branch Agent Mike Duvall is up and around and is doing very well. I expect to see him behind his desk very soon, but his doctor has yet to clear him. He again would like to thank all who wish him well.

Finally, I regret to inform the membership of the passing of Brother Chuck Lum. I knew Chuck from around the Union hall and his presence will be missed.

*Patrick Weisbarth*  
Acting Branch Agent

## Wilmington

September 15, 2008

Shipped during the period: 1 bosun, 6 ABDs, 10 ABS, 1 OS and 68 standbys, for a total of 87 jobs.

Registration is at 33 A cards, 21 B cards and 0 C cards.

### Ships Checked

*Maunawili, APL China, APL Korea, Maunalei, Mississippi Voyager, R.J. Pfeiffer, APL Thailand, APL Philippines, Matsonia, Manoa, Mahimahi*

We held our 29th annual Labor Day Parade and Rally. Next year will be the 30th anniversary of our event. This is your chance to show the politicians that the working class taxpayers can and will stand together. Or you could stay home and let some jerks tell them what you want. As you well know the working class taxpayers are the biggest voting block in our country., Don't let some jerks divide us, be there for the 30th anniversary.

I worked the L.A. County Federation of Labor also with MTD where I met with representatives of the Labor Party who proclaim that big business has two parties, it's time for us to have one. Question for the politicians: if the government can bail out the bankers why can't they subsidize shipping and manufacturing and put money back in the hands of the working class tax payer who support our economy like other countries do? We

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## ESU Office Assignments

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



OCTOBER 2008

Official Publication of the Exxon Seamen's Union

## 2008 election of ESU officers underway

Ballots for the 2008 ESU election of Union officials were mailed to the membership following the close of the special nomination period for the newly created Board Members at Large positions on October 21, 2008.

Up for election this fall are the two Board Member at Large positions and four Ship Representative spots, which include, the S/R *Baytown*, *Sierra*, *Kodiak* and S/R *Wilmington*. The voting period is currently underway and will conclude on December 23, when the ballots are due at the American Arbitration Association office in New York. Following notification to the ESU Seabrook office on December 23, the results will be promptly announced to the membership. The two new Executive Board Members at Large positions will, along with the 4 Ship Representative positions, begin their 3-year term on January 1, 2009.

On the official ballot, all candidates are listed in alphabetical order. This year Frank O'Malia ran unopposed for the office of Board Member at Large. Likewise, Ship Representatives Joe Bernavich (S/R *Baytown*), Tim Williams (*Kodiak*) and Thor Floreen (*Sierra*) also ran unopposed. Jeffrey "Jeff" Harris and Aaron Rathbun are running for the Ship Representative position for the S/R *Wilmington*. No one ran for the second Board Member at Large position. Consequently, as required by the Constitution and Bylaws, the Executive Board will need to appoint a second Board Member at Large. Please see appointment article in this edition of *ESU NEWS*.

Ballots and voting instructions were addressed individually to each eligible voter and should be arriving about the time this edition of the *ESU NEWS* is released. Remember, an eligible voter is one whom has been a member in good standing at least 90 days prior to the start of the election.

The ESU thanks all the candidates involved for their support and willingness to serve the membership. At a minimum, their willingness to serve should be recognized by every member casting a ballot during this important election for our Union. All ESU members are encouraged to participate in the elective process and strive for 100% voter participation in this election. **PLEASE VOTE!**

## New Web Address for Exxon Mobil Savings Plan

On October 1, the website address changed for the ExxonMobil Savings Plan. In July, it was announced that ING had purchased CitiStreet from its parent organizations (Citigroup and State Street Bank & Trust Company) and you would begin to see ING on your Savings Plan correspondence. In conjunction with this transition, the Savings Plan website address has changed from [www.xomsavings.csplans.com](http://www.xomsavings.csplans.com) to <http://xomsavings.ingplans.com>.

Participants are encouraged to update bookmarks and favorites to the new address. If you have further questions, please call an ExxonMobil Savings Plan Customer Service Representative at 1-877-966-4015.

## Confined space rescue



During the week of September 22-26, 2008 another Confined Space Rescue training course was held in College Station, Texas. ESU members that attended this course are pictured from left to right: Roque Salute, Rick Baur, Thor Floreen, Steve Bowles, Billy Wayne Kendrick and down front is Edgar Paderes.

## 2009 Annual Enrollment for ExxonMobil Benefit Plans begins

The annual open enrollment for ExxonMobil Medical, Dental, Vision and Pre-Tax Spending Plans begin on October 27, 2008 through November 14, 2008. All employees will receive the 2009 Benefits Open Enrollment booklets and forms from benefits administration around the October 27 start date. Your booklet, as it was last year, will contain options specific to each employee and the information will be sent to wherever the person is (i.e. home on paid leave or on assignment on the vessel). The Union was also informed that each vessel will receive copies of all the booklets and forms for use if anyone did not receive

their own packet. Additionally, should anyone need assistance or has any questions about their benefit plans and availability they can contact Benefits Administration at 713-680-5858 or 800-262-2363.

The good news for 2009, is the monthly premium contributions paid by the employees for their benefit plans will not increase. In addition, employees will have two plans to choose from under the POS II plan (an option A and B). Everyone should closely review the plans that are available to you for the best option to meet your personal needs.

While no HMO's have been added or discontinued for 2009, increases to co-pays and other

plan limit adjustments have been made to some HMO options. You should review plan summaries during this open enrollment period to ensure you are aware of any changes to your specific HMO plan.

Inside these booklets you will find details about the new Exxon Mobil Medical Plan (EMMP) option or POS II "A" which offers all the features of the current POS II option (which will be called POS II "B" in 2009), but with lower monthly premiums and higher plan cost sharing features such as deductibles, co-pays and out of pocket limits as shown below: Prescription Drug Program identical for both options.

	POS II "A" - New Option	POS II "B" - Current Option
PCP Co-pay	\$35	\$20
Specialist Co-pay	\$50	\$30
Mental Health Provider Co-pay	\$50	\$30
In-Network Deductible	\$500	\$300
Out-of-Network Deductible	\$600	\$300
In-Hospital Deductible (In Network)	\$250	\$150
In-Hospital Deductible (Out-of-Network)	\$500	\$300
Network Reimbursement Level	75%	80%
Out-of-Network Reimbursement Level	55%	60%
Network Out-of-Pocket Limit	\$4,500	\$3,000
Out-of-Network Out-of-Pocket Limit	\$13,500	\$12,000

### Updates to hospital deductibles for POS II "B" (current) option

For 2009, the hospital deductible is \$150 for in network hospital admissions and \$300 for out-of-network hospital admissions (from \$75 and \$150, respectively).

### Updated Prescription Drug Program for POS II "B" and POS II "A"

To further promote generic and formulary drug use, the prescription out of pocket maximums at retail and mail will be as shown below for both POS II options:

	2008		2009	
	Retail	Mail	Retail	Mail
Generic	\$100	\$150	\$50	\$100
Formulary (Preferred) Brand	\$100	\$150	\$100	\$200
Non-Formulary Brand	\$100	\$150	\$150	\$300

The annual out-of-pocket maximums for 2009 will change to \$2,500 individual and \$5,000 for family. The need to obtain prior authorization from the prescription drug provider (Medco) prior to filling a prescription will be implemented for certain drugs; affected participants will be notified directly by Medco.

### 2009 Monthly premiums for ExxonMobil Medical Plan

Class of Coverage	POS II "B"- Option (Current)		POS II "A" - Option (New)	
Employee Only	\$91.00		\$70.00	
Employee +1	\$205.00		\$149.00	
Family	\$330.00		\$215.00	

### ExxonMobil Dental & Vision Plans for 2009

The ExxonMobil Dental Plan performance for 2008 has been favorable; therefore monthly contributions for employees and retirees will not change. In fact, the Plan preventive benefit has been enhanced by eliminating the 5% coinsurance for preventive services.

The ExxonMobil Vision Plan for 2009 also has no changes and no increase in monthly contributions. The following tables show the monthly contributions will remain the same for 2009.

### ExxonMobil Pre-Tax Spending Plan

There will be a number of changes to the Pre-Tax Spending Plan to ensure consistency with Internal Revenue Service regulations published in 2007. Employees will be provided with details of the changes for consideration in making their 2009 elections.

### Retiree/Survivor Contributions

Monthly contributions for this group will increase by 10% under the ExxonMobil Medical Plan. HMO participant contributions will be similarly adjusted. The new POS II option "A" plan will be available to retirees with lower premiums. Please review your retiree packet forthcoming in the mail for more details and rates that apply to this group.



## ESU News

## Board Member at Large position open to appointment

Only one member (Frank O'Malia) was nominated for one of the two Board Member at Large positions during the nomination period that ended on October 21, 2008. In view of the fact that no member was nominated for the second position, the Executive Board is now required by the Constitution and Bylaws to make an appointment in accordance with the ESU Constitution and By-laws, Article V, Section 4(a).

The Board Member at Large positions were added to make up for the two positions that were lost when the previous four Executive Board positions were combined. The ESU Executive Board believes it is important to the membership that the Union continues to have an Executive Board that consists of seven ESU officers.

This important position will be assigned to the fleet similar to the department trustees but unlike the trustees can come from any department. They will also serve on the Union negotiating committee thus maintaining the Union's negotiating strength and can fill in for the President/Secretary or the Vice President/Treasurer in the event of illness or disability.

The Union requests that all members interested in being considered for an appointment to contact either ESU office and request consideration for this position. If you are interested in serving as Board Member at Large, please contact either Union office no later than December 15, 2008. The appointment will begin on January 1, 2009 and will run through the end of 2011.

The Union encourages all members to consider stepping forward to serve the Union and the membership.

## ExxonMobil Savings Plan electronic confirmation statements

Beginning October 15, 2008, you can choose whether you want your ExxonMobil Savings Plan transaction confirmation statements delivered to you by paper at your current address on file or electronically to your secure ExxonMobil Savings Plan Web site mailbox where you may view correspondence on-line and print a copy. If you receive your correspondence electronically, an e-mail will be sent to your preferred e-mail address to notify you that new correspondence is in your ExxonMobil Savings Plan on-line mail box. You then access the correspondence by signing onto the ExxonMobil Savings Plan Web site.

Correspondence delivered electronically includes most transaction confirmation notices. Transactions resulting in a check and certain literature requests, as well as quarterly statements, will continue to be sent through regular mail to your current address on file.

The first time that you log into your ExxonMobil Savings Plan account on or after October 15, 2008, you will be prompted to choose regular mail or electronic delivery for correspondence. If you choose electronic delivery, you must also select your preferred e-mail address so that you may be notified when correspondence is available to view in your mailbox.

To view your electronic correspondence, update your preferred e-mail address, or change back to paper delivery, simply access the "My Correspondence and Records" section of your ExxonMobil Savings Plan Web site.

If you have further questions, please call an ExxonMobil Savings Plan Customer Service Representative at 1-877-966-4015.

## Ship reports

### S/R American Progress

An ESU Board officer visited the vessel in Beaumont on October 15. The vessel discharged her cargo in Beaumont and then loaded cargo for discharge in Ft. Lauderdale. While at Beaumont, Mike Morrow was on board to activate internet/e-mail access for the unlicensed personnel. Ed Stoeckel continues to fill in as Ship Rep.

### S/R Baytown

The *Baytown* will load in Baton Rouge for discharge in New York. It is expected she will make two trips on this run. Paul Clow is filling in as Ship Representative and reports no problems on board.

### Kodiak

The *Kodiak* continues in her Valdez to Puget Sound trade. Regular Ship Rep. Tim Williams is aboard and stays in touch with the ESU Board via e-mail and reports no beefs.

### S/R Long Beach

An ESU Board officer visited the *Long Beach* at the Valero Dock in

Benicia on October 17. Pumpman Earl Doucet Jr. is filling in as Ship Representative and reported everything running smoothly. The vessel will be on the Valdez, Long Beach and San Francisco trade for awhile.

### Sierra

The *Sierra* is in the Puget Sound for discharge at Cherry Point and Anacortes. QMED Eric Bush is filling in as Ship Rep. Eric has reported no problems from the vessel. The vessel after the discharge in the Puget Sound is likely to head to Port Angeles for some repairs and most likely to get ready for the shipyard period. Still no official word on the location of the shipyard.

### S/R Wilmington

ESU Board officer was on the vessel on October 17, at VoPak in Houston. Regular Ship Rep. Jeff Harris is on board. Vessel was delayed several days while waiting for berthing and cargo. Mike Morrow was on board the vessel on the 18<sup>th</sup> to install the software for crew Internet access.

## Brenda Johnson retires

Fleet Chef Brenda Johnson has elected to retire after eighteen years of company service. Brenda's last ship was the *S/R Long Beach* and the crew gave her a going away party. She was presented with a nice set of Chef knives in recognition of her service in the fleet. Captain Duane Madinger made the presentation and thanked her for excellent culinary creations over the years.

Brenda started her career on the *Exxon North Slope* as Maintenance Seamen in 1990. She initially had Deck department aspirations and was promoted to Able Seamen in 1997. She also had an interest in working in the Steward's department and was promoted to Cook in 2001. A short time later, in 2003 Brenda was promoted to Fleet Chef.

We would like to take this opportunity to thank Brenda for her many years of loyal service to the Union and we all wish her the best in her well deserved retirement. Brenda plans on spending her retirement years relaxing at her Arizona home, doing water color painting, and playing with her cat, Teddy, and her dog, Nelly.



*S/R Long Beach Captain Duane Madinger presented Brenda Johnson with a retirement gift on behalf of the crew in recognition of her 18 years of service with the Company. The presentation was made on board the vessel during a retirement party in her honor.*

## Seabrook ESU office update

As was reported in last month's edition of the *ESU NEWS*, Hurricane Ike flooded the ESU Seabrook, TX office. The city of Seabrook was closed for a few days following the hurricane, which prevented the ESU Board officer on assignment (John Straley) from assessing the damage until the following week.

The damage was very extensive and mostly the result of 5 feet of salt water that inundated our building. Fortunately, the ESU Board decided a long time ago to start saving our important files on the computer and external hard drives and they along with office equipment were evacuated in advance of the storm.

ESU Engine Trustee and retiree Chester Bell on short notice came by to help out with the cleanup. As you can imagine, most everything was water logged but there were some items that could be salvaged. The ESU appreciates all the hard work that Will and Chester provided. It was a dirty job and would have been an impossible task for one person.

Currently, the Union is conducting our Seabrook office operations from our apartment in Seabrook, TX. Phone calls and mail intended for our Seabrook office will forward to our apartment for this interim period.

We hope to have our office up and running again soon but we are not sure when that will be. The Union has not received the final word on whether the building will be repaired or not. There is a possibility that our current building may not be repaired depending on the extent of the damage. We do have a contingency plan and have made arrangements for another office location in the Seabrook area should it become necessary to move.

## Final Departure: John D. Farrell, Jr.

Former ESU Executive Board member John D. Farrell Jr., 51, of Secane, PA, died peacefully October 13, at his home. Mr. Farrell worked for Exxon Shipping Company/SeaRiver Maritime, Inc. from 1983-1997. During John's employment he served the Union well on behalf of the membership and was a fiery supporter and protector of our Labor Agreement.

Survivors include: Daughter, Dana Lynn Farrell of Folcroft; mother, Mary Ann Doyle Farrell; sister, Mary Beth Botz of Atlanta; brothers, Mark Farrell of Wallingford, Conn., Chris Farrell of Austin, Texas, Kevin Farrell of Secane; nieces; nephews; many other relatives and friends. Donations: American Cancer Society, 1626 Locust St., Philadelphia, PA 19103.

## EXXON SEAMEN'S UNION

*Founded March 28, 1941*

Affiliated with the Sailors' Union of the Pacific

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President Kevin Conroy

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick



## Labor on the March in Wilmington



Prior to the Wilmington Labor Day Parade, SUP and MFOW members marshal at the hall. From left: Morris Thibodeaux, Lighton Gandy, Wilmington Branch Agent Paul Calais, Matt Montalbo, MFOW Port Agent Bob Bugarin, Frank Spencer, George Colleens, MFOW Vice President Bill O'Brien, and Tom Riley.

### SUP Branch Reports continued

#### Wilmington report continued

need to export goods not companies and jobs. It is as Harry Bridges said to me back in the 80's. When the time is right the rank and file will call for a general strike. We are the biggest voting block.

Yours in struggle,  
Paul Calais  
Branch Agent

### SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 604:

**John B. Lundborg**, 74, Book No. 4118, joined SUP in 1998, 7 years seetime.

**Delmar R. Harlow**, 65, Book No. 5874, joined SUP in 1990, 11 years seetime.

**Herbert James**, 70, Book No. 4312, joined SUP in 1967, 37 years seetime.

**Sung S. Kwak**, 81, Book No. 3102, joined SUP in 1953, 54 years seetime.

**Dennis Sparta**, 73, Book No. 7412, joined SUP in 1955, 48 years seetime.

### San Francisco Business Agent

October 14, 2008

**Kauai**— Mike McLavy, delegate: Seattle/San Francisco/Honolulu run. The ship will be laying up in October. Made twice.

**Mahimahi**— Manny Roxas, delegate: On the triangle run. Bosun Mark Hurley running a good gang; no disputes.

**Maui**— Norman Kurtz, delegate: San Francisco/Honolulu/Seattle run. San Francisco gang. No problems.

**Mokihana**— John Hamann, delegate: Car carrier, running smoothly. Good gang.

**Moku Pahu**— Charlie Noble, delegate: Paid off at Crockett. Long trip to Puerto Rico, New Orleans, Costa Rica, and Honolulu. Bosun Isnin Idris did a good job on an old rusty bucket.

**APL China**— Joe Marusak, delegate: Voyage pay off. Running smoothly. No disputes.

**APL Korea**— Dale Gibson, delegate: Clean pay off. No disputes.

**APL Philippines**— Ramiro Montoya, delegate: Voyage pay off. No disputes; in good shape.

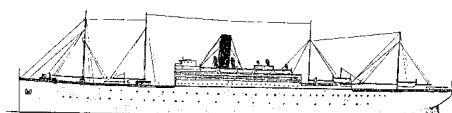
Worked in the front office.

Bill Berger

### Dispatcher's Report

Headquarters—Sept. 2008

<b>Deck</b>	
Bosun .....	4
Carpenter .....	0
MM .....	3
AB .....	12
OS .....	1
Standby .....	9
<b>Total Deck Jobs Shipped .....</b>	<b>29</b>
<b>Total Deck B, C, D Shipped .....</b>	<b>10</b>
<b>Engine/Steward</b>	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, D Shipped .....</b>	<b>0</b>
<b>Total Jobs Shipped - All Depts. ...</b>	<b>29</b>
<b>Total B, C, D Shipped-All Depts. .</b>	<b>10</b>
<b>Total Registered "A" .....</b>	<b>48</b>
<b>Total Registered "B" .....</b>	<b>43</b>
<b>Total Registered "C" .....</b>	<b>3</b>
<b>Total Registered "D" .....</b>	<b>7</b>



## Welfare Notes

October 2008

### MEDICARE

#### Part A

Most people do not pay a premium for Part A because they or a spouse has 40 or more quarters of Medicare covered employment. Part A pays for inpatient hospital, skilled nursing facility, and some home health care.

Hospital Stays: Medicare pays all covered costs except:

Part A Deductible \$1,068.00 in 2009 for a hospital stay of 1-60 days; \$267.00 per day patient's responsibility for 61-90 days of a hospital stay; \$534.00 per day patient's responsibility for 91-150 days of a hospital stay. All costs are patient's responsibility for days beyond 150 days of a hospital stay.

Skilled Nursing Facility Coinsurance: \$133.50 per day for days 21 through 100 for each benefit period.

#### Part B

The monthly Medicare Part B premium for 2009 will be \$96.40. This is the same amount charged in 2008.

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment. There is a \$135.00 Medicare Part B deductible. The patient pays 20% of the Medicare approved amount for services after the deductible has been met.

**Part D** is the Medicare Prescription Drug Plan. Please contact Medicare or your Part D plan carrier for questions about possible premium changes or coverage changes.

The cost of the Medicare Part B premium is reimbursed to Pensioners on their pension check. The amount of the Medicare Part B premium is then deducted from the Pensioners' Annual Allowance.

Please contact the Plan office for questions about the Pensioners Allowance. (1-800-796-8003 or 415-778-5490)

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

Patty Martin [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

SUP Welfare Plan 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

## Tentative AMO-MEBA settlement ends Interlake contract case, but MEBA remains under AFL-CIO's Article XX sanctions for raiding on the Great Lakes

The Marine Engineers' Beneficial Association and its benefit funds must pay American Maritime Officers a combined \$2.5 million in damages for interfering with a valid collective bargaining agreement between AMO and Interlake Steamship Company on the Great Lakes in July 2003.

The damages were specified in a tentative settlement between AMO and MEBA August 18. The settlement agreement would end the "tortious interference" case brought by AMO against MEBA, current and former MEBA officials, and six MEBA benefit funds in the Lucas County (Ohio) Court of Common Pleas in Toledo in December 2005.

In its complaint, AMO charged that the defendants had interfered unlawfully with a valid collective bargaining agreement between AMO and Interlake Steamship Company on the Great Lakes in July 2003. MEBA signed a 10-year contract with Interlake in secrecy while the AMO-Interlake collective bargaining agreement remained in effect. Both the AMO-Interlake collective bargaining agreement and the Interlake-MEBA contract covered seven self-unloading bulk carriers.

The tentative AMO-MEBA settlement agreement—which is subject to approval by the court—would not remove sanctions imposed on MEBA by the American Federation of Labor-Congress of Industrial Organizations (AFL-CIO) under Article XX of the AFL-CIO Constitution in two separate AMO-MEBA jurisdictional disputes involving a tug-berge and a bulk carrier operated on the lakes by Interlake Steamship Company.

"The tentative settlement agreement provides for less in damages than AMO had sought but more than MEBA was able to pay, given that union's current distressed financial condition," said AMO National President Tom Bethel. "I was told reliably that a pre-trial settlement was preferable to pursuit of the case, which would have gone through multiple appeals all the way to the Supreme Court of the United States at significant expense to AMO, with no guarantee that MEBA and its benefit funds would be able to pay."

Under the tentative settlement agreement, MEBA must pay AMO \$1.25 million within 30 days of the settlement date, and the MEBA benefit funds must pay AMO \$1.25 million within 30 days of the settlement date.

Bethel said additional information and comment "will be provided when the settlement agreement is approved by the court."



# Transportation Worker Identification Credential (TWIC) Enrollment Centers as of October 2008

You can pre-enroll online at [www.tsa.gov/twic](http://www.tsa.gov/twic) or call 1-866-347-8942. The enrollment process requires applicants to visit an enrollment center to provide biographic information, sign a disclosure form, provide the neces-

sary identity verification documents, provide a complete set of fingerprints, sit for a digital photograph and pay the enrollment fee. For a complete list of disqualifying crimes and offenses, visit [www.tsa.gov/twic](http://www.tsa.gov/twic).

<p><b>Alabama</b> Tenn. Valley Trng. Ctr. 115 Woodall Rd. Ste. 105 <b>Decatur</b> 250 North Water St. <b>Mobile</b> <b>Alaska</b> 619 E Ship Creek Ave. <b>Anchorage</b> Native Village of Eyak 110 Nicholoff Way <b>Cordova</b> 3200 Hospital Dr. #202 <b>Juneau</b> 50097 Kenai Spur <b>Nikiski</b> 223 Harbor Way <b>Petersburg</b> 501 E. Bremner St. <b>Valdez</b> <b>American Samoa</b> Clarion Tradewinds Hotel Main Road, Ottoville <b>Pago Pago</b> <b>Arkansas</b> 2005 E 17th St. <b>Little Rock</b> <b>California</b> 2050 Park Road <b>Benicia</b> 301 E. Ocean Blvd. Ste. 500 <b>Long Beach</b> 2000 Marina Vista Dr. <b>Martinez</b> 1830 Embarcadero Ave. #104 <b>Oakland</b> Oakland Maritime Support Svcs. 11 Burma Rd. <b>Oakland</b> 1251 N. Rice Ave <b>Oxnard</b> 13201 San Pablo Ave. #300 <b>Richmond</b> 1025 W. Laurel St. Ste. 103 <b>San Diego</b> 1900 Bendixsen St. Bldg 12 <b>Samoa</b> 500 Sansome St. Ste. 202 <b>San Francisco</b> 1001 New Dock St. <b>San Pedro</b> 17 Fyffe St. <b>Stockton</b> 1401 Halyard Dr. <b>West Sacramento</b> <b>Connecticut</b> 850 Grand Ave. <b>New Haven</b> 75 Crystal Ave. <b>New London</b> 300 Long Beach Blvd #2A <b>Stratford</b> <b>Delaware</b> 102 Quigley Blvd. <b>New Castle</b> 1 Hausel Road <b>Wilmington</b></p>	<p><b>Florida</b> Port Everglades Badging Ofc. 1030 Taylor Rd. <b>Dania Beach</b> 955 Tallyrand Ave. <b>Jacksonville</b> Habana Plaza (rear) 3125 Riviera Dr. <b>Key West</b> 975 North America Way <b>Miami</b> Manatee County, Port Auth. 13604 Reeder Rd. <b>Palmetto</b> 707 Mullet Road, Stes. 117/118 <b>Port Canaveral</b> 5323 W. Hwy 98 Suites 119,120 <b>Panama City</b> 2051 Dr. Martin King, Jr. Blvd. Ste. 303 <b>Riviera Beach</b> 2604 E. 7th Ave. <b>Tampa</b> <b>Georgia</b> Georgia Power Plant McManus 1 Crispin Island Dr. <b>Brunswick</b> 5214 Augusta Rd. <b>Garden City</b> <b>Guam</b> Hose D. Leon Guerrero Commercial Port #201 1026 Tabras Highway <b>Piti</b> <b>Hawai'i</b> Kahului Shopping Center 65 W. Kaahumanu Ave. Unit 14 <b>Kahului, Maui</b> 970 Kele St., Ste. 102 <b>Lihue, Kauai</b> Hilo Hawaiian Hotel 71 Banyan Dr. <b>Hilo</b> 1347 Kapiolani Blvd. Ste. 204 <b>Honolulu</b> <b>Illinois</b> 8741 South Greenwood Dixon Building <b>Chicago</b> 111 W. Washington St. Ste. 346 <b>East Peoria</b> 1635 W. First St. <b>Granite City</b> Three Rivers Safety Council 1615 W. Jefferson St. Ste. TWIC <b>Joliet</b> <b>Indiana</b> 4849 University Dr. <b>Evansville</b> 200 Russell St. Ste. 110 <b>Hammond</b> 3602 Northgate Ct. Ste. 37C <b>New Albany</b> <b>Kansas</b> Commerce Plaza 1, 7th Flr. 7300 West 110th St. <b>Overland Park</b></p>	<p><b>Kentucky</b> 322 Harrison Ave. <b>Paducah</b> <b>Louisiana</b> Safety Council for Louisiana Capital Area, 8180 Siegen Ln. <b>Baton Rouge</b> 1300 N. Bertrand Dr. #306 <b>Lafayette</b> 1340 W. Tunnel Blvd. Ste. 550 <b>Houma</b> 700 W. McNeese St. <b>Lake Charles</b> LaPlace Shopping Center 1933 West Airline Hwy. <b>LaPlace</b> 512 Roderick St. <b>Morgan City</b> Port Fourchon Harbor Police 108 A.O. Rappelet Road <b>Port Fourchon</b> 170 James Dr. E. Ste. 104 <b>St. Rose</b> <b>Maine</b> 163 Hildreth St. North <b>Bangor</b> 236 Oxford St. Ste. 12 <b>Portland</b> <b>Maryland</b> 2200 Broening Hwy., Ste. 220 <b>Baltimore</b> 213 W. Main St. Ste. 204C <b>Salisbury</b> 3225 Old Washington Rd. Ste. 2106 <b>Waldorf</b> <b>Massachusetts</b> 28 Damrell St. Ste. 104 <b>Boston</b> 300 Tremont Street, Unit #5 <b>Carver</b> <b>Michigan</b> 115 N. First Ave, Ste. 101 <b>Alpena</b> 200 W. Erie St., Ste. 1 <b>Calcite</b> Delray Mechanical 667 S. Post St. <b>Detroit</b> 906 Ludington St., Ste. 1 <b>Escanaba</b> 863 North Pine Rd. <b>Essexville</b> 430 S. Water St. <b>Marine City</b> Old City Hall Bldg. 220 W Washington St. Ste. 120 <b>Marquette</b> 800 E. Ellis Rd. Ste. 122 <b>Norton Shores</b> Amer. Inn of Silver City 120 Lincoln Ave. <b>Ontonagon</b> 115 N. First Ave. <b>Presque Isle</b> 511 Ashmun St. <b>Sault Ste. Marie</b> 396 N. State St. <b>St. Ignace</b> 1020 Hastings St., Ste. 105 <b>Traverse City</b></p>	<p><b>Minnesota</b> 1310 Port Terminal Rd. <b>Duluth-Superior</b> Holiday Inn, 1500 Hwy. 71 <b>International Falls</b> 34 13th Ave., NE <b>Minneapolis</b> 2161 University Ave. <b>St. Paul</b> <b>Mississippi</b> 800 Dr. Martin Luther King, Jr. Blvd. <b>Greenville</b> 1223 30th Ave. <b>Gulfport</b> Ergon Refining 227 Industrial Dr. <b>Vicksburg</b> <b>New Hampshire</b> 30 Mirona Rd. <b>Portsmouth</b> <b>New Jersey</b> 2500 S. Broadway, Ste P-6 <b>Camden</b> 33 Wood Ave. S, Ste. 665 <b>Iselin</b> Quality Inn Conf. Center 531 Route 38 W <b>Maple Shade</b> 89 Beuning Street, Ste. G <b>South Hackensack</b> 400 Grove Rd. <b>Thorofare</b> <b>New York</b> 102 Smith Boulevard <b>Albany</b> 2680 Grand Island Blvd. Ste. 9 <b>Grand Island</b> Sheraton Long Island 110 Motor Parkway <b>Hauppauge</b> 2752 Middle Country Rd. <b>Lake Grove</b> 178 W. Hoffman Ave. <b>Lindenhurst</b> Whitehall Ferry Terminal 4 South St., Room 210 <b>New York</b> One East 2nd St. <b>Oswego</b> 800 West Ave., Ste. 323 <b>Rochester</b> 700 Hummel Ave. <b>Southold</b> Howland Hook Marine Term. 241 Western Ave. <b>Staten Island</b> <b>North Carolina</b> 311 Atlantic Beach Causeway <b>Atlantic Beach</b> 5704 Oleander Dr. Ste. 107 <b>Wilmington</b> <b>Ohio</b> 4830 State Rd. <b>Ashtabula</b> 8044 Montgomery Rd. Stes. 754/755 <b>Cincinnati</b> 3100 E 45th St., Ste. 226 <b>Cleveland</b></p>	<p>401 Broadway Ave. #D, Ofc. B <b>Lorain</b> 444 W. Perkins Ave. Ste. 102 <b>Sandusky</b> Star Center One Maritime Pl. 720 Water St. <b>Toledo</b> <b>Oklahoma</b> 5350 Cimarron Rd. <b>Catoosa</b> <b>Oregon</b> 400 Virginia Ave. Ste. 112 <b>Coos Bay</b> 7025 North Lombard Ste. 100 <b>Portland</b> <b>Pennsylvania</b> 50 West Powhattan Ave. <b>Chester</b> 1723 Woodbourne Rd. <b>Levittown</b> 601 Upland Ave. Ste. 120D <b>Marcus Hook</b> Philadelphia Regional Port 3460 N Delaware Ave. <b>Philadelphia</b> 701 North Point Dr. Ste. 104 <b>Pittsburgh</b> <b>Puerto Rico</b> Prima Piso, Salon de Conf. Ave., Santiago de los Caballeros final, Edificio Turismo <b>Playa Ponce</b> Navy Frontier Base Ste. 1 408 Ave. Fernandez Juncos <b>San Juan</b> <b>Rhode Island</b> 17 Virginia Ave. Ste. 105 <b>Providence</b> <b>Saipan</b> CTSA Plaza Beach Road, <b>Garapan</b> <b>South Carolina</b> 4600 Goer Dr., Ste. 112 <b>North Charleston</b> <b>Tennessee</b> 5959 Shallowford Rd. Ste. 427 <b>Chattanooga</b> 3865 Viscount Ave. Ste. 2 <b>Memphis</b> 3200 West End Ave. Ste. 510 <b>Nashville</b> <b>Texas</b> Ford Conv. Ctr Tyler Room 5155 IH-10 So. <b>Beaumont</b> 1000 Foust Rd. <b>Brownsville</b> 7433 Leopard St. <b>Corpus Christi</b> 6000 Broadway Ste. 103 <b>Galveston</b></p>	<p>West Gulf Maritime Assoc. 1717 Turning Basin <b>Houston</b> Gulf Gate, Ste. 314 2900 Woodridge Dr. <b>Houston</b> 621 W. Main St. <b>LaPorte</b> Brazos Mall, Ste. 1039 100 Hwy 322 West <b>Lake Jackson</b> 3800 Highway 365 Ste. 123 <b>Port Arthur</b> 411 West Main St. <b>Port LaVaca</b> 301 Highway 146 N. <b>Texas City</b> 1750 FM 1432 <b>Victoria</b> <b>Vermont</b> 145 Pine Haven Shores Rd. <b>Shelburne</b> <b>Virginia</b> 814 Greenbrier Cir. Ste. F <b>Chesapeake</b> 11815 Fountain Way Ste. 300 Rm 359 <b>Newport News</b> <b>Washington</b> 8327 Summit Park Rd., Ste. D <b>Anacortes</b> Port of Everett Marina Marina Conf. Ctr. 404 14th St. <b>Everett</b> Red Lion Hotel 510 Kelso Dr. <b>Kelso</b> Read Lion Hotel Rm 2110 2515 N. 20th Ave. <b>Pasco</b> Fraternal Order of Eagles AERIE #1 205 Carson Ave. S. <b>Seattle</b> 5009 Pacific Hwy. E Ste. 17 Fife Business Park <b>Tacoma</b> 33rd Place Bldg. Ste. 107 3305 Main St. <b>Vancouver</b> <b>West Virginia</b> Tri-State Fire Academy 4200 Ohio River Rd. <b>Huntington</b> <b>Wisconsin</b> 425 South Military Ave. <b>Green Bay</b> 3073 South Chase Ave. Ste. 620 Bldg. 28 Fl. 1 <b>Milwaukee</b> <b>Virgin Islands</b> 8000 Niksy Ctr, #202a <b>Charlotte Amalie</b> Renaissance Park Estate Anguilla <b>Kingshill</b></p>
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# Washington State Labor Council AFL-CIO Endorsements

Following are the endorsement for the 2008 election for the Washington State Labor Council, AFL-CIO. If a race or ballot measure is not listed, the WSLC has made no recommendation in the race.

**President:** Barack Obama

**Governor:** Christine Gregoire



Christine O. Gregoire

## Statewide

Governor: Christine Gregoire  
Lt. Governor: Brad Owen  
Attorney General: John Ladenberg  
Auditor: Brian Sonntag  
Insurance Commissioner: Mike Kreidler  
Public Lands Commissioner: Peter Goldmark  
Secretary of State: Sam Reed  
State Treasurer: Jim McIntire  
Superintendent of Public Instruction: Terry Bergeson

### Judicial

Supreme Court Position 3: Mary Fairhurst  
Supreme Court Position 4: Charles Johnson  
Supreme Court Position 7: Debra Stephens

### Court of Appeals

Division 2, District 2: Robin Hunt  
Division 3, District 1: Kevin M. Korsmo

## State Senate/House

- 1st: Senate: Rosemary McAuliffe  
House 1: Al O'Brien; House 2: Mark Ericks
- 2nd: Senate: Marilyn Rasmussen; House 2: Tom Campbell
- 3rd: Senate: Lisa Brown  
House 1: Alex Wood; House 2: Timm Ormsby
- 4th: Senate: Judi Owens  
House 1: Linda Thompson; House 2: Tim Hattenburg
- 5th: Senate: Phyllis Huster  
House 1: Jon Viebrock
- 6th: House 1: Don Barlow; House 2: John Driscoll
- 8th: House 1: Carol L. Moser; House 2: Lawrence Haler
- 9th: House 2: Tanya Kelley — Chris Winter\*
- 10th: Senate: Mary Margaret Haugen  
House 1: Tim Knue; House 2: Patricia Terry
- 11th: Senate: Margarita Prentice  
House 1: Zach Hudgins; House 2: Bob Hasegawa
- 14th: House 1: Vickie Ybarra
- 16th: House 2: Bill Grant
- 17th: Senate: Don Benton  
House 1: Tim Probst; House 2: Deb Wallace
- 18th: Senate: Jon Haugen  
House 1: VaNessa Duplessie; House 2: Jonathan Fant
- 19th: Senate: Brian Hatfield  
House 1: Dean Takko; House 2: Brian Blake
- 20th: Senate: Charles Bojarski  
House 1: Michael Rechner; House 2: Jim M. Cutler
- 21st: House 1: Mary Helen Roberts; 2: Marko Liias
- 22nd: Senate: Karen Fraser  
House 1: Brendan Williams; House 2: Sam Hunt
- 23rd: Senate: Phil Rockefeller  
House 1: Sherry Appleton; House 2: Christine Rolfes
- 24th: Senate: Jim Hargrove  
House 1: Kevin VanDeWege; House 2: Lynn Kessler
- 25th: Senate: Jim Kastama\*  
House 1: Rob Cerqui; House 2: Dawn Morrell
- 26th: House 1: Kim Able; House 2: Larry Seaquist
- 27th: Senate: Debbie Regala  
House 1: Dennis Flannagan; House 2: Jeannie Darneille
- 28th: Senate: Deborah Jane Srail  
House 1: Troy Kelly; House 2: Tami Green
- 29th: House 1: Steve Conway; House 2: Steve Kirby
- 30th: House 1: Mark Miloscia; House 2: Carol Gregory
- 31st: House 1: Ron Weigelt; House 2: Christopher Hurst
- 32nd: House 1: Maralyn Chase; House 2: Ruth Kagi
- 33rd: House 1: Tina L. Orwall; House 2: Dave Upthegrove
- 34th: Senate: Joe McDermott  
House 1: Eileen Cody; House 2: Sharon Nelson
- 35th: House 1: Kathy Haigh
- 36th: House 1: John Burbank; House 2: Mary Lou Dickerson
- 37th: House 1: Sharon Tomiko-Santos; House 2: Eric Pettigrew
- 38th: House 1: John McCoy; House 2: Mike Sells
- 39th: Senate: Frederick Walser; House 1: Scott Olson
- 40th: Senate: Dave Quall
- 41st: Senate: Fred Jarrett  
House 1: Marcie Maxwell; House 2: Judy Clibborn
- 42nd: House 2: Kelli Linville
- 43rd: House 2: Frank Chopp
- 44th: House 1: Hans Dunshee; House 2: Liz Loomis
- 45th: House 1: Roger Goodman; House 2: Larry Springer
- 46th: House 1: Scott White; House 2: Phyllis Kenney
- 47th: House 1: Geoff Simpson; House 2: Pat Sullivan
- 48th: House 1: Ross Hunter; House 2: Deb Eddy
- 49th: Senate: Craig Pridemore  
House 1: Jim Jacks; House 2: James C. Moeller

\*limited endorsement

## U.S. House

- 1st District: Jay Inslee
- 2nd District: Rick Larsen
- 3rd District: Brian Baird
- 4th District: George Fearing
- 5th District: Mark Mays
- 6th District: Norm Dicks
- 7th District: Jim McDermott
- 8th District: Darcy Burner
- 9th District: Adam Smith

### Ballot Measure

**Initiative 985** - Concern Transportation - This measure would open high-occupancy vehicle lanes to all traffic during specified hours, require traffic light synchronization, increase roadside assistance funding and dedicate certain taxes, fines, tolls and other revenues to traffic-flow purposes ..... Oppose

# Oregon State AFL-CIO Endorsements

**President:**  
Barack Obama

## U.S. Senate

Jeff Merkley

## U.S. Congress

- Dist. 1:** David Wu
- Dist. 3:** Earl Blumenauer
- Dist. 4:** Peter DeFazio
- Dist. 5:** Kurt Schrader

Jeff Merkley

## State candidates

- Secretary of State:**  
Kate Brown
- State Treasurer:**  
Ben Westlund
- Attorney General:**  
John Kroger
- Labor Commissioner:**  
Brad Avakian

## State Senate

- 1. Eldon Rollins
- 5. Joanne Verger
- 14. Mark Haas
- 17. Suzanne Bonamici
- 21. Diane Rosenbaum
- 22. Jackie Dingfelder
- 25. Laurie Monnes-Anderson

## State Assembly

- 5. Peter Buckley
- 8. Paul Holvey
- 9. Arnie Roblan
- 10. Jean Cowan
- 11. Phil Barnhart
- 12. Terry Beyer
- 13. Nancy Nathanson
- 16. Sara Gelsler
- 20. Richard Riggs
- 21. Brian Clem
- 22. Betty Komp
- 26. Jessica Adamson
- 27. Tobias Read
- 28. Jeff Barker
- 29. Chuck Riley
- 30. David Edwards
- 31. Brad Witt
- 33. Mitch Greenlick
- 35. Larry Galizio
- 36. Mary Nolan
- 38. Chris Garrett
- 39. Toby Forsberg
- 40. Dave Hunt
- 41. Carolyn Tomei
- 42. Jules Koppel-Bailey
- 43. Chip Shields
- 44. Tina Kotek
- 45. Michael Dembrow
- 46. Ben Cannon
- 47. Jefferson Smith
- 48. Mike Schauffler
- 49. Nick Kahl
- 50. Greg Matthews
- 51. Brent Barton
- 52. Suzanne Van Orman

## Ballot Measures

Measure 56: Voting Matters	Yes
Measure 57: The Better Way to Fight Crime	Yes
Measure 58: Limiting English Learning	No
Measure 59: Sizemore's Double Deduction	No
Measure 60: Paying to the Test	No
Measure 61: Mandatory Minimum Sentencing	No
Measure 62: Diverting Lottery Funds	No
Measure 63: Bad Neighbor Building Permit	No
Measure 64: Don't Silence Our Voice	No
Measure 65: Top Two Primary	No



## McCain's radical agenda

Talk about a shock to the system. Has anyone bothered to notice the radical changes that John McCain and Sarah Palin are planning for the nation's health insurance system?

These are changes that will set in motion nothing less than the dismantling of the employer-based coverage that protects most American families.

A study coming out from scholars at Columbia, Harvard, Purdue and Michigan projects that 20 million Americans who have employment-based health insurance would lose it under the McCain plan.

There is nothing secret about Senator McCain's far-reaching proposals, but they haven't gotten much attention because the chatter in this campaign has mostly been about nonsense—lipstick, celebrities and "Drill, baby, drill!"

**For starters, the McCain health plan would treat employer-paid health benefits as income that employees would have to pay taxes on. "It means your employer is going to have to make an estimate on how much the employer is paying for health insurance on your behalf, and you are going to have to pay taxes on that money," said Sherry Glied, an economist who chairs the Department of Health Policy and Management at Columbia University's Mailman School of Public Health.**

Ms. Glied is one of the four scholars who have just completed an independent joint study of the plan. Their findings are being published on the Web site of the policy journal, Health Affairs.

According to the study: "The McCain plan will force millions of Americans into the weakest segment of the private insurance system—the nongroup market - where cost-sharing is high, covered services are limited and people will lose access to benefits they have now."

**The net effect of the plan, the study said, "almost certainly will be to increase family costs for medical care."**

**Under the McCain plan (now the McCain-Palin plan) employees who continue to receive employer-paid health benefits would look at their pay stubs each week or each month and find that additional money had been withheld to cover the taxes on the value of their benefits.**

**While there might be less money in the paycheck, that would not be anything to worry about, according to Senator McCain. That's because the government would be offering all taxpayers a refundable tax credit - \$2,500 for a single worker and \$5,000 per family—to be used "to help pay for your health care."**

You may think this is a good move or a bad one—but it's a monumental change in the way health coverage would be provided to scores of millions of Americans. Why not more attention?

The whole idea of the McCain plan is to get families out of employer-paid health coverage and into the health insurance marketplace, where naked competition is supposed to take care of all ills. (We're seeing in the Bear Stearns, Fannie Mae, Freddie Mac, Lehman Brothers and Merrill Lynch fiascoes just how well the unfettered marketplace has been working.)

Taxing employer-paid health benefits is the first step in this transition, the equivalent of injecting poison into the system. It's the beginning of the end.

When younger, healthier workers start seeing additional taxes taken out of their paychecks, some (perhaps many) will opt out of the employer-based plans either to buy cheaper insurance on their own or to go without coverage.

That will leave employers with a pool of older, less healthy workers to cover. That coverage will necessarily be more expensive, which will encourage more and more employers to give up on the idea of providing coverage at all.

The upshot is that many more Americans —millions more— will find themselves on their own in the bewildering and often treacherous health insurance marketplace. As Senator McCain has said: "I believe the key to real reform is to restore control over our health care system to the patients themselves."

Yet another radical element of McCain's plan is his proposal to undermine state health insurance regulations by allowing consumers to buy insurance from sellers anywhere in the country. So a requirement in one state that insurers cover, for example, vaccinations, or annual physicals, or breast examinations, would essentially be meaningless. In a refrain we've heard many times in recent years, Mr. McCain said he is committed to ridding the market of these "needless and costly" insurance regulations.

This entire McCain health insurance transformation is right out of the right-wing Republicans' ideological playbook: fewer regulations; let the market decide; and send unsophisticated consumers into the crucible alone.

You would think that with some of the most venerable houses on Wall Street crumbling like sand castles right before our eyes, we'd be a little wary about spreading this toxic formula even further into the health care system. But we're not even paying much attention.

Source: Bob Herbert  
The New York Times

## Social Security: Obama would strengthen it; McCain would put retirement at risk

The campaign manager for Senator John McCain has said this election "is not about issues." According to Rick Davis, this November is all about "personalities." Tell that to America's working people, as they suffer through home foreclosures or struggle to find jobs that pay the bills. And what about the millions of those for whom Social Security will provide the primary—or only—income to support them when they retire? They have a right to know where McCain stands on the issue—and whether, under his plan, they would be forced to work long after age 65. McCain and Senator Barack Obama have laid out sharply contrasting visions on the nation's most successful social safety net. Obama would support and protect Social Security, while McCain would privatize it.

Obama's record on Social Security is clear. As a senator, he's voted against proposals that would require deep benefit cuts. He's pledged that as president, he would oppose benefit cuts or an increase in the retirement age. Obama also has proposed eliminating income taxes on millions of low- and middle-income senior citizens, to keep retirees secure.

In contrast, McCain called Social Security "a disgrace" and also has said if he becomes president, cuts to Social Security benefits and raising the retirement age would be "on the table." In his decades in the Senate, McCain repeatedly has voted for plans that would undermine Social Security by diverting public funds into risky privatized accounts or opening the door to benefit cuts. In 2005, McCain toured the country with George W. Bush to push a plan to privatize Social Security. The ultimately failed Bush proposal would have diverted Social Security funds into the stock market—and, as we've seen in recent months, that's a potentially dangerous bet to make with retirement funds.

At the time, McCain's support of privatizing Social Security was described as misguided, misleading and shameful. The Economic Policy Institute explained that privatization would devastate a program that has been crucial to generations of seniors. According to the Institute: "The Bush administration's privatization proposal will not "save" Social Security but will do just the opposite—it will erode a vital social insurance program that provides American workers and

their families with a core level of income during retirement, disability, and early death."

Most striking: The 72-year-old McCain draws a monthly Social Security check. Like many retirees, McCain draws \$1,929 a month—more than \$23,000 a year—in Social Security. Unlike most retirees, though, McCain married into a multimillion-dollar fortune and, thanks to his decades in the Senate, he's in line for a taxpayer-funded pension. He doesn't need to worry about his financial future—but millions of retirees aren't so lucky. They'd be devastated if Social Security was gutted through a risky privatization scheme.

According to a May 2008 report by the Social Security Administration, some 50 million people receive monthly Social Security benefits, the majority of whom are retired. While some workers are lucky enough to have pensions to sustain them, millions of retirees depend on Social Security as their primary source of income. Despite dire warnings by pundits and Wall Street forecasters, the Social Security program has been solvent for 73 years and, at current levels, will remain solvent for decades more.



## Hawai'i State

### AFL-CIO Endorsements

U.S. Congress: Neil Abercrombie; Mazie Hirono

<p><b>President:</b> Barack Obama <b>Vice Pres.:</b> Joe Biden</p>  <p style="text-align: center;">Mazie Hirono</p> <p><b>O'ahu</b></p> <p style="text-align: center;"><b>Senate</b></p> <p>12 – Brickwood Galuteria 17 – Ron Menor 21 – Colleen Hanabusa 22 – Bobby Bunda 23 – Clayton Hee 24 – Isaac Choy</p> <p style="text-align: center;"><b>House</b></p> <p>17 – Amy Monk 18 – Lyla Berg 19 – Mike Abe 21 – Scott Nishimoto 22 – Scott Saiki 23 – Tom Brower 25 – Della Belatti 26 – Sylvia Luke 27 – Sesnita Moepono 28 – Karl Rhoads 29 – Joey Manahan</p>	<p>30 – John Mizuno 31 – Glenn Wakai 33 – Blake Oshiro 34 – Mark Takai 35 – Henry Aquino 36 – Roy Takumi 37 – Ryan Yamane 38 – Marilyn Lee 39 – Marcus Oshiro 43 – Kurt Fevella 44 – Karen Awana 45 – Maile Shimabukuro 46 – Mike Magaoay 47 – Jessica Wooley 51 – Christopher Lee</p> <p><b>Maui</b></p> <p style="text-align: center;"><b>Senate</b></p> <p>5 – Roz Baker 6 – Kalani English</p> <p style="text-align: center;"><b>House</b></p> <p>8 – Joe Souki 9 – Bob Nakasone 10 – Angus McKelvey 11 – Joe Bertram 12 – Kyle Yamashita 13 – Mele Carroll</p> <p><b>Kaua'i</b></p> <p style="text-align: center;"><b>Senate</b></p> <p>7 – Gary Hooser</p> <p style="text-align: center;"><b>House</b></p> <p>14 – Mina Morita 15 – James Tokioka 16 – Roland Sagum</p>	<p><b>Big Island</b></p> <p style="text-align: center;"><b>Senate</b></p> <p>1 – Dwight Takamine 3 – Josh Green</p> <p style="text-align: center;"><b>House</b></p> <p>1 – Mark Nakashima 3 – Clift Tsuji 4 – Faye Hanohano 5 – Robert Herkes 6 – Denny Coffman</p> <p><b>Ballot Initiatives</b></p> <p>Hawai'i State AFL-CIO asks that you vote NO to proceed with a Constitutional Convention or "CON-CON".</p> <p>They also ask anyone who resides or has relatives in the State of Nevada to urge them to register and vote Democrat.</p>  <p style="text-align: center;">Neil Abercrombie</p>
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# California Labor Federation

## AFL- CIO Endorsements

### President



Barack Obama

### U.S. Congress

1. Mike Thompson
2. Jeff Morris
3. Bill Durston
4. Charlie Brown
5. Doris Matsui
6. Lynn Woolsey
7. George Miller
8. Nancy Pelosi
9. Barbara Lee
10. Ellen Tauscher
11. Jerry McNerney
12. Jackie Speier
13. Pete Stark
14. Anna Eshoo
15. Mike Honda
16. Zoe Lofgren
17. Sam Farr
18. Dennis Cardoza
19. No endorsement
20. Jim Costa

21. Larry Johnson
22. No endorsement
23. Lois Capps
24. Marta Ann Jorgenson
25. Jackie Conaway
26. Russ Warner
27. Brad Sherman
28. Howard Berman
29. Adam Schiff
30. Henry Waxman
31. Xavier Becerra
32. Hilda Solis
33. Diane Watson
34. Lucille Roybal-Allard
35. Maxine Waters
36. Jane Harman
37. Laura Richardson
38. Grace Napolitano
39. Linda Sanchez
40. Christina Avalos
41. No endorsement
42. Ed Chau
43. Joe Baca
44. Bill Hedrick
45. Julie Bornstein
46. Debbie Cook
47. Loretta Sanchez
48. Steven Young
49. Robert Hamilton
50. Nick Leibham
51. Bob Filner
52. Mike Lumpkin
53. No endorsement

### State Assembly

1. Wesley Chesbro
2. Paul Singh
3. Mickey Harrington
4. No endorsement
5. Dan Leahy
6. Jared Huffman
7. Noreen Evans
8. Mariko Yamada
9. Dave Jones
10. Alyson Huber
11. Tom Torlakson
12. Fiona Ma
13. Tom Ammiano
14. Nancy Skinner
15. Joan Buchanan
16. Sandre Swanson
17. Cathleen Galgiani
18. Mary Hayashi
19. Jerry Hill
20. Alberto Torrico
21. Ira Ruskin

22. Paul Fong
23. Joe Coto
24. Jim Beall
25. Taylor White
26. John Eisenhut
27. Bill Monning
28. Anna Caballero
29. Humberto Avila
30. Fran Florez
31. Juan Arambula
32. No endorsement
33. Robert Cuthbert
34. Desmond Farrelly
35. Pedro Nava
36. Linda Jones
37. Ferial Masry
38. Carole Lutness
39. Felipe Fuentes
40. Bob Blumenfield
41. Julia Brownley
42. Michael Feuer
43. Paul Krekorian
44. Anthony Portantino

45. Kevin DeLeon
46. John A. Perez
47. Karen Bass
48. Mike Davis
49. Mike Eng
50. Hector de la Torre
51. Curren Price
52. Isadore Hall
53. Ted Lieu
54. Bonnie Lowenthal
55. Warren Furutani
56. Tony Mendoza
57. Ed Hernandez
58. Charles Calderon
59. Don Williamson
60. No endorsement
61. Norma Torres
62. Wilmer Amina Carter
63. No endorsement
64. No endorsement
65. Carl Wood
66. Grey Frandsen
67. Steve Blount
68. Kenneth Arnold
69. Jose Solorio
70. No endorsement
71. No endorsement
72. John MacMurray
73. Judy Jones
74. Brett Maxfield
75. No endorsement
76. Lori Saldana
77. No endorsement
78. Marty Block
79. No endorsement
80. Manuel Perez

### State Senate

1. Anselmo Chavez
3. Mark Leno
5. Lois Wolk
7. Mark DeSaulnier
9. Loni Hancock
11. Joe Simitian
13. Elaine Alquist
15. No endorsement
17. No endorsement
19. Hannah Beth Jackson

21. Carol Liu
23. Fran Pavley
25. Rod Wright
27. Alan Lowenthal
29. No endorsement
31. No endorsement
33. Gary Pritchard
35. Ginny Mayer
37. Arthur Bravo Guerrero
39. Christine Kehoe

## California Ballot Propositions

### Proposition 1A — YES

#### Safe, Reliable High-Speed Passenger Train Bond Act

This proposition would authorize \$9.95 billion worth of bonds for a high-speed train network that would create new jobs, relieve traffic congestion and expand options for mass transit.

### Proposition 2 — No Recommendation

#### Standards for Confining Farm Animals

### Proposition 3 — No Recommendation

#### Children's Hospital Bond Act Grant Program

### Proposition 4 — NO

#### Waiting Period and Parental Notification Before Termination of Minor's Pregnancy

Everyone wants parents and teenagers to have good communication, but trying to legislate that won't help teens facing bad family situations and hard choices. Prop. 4 would endanger pregnant teenagers by requiring doctors to notify their parents 48 hours in advance of terminating a pregnancy.

### Proposition 5 — YES

#### Nonviolent Drug Offenses. Sentencing. Parole and Rehabilitation

Prop. 5 would give nonviolent offenders more drug treatment and rehabilita-

tion options. It would change the state's parole system and give people who have finished their time on parole access to rehabilitation services, reducing the chances they will end up back in the system. It would save California taxpayers \$1 billion a year, an additional \$2.5 billion in one-time costs and would help reduce the chronic overcrowding in California's prison system, according to a nonpartisan Legislative Analyst's Office.

### Proposition 6 — NO

#### Police and Law Enforcement Funding Criminal Penalties and Laws

This is a misguided measure that would dramatically ramp up prison and criminal justice funding, significantly increase prison sentences for certain crimes and worsen our state budget crisis. The nonpartisan Legislative Analyst's Office estimates that Prop. 6 would cost the state at least \$500 million a year, plus another \$500 million in one-time costs, an automatic increase for inflation, and unknown costs to cities and counties. These costs would all be added on top of California's massive budget deficit because Prop. 6 includes no way to fund any of them.

### Proposition 7 — NO

#### Renewable Energy Generation

Prop. 7 would make sweeping changes to the way California regulates energy providers and the accountability they have toward meeting clean energy production goals. It is so poorly drafted that renewable energy and environmental

experts warn it would not achieve its goals. It would actually slam the brakes on renewable energy development in California, resulting in significant increase in our electric bills and potentially leading to another energy crisis.

### Proposition 8 — NO

#### Eliminates Right of Same-Sex Couples to Marry

Prop. 8 would rewrite the California Constitution and overturn current law in order to allow discrimination against individuals seeking to marry someone of the same sex.

### Proposition 9 — NO

#### Criminal Justice System. Victims' Rights. Parole.

Prop. 9 would tilt the scales of the criminal justice system by imposing draconian restrictions on offenders, making some inmates wait up to 15 years between parole hearings and taking away the right to state-provided counsel from some parolees. This measure could cause serious state budget problems in future years by restricting the state's ability to alter prison sentences. Prop. 9 would do nothing to address the underlying problems that result in crime.

### Proposition 10 — NO

#### Alternative Fuel Vehicles and Renewable Energy

Prop. 10 is an attempt by one corporation, founded by a Texas oil tycoon, to use up to \$5 billion of state bond money for its own benefit. This outrageous raid

on state coffers is carried out under the guise of developing clean energy, but the actual language of the measure ignores clean energy science and would give automatic preference to certain non-gas powered vehicles, like those fueled by the company backing the initiative.

### Proposition 11 — NO

#### Redistricting

Prop. 11 would change the way California draws the boundaries for its legislative district, taking the responsibility away from elected officials and giving it to an unaccountable panel of commissioners. This new plan would give equal sway in the redistricting process to both major political parties, regardless of the difference in their voter registration numbers. It would allow the minority party to veto any new redistricting plan, creating another dysfunctional system like the state budget process that would allow those in the minority to extract unreasonable concessions from those in the majority.

### Proposition 12 — YES

#### Veterans' Bond Act of 2008

Since the end of World War I, California voters approved bonds to make low-interest home and farm loans available to veterans through the Cal-Vet program. Prop. 12 is the most recent refunding of this program, made necessary by the recent federal expansion of veterans eligible for the program. Vets receiving loans through the program would pay back both the principle and the interest on the bonds, resulting in no new costs to the state.