



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXI No. 4



SAN FRANCISCO, CALIFORNIA

Friday, April 25, 2008

Coast Guard issues memo on TWIC requirement date

By September 25, 2008, all USCG credentialed mariners will be required to hold a Transportation Worker Identification Credential (TWIC) in order for their license, MMD, COR, or STCW endorsement to remain valid. Until then, if the vessel or facility has started TWIC compliance and enforcement, mariners may present an alternate identification (MMD or USCG license and valid photo identification or USCG COR and valid photo identification) to be eligible for unescorted access to secure areas of the vessel or facility. **Failure to obtain a TWIC may result in suspension or revocation of a mariner's credential under 46 U.S.C 7702 and 7703.**

TWIC was established by Congress through the Maritime Transportation Security Act (MTSA) and is administered by the Transportation Security Administration (TSA) and U.S. Coast Guard (USCG). TWICs are tamper-resistant biometric credentials that will be issued to workers who require unescorted access to secure areas of ports, vessels, outer continental shelf facilities and all credentialed merchant mariners. It is anticipated that more than 750,000 workers including longshoremen, truckers, port employees and others will be required to obtain a TWIC.

To obtain a TWIC, an individual must visit an enrollment center where they will pay the enrollment fee, complete a TWIC Application Disclosure Form, provide biographic information and a complete set of fingerprints, and sit for a digital photograph. Pre-enrollment is recommended as it is designed to save the applicant time by enabling them to provide their biographical information and make an appointment for in-person enrollment. The cost for a TWIC is \$132.50 and it is valid for five years. Mariners who already hold a USCG credential may pay a reduced fee of \$105.25 however, their TWIC will then expire when their USCG credential expires.

All of the information you will need to obtain a TWIC is available on TSA's websites:

TSA TWIC Deployment website

www.twicinformation.com/twicinfo/index.jsp

Schedule of when each Enrollment Center will commence operations; Enrollment Center addresses including maps, directions and hours of operation; Frequently Asked Questions (including the TWIC Application Disclosure Form); Link to the pre-enrollment website. (It is strongly recommended that you pre-enroll.); Check card status and schedule pickup.

TSA TWIC Homepage

www.tsa.gov/twic

Small Entity Guide for Applicants; U.S. Coast Guard Navigation and Vessel Inspection Circular (NVIC) 03-07; Link to the Pre-enrollment website. (You are strongly recommended to pre-enroll.)

Both TSA and USCG have established Help Desks to address questions and concerns:

TSA's TWIC Program Help Desk: 1-866-DHS-TWIC
Credentialing@dhs.gov

USCG's TWIC Help Desk:
 1-877-MTSA-AID

uscg-twic-helpdesk@uscg.mil



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Maritime Security from the viewpoint of maritime labor

The following article is by George Quick, Vice President of the International Organization of Masters, Mates & Pilots and was submitted as a position paper to the Inter-American Committee on Ports (CIP) of the Organization of American States Third Hemispheric Conference on Port Security in Punta Cana, Dominican Republic this month.

From the perspective of maritime labor, a maritime security regime is judged not only on how effectively it protects the workplace from potential terrorists acts, but what affect the security regime has on the efficiency of the maritime transportation system that provides our livelihood, and what price we pay for a security regime in terms of its impact on our human rights and working conditions.

As I come from the seagoing sector of maritime labor that is engaged in international shipping, and this is an international conference, I will confine my remarks today primarily to the problems faced by ships crews in international trade.

We are all in favor of maritime security as a conceptual goal. But, the plan or regime put in place to achieve security goals has to take into account more than a singular focus on security at all costs. It needs to be recognized that there will be conflicts between security and human rights, as well as between security and the efficient movement of ships and cargoes in international trade that is essential to the global economy. An acceptable security regime needs to balance the often differing goals of security, maintaining an efficient maritime transportation system and protecting the human rights of maritime workers.

In today's age of containerization, there has been a dramatic reduction in the barriers to international trade historically posed by distance and cost and the world's economy, along with our own standard of living, are now dependent on a vast complex global supply chain. The events of 9/11 made it clear that terrorist elements, who do not share the values of our modern

western culture and oppose its spread, have the will and the capability to inflict damage on our political and economic systems. The global supply chain in which maritime transportation is the middle link could be a prime target of terrorists acts or could be used to facilitate terrorist activities.

In response to 9/11 the international maritime community recognized early on that the global nature of maritime transportation required an international effort to be effective against international terrorism. The International Maritime Organization (IMO), as the appropriate United Nation's body, convened a Maritime Security Working Group, which met in extraordinary session in February, May and September 2002, to draft amendments to the Safety of Life at Sea (SOLAS) Convention addressing maritime security. One of the results was the International Ship and Port Security (ISPS) Code that created an international security regime placing obligations on governments to conform their laws, regulations and practices to the requirements of the SOLAS amendments and the ISPS Code.

Those who drafted the Code recognized that it was essential to balance the need for security with the interests of global trade and human rights. The security regime established by the Code was envisioned as a cooperative effort between governments, ports, companies, shippers, ships, seafarers and port workers. Yet the code is now being implemented with priorities concentrated almost exclusively on port and container security, so as to practically ignore the security plans and operational needs of ships as well as the protections of the human rights of

seafarers and port workers that constitute an integral part of the code. From maritime labor's perspective, important provisions of the Code are being ignored by governments, ports and terminals.

Precepts of a Balanced Security Regime

A practical and effective security regime must be built on a partnership based on mutual respect and cooperation, as well as on an element of trust, among the stakeholders in the maritime industry and between the maritime industry and governments. There is a particular need to view maritime labor as an essential part of the industry and as partners in security rather than as potential terrorists or criminals. This is admittedly a challenge, in part because the very nature of a security regime fosters a climate of paranoia, suspicion and mistrust. Today, all too often, what we see as an improper and unbalanced application of security regimes results in maritime workers being denied what many of us believe to be fundamental human rights, with the consequent alienation of a large and important sector of the participants in what was supposed to be a cooperative system under the Code.

Those who drafted the ISPS Code addressed the anticipated conflicts between security and human rights by emphasizing in the Code's preamble the need to interpret its provisions in the context of respect for the fundamental human rights of maritime workers:

Preamble to the ISPS Code

10 Nothing in this Code shall be interpreted or applied in a

continued on page 10

SUP Honor Roll

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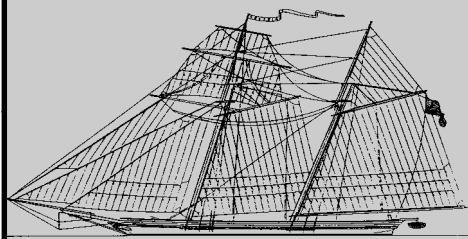
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Maui in lay-up (again)



Matson's containership *s/s Maui* at San Francisco drydock, April 16. From left: SUP brothers Dave Larsen, Noel Isumaru, Brian McCarthy, Stephen Swinton, Walter Harris, Tom Gatmaitan, and Art Thanash.

Federal agents raid offices of U.S. carriers in the Puerto Rico trade

Jones Act carriers in the United States have come under the antitrust microscope in the United States, with federal raids and subpoenas being served to at least four companies. The Puerto Rico trade lane figures prominently in the investigation, with Horizon Lines heading the list of companies under investigation by the U.S. Department of Justice's (DOJ) antitrust division for suspected pricing infractions.

However, an announcement from Matson Navigation, parent Alexander & Baldwin indicated that the probe might extend to Hawai'i, where Matson is active. Alexander & Baldwin said it was preparing to receive a DOJ subpoena related to "domestic ocean carriage".

Horizon Lines is the only company among those under investigation that is active in all major Jones Act liner lanes, including Puerto Rico, Hawai'i and Alaska. Matson provides its competition in Hawai'i, while Tote is its principal rival in Alaska. Horizon Lines said in a statement that federal agents served search warrants and a grand jury subpoena relating to an investigation of pricing practices in the Puerto Rico sector. Horizon did not elaborate on what federal agents took from its head office in Charlotte, North Carolina, although media reports suggested it included unspecified computers and boxes. The Puerto Rico office was also visited by federal officials, sources said.

Sea Star Lines and Crowley Liner Services, two other companies active in the Puerto Rico trade, confirmed that they were under federal scrutiny. All three firms said they were not aware of the subject matter of the investigation being conducted by antitrust officials, and that

all three were fully cooperating. Sea Star officials declined to comment on the raids.

Crowley director of corporate communications Mark Miller told *Lloyd's List* in an emailed statement that the company has been asked to provide "certain records" relating to the Puerto Rico trade, but is confident that it has acted appropriately in all respects, and that neither Crowley nor its employees have been identified as targets of this investigation.

With the Puerto Rican economy continuing to lag, liner trades between the U.S. East Coast and San Juan have been off for the past several years leading to unusually fierce competition in the market. The Justice Department has yet to comment on the probe and the three companies are remaining quiet, save brief statements confirming the raids.

West Coast Sailors

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Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor

BRANCH OFFICES

Seattle, WA 98106
2414 SW Andover St. (206) 467-7944
Bldg. F, Ste. 105 FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
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The test of our progress is...not whether we add more to the abundance of those who have too much, it is whether we provide enough for those who have too little.
Franklin Delano Roosevelt

Support the SUP Political Fund

SUP Meetings

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

	Hdqs.	Branch
May	12	19
June	9	16
July	14	21
August	11	18
September	8	15
October	14*	20
November	10	17
December	8	15

*Tuesday

Final Departures

Robert Ferguson, Book No. 2193. Born in California in 1932. Joined SUP in 1951. Died in San Pablo, California, March 10, 2008. (Pensioner)

Raymond Sagpang, Book No. 7229. Born in Hawai'i in 1926. Joined SUP in 1950. Died in Vacaville, California, March 14, 2008. (Pensioner)

Raymond Morgan, Book No. 6514. Born in California in 1944. Joined SUP in 1992. Died in California, April 7, 2008.

Labor Secretary's "crony" using diplomatic cover to avoid criminal probe

Congressman George Miller (D-California) is demanding that Labor Secretary Elaine Chao and the Bush Administration waive diplomatic immunity for Mark Knouse, the former executive director of the NAFTA Commission for Labor Cooperation (CLC). Knouse was asked to resign after charges that he improperly used CLC funds (from the taxpayers of the United States, Canada and Mexico) to promote his lobbying business while he worked for the trinational commission.

From 2004 until his resignation in 2006, Knouse headed the secretariat for the CLC, a panel created under the North American Free Trade Agreement (NAFTA) to examine labor issues and promote labor standards in the United States, Canada and Mexico.

A Pennsylvania business lobbyist, Knouse resigned after he was accused of using Commission funds to finance his outside lobbying activities, including meals with clients and trips to meetings.

Chao appointed Knouse to the post, despite his lack of background in labor or international issues. Knouse's wife is an assistant in Chao's executive office. Because the CLC is an international body, Knouse received diplomatic immunity for his actions while in office.

Congressman Miller, Chairman of the House Education and Labor Committee which oversees the Labor Department, wrote to Chao asking: "Why was Mark Knouse using taxpayer money to wine and dine his lobbying clients? Why was Mark Knouse engaging in outside lobbying at all when we had a taxpayer-funded job to do? And most importantly, why hasn't the Bush Administration acted to strip Knouse of his diplomatic immunity so that he can be investigated and prosecuted? These are very serious questions, and they demand answers."

The month, the Labor Department's Office of the Inspector General (OIG) released an audit report questioning \$10,000 in travel expenses for Knouse and another commission staff member. The audit also found that during Knouse's tenure, the CLC spent \$1 million without demonstrating "it actually received the goods or services for which it paid." Yet Knouse cannot be investigated for any possible criminal [actions] because he is "entitled to diplomatic immunity from prosecution, and the [commission] did not respond to the OIG's request to waive this immunity." The only group that can waive Knouse's diplomatic immunity is the CLC's Council of Ministers, which includes Chao and the labor secretaries from Canada and Mexico.

Miller said the scandal shows the Bush administration is not committed to improving labor standards under free trade agreements. "The fact that Secretary Chao appointed a crony to lead a key labor commission under NAFTA shows that the Bush administration has no regard for the effect of trade agreements on the workers in the countries that are party to them. The situation has been made even worse by the fact that Mark Knouse is getting away with these serious abuses of the public trust. Secretary Chao is opening herself to the perception that she is shielding an alleged criminal, to whom she has personal ties, from accountability under the law."

South African dockers boycott rogue Chinese munitions ship

Members of the South African Transport and Allied Workers Union (SATAWU) refused to discharge the Chinese-flag ship *An Yue Jiang* when she was loaded with munitions slated to be transshipped to Zimbabwe to prop-up the government of autocrat Robert Mugabe.

Randall Howard, General Secretary of SATAWU, told South African media, "This vessel must return to China with the arms on board, as South Africa cannot be seen to be facilitating the flow of weapons into Zimbabwe at a time where there is a dispute and a volatile situation."

According to press reports, the *An Yue Jiang's* cargo included three million rounds of AK-47 ammunition, 1,500 rocket propelled grenades and more than

3,000 mortar rounds and mortar tubes.

Faced with angry protests by the Union and the Bishop of Natal, the ship left the anchorage at Durban and headed for Maputo, Mozambique. However, the vessel was not allowed to dock after SATAWU and the International Transport Workers' Federation (ITF) made urgent appeals to the Mozambican government not to allow the ship to enter any of its ports.

As the *West Coast Sailors* goes to press the whereabouts of the *An Yue Jiang* are unknown, but General Secretary Howard has called on all African transport workers not to allow the ship to dock or work cargo at any African port and to return the cargo to China.

Foreigners to replace Danish stewards in Danish-flagged vessels

In a move that the company says will save millions of dollars, Maersk Line will replace Danish chief stewards with foreign nationals. Approximately two hundred jobs are involved.

Maersk operates around 130 containerships and tankers under the Danish flag. The only stipulation of the Danish register is the nationality of the master, who must hold a European Union passport. Seventy percent of its officers are EU or west European nationals. The Danish employees who will be losing their jobs are likely to be replaced by east Europeans, Filipinos or Indian nationals.

"The layoffs are a result of the internationalization of seafarers which has been going on for some years, and reflect the fact that international crew have proven their capabilities and abilities to offer a qualified alternative to the Danish chief stewards," AP Moller-Maersk said in a statement.

"Today we have to hire seafarers based on cost competitiveness."

President Polk back from Asia



Bosun Robin Colonas at the top of the gangway of the *m/v President Polk*, on April 10, after her arrival at Staten Island. Photo by Berit Eriksson.

NOL plays down renewed rumors of Hapag-Lloyd bid

Singapore's Neptune Orient Lines, parent company of American President Lines, is eyeing consolidation opportunities but refuses to address suggestions of a merger with Hapag-Lloyd. Addressing shareholders at NOL's annual general meeting this month, chief executive Thomas Held declined to discuss rumors that have been circulating since January.

"Over the early months of this year, there has been a large amount of speculation in the media, and among the financial community, about scenarios for container shipping industry consolidation. NOL's name has been frequently mentioned in some of that speculation," he said. "For our part, we have consistently maintained the position that we don't comment on market speculation, and we don't discuss individual companies. That will continue to be our position into the future."

Speaking later to reporters, Dr. Held reiterated earlier statements that NOL wanted to play an active role in the consolidation process, and would look carefully at all the opportunities that might come its way. That would include Hapag-Lloyd if it became available. According to *Lloyd's List*, there has been contact between NOL, or its principal shareholder Temasek, and Hapag-Lloyd's owner Tui. But until Tui's plans become clear, the future of Hapag-Lloyd remains uncertain. Estimates of the value of Hapag-Lloyd vary widely, with some analysts believing that Tui has left it too late to command a top price, but may nevertheless be reluctant to accept the lower figure that bidders would expect to pay as market conditions continue to soften.

Germany's maritime community is in the meantime awash with rumors. This situation is likely to persist until the sale or spin-off is in the bag. One source suggested that NYK would be a much better match for Hapag-Lloyd than NOL because of the traditional ties that exist between the two carriers. The so-called 'Hamburg solution', where a group of merchants and financiers is trying to raise money for a shareholding in Hapag-Lloyd, is not believed to have too big a chance of success.

French special forces liberate hostages held by Somali pirates

A week after the 288-foot French luxury yacht *LePonant* was captured by Somali pirates at the entrance to the Gulf of Aden, helicopter-borne French special forces freed 30 hostages, recovered \$2 million in ransom money and arrested six pirates on April 11.

Since then, French state prosecutors have charged the pirates with hijacking a ship and arresting and kidnapping citizens with the intention of demanding a ransom. They are alleged to have been among 20 men involved in the hijack of the three-mast *LePonant* in international waters. A stolen fishing boat was used as a base from which to launch the speedboats that carried out the attack. The ship's crew attempted to fend off the pirates with fire hoses, but the pirates fired warning shots and later ransacked the ship, emptying the vessel's bar.

The *LePonant's* captain, Patrick Marchesseau, told French media that he had managed to open a channel of communication with authorities without the pirates knowledge. Direct negotiations between the vessel's owner —CMA-CGM— and one of the pirates led to the release of the hostages after the company paid the \$2 million ransom. Captain Marchesseau, the last hostage to leave *LePonant*, dove into the sea after the ransom was paid. The hostages included 23 French citizens, three Philippine nationals and a Ukrainian.

Hollywood to the Docks



SUP members Harry Naeole, Gabriel McDonald, Jr., Wilmington Branch Agent Paul Calais, California State Senator Mark Ripley-Thomas, and William DeBenedictis all participated in Los Angeles County Federation of Labor's Hollywood to the Docks march from April 15 through April 17.

Farm Workers launch website for Cesar Chavez

The United Farm Workers has just launched a new web resource offering an array of information on Cesar Chavez, including video, audio from Cesar's speeches, photos, and other research materials. Find lots of classroom resources and learn about Cesar's legacy and the lessons of his life that are still relevant today.

Eight states, including California, now recognize Cesar's March 31 birthday as an official holiday. On the resource page, you can sign an online petition in support of a national Cesar Chavez holiday.

Cocaine seized foreign cruiseship

Agents from the U.S. Customs Border and Protection (CBP) and the Immigration and Customs Enforcement (ICE) in conjunction with flag-of-convenience operator Royal Caribbean Cruises seized 16 kilos of cocaine from the *Brilliance of the Seas* upon her arrival on April 14, in Miami.

Based on ICE intelligence, company security personnel in the ship sealed a passenger cabin at sea on April 11, and protected the seal until she docked. CBP officers and ICE agents found 26 bricks of cocaine hidden behind ceiling panels.

It is believed that the narcotics were left by passengers to be smuggled off the ship at a later date. The vessel had traveled from Miami to Aruba, Panama, Costa Rica, and Grand Cayman prior to its return to Miami.

Stranded seafarers receive wages

All 22 crew members of the stricken bulk carrier *Lady Belinda* have been paid wages amounting to \$102,000 thanks to the efforts of the Singapore Maritime Officers' Union (SMOU) working in conjunction with International Transport Workers' Federation (ITF). The bulk carrier laden with iron ore had become immobilized on January 5, in the Malacca Strait and had arrived under tow in Singapore on January 14. The crew members—all Indians—had sought the help of SMOU to recover four months of wages after the vessel was detained. The ship "with no insurance, no flag and no class" had a "visible hole" at its stern just above the water line and food and water provisions for the crew were running low, SMOU said.

The ship is registered in North Korea and is managed by Blue Fleet Management of Greece. Captain Gregory Georganoudis, representative of Blue Fleet, who SMOU said paid the sailors on board. Efforts to secure full repatriation of seafarers and payment of additional wages incurred are ongoing, Captain Robin Foo, President, SMOU said.

John McCain gets tax-free disability pension

Senator John McCain has long said he is in robust health and is strong enough to hike the Grand Canyon, but he also is receiving what his staff on April 21 termed, a "disability pension" from the Navy.

When McCain released his tax return for 2007 in April, he separately disclosed that he received a pension of \$58,358 that was not listed as income on his return.

McCain's staff identified the retirement benefit as a "disability pension" and said that McCain "was retired as disabled because of his limited body movements due to injuries as a POW." McCain campaign strategist Mark Salter said that McCain was technically disabled. "Tortured for his country—that is how he acquired his disability," Salter said.

Certain types of military and veterans pensions are either partially or completely tax-exempt, depending on the seriousness of the disability. In McCain's case, the exemption is 100%. If McCain had to pay taxes on the full amount of the pension, it would have increased his tax bill by about \$18,000 based on the percentage of his income he paid to the federal government.

The fact that he is legally designated with a disability pension may raise further questions. "It is a legitimate question to ask about the commander in chief: Is he fit to serve," said Robert Schriebman, a senior Pentagon tax advisor and tax attorney who recently retired as a judge advocate for a unit of the California National Guard. If McCain can hike across the Grand Canyon, then why should he be getting disability payments from the government that are tax-exempt, Schriebman asked.

Response tug to provide year-round protection against oil spills in Washington state

A Washington state-funded emergency response tug will be stationed at Neah Bay, ready to prevent oil spills 365 days a year under a contract extension agreement signed on April 14, between the Department of Ecology and Crowley Maritime Corporation. The extension agreement marks the first time that a response tug will be stationed at Neah Bay for a full year of service.

During the 2008 legislative session, Governor Chris Gregoire and lawmakers provided \$3.7 million for emergency response tug service. Under the contract, Crowley will station a high-horsepower, ocean-going tug at Neah Bay from July 1, 2008, through June 30, 2009. "Every year, thousands of vessels carrying billions of gallons of oil make transits through the Strait of Juan de Fuca," said Gregoire. "If we had a major oil spill in the strait, the costs to our environment, our economy and our quality of life could be astronomical. We must do all we can to protect our pristine shorelines. Keeping a response tug at Neah Bay year-round helps to fulfill that mission." Gregoire said that the current state level of funding is enough to keep the tug at Neah Bay for a year, until a permanent, stable funding source can be established.

Crowley took over the state contract to keep a response tug ready at Neah Bay during winter seasons beginning January 1, 2007, but public funding ran out in early March 2008. Under the extension, the maritime company will provide a year of tug service at the same rate set in the 2007 contract: \$8,500 a day plus fuel costs.

"The state legislature has long recognized the importance of having a tug stationed at Neah Bay," said State Senator Harriet Spanel. "Many of us have understood the need for and have worked for funding for a year-round tug for some time. The state money for a year-round tug is only for a single year of service. We are working with our Congressional delegation to find a stable, long-term funding source so we can continue to keep this critical, proven resource." Spanel said a major spill could severely hurt Washington's fishing and shellfish industries, further endanger salmon runs, kill birds and marine mammals, ruin public beaches, and disrupt Washington's economy.

There are nearly 9,000 oil tankers and cargo ships transiting in and out of the Strait of Juan de Fuca each year. Cargo ships can carry more than two million gallons of cargo oil and tankers can carry up to 36 million gallons of crude oil and other petroleum products. Beaches in the Olympic National Park, the Olympic Coast National Marine Sanctuary, three national wildlife refuges, and tribal lands are directly at risk for major oil spills since they are adjacent to the shipping route.

Asia-Pacific states oppose container scanning

Thirty Asia-Pacific countries including India have expressed opposition to the proposed implementation of the U.S. law that mandates 100 percent scanning of all U.S.-bound container shipments at the country of export which becomes effective July 2012.

Citing cost implications, 81 customs administrators from 30 Asia-Pacific countries said on April 17, that it would be impossible for many developing countries in the region to ensure 100 percent scanning of U.S.-bound containing shipments.

The head of Indian Customs and Excise administration, P.C. Jha, said that delegates at the World Customs Organization's 12th meeting of Asia Pacific heads in New Delhi expressed concern over the U.S. initiative. The issue will also be discussed at the annual WCO meeting in Brussels next February, Jha added.

Customs administrators in the region say it will cost too much to install container scanners. India at present has only two container scanners—one a mobile gamma ray scanner and the other a fixed X-ray scanner—in operation at Nhava Sheva port.

Pirate attacks continue to increase

Piracy attacks are on the increase according to the latest quarterly figures issued by the International Maritime Bureau (IMB), with an alarming number involving violence against crew members.

Nigeria now takes the dubious title as the worst hot spot for attacks according to the IMB, whose report showed there were 49 attacks globally reported to the IMB's Piracy Reporting Center in the first three months of 2008, compared to 41 for the corresponding period in 2007. Ten of these were in Nigerian waters, often close to the capital Lagos.

Globally, seven crew members were taken hostage, six kidnapped and three killed, with one still missing. In the majority of incidents, the attackers were heavily armed with guns or knives.

On a positive note, there have been no reported incidents in the Malacca Strait during the first quarter, and only four in the Indonesian archipelago. The IMB said this situation can be attributed to the enhanced cooperation between the littoral states of Malaysia, Singapore and Indonesia for their work in the area. "Indonesia is no longer ranked with the highest number of reported incidents. The Indonesia Navy and the Police should be commended for the anti-piracy measures taken," said the IMB.

However, the waters around Somalia continue to be an area of concern, with a noticeable shift from the east coast of Somalia to the north and north eastern coasts and the Gulf of Aden. The heavier concentration of traffic in the Gulf of Aden is thought to be attracting more attacks as the pirates do not have to range as far away from the coast, despite the presence of a large number of coalition naval vessels at hand. The usual intention from these attacks is to hijack the vessel and take it to small ports on the Somali coast and to try and ransom the crew.

"It is essential that serious incidents are carefully analyzed and the lessons learned made available to all owners and their advisors who fall victim to serious attacks," said IMB director Captain Pottengal Mukundan. "This kind of data is invaluable in updating preventative and response measures on board vessels as well as identifying the pirates and the groups they operate in".

The Andrew Furuseth School of Seamanship Training Trust

Training Benefit Guidelines

The Andrew Furuseth School of Seamanship Training Trust ("the School") provides a training benefit to all qualified participants and apprentices. The Training Benefit is funded through mandatory contributions as defined in certain of the collective bargaining agreements negotiated by the Sailors' Union of the Pacific and other sources such as government grants, etc. The purpose of the Training Benefit is to enable all qualified Plan participants and qualified apprentice registrants the opportunity to access training courses required under Domestic and International regulations to either become or remain an active mariner in the United States Merchant Marine.

The School is charged with the responsibility of administering the Training Trust Benefit. The mission of the School is to assist all eligible participants in identifying and accessing the appropriate training to fulfill all existing regulatory requirements and remain active in our industry. The School has final decision making authority over all training and training related issues. The School is responsible for the selection and identification of the training needs of Plan participants, the selection of training providers and the rules governing all aspects of the training process.

Eligibility Requirements

1. Must have completed application on file with Andrew Furuseth School of Seamanship. All applications will expire one (1) year after receipt of application.
2. SUP member with Class A, Class B or Class C seniority, or a registered applicant subject to conditions outlined below.
3. Must be registered with the SUP, and current with all fees and dues.
4. Must be eligible for the SUP Welfare Plan medical benefits coverage through covered employment or be designated as an apprentice who the trustees believe will be covered by a collective bargaining agreement between a contributing employer to the School and the SUP following completion of training.
5. Applicants for training shall possess a valid U.S. Merchant Mariner Document.
6. Must be fit for duty and able to pass a sign on physical within one month of your scheduled training course.
7. In order to attend any government training required by SUP contract a participant must be able to pass an Military Sealift Command physical examination within one month of the scheduled commencement date.

Training Approval

The School must approve all individual training plans in advance. The failure to receive prior approval of the School shall result in the withdrawal of funding for the training. As the entity responsible for all training and training related issues, the School reserves the right of final approval of all training arrangements. This is done to allow the School to control the costs associated with training and protect the individual participant from making inappropriate training decisions. The School will advise and assist all participants with every aspect of the training process to insure the best options available are selected. In addition, the School will handle all the arrangements for any approved training if a participant wishes it to do so. However, in order for the School to properly fulfill its mission, individual participants shall inform the School in advance of their training plans and be willing to work with the School to reach a mutually acceptable solution in the event of a problem.

Training Categories Covered by the Training Benefit

Mandatory Training:

Training that is required for all mariners under either Domestic or International regulations. In addition, mandatory training includes all training that is specified in applicable existing Sailors' Union of the Pacific collective bargaining agreements. Some types of mandatory training are recognized below:

1. STCW 95 Basic Training
 - a. Basic Fire Fighting
 - b. Basic First Aid
 - c. Personal Survival
 - d. Personal Safety and Social Responsibility

2. Government Vessel Training (Military Sealift Command (MSC) Training or Maritime Administration training for the Ready Reserve Force):

- a. CBRD
- b. Basic Damage Control
- c. Vessel Familiarization
- d. Anti-Terrorist Briefing
- e. Basic Forklift Operations
- f. Basic Explosive Materials Handling
- g. Small Arms Handling and Safety

Discretionary Training:

This includes any training that is not required by either domestic or international regulations. In general, this is training intended to enable an individual to upgrade his or her United States Merchant Marine Document (USMMD). However, the candidate for training must be eligible for employment for a position under applicable SUP collective bargaining agreement where such training is required. The candidate must also acquire a U.S. Coast Guard letter of sea time authorization for upgrade training approval. Presently, this category of training includes but is not limited to the following courses:

1. Lifeboatman
2. Able Seaman
3. Tankerman Assistant
4. Tankerman P.I.C. (Person in Charge)
5. Rating Forming Part of a Navigational Watch
6. Other training as necessary by SUP contract.

Funding Policy

Course Completion Requirement

In order for a Plan participant to receive funding from the School he or she must successfully complete their training course. Failure to successfully complete a training course will result in the withdrawal of funding for the course in question as well as any future training courses. The participant will be required to assume responsibility for all the costs associated with the uncompleted course. This includes the costs of transportation, lodging and food along with the tuition for the course. In addition, all future training courses for a participant who has failed a course will be handled on a reimbursement basis. The only proof of successful completion that the School will accept is a valid certificate from the training provider attesting to the participant's successful completion of the course. No other form of proof will be accepted.

Funding Provided for Mandatory Training

1. Tuition
2. Transportation: Subject to the provisions outlined in the transportation section.
3. Lodging: Subject to the provisions outlined in the lodging section.
4. Per Diem/Meals: Subject to the provisions outlined in the section concerning meals and receipts.

Funding Provided for Discretionary Training

1. Tuition reimbursement only for training courses approved by the School
2. For all Discretionary Training courses, the Plan participant is responsible for tuition and all additional costs. If the course is successfully completed the Plan participant is eligible for reimbursement of the tuition costs.
3. The School will offer all the assistance it can to any eligible Plan participant who wishes to upgrade his documents. This includes assistance in locating training providers, scheduling and enrollment. However, it remains the responsibility of the Plan participant to arrange all payments.

Funding Provided for Transportation to Mandatory Training Classes Approved By the School

1. In order to qualify for transportation payments a participant must live at least 100 miles from the nearest training facility.

2. The Training Fund will provide round trip airfare from the major airport nearest to the participant's U.S. mailing address to the training facility. This will be based on a 21-day advance purchase, coach fare. In cases of international travel, the School will pay the

cost of round trip travel between San Francisco and the training facility.

3. The Training Fund will provide van or shuttle transportation at the destination to take the Plan participant to and from his hotel on arrival and departure.

4. The Training Fund will not cover any additional costs resulting from the action or inaction of the participant. All additional costs are to be borne by the participant.

5. A participant may make his or her own travel arrangements. However, the Training Fund will only reimburse the participant up to the amount the School would have spent making similar but not necessarily the same arrangements in accordance with the above-mentioned travel policy.

Funding Provided for Lodging

1. Lodging will only be provided if a Plan participant lives at least 100 miles from the nearest training facility.

2. The Andrew Furuseth School of Seamanship will only cover the cost of the room. All additional charges of any kind are the responsibility of the Plan participant.

3. An Andrew Furuseth School of Seamanship trainee may make his or her own lodging arrangements but the Training Fund will only reimburse him or her for costs that are in line-with the amount which would have been spent if the School had arranged his accommodations. In addition, reimbursement requires the same receipts and certificates as travel.

Allowance for Meals

The Training Fund will reimburse those Plan participants attending training away from their homes for actual expenses evidenced by receipt up to the amount specified in the Offshore APL and Matson Agreements, presently \$40.00 per day. This amount will only be paid for actual meals. This does not include:

1. Alcohol
2. Gratuities
3. Entertainment
4. Room Service

5. Transportation (i.e. taxi or bus fare) except as authorized by the Andrew Furuseth School of Seamanship.

Reimbursement Requirements

A participant will be reimbursed for certain out of pocket expenses associated with an approved training course. Depending upon individual circumstances these expenses may include:

1. Travel Costs
2. Lodging Costs
3. Subsistence Costs
4. Tuition Costs

In order to receive reimbursement the participant must complete a copy of the SUP Welfare Plan Trainee Expense Voucher and present it, along with a copy of his or her certificate of course completion and all receipts related to out of pocket expenses to the School in a timely manner. All receipts must be itemized and contain the following information to be considered for reimbursement:

1. Name of the establishment at which the expense took place.
2. The date of the expense. The Plan will only reimburse participants for the dates of the training. Travel days are not reimbursable.
3. A clear delineation between the various items on the receipt so that the Plan can make an accurate determination of which are suitable for reimbursement.
4. In the case of an airline ticket a copy of the ticket, a credit card receipt or a cancelled check will suffice as proof.

Appeal Process

If for any reason a trainee is dissatisfied with a reimbursement or selection decision, he or she can appeal the matter to the Board of Trustees for the Andrew Furuseth School of Seamanship Training Trust within 60 days of receipt of a denial of reimbursement or an application to attend a training class provided by the School. All appeals must be in writing addressed to the Board of Trustees, Andrew Furuseth School of Seamanship Training Trust, 450 Harrison St., San Francisco CA, 94105.

ESU Office Assignments

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



APRIL 2008

Official Publication of the Exxon Seamen's Union

Contract negotiations set to resume in early June

After several frustrating scheduling changes, contract negotiations have finally been set to restart on Monday, June 2 at the Seawall Hilton Hotel in Galveston, Texas. The talks were originally scheduled to continue in late March and then mid-April but due to personal conflicts and the lack of available hotel and meeting rooms in the area the date was ultimately pushed back to June second. The ESU is now confident that these new arrangements are solid and that the process will indeed resume in early June.

As we reported last month, the first round of negotiations was held at the Houston-Clear Lake Hilton the week of March 17 and as is the case with all negotiations, both sides have agreed not to disclose any details of the talks until they are completed. It can be said however that the atmosphere at the first round was cordial and the ESU remains optimistic that we will be able to reach an acceptable agreement by the conclusion of the June session. The ESU bargaining team is made up of the four members of the principle ESU Executive Board, Kevin Conroy, John Straley, Leo DeCastro and Tom Thompson and the three department Trustees, Wil Ackley, Kurt Kreick and Pat Campbell as well as our attorney, Ms. Sharon Groth. The SeaRiver bargaining team is made up of SeaRiver General Counsel Mr. Miguel Quinones, Ocean Fleet Manager Captain Bill Sheehy and Labor Relations Head Mr. Chris Matteson.

Planning on retiring soon? New timing guidelines announced.

The ESU offices often get questions from members regarding how to begin the retirement paperwork process. Just recently the following helpful information was announced by the ExxonMobil Benefits Service Center (EMBSC):

Effective February 1, 2008 eligible ExxonMobil Pension Plan participants may request an Intent to Retire package from the ExxonMobil Benefits Service Center as early as 120 days prior to the benefit commencement date (BCD). This is an increase from the current 90-day window and will provide pension plan participants greater flexibility in the retirement commencement process. To request a package, eligible participants may contact the EMBSC at 1-800-682-2847 from 8:00AM to 6:00PM eastern time or by using the EMBSC website at www.exxonmobil.com/benefits. Eligible participants are those who will have at least 15 years of company service and have reached age 50 by their intended benefits commencement date. Also, remember that in order to use the benefits website you will need to have a PIN number, so we once again recommend that all members go to the site and apply for one as soon as possible. Once you apply for the PIN one will be sent to your address of record via regular mail.

The following table is an example of dates to request Intent to Retire Packages. The BCD must begin on the first of the month and it is recommended that the package be requested at least 90 to 120 days before your BCD:

If your BCD is:	Earliest request for a package is:	If your BCD is:	Earliest request for a package is:
Jan. 1	Sept. 3	July 1	Mar. 3
Feb. 1	Oct. 4	Aug. 1	April 3
Mar. 1	Nov. 1	Sep. 1	May 4
Apr. 1	Dec. 2	Oct. 1	June 3
May 1	Jan. 1	Nov. 1	July 4
June 1	Feb. 1	Dec. 1	Aug. 3

The latest you can request a package is the day before your BCD.

Payment Timing: Remember that the payment date of pension benefits is the first of the month. In order for pension benefits to be paid on a given payment date the EMBSC must receive properly completed commencement paperwork by the last business day of the second month prior to that date.

If EMBSC receives paperwork by:	Payment will start as follows*:	If EMBSC receives paperwork by:	Payment will start as follows*:
Jan. 31	March 1	July 31	Sep. 1
Feb. 29	April 1	Aug. 29	Oct. 1
Mar. 31	May 1	Sep. 30	Nov. 1
April 30	June 1	Oct. 31	Dec. 1
May 30	July 1	Nov. 28	Jan. 1, 2009
June 30	Aug. 1	Dec. 31	Feb. 1, 2009

*Payments can be no earlier than the BCD.

For additional detail about the retirement process, you can call the ExxonMobil Benefits Service Center at 1-800-682-2847 or Chris Matteson in the SeaRiver Houston office at 1-713-656-2746.

SeaRiver to reimburse TWIC fees if done timely

In a letter sent to all Ocean Fleet employees last month it was stated that SeaRiver Maritime had determined that employees on the active payroll as of April 1, 2008 would be reimbursed for application fees associated with obtaining their TWIC card. The TWIC application fee can be either \$132.50 for a flat five year period or \$105.25 if TWIC expiration is tied to MMD expiration. The letter said that the reimbursement will only be made to those employees who properly and successfully apply for their TWIC cards before June 1, 2008 and who receive their TWIC card before or on the TSA mandated deadline. The reimbursement will be done on a one time only basis and cover only the cost of application. Travel, meal and incidental costs associated with obtaining the card will not be reimbursed. The ESU lobbied the company hard on this issue and we are happy to report that they have agreed.

In order to receive the reimbursement, a copy of your TWIC card and the TSA receipt for the fee paid must be submitted at the same time to Kharon DeLaney in Fleet Manning. This documentation can be either faxed to her at (414) 231-8409 or mailed to the Houston office to her attention at P.O. Box 1512, SRM-EMB-4.077A, Houston, Texas 77251. The reimbursement will be made via the

payroll system and will be reflected as a miscellaneous non-taxable payment. Please remember that the documentation must be sent in all at once. This means that you must actually have your TWIC in your possession before you will be reimbursed. Simply sending in the receipt without a photo copy of the card is insufficient.

In a related communication, Ocean Fleet Manager Captain Bill Sheehy sent an email to all company vessels on April 3, 2008 advising seagoing personnel that the Maritime Administration had issued a new advisory saying that as of September 25, 2008 Merchant Mariner documents will no longer be considered valid unless accompanied by a TWIC card. Captain Sheehy said that this was the strongest language yet from any government agency regarding the TWIC issue. The ESU continues to urge everyone who has not yet applied for their TWIC to do so as soon as possible. To pre enroll go online at <https://twicprogram.tsa.dhs.gov/TWICWebApp> or call 1-866-347-8942. The best time to call is around 8:00 or 9:00PM Eastern time because the line is usually busy during the daytime hours. Time is running out. Anyone who does not have a TWIC by the September cut off date will not be allowed to sail in any capacity.

Details of Amador Almanza case made public

The San Francisco law firm of Sterling and Clack has made public the results of a case brought before the San Francisco Superior Court by former ESU member Amador Almanza. Amador, an AB in the ocean fleet, claimed that in November of 2004 he was injured when he was thrown into a hatch handle of a lifeboat on the *S/R Long Beach* as it was being raised during a lifeboat drill causing him to suffer herniated discs in his spine. He claimed that he was not given prior warning that the lifeboat was about to be raised and therefore was unable to return to his seat and fasten his seatbelt. After going out on disability for medical treatment of his back and cervical injuries he returned to work on the *S/R Hinchinbrook* in July of 2005. A few days after his return to the *Hinchinbrook* he claimed he aggravated his back injury during a fire drill while donning safety equipment and that he was placed on "light duty" by the master of the vessel. Later he claimed that he again hurt his lower back when he was requested to assist in stowing the fire wire even though he was on light duty. He left the ship soon afterwards and never returned to work.

The lawyers for SeaRiver brought in expert witnesses (a naval architect and a former Coast Guard officer) who presented evidence that the lifeboat was of safe design and that the boat drill was properly conducted. They also contended that Amador had sufficient time to return to his seat before the boat was raised. Regarding the incidents on the *Hinchinbrook*, SeaRiver's lawyers contended that the company acted reasonably in allowing him to return to work and that the fire drill was safely conducted with equipment fit for its intended use. They denied that Amador was requested to stow the fire wire after being put on light duty.

Amador's doctor testified that he had suffered cervical, thoracic and lumbar disk protrusions as a result of the incidents. He further testified that he would have pain and require medical treatment for the rest of his life. Amador's attorneys said that he was negligently cleared to return to work before he healed from his original injuries and claimed economic losses for past and future wages of \$1,100,000 and future medical expenses of \$260,000. They also asked the jury for between \$11,500,000 and \$13,500,000 in damages. SeaRiver then presented testimony of medical experts who claimed that Amador had a preexisting severe degenerative disc disease and that this preexisting condition was the cause of his disc protrusions.

The jury returned a liability verdict on the claim for the *S/R Long Beach* incident only. It found that there were no legal violations and that Amador was 70 percent at fault for his own injuries and SeaRiver 30 percent. The jury's gross award of \$2,065,800 was therefore accordingly reduced to \$622,260. According to the website of Sterling and Clack this was less than SeaRiver's pre-trial offer to Amador and, as provided under California law, SeaRiver has filed papers to recover \$160,000 in witness expenses.

ESU News

Several Ship Representative positions up for election this fall

This fall the ESU Ship Representative positions on the Wilmington, Baytown, *Kodiak* and *Sierra* are up for election. Like Executive Board positions, the term of office for Ship Representatives is three years. To be eligible to run for Ship's Rep. one just needs to be a member in good standing with his or her dues paid up through the month in which the nomination is made. There is no minimum length of continuous service or membership requirement as there is for the Executive Board positions. All potential candidates must however, gather 15 signatures from members in good standing on a nomination form which designates which position the candidate is running for. The nomination forms must then be sent to and received in the Seabrook of-

fice by October first. Once the form is received it will be reviewed for accuracy and if all is in order the candidate will be notified and his or her name will be placed on the ballot which will be mailed out to the membership around October 15. It is highly recommended that nomination forms be sent via certified mail if there could be any question concerning the timely receipt of the form. All nominees are urged to submit a campaign statement with their nomination form as well. Presently Jeff Harris is Ship Rep aboard the Wilmington; Joe Bernavich is on the Baytown, Thor Floreen on the *Sierra* and Tim Williams on the *Kodiak*. As always, the ESU strongly encourages all members to participate in the election process.

Interest rates decrease for lump sum pension payouts and savings plan loans

ExxonMobil Benefits has announced that the interest rate used in calculating lump sum pension plan payouts will be revised downward to 4.25% in the third quarter 2008 from the current interest rate of 4.50%. If you plan on retiring soon and the planned first day of your retirement benefits is before June 30, 2008 the second quarter 4.50% interest rate will be used to calculate your lump sum, if you choose to take a lump sum. If the first day of your retirement is between July 1 and September 30, 2008 the new interest rate of 4.25% will be used. In both cases, the new ExxonMobil 2000 mortality table will be factored in when calculating the payout amount. As spelled out in a related article in this issue of the ESU News, you can now contact the ExxonMobil Benefits Service Center up to 120 days beforehand to request a retirement package. One should also no-

tify Helen Wright and Chris Matteson in the SeaRiver office at least 60 days (and preferably earlier) prior to your commencement date to begin filling out the paperwork.

In related news, the Savings Plan Trustee has decreased the interest rate on ExxonMobil Savings Plan loans to 5.75% from 6.5% per year. Any loan that was requested prior to 12:00 midnight Eastern Time April 6, 2008 was processed at 6.50 percent. Any loan which was requested or processed after that time will be processed using the 5.75% interest rate. It normally takes a couple of days to process a loan. The interest rate on existing loans remains unchanged. To request a loan or to get information on an existing loan, you can log onto the Savings Plan website at www.xomsavings.csplans.com or call a Customer Service Representative at 1-877-966-4015.

Ship reports

S/R American Progress

An ESU Board officer visited the ship on April 11, at the Exxon Mobil facility in Beaumont, Texas. Ship Representative Rudy Benavides was aboard and reported every-

thing running smoothly. The *Progress* continues trading between Beaumont and Fort Lauderdale. Our Steward Department Trustee Kurt Kreick is onboard and feeding everybody well. Everyone was once again reminded about the TWIC card.

S/R Baytown

A Board officer visited the vessel at the ExxonMobil docks in Baytown, Texas, on April 10. Ship Representative Joe Bernavich was there and reported no beefs. The vessel continues in her Florida/Texas Gulf Coast clean oil trade. The schedule now has the *Baytown* going to Port Arthur in the near future. Electronic guru Vern Decker



In the mess hall of the *American Progress* are from left: AB and ESU Ship Rep Rudy Benavides, MS Arick Brown-Johnson and AB Joao "John" Lobo.

is slated to visit the ship soon to get the broadband system up and running.

Kodiak

The *Kodiak* was visited by a Board Officer at Anchorage 9 in San Francisco on April 16, as she awaited berth at San Francisco Dry Dock. Members were briefed on the status of the contract negotiations and TWIC implementation. The crew appeared to be in good spirits even after a long clean up and some members having come down with the flu. Everyone has now moved into the Best Western Tuscan Inn at Fisherman's Wharf for the duration of the yard period. Regular Ship Rep Tim Williams is onboard and is being helped out by Jim Byrd during the repairs. This is the first time a regular yard period has been done in San Francisco in several years. No beefs.



The *Kodiak* docks stern-in at San Francisco Dry Dock and Ship Repair on April 20. This is the first time a SeaRiver vessel has undergone a full yard period in San Francisco in nearly ten years.

S/R Long Beach

An Executive Board officer visited the ship April 12 at Valero in Benicia, California. Wayne Dymont is now aboard and has assumed his duties as regular Ship Rep. Wayne reported everything running smoothly. The outlook for promotions to AB was discussed and a question about those returning from sick leave being required to undergo "work hardening" therapy was also asked. The ESU is addressing the therapy issue ashore. Fleet Chef Brenda Johnson was onboard for her last tour before her planned retirement in late September or October. At press time the *Long Beach* was in Port Angeles for minor

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



Pictured near the gangway of the *Long Beach* at the Valero Dock in Benicia, CA, are: AB Penny Joule, Pumpman and ESU Ship Rep Wayne Dymont and AB Robin Robinson.

S/R Wilmington

A visit was conducted April 1, at the ExxonMobil dock in Baytown, Texas. John McCarthy has assumed the Temp Rep. position and stays in touch with the ESU office regularly. The ship continues her Gulf/East coast trade with occasional calls to Puerto Rico. The crew is staying busy with the start of the annual water blasting projects. Engine Trustee Will Ackley joined the vessel early in New York in order to facilitate his being off for the next round of negotiations in early June. As usual, as is well on the Willy.

repairs and will be heading back to Valdez once they are completed.

Sierra

The *Sierra* is trading between Puget Sound and Valdez as usual. Regular Ship Representative Thor Floreen is aboard and continues to stay in communication regularly with the Union offices by phone. The members remain angry at the removal of the TVs and refrigerators from the unlicensed rooms during the Singapore conversion. Promises to replace them have not been kept. The Union will address the matter ashore.

Economic stimulus checks coming soon

As a part of the Economic Stimulus Act passed by Congress this year the U.S. Treasury will soon begin sending payment checks. According to an IRS website, they will begin sending out the checks in early May and most ESU members should qualify for a payment. Technically speaking these payments are considered tax rebates so how much you get will depend on your 2007 tax return. Most single filers will get a \$600 rebate and married couples will get \$1,200. Parents will get an extra \$300 for every dependent child under age 17. If your regular tax refund is deposited electronically, your rebate will arrive that way.

Below is the IRS timetable for rebate payments based on the last two digits of your Social Security number and the method in which you receive your regular income tax refund if you get one.

Direct deposit: Last two digits are:

00-20 May 02; 76-99 May 16
21-75 May 09;

Paper check: Last two digits are:

00-09 May 16; 52-63 June 20;
10-18 May 23; 64-75 June 27;
19-25 May 30; 76-87 July 04;
26-38 June 06; 88-99 July 11
39-51 June 13;

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

1320 5th Street, Suite A
Seabrook, TX 77586
Tel (281) 474-2430
Fax (281) 474-2463
E-Mail: esusea@sbcglobal.net

P.O. Box 792
Benicia, CA 94510
Tel (707) 746-5713
Fax (707) 746-7859
E-Mail: esuben@sbcglobal.net

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

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS' MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund.

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$(134,986) as of June 30, 2007, compared to \$(291,971) as of July 1, 2006. During the Plan year, the Plan experienced an increase in its net assets of \$156,985. During the plan year, the plan had total income of \$649,792 including employer contributions of \$478,577, earnings from investments of \$133 and other income of \$171,082.

Plan expenses were \$492,807. These expenses included \$397,016 in administrative expenses and \$95,791 in benefits paid to or for participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, 730 Harrison St., Suite 400, San Francisco, CA 94107, (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Record of SUP Shipping March 2008

	Hdqs.....	Seattle	Wilm	Hono	Total
Bosun	4	1	1	4	10
Maint. Man.....	7	0	0	0	7
A.B. Dayworker	0	0	6	0	6
A.B	11	5	10	7	33
O.S.	0	1	1	0	2
Standby	16	6	65	50	137
TOTALS	38	13	83	61	195

Editor's Note: To have the *West Coast Sailors* sent via first-class mail it's \$25 per year in U.S., \$30 per year international.

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Welfare Notes

April 2008

SUP Money Purchase Pension & SUP 401(k) Plans

Reminder of new funds and changes to the default fund

New funds are now available for your investments in the SUP Money Purchase Pension & SUP 401(k) Plans. The following funds have been added to the existing fund line-up:

- Dodge & Cox Stock Fund – DODFX
- Dodge & Cox Balanced Fund – DODBX
- T. Rowe Price Target Retirement Funds

Effective April 1, 2008, the default investment funds for both the SUP Money Purchase Pension & SUP 401(k) Plans have been changed. A default fund is the fund into which your contributions will automatically be directed if you do not make, or have not made, an investment selection. These T. Rowe Price Target Retirement Funds have been selected as the new default funds. These funds are designed to expose a younger investor to more risk and gradually reduce the portfolio risk as the investor ages. The specific T. Rowe Price Target Retirement Fund is selected for you based on your year of birth. The new default fund only applies to members who are not making, or have not made, an investment election previously.

Also please note, effective April 1, 2008 funds previously defaulted into the Stable Value Fund or the Columbia Cash Reserves will be gradually transferred to the new default investments. If you have specifically selected the Stable Value Fund or Columbia Cash Reserves for your investments, these investments will not be moved. The transfer process will move existing balances in twelve equal amounts over a 12-month period. The first transfer was completed on April 1, 2008. You may elect to stop this process at anytime and/or move any transferred balances back to the Stable Value Fund or Columbia Cash Reserves. To do so you may contact MasterPlan at 1-800-547-4334 and request that your future elections and existing balances be set to the Stable Value Fund (or any other mix of the available investments). You may also make changes directly on the web at www.masterplanretirement.com.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net
Patty Martin martinpatty59@sbcglobal.net
Virginia Briggs Claims vbriggs80@sbcglobal.net
Michael Jacyna Eligibility mjacyna67@sbcglobal.net
Training Representative Berit Eriksson 415-957-1816
berittrainrep@sbcglobal.net

SUP Welfare Plan
730 Harrison Street, #415
San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003
Fax: 415-778-5495
SIU-PD Pension 415-764-4987
SIU-PD Supplemental Benefits 415-764-4991

SUP member joins pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 627:

Vincent Sullivan, 75, Book No. 3022, joined SUP in 1988, nine years seetime.

Study: Wine is worse for the brain than beer

Drinking too much wine damages the brain more than beer or spirits, scientists have discovered. New research on the long-term effects of heavy drinking shows that one area of the brains of wine drinkers was smaller than that of other people studied who drank different drinks in greater amounts.

The ground-breaking study shows that the hippocampus, the part of the brain involved in memory, spatial tasks and many other functions, was more than 10 percent smaller in those whose favorite drink was wine than in those who favored beer.

Researchers say that alcohol alone may not account for the differences because the beer and spirit drinkers had greater lifetime consumption of alcohol; in the case of beer drinkers some had consumed twice as much alcohol as the wine lovers. One theory is that there may be something in beer that partially protects the brain from the damage caused by wine.

“This Is the first study investigating the impact of the type of preferred beverage on brain-volume shrinkage in patients with alcohol dependence,” said the team of psychiatrists who carried out the work.

The study, reported in the medical journal *Alcohol & Alcoholism*, saw researchers carry out detailed brain scans of men and women diagnosed with alcoholism and compared them with brain scans of healthy adults. The size of the hippocampus was largest in the healthy group — 3.85ml. In beer drinkers it was 3.4ml., while the average for spirit drinkers was 2.9ml., and for wine drinkers, 2.8ml.

The researchers, from Germany's Gttingen University, believe the findings may be linked to a compound in the blood called homocysteine, which other studies have shown is linked to higher risks of heart disease, strokes, brain atrophy and dementia.

Researchers found that beer drinkers had the lowest levels of the compound. One theory is that other ingredients of beer — B vitamins and folate — may break down homocysteine.

Transportation Worker Identification Credential (TWIC) Enrollment Centers as of April 25, 2008

To obtain a TWIC, mariners may visit the following enrollment centers or to simplify the process and save time, you can pre-enroll online at 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 necessary 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.

<p>Alabama 250 North Water Street Mobile</p> <p>California 301 East Ocean Boulevard Suite 500 Long Beach 2000 Marina Vista Dr. Martinez 1830 Embarcadero Avenue Suite 104 Oakland Oakland Maritime Support Services 11 Burma Road Oakland 13201 San Pablo Avenue Suite 300 Richmond 1025 W. Laurel St., Suite 103 San Diego 1931 North Gaffey Street Suite B San Pedro</p> <p>Connecticut 75 Crystal Ave New London</p> <p>Delaware 1 Hausel Road Wilmington</p> <p>Florida Port Everglades Badging Office 1030 Taylor Rd. Dania Beach 955 Tallyrand Avenue Jacksonville Habana Plaza (rear) 3125 Riviera Drive Key West 975 North America Way Miami 707 Mullet Road Suites 117/118 Port Canaveral 2051 Dr. Martin King, Jr. Blvd. Suite 303 Riviera Beach 2604 E. 7th Avenue Tampa</p> <p>Georgia Georgia Power Plant McManus 1 Crispen Island Drive Brunswick 5214 Augusta Road Garden City</p> <p>Hawai'i Kahului Shopping Center 65 West Kaahumanu Avenue Unit 14 Kahului, Maui 970 Kele Street, Suite 102 Lihue, Kauai Hilo Hawaiian Hotel 71 Banyan Drive Hilo 1347 Kapiolani Boulevard Suite 204 Honolulu</p>	<p>Illinois 8741 South Greenwood Dixon Building Chicago 111 W. Washington Street, Ste. 346 East Peoria 1635 W. First Street Granite City Three Rivers Safety Council 1615 W. Jefferson Street, Ste. TWIC Joliet</p> <p>Indiana 200 Russell Street, Suite 110 Hammond Suite 37C 3602 Northgate Court New Albany</p> <p>Louisiana Safety Council for Louisiana Capital Area, 8180 Siegen Lane Baton Rouge 700 W. McNeese Street Lake Charles LaPlace Shopping Center 1933 West Airline Hwy. LaPlace Port Fourchon Harbor Police 108 A.O. Rappelet Road Port Fourchon 170 James Drive East, Suite 104 St. Rose</p> <p>Maine 163 Hildreth St. North Bangor 236 Oxford Street, Suite 12 Portland</p> <p>Maryland 2200 Broening Highway, Suite 220 Baltimore 213 W. Main Street, Suite 204C Salisbury 3225 Old Washington Road Suite 2106 Waldorf</p> <p>Massachusetts 28 Damrell Street, Suite 104 Boston 300 Tremont Street, Unit #5 Carver</p> <p>Michigan Delray Mechanical 667 S. Post Street Detroit 863 North Pine Road Essexville 430 S. Water Street. Marine City 800 East Ellis Road, Suite 122 Norton Shores Amer. Inn of Silver City 120 Lincoln Ave Ontonagon 511 Ashmun St. Sault Ste. Marie 396 N. State St. St. Ignace 1020 Hastings St. Suite 105 Traverse City</p>	<p>Minnesota 1310 Port Terminal Road Duluth Holiday Inn, 1500 Hwy 71 International Falls 34 13th Avenue, NE Minneapolis 2161 University Avenue St. Paul</p> <p>Mississippi 1223 30th Avenue Gulfport Ergon Refining, 227 Industrial Drive Vicksburg</p> <p>New Jersey 89 Beuning Street, Suite G South Hackensack</p> <p>New Hampshire 30 Mirona Road Portsmouth</p> <p>New York 102 Smith Boulevard Albany 2680 Grand Island Blvd., Ste. 1 Grand Island Whitehall Ferry Terminal 4 South Street, Room 210 New York One East 2nd St. Oswego Howland Hook Marine Terminal 241 Western Avenue Staten Island</p> <p>North Carolina 311 Atlantic Beach Causeway Atlantic Beach 5704 Oleander Drive, Suite 107 Wilmington</p> <p>Ohio 4830 State Road Ashtabula 8044 Montgomery Rd., Suites 754,755 Cincinnati 3100 E 45th Street, Suite 226 Cleveland Suite D, Office B, 401 Broadway Ave. Lorain Star Center, One Maritime Plaza 720 Water Street Toledo</p> <p>Oklahoma 5350 Cimarron Road Catoosa</p> <p>Oregon 7025 North Lombard, Suite 100 Portland</p> <p>Pennsylvania Philadelphia Regional Port 3460 North Delaware Avenue Philadelphia 701 North Point Drive, Suite 104 Pittsburgh</p> <p>Rhode Island 17 Virginia Avenue, Suite 105 Providence</p> <p>South Carolina 4600 Goer Drive, Suite 112 North Charleston</p>	<p>Tennessee 5959 Shallowford Road, Suite 427 Chattanooga 3865 Viscount Avenue, Suite 2 Memphis 3200 West End Avenue, Suite 510 Nashville</p> <p>Texas Ford Convention Center Tyler Room, 5155 IH-10 South Beaumont 1000 Foust Road Brownsville 7433 Leopard Street Corpus Christi West Gulf Maritime Association 1717 Turning Basin Houston 621 W. Main Street LaPorte 3800 Highway 365, Suite 123 Port Arthur 411 West Main St. Port LaVaca 301 Highway 146 N. Texas City 1750 FM 1432 Victoria</p> <p>Virginia 814 Greenbrier Circle, Suite F Chesapeake 11815 Fountain Way, Suite 300 Rm 359 Newport News</p> <p>Washington 8327 Summit Park Road, Suite D Anacortes Port of Everett Marina Marina Conference Center 404 14th Street Everett Fraternal Order of Eagles, AERIE #1 205 Carson Avenue South Seattle 5009 Pacific Highway East, Suite 17 Fife Business Park Tacoma</p> <p>West Virginia Tri-State Fire Academy 4200 Ohio River Road Huntington</p> <p>Wisconsin 425 South Military Avenue Green Bay 3073 South Chase Avenue Suite 620 Building 28 Floor 1 Milwaukee</p> <p>Puerto Rico Prima Piso, Salon de Conferencias Ave. Santiago de los Caballeros final Edificio Turismo Playa Ponce Navy Frontier Base, Suite 1 408 Avenue Fernandez Juncos San Juan</p>
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Maritime Security from maritime labor viewpoint

continued from page 1

manner inconsistent with the proper respect of fundamental rights and freedoms as set out in international instruments, particularly those relating to maritime workers and refugees, including the International Labor Organization Declaration of Fundamental Principles and Rights at Work, as well as international standards concerning maritime and port workers.

11 Recognizing that the Convention on the Facilitation of Maritime Traffic, 1965, as amended, provides that foreign crew members shall be allowed ashore by the public authorities while the ship on which they arrive is in port, provided that the formalities on arrival of the ship have been fulfilled and the public authorities have no reason to refuse permission to come ashore for reasons of public health, public safety or public order, Contracting Governments when approving ship and port facility security plans should pay due cognizance to the fact that ship's personnel live and work on the vessel and need shore leave and access to shore based seafarer welfare facilities, including medical care.

A Flawed Application Impinges on Human Rights

But at some terminals today, security controls are being implemented in the form of a total lockdown: crew members are being denied access to the world outside the terminal gates and are being imprisoned onboard their ships. What's more, such measures are frequently applied in a manner that belies logic. For example, a crew member of a tanker laden with 40,000 tons of gasoline —if he had terrorist intentions— could easily destroy the terminal at which the ship is berthed. Yet these same crew members may be prohibited from setting foot on the terminal dock for shore leave, crew change, a phone call or even to inspect or work on the exterior hull of the ship - on the grounds that they are a threat to terminal security. And this despite the fact that, in what is intended as an integrated cooperative security system SOLAS ships and ships' crews operate under ISPS Code approved security plans complementary and parallel to that of the terminal.

Port facility security plans must be approved by the administration of the port states government and the Code mandates that the approval be contingent on the port facility having procedures in place to facilitate shore leave for ships' personnel and personnel changes, as well as access to the ship of visitors, including representatives of seafarers' welfare and labor organizations.

16 Port Facility Security Plan

16.2 The port facility security plan shall be approved by the Contracting Government in whose territory the port facility is located.

16.3 Such a plan shall be developed taking into account the guidance given in Part B of this Code and shall be in the working language of the port facility. The plan shall address, at least, the following:

...15 procedures for facilitating shore leave for ship's personnel or personnel changes, as well as access of visitors to

the ship including representatives of seafarers' welfare and labor organizations.

In spite of the mandatory provisions of the ISPS Code ships are being prohibited from making crew changes, having essential equipment serviced by shore-based technicians, or being barred from taking stores, water or bunkers at a berth. The ship and its personnel may be forced to run the risks of changing crew or taking stores while underway in a crowded harbor. This interferes with the efficiency of shipping and is in violation of the treaty obligations contained in the ISPS Code.

14 Port Facility Security

14.1 A port facility is required to act upon the security levels set by the Contracting Government within whose territory it is located. Security measures and procedures shall be applied at the port facility in such a manner as to cause a minimum of interference with, or delay to, passengers, ship, ships' personnel and visitors, goods and services.

Some port facilities have turned their purported attempts to increase security into a profit center, charging individual crew members hundreds of dollars for "escort services" to take them from the gangway to the terminal gate and charging ships exorbitant "security fees" to bring a bunker barge alongside or to take on essential stores at the berth. Such practices fly in the face of the mandatory provisions of the ISPS Code that security measures be applied in a manner that causes minimum interference with the ship, its personnel, visitors or services.

The access to shore leave problem is compounded for foreign seafarers if a nation, on the basis of security, imposes a requirement that crew members obtain individual visas. Obtaining visa's for each country that a ship trading worldwide may call at during a four to eight month tour of duty is a time consuming and costly task. Particularly when the seafarer doesn't know the ship's itinerary in advance. What's more, a foreign seafarer who succeeds in obtaining a necessary visa that grants him the right to go ashore still runs the very real risk that it will be rendered worthless in the face of security procedures implemented by private terminals which deny him the physical access to go ashore.

Towards a Humane System

As a mandatory condition of approval by the administration of a port state, a port facility security plan *must* incorporate the required Code provisions on access facilitation. Terminals that fail to implement access procedures appropriate to the needs of the ship and its personnel should have their operations shut down until they are in full compliance with international treaty obligations concerning the treatment of ships and seafarers.

In the United States the elimination of the crew list visa, the consequent denial to foreign seafarers of shore leave without individual visas and the problem of access denial by some terminals are of major concern to the international seafaring community. The visa issue is a potential problem for U.S. seafarers as well: if other countries adopt similar provisions, either in retaliation or for other

reasons, there will be little difference between going to sea and going to prison. These issues were raised at a May 2004 session of the IMO, and the Maritime Security Working Group that drafted the ISPS Code was directed to provide additional guidance on specific aspects of shore leave and access to ships under the Code. Subsequently, the IMO issued MSC/Circular 1112, which addressed these issues in a comprehensive manner.

If implementing the ISPS Code is to be viewed as a partnership between ships and ports rather than as a confrontational relationship between the stakeholders in the maritime transportation system, there is clearly a need for a spirit of cooperation and trust between maritime workers, port facilities and government officials. Failure to implement the provisions of the Code that protect seafarers' rights to shore leave and access through terminals as agreed in the SOLAS Convention and ISPS Code is fostering a climate of distrust and animosity between ships and port facilities, as well as between ships and the authorities responsible for overseeing compliance with the provisions of the Code.

Need for an Internationally Accepted Seafarer's Identity Document

The starting point for developing the much needed cooperation between the seafarers responsible for the security of the ship and its cargo and those responsible for port facility security is an internationally recognized Seafarer Identity Document (SID) that verifies the identity of the holder, that he has been screened for terrorist activity and has a legitimate reason for shore leave and access through the terminal at which his ship is berthed. The IMO recognized that an internationally accepted SID is a key component of the overall global maritime security system. The security of the global system must be viewed in its entirety, as an integrated system, not fragmented into a collection of incompatible local programs as is happening in the United States. The crews of ships in international trade need credentials that have interoperability across all ports and countries to which the ship trades. The nature of shipboard employment requires an identity card that is acceptable in all terminals, all ports, all states and all countries. In response to a request from the IMO, in June 2003 the International Labor Organization (ILO), the United Nations body with jurisdiction over the Seafarer Identity Document Convention, adopted a new internationally recognized standard for the issuance of a SID, based on biometric identifiers, and using standards developed by the International Civil Aviation Organization (ICAO), which regulates the international air transport system. The ILO SID is intended to be complementary to the ISPS Code for controlling access to secure areas and to permit seafarers free movement to and from ships for shore leave or crew changes.

Regrettably, although the United States participated in the ILO Conference that adopted the new SID standards, it has not signed the convention, citing the fact that the U.S. Department of State will not accept the SID in lieu of an individual

visa for shore leave or going to or from a ship for crew change purposes. Lack of acceptance of the SID Convention by the United States has thrown the implementation of the ISPS Code shore leave and access control provisions into a state of limbo, with an extremely serious negative impact on the global seafaring community.

An Alternative Approach

Apparently the issue is the unwillingness of the United States to accept a document based on a screening for terrorist activities conducted by another nation. Australia had the same reluctance and resolved the issue by creating a "Maritime Crew Visa" (MCV) that can be applied for online and is issued electronically within 3-4 days at no charge. The application contains the seafarer's name, personal data and passport number that can be checked against an Australian data base and if cleared the visa is issued electronically linked to the passport number. This is a reasonable approach to the seafarer shore leave problem until such time as the issues with the ILO SID Convention are resolved.

In Conclusion

It is hard to understand why, in a security regime that is supposed to be based on a threat assessment, there is so much difficulty in coming to grips with the issues of shore leave and terminal access for seafarers. There is no history of seafarers on ships in commercial trades committing terrorist acts. Rather than acting on a presumption that every seafarer is a potential terrorist, a reasonable threat assessment would lead to the presumption that seafarers are not a terrorist threat unless there were some basis for believing otherwise. Six years after the adoption of the ISPS Code seafarers are still being routinely restricted to ships in port and denied fundamental human rights. That can only be viewed as a failure in the way our security regime is being implemented.

Puntland strikes back at food-aid pirates

Forces from Puntland, the semi-autonomous state in northeastern Somalia, have freed a cargo ship carrying food aid for Somalia that was hijacked by Somali pirates. According to news reports, Somali raiders attacked the vessel, described as Dubai-flagged and named *Al-Khalij*, some miles off the port of Bossaso on April 22. The vessel is said to have been delivering food aid to drought- and war-riven Somalia. Reuters quotes a Bossaso port spokesman as saying that "troops" stormed the captured ship, overcoming and arresting seven pirates and freeing the crew.

The attack on the *Al-Khalij* follows the reported hijacking a couple of days before of a Spanish fishing vessel off Somalia and a rocket propelled grenade attack on a VLCC in the Gulf of Aden, also on April 22.

According to news reports, 15 east and southern African countries, plus the United Kingdom, United States, Korea, France and Egypt met in Dar es Salaam, Tanzania, to form a plan to curb piracy in the Indian Ocean.



SUP President's Report

April 14, 2008

DAVE CONNOLLY

SUP Vice President Dave Connolly has been on the binnacle list since March 20, but is making steady progress toward recovery. For transition purposes under the SUP Constitution recommend that San Francisco Business Agent Bill Berger serve as Acting Vice President until Brother Connolly is fit-for-duty.

MATSON NAVIGATION COMPANY

In accordance with Article XVII of the SUP Constitution, a Negotiating Committee to bargain with Matson will be elected at the May 12 Headquarters meeting. The current agreements (Offshore, Maintenance and Extra Maintenance) with the company expire on June 30.

As provided for in Section 36 of the collective bargaining agreement and in compliance with federal labor law, the SUP, MFOW, and SIU-Marine Cooks, which comprise the SIU Pacific District, sent written notices to Matson of our desire to amend the current offshore contract. By separate letter, the SUP notified Matson of the Union's desire to amend the Maintenance and Extra Maintenance Agreements.

Members are urged to send bargaining proposals to Headquarters for review by the Negotiating Committee.

APL BALBOA

The recent reflagging of an APL foreign-flag vessel to U.S. registry and renamed *APL Balboa*—crewed by the SIU-A&G and the AMO—has prompted several inquiries from the membership.

The SUP, MFOW, SIU-Marine Cooks, as well as the MM&P, MEBA and ARA have collective bargaining agreements with APL Marine Services, Ltd., which is owned by Neptune Orient Lines (NOL) of which APL is a subsidiary. These agreements cover the nine vessels enrolled in the Maritime Security Program plus any other vessels APL Marine Services may own, operate or bareboat charter.

Approximately ten years ago, NOL bought the U.S.-flag operations of American Automar, which is a subsidiary of Osprey Ship Management Company, and has collective bargaining agreements with the SIU-A&G and the AMO. Osprey owns the *American Tern*, which is under Military Sealift Command charter; the *Lt. Colonel Calvin V. Titus*, currently in commercial shuttle service in the Arabian Gulf region; and the *SP 4 Eric Gibson*, which is also in commercial shuttle service. When NOL decided to reflag the *Balboa* to take advantage of U.S. preference cargo in the Gulf region, it also made the decision that this vessel was a "better fit" with the other Osprey ships rather than with the APL Marine Services fleet. According to company sources, cost was also a determining factor. For example, Osprey does not have an agreement with the ARA and, therefore, does not employ a radio operator.

While the SUP and the other APL Marine Services contracted Unions were irritated that NOL did not offer us the opportunity to bargain for the *Balboa*, there is nothing in the collective bargaining agreements to compel them to do so as Osprey is a separate and distinct entity. However, to make this corporate puzzle even more complicated, both Osprey and APL Marine Services vessels are operated by APL Maritime Ltd., a ship management company created by NOL.

SUP v. BANE

As reported in February and March, the lawsuits initiated by SUP members Sefuluono Bane and Ruta Tulenkun against the Union for race and gender discrimination have either been dismissed by the U.S. District Court for the District of Hawai'i or dropped by the plaintiffs.

The two years that the SUP successfully defended itself against frivolous and baseless charges has cost both time and money. Therefore, on April 4, the Union

filed a motion with the District Court in Honolulu to compel Bane—the "mastermind" behind the lawsuits—to pay the SUP reasonable attorney's fees and costs that were incurred in prevailing against her bogus claims. Bane has until April 18 to respond, however, the decision on whether to allow the Union motion to be heard will be up to Magistrate Judge Barry Kurren and ultimately by District Court Judge J. Michael Seabright.

CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, AFL-CIO, participated in the Executive Council meeting in Los Angeles on April 7, and represented the SUP at the Federation's Pre-Primary Committee on Political Education (COPE) Convention the following day.

In addition to making recommendations to the Convention for those running for Congress, the state legislature and ballot propositions for the June 3 primary election, the Executive Council discussed the Federation's 2008 legislative agenda which focuses on Securing the Middle Class. California's working families, as those across the country, face tremendous risk in 2008—risk of rising health care costs, risk of losing their jobs, their retirement benefits and their homes, and risk of eroded working conditions from a growing underground economy. The economy is on the brink of a major recession and California itself faces a \$16 billion budget deficit.

Unions built the middle class in this country and the Federation's legislative agenda is aimed at securing what has been won and advancing the cause of all workers.

At the pre-primary convention, the Executive Council's recommendations were thoroughly debated then acted upon by the delegates. A complete list of the Federation's recommendations will be published in the May issue of the *West Coast Sailors*.

SAN FRANCISCO BAR PILOTS

In the wake of the *Cosco Busan* incident last November, the SUP-contracted San Francisco Bar Pilots and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun have been under scrutiny by various state and federal agencies.

The Pilot Commission, which regulates pilotage, has been a particular target of the Pacific Merchant Shipping Association (PMSA)—an employer group representing shipping companies, terminal operators, etc.—even prior to the incident. PMSA has, thus far unsuccessfully, focused its efforts on attempting to change the state regulations which govern the Commission and the Pilots for the express purpose of weakening both. In my judgment, having served on the Commission from 2000-2008, PMSA's initiatives are not in the best interests of the people of California, the Bar Pilots or the Sailors' Union.

Given the public uproar over the *Cosco Busan*, PMSA—which often fronts as a surrogate for the Pacific Maritime Association (PMA)—sensed that the time was right for a legislative assault on the Commission. With faulty logic, PMSA drafted a bill that was introduced by State Senator Patricia Wiggins (D-Santa Rosa). This piece of legislation (Senate Bill 1627), as drafted, would have essentially gutted the Commission and furthered PMSA's ultimate "dream" of instituting civil service pilotage in San Francisco similar to what exists in Los Angeles.

To assist the Bar Pilots to either kill or amend this draconian bill, the SUP in conjunction with California Labor Federation, MM&P and the ILWU, met the "stakeholders" in Sacramento on April 3: a representative of Senator Wiggins, representatives of various state agencies and representatives of the Bar Pilots (Captain Peter McIsaac, Port Agent, and Kenny Levin, Business Manager) and a representative of PMSA. The meeting was an exercise in futility as the representative of Senator Wiggins would not budge from the script written by PMSA. However, during the following week, due to the pressure applied by Angie Wei, Legislative Director of the Federation and the Unions, it became clear to PMSA that the legislation it desired

had no chance of passing. PMSA finally capitulated and along with Senator Wiggins, accepted all amendments to the bill proposed by the Bar Pilots which effectively neutered it.

USNS HAYES & WATERS

Members interested in working on the Military Sealift Command (MSC) vessels *Hayes* and *Waters*, operated by Patriot Contract Services must have MSC required in order to qualify. The ten-day training in San Diego includes damage control, environmental awareness, small arms and small boat handling.

In order to take this training, members **must commit** to working on the *Hayes/Waters* as the cost of training is expensive. The next training class is scheduled for May 6.

All inquiries regarding training should be directed to SUP Training Representative Berit Eriksson at 415-957-1816 or berittrainingrep@sbcglobal.net.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2, of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the first quarter of 2007, and report back to the membership at the May coast-wise meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit 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 Monday, May 12, at 8:00 A.M.

ACTION TAKEN

M/S to accept President's recommendation for Acting Vice President. Carried unanimously.

Quarterly Finance Committee: Romaine Dudley, Sonny Cooper, Bill Berry, Art Thanash and Kaj Kristensen elected.

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

Gunnar Lundeberg

Nautical terms in everyday speech

Time and Tide Waiteth for No Man ... (seize the day)

The word *tide* has its origins in the Old English *tid*, meaning "time" or "an extent of time." Nautically speaking, *tide* is defined as the alternate rise and fall of the earth's oceans on a coast. Tides are caused by the gravitational attraction of the sun and moon. The expression *tidal current* describes the inflow and outflow of ocean waters that usually accompany the rise or fall of the tide. Colloquially, *tide* can refer to both the vertical and horizontal movement of water. In the following lines from *Julius Caesar*, Shakespeare's Brutus admonishes that time and tide waiteth for no man and that success lies in taking "the current when it serves"—in going with the flow:

*There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune;
Omitted, all the voyage of their life
Is bound in shallows and in miseries.
On such a full sea are we now afloat,
And we must take the current when it serves,
Or lose our ventures.*

Brutus was speaking of the strategies of war, but his advice is just as sound when applied to the eddies and currents, the ebbs and flows, of life's circumstances. In common usage as early as the twelfth century, the expression "time and tide waiteth for no man" is basically an alliteration of two more or less synonymous words.

SUP Branch Reports

Seattle

March 17, 2008

Shipped during the period: 1 Boatswain and 5 Able Seaman berths shipped and filled by 5 A members and 1 B member; 2 Ordinary Seaman jobs shipped to 1 B and 1 C member; and 6 standby jobs filled with 3 A and 3 B members.

Registered during the period: 5 A cards for a total of 19; 11 B cards for a total of 25; 2 C cards for a total of 9.

Ships Checked

Matson ships *Maui* and *Kauai* called twice with little or no problems.

The *President Jackson* and *President Truman* called in New York. The *President Jackson*, with Robert Jones as the serang, remains a very happy ship despite the long sea voyages. Jesper Pfeil is the deck department delegate in the *Truman* and he called to report that the captain was passing blame onto the unlicensed deck department for problems with the ships anchors unable to seat correctly and then working loose during the voyage. According to Jesper, Vice President Dave Connolly was the "Boarding

Agent" and he did a good job educating the skipper that "the captain" holds ultimate responsibility for the seaworthiness of his vessel and that the ships management team was well aware of these problems before last year's shipyard call in Singapore.

Needless to say that it does not inspire confidence in leadership when you are aware that the ship's master is going to "make the Ordinary Seaman walk the gangplank" after he runs his ship aground.

I attended the King County Labor Council meetings; the Washington State Labor Council's Committee on Transportation; the Puget Sound Area Maritime Security Committee meeting and the Puget Sound Maritime Trades Department AFL-CIO meeting.

The Matson Navigation Company negotiations will start soon. All hands are advised to write out Work Rule proposals and General Rule amendments and mail them in to Headquarters to the Negotiating Committee. Everybody must help, this means YOU!

Vince O'Halloran
Branch Agent

Wilmington

March 17, 2008

Shipped during the period: 1 bosun, 5 ABs, 4 ABDs, 1 OS and 46 standbys for a total of 57.

Registration: 38 A cards, 29 B cards, and 4 C cards.

Ships Checked

Pfeiffer, Thailand, Manukai, Singapore, Manulani, Philippines, Maunawili, Matsonia and *Mahimahi*.

Attended MTD meetings and Los Angeles County Federation of Labor meeting preparing for our April march from Hollywood to the Docks. If we do not stand and be counted for our Union why should we expect anyone else to.

Brothers, we are one of the last democratically run Unions in the USA. This is not a Washington controlled labor outfit. You have a say in what your SUP does. So with that thought you must take care of your Union as you take care of your family and self. Whereas if a man does not respect himself and family why should he think anyone else will. It's your turn to fight. What will you do, where will you be?

Finally, we wish David Connolly a speedy recovery and that the peace of God be with him and his.

As always, yours in struggle

Paul Calais, Branch Agent

San Francisco Business Agent

April 14, 2008

Worked in the front office and visited and paid off the following ships:

Kauai— Mike ElMobdy, delegate: In from Seattle. Question on relief trip and the required amount of time before your 200 days are up. Ran out of oranges and bananas. Will order more.

Mahimahi— Manny Roxas, delegate: Good shape; no disputes. Captain pleased with deck gang.

Maui— Tom Gatmaitan, delegate: Van carrier in from Honolulu. No disputes. Clarification on molasses barge.

Mokihana— John Hamann, delegate: In from Honolulu. The problems with opening and closing the hydraulic hatches remain unsolved. There is an article in the *Master, Mates and Pilot* paper from Captain Bob Durkin, which states the Mates position on unlicensed deck work, which both MM&P and PMA signed. Once again we have a problem with Mates doing sailor work. The Mates on the ship are unlash cars and moving them to a new location and relashing them: sailors' work.

Moku Pahu— Gary Thompson, delegate: Disputes on opening and closing hatches. Also shoreside workers, are eating in the crew messroom during mealtime, which is a no-no. This practice should stop and be policed by ship.

APL China— Called Mark Littlejohn in Wilmington. He said there were no disputes. Mark was filling in for Paul.

APL Korea— Herb James, delegate: Voyage pay off. No disputes; in good shape. Needs a new coffee maker for deck messroom.

APL Philippines— Robert Strabbing, delegate; Mickey McHenry, bosun: Ship in San Pedro.

APL Singapore— Nestor Alarcon, delegate: Voyage pay off; no disputes; new bosun.

Colorado Voyager— Jennifer Corner, delegate; Thor Erikson, bosun: Dispute for restriction to ship at Martinez Wharf, paid for restriction.

Washington Voyager— Mike Fox, bosun; Ron Gill, delegate: At Richmond Long Wharf. No disputes; good gang.

APL Shore Gang— Stopped by to see the new wash rack. It holds eight vans.

Bill Berger

Honolulu

March 17, 2008

During the month of February, dispatched the following: 3 ABDs, 3 ABD returns, 4 ABW, 2 AB maints. and 1 OS return. These jobs were filled by 6 A members, 6 B members, and 1 D registrant. Also shipped 43 standby jobs filled by 12 A members, 22 B members, and 9 C members, for a total of 56 jobs shipped.

Registered during the month of February: 6 A members, 7 B members, 1 C member and 1 D registrant. To date, registered are: 12 A members, 19 B members, 5 C members, and 3 D registrants, for a total of 39 members registered.

Ships Checked

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

On March 19, attended the Hawai'i Ports Maritime Council meeting. Discussion on the boycott of HTH Corp.'s Pacific Beach Hotel and Pagoda Hotel due to treatment of their employees who exercised their right to join a Union. The Council delegates agreed to support the ongoing boycott by participating in a one-hour demonstration in front of the Pacific Beach Hotel.

On April 3, along with Hawai'i Port Council, delegates and their rank-and-file members, attended an informational picketing at the Pacific Beach Hotel. Would like to thank SUP members Jim Clay, Ruta Tulenkun, John Lindsey, John Gabrouel and Vern Johansen, for taking off during their lunch hour during a busy in port stay. Also thanks to the MM&P for the post picket party.

Mike Duvall, Branch Agent

Inviting seafarers to join the AMMV

The American Merchant Marine Veterans is a nonprofit organization. It was formed more than 25 years ago as a way to gain recognition for what the men of the American Merchant Marine have accomplished for our country in war and peace. Initially, the AMMV was composed almost entirely of men who served in the United States Merchant Marine during World War II. Many of our original members were sailing the high seas before that war. (Included in the present membership are both licensed and unlicensed seamen.) At the end of World War II in 1945, there were almost 260,000 men serving our merchant fleet that consisted of over 5,000 ships. Never again will the world see such a fleet of ships, nor such a group of men who sailed them. This is history. This is our proud history.

The AMMV is an active spokesman for merchant marine-related issues. We invite all active or retired men and women—whether you sail deep sea, inland or Great Lakes—to become members of the American Merchant Marine Veterans. Also eligible for membership are members of any uniformed United States Armed Service with a DD214.

Purposes of the AMMV include the following: Preserving a spirit of comradeship among U.S. Merchant Marine veterans and fellow seamen who served in the merchant fleets of nations allied with the United States; Perpetuating the memory of our dead, assisting their widows and helping comrades where possible. The merchant marine is listed among the services in the National World War II Memorial in Washington, D.C. This was a result of organizational efforts.

Publicizing the services of the U.S. Merchant Marine during World War II, Korea, Vietnam, and now in the Gulf Wars. The organization has successfully gained veterans' recognition for seamen in war-time service and continues promoting the need to recognize civilians who serve in military operations through legislative actions and news media. Reminding our nation that it must maintain a modern and strong merchant marine as it is a national military and economic necessity.

Membership in the American Merchant Marine Veterans provides opportunity to participate in memorial events across the country, celebrating not only National Maritime Day and the role of the merchant marine throughout our country's history, but enjoying the nostalgia of sailing again on selected preserved merchant ships of the World War II era. Membership offers opportunities to meet fellow mariners and to help preserve individuals' history of time at sea. It's also worth mentioning that no group of men is closer to merchant seamen than members of the United States Naval Armed Guard, many of whom are active members of the AMMV.

More information about the AMMV and how to join may be obtained by contacting any of the individuals listed below. The membership fee is small; the opportunity to enrich your legacy of sea service through membership is great.

The American Merchant Marine Veterans is an organization that works to keep our rich history before the public—to tell the story of life on the seas—and to try to ensure our rightful place in the economic and military history of our country.

You can help keep America strong. Come, join us and be part of the AMMV.

Donald Trimbath, Chairman, Government Affairs

AMMV, Auburn, California 530-268-0181

Contacts: New England and Eastern U.S.: Larry Brooks 508-295-8257

Mid-Atlantic and Central U.S.: Robert Downey 412-466-0250 and

Clarence Newcomer 717-665-3085

Gulf Region: William Bentley 512-396-3355

Western U.S.: Frank Mendez 925-689-2686

Dispatcher's Report Headquarters—March 2008

Deck	
Bosun	4
MM	7
AB	11
OS	0
Standby	16
Total Deck Jobs Shipped	38
Total Deck B, C, D Shipped	6
Engine/Steward	
QMED	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	38
Total B, C, D Shipped-All Depts.	6
Total Registered "A"	60
Total Registered "B"	49
Total Registered "C"	3
Total Registered "D"	4