



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, August 24, 2012

November ballot attack on California workers

Proposition 32 on the November ballot in California is an attempt by anti-labor forces to silence the voice of labor and working people. On the ballot, Proposition 32 is called the "Stop Special Interest Money Now Act". What it should be called is the "Rich Persons and Corporations Empowerment Act of 2012".

"In California, we've come to expect ballot initiatives sponsored by business interests to be, essentially, frauds," said SUP President Gunnar Lundberg. "But it is hard to conceive how one could be more fraudulent than Proposition 32. If there is any doubt left that the initiative process has been totally corrupted by big business and the wealthy, this should put it to rest for all time."

Proposition 32 is nothing but an attack by Republicans and conservatives on Unions and their members. Two previous attempts by the same gang failed at the ballot box, in 1998 and 2005. What's new about this effort is that it's dressed up as a broad reform aimed at "special interests," and it's even more Union-unfriendly than its predecessors.

On the grounds that "special interests have too much power over government," the measure bans direct contributions to California candidates by corporations and labor Unions. It prohibits the collection of "political funds" from corporate employees and Union members via payroll deduction, even if the employee or member voluntarily approves. (That's more stringent than the previous versions, which merely required that Union members give written permission for political expenditures once a year.) Political funds include money spent for or against a candidate or ballot measure or for a party or political action committee, or PAC.

"It looks temptingly like reform," said Trudy Schafer, program director for the League of Women Voters of California. "But it's not." That's because Proposition 32 bristles with enormous loopholes tailor-made for businesses and their wealthy backers. To begin with, it exempts such common business structures as Limited Liability Corporations (LLC), partnerships and real estate trusts. If you're a venture investor, land developer or law firm, Proposition 32 doesn't lay a finger on you.

The infusion of big money into politics has become a more important issue since the Supreme Court's infamous 2010 *Citizens*

United decision awarding free speech rights to corporations, as though they are people. The decision liberated corporations to contribute to electoral campaigns virtually without limitation. That has turbocharged fundraising by so-called super PACs such as Karl Rove's conservative American Crossroads, the Mitt Romney-supporting Restore Our Future, and the President Obama-supporting Priorities USA.

The Proposition 32 campaign says the measure is carefully crafted to comply with *Citizens United*, but if that's so, it's just another sign of how flawed and deplorable the Supreme Court ruling was. At the moment, ac-

continued on page 9

Bipartisan legislation to restore U.S.-flag cargo preference for global food aid introduced

In the wake of the major setback suffered by the U.S. maritime industry when Congress passed a bill in June (see the July *West Coast Sailors*) that included a provision that slashed the statutory U.S.-flag share of international food aid cargo (P.L. 480/Food for Peace) from 75% to 50%, Congressman Elijah Cummings (D-Maryland) and Congressman Jeff Landry (R-Louisiana) introduced legislation on July 24, to repeal the onerous provision and restore U.S.-flag food aid cargo preference to 75% of cargoes carried.

The Saving Essential American Sailors (SEAS) Act (H.R. 6170) would repeal Section 100124 of the highway bill — Moving Ahead for Progress in the 21st Century Act of 2012 (H.R. 4348) — that is detrimental to the U.S. merchant marine. The Maritime Administration estimates that enactment of Section 100124 could cause the U.S.-flagged fleet to lose 16 vessels and \$90 million in annual revenue.

In addition to Congressmen Cummings and Landry, the original cosponsors of the SEAS Act include House members Tim Bishop (D-New York), Michael Grimm (R-New York), Colleen Hanabusa (D-Hawai'i), Rick Larsen (D-Washington), Candice Miller (R-Michigan), Nick Rahall (D-West Virginia), Cedric Richmond (D-Louisiana) and Benny Thompson (D-Mississippi).

"The number of vessels in the U.S. flag and the percentage of U.S. cargoes carried on American vessels have continued to fall in recent decades. Currently, there are fewer than 100 U.S.-flagged vessels in the foreign trade, and three vessels carry less than 2% of U.S. cargoes," said Congressman Cummings. "If we allow a further decline in this

fleet and the loss of additional mariner jobs, we risk leaving our economy and indeed our military dependent on foreign-flagged, foreign-owned vessels manned by non-U.S. citizens—a situation that would be intolerable."

"This is what happens when Washington rushes bills: we don't fully debate them or understand their ramifications. Section 100124 will mean that American taxpayers will be paying foreign workers while American mariners sit on the beach," said Congressman Landry. "I hope my colleagues from both sides of the aisle will join us in fighting for our American workers and quickly pass the SEAS Act."

In a May 2011 letter, the Commander of the United States Transportation Command General Duncan McNabb wrote that "over 90% of all cargo to Af-

ghanistan and Iraq has been moved by sea in U.S.-flag vessels" and noted that U.S. cargo preference laws and the Maritime Security Program have helped in "ensuring the continued viability of both the U.S.-flag fleet and the pool of citizen mariners who man those vessels." McNabb continued: "The movement of U.S. international food aid has been a major contributor to the cargo we have moved under the cargo preference law that our U.S. commercial sealift industry depends on. Any reductions will have to be offset in other ways to maintain current DOD sealift readiness."

"This ill-conceived change in our cargo preference laws would literally ship American jobs overseas," said Congressman Rahall. "The SEAS Act

continued on page 4

Labor Day festivities at Sailors' Union ports

Seattle: The Martin Luther King, Jr. Labor Council's Labor Day Celebration will be held on Monday, September 3, from 11:00 A.M. to 3:00 P.M. at Lower Woodland Park (N. 50th Street & Woodland Park Ave. N.). The event is free (food and soft drinks, etc.) with many activities for the kids.

San Francisco: The San Francisco Labor Council is hosting its annual pre-Labor Day breakfast on Friday, August 31, at the Holiday Inn on Van Ness Ave., at 8:00 A.M. The keynote speaker will be Governor Jerry Brown and an address by Art Pulaski, Executive Secretary Treasurer, California Labor Federation. The cost is \$50 per person.

Wilmington: The 33rd LA/Long Beach Labor Day Solidarity March will be held on Monday, September 3. SUP members will muster at 8:00 A.M. on Broad and E Street in Wilmington, and the March departs 10:00 A.M. to Banning Park for a celebration at noon. There will be speakers, music, hot dogs and soft drinks. Shuttle buses are available.

Honolulu: 2012 Labor Unity Picnic in honor and support of Hawai'i's labor community, AFL-CIO community services, will be held on Sunday, September 2, from 4:00 P.M. to 10:00 P.M. (gates open at 3:30 P.M.) at the Waikiki Shell which is in Kapiolani Park. Free admission. Shuttles available from Kapiolani Community College.

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SUP Quarterly Finance Committee Report

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

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

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$839,677.73
Political Fund	\$10,887.78
Strike Fund	<u>\$1,293,730.99</u>
Total Cash and Investments 2nd Qtr. 2012	<u>\$2,144,296.50</u>

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$109,283.05
Interest	16,018.78
Donations - <i>West Coast Sailors</i>	2,170.00
Tanker & Joint Committee, Hiring Hall	138,658.82
Advertising & Promotion	310.00
Miscellaneous Income, Reimbursements, Fines	1,008.94
Reimbursed Administrative Expenses	24,493.58
Contributions-General Fund	940.00
Bequest	<u>106,842.78</u>
Total Income:	<u>\$399,725.95</u>
Expenses:	
Auto & Travel	\$614.40
Rent	20,244.99
Postage, Printing & Office	5,637.16
Telephone & Telegraph	5,071.28
<i>West Coast Sailors</i> Publishing Expense	6,271.91
Accounting	4,000.00
Per Capita	9,810.00
Salaries & Payroll Taxes	208,569.36
Office Workers Pension	8,166.00
Insurance	43,203.42
Field Expense	3,531.20
Committee & Neg., Conference & Conv.	7,772.75
Investment Expense	1,217.67
Advertising & Promotion	2,900.52
Officials Pension	6,427.32
Subscriptions	8,710.37
Filing Fees	166.00

Contributions	805.00
Legal	750.00
Office Equipment	1,745.04
Flowers	<u>593.68</u>
Total Expense:	<u>\$346,208.07</u>

BUILDING CORPORATION

Income:	
Rents	134,069.20
Bldg. Util. & Service Reim.	<u>3,610.26</u>
Total Income:	<u>\$137,679.46</u>

Expense:	
Building Services & Utilities	\$33,331.88
Repairs & Maintenance	10,264.70
Salaries & Payroll Taxes	15,718.54
General Tax Expense	13,339.25
Accounting	2,000.00
Officials Pension	190.44
Insurance	<u>4,412.21</u>
Total Expense:	<u>\$79,257.02</u>

POLITICAL FUND

Income:	
Contributions	\$4,720.00
Total Income	<u>\$4,720.00</u>

Expense:	
Contributions	\$11,500.00
Total Expense:	<u>\$11,500.00</u>

Net Income 2nd Qtr.	<u>\$105,160.32</u>
Net Income YTD	<u>\$141,679.33</u>

/s/ Diane Ferrari /s/ John Perez
 /s/ Jan Peter Johnson /s/ Arthur Thanash
 /s/ David Larsen

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

Britain's oldest shipping company goes out of business

Britain's oldest shipping firm, Stephenson Clarke Shipping Ltd., has gone in liquidation after nearly 300 years of trading, becoming a casualty of the global economic downturn.

Established in 1730, Stephenson Clarke had tried to sell its ships and cut costs in the face of crashing rates for dry bulk shipping on which it relied, transporting cargoes such as coal, grain and iron ore.

But liquidator Tait Walker was appointed on August 3, the company and the liquidator said in a statement: "Whilst previous economic downturns have been weathered, the current market is one of the worst experienced for many years with no upturn forecast for at least 12 to 18 months."

Dry bulk shipping companies ordered a large number of new vessels between 2007 and 2009 when freight rates hit record highs. But the extra shipping capacity arrived just as economies were turning down, sending rates tumbling.

Known affectionately as Stevie Clarke, the company sold the last of its six ships in July. Brothers Ralph and Robert Clarke, both captains, founded the firm during the reign of King George II, when they bought an interest in a sailing vessel.

Stephenson Clarke thrived during Britain's industrial revolution, shipping coal from Newcastle and later diversifying to ship other commodities including grain, fertilizers and steel in northern Europe, the Mediterranean and West Africa.

FMC issues report on cargo moving through Canada and Mexico

The Federal Maritime Commission (FMC) recently released a study of U.S. Inland Containerized Cargo Moving Through Canadian and Mexican Seaports. Members of Congress requested the study to examine the impacts of the extent to which the U.S. Harbor Maintenance Tax (HMT), other U.S. policies and other factors may incentivize U.S.-bound container cargo to shift from U.S. seaports to those located in Canada and Mexico. Seeking input from the public on factors that may contribute to this shift, the Commission issued a Notice of Inquiry (NOI) in November 2011. Seventy-six responses representing interests in the United States, Canada, and Mexico were received in response to the NOI.

The study examines the competitiveness of Mexican and Canadian ports with U.S. West Coast ports; discusses the history and the theories of cargo diversion and of the HMT; reviews ocean freight rates, transit times and rail charges; summarizes responses to the NOI; and examines other potential relevant factors influencing the movement of cargo. A case study of the Canadian Port of Prince Rupert, British Columbia is included.

The study finds that: 1) Carriers shipping cargo through Canadian and Mexican ports do not violate any U.S. law, treaty, agreement, or FMC regulation; 2) Numerous factors account for why shippers elect to use ports in Canada and Mexico including overall shipment savings, risk mitigation through port diversification, perceived transit time benefits, avoidance of the HMT, and rail rate disparities; and 3) There are many options available to Congress should it decide to revise or replace the current HMT structure. The study confirms previous estimates that a significant amount of containerized cargo imports moving through the Ports of Oakland, Seattle, Tacoma and Portland on the U.S. West Coast may be vulnerable to Canada routing.

Final Departures

Alfred Nelson, Book No. 15474. Born in California in 1926. Joined SUP in 1968. Died in Santa Rosa, California, June 27, 2012. (Pensioner)

Takayuki Asai, Book No. 3201. Born in Hawai'i in 1921. Joined SUP in 1939. Died in St. Helena, California, July 11, 2012. (Pensioner)

John Petrovich, Book No. 16592. Born in Oregon in 1927. Joined SUP in 1969. Died on July 2, 2012. (Pensioner)

Eugene L. Roberts, Book No. 3125. Born in California in 1927. Joined SUP in 1945. Died on July 2, 2012. (Pensioner)

John Marshall, Book No. 5586. Born in Kansas in 1922. Joined SUP in 1945. Died on July 15, 2012. (Pensioner)

Harry French, Book No. 2199. Born in Michigan in 1917. Joined SUP in 1957. Died in East Lansing, Michigan, July 22, 2012. (Pensioner)

SUP Meetings

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

	Hdq.	Branch
September	10	17
October	Tues. 9	15
November	Tues. 13	19
December	10	17

West Coast Sailors

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Neptune Orient posts first quarterly profit since 2010

Singapore based Neptune Orient Lines (NOL) announced this month that its container shipping subsidiary American President Lines (APL), Asia's third largest container carrier, recorded its first quarterly profit since 2010. NOL attributed the quarterly profit to higher freight rates and improved cost savings programs.

APL posted core earnings before interest and taxes of \$7 million for the second quarter of 2012 compared with a \$53 million loss during the same quarter a year ago. NOL's net loss for the quarter was \$118 million, the majority of which was weighed down by \$112 million worth of restructuring charges. "The one-time charges were difficult but necessary," said NOL President and CEO Ng Yat Chung. "We need a more efficient organization and a more modern, cost-competitive fleet to deal with the oversupply situation in the container shipping industry."

The shipping unit's average freight rates rose 3% during the quarter as shipping lines increased their cooperation with each other and ended price wars that caused losses throughout the shipping industry last year. NOL has also announced that it has found \$225 million of annual cost-savings as it works towards its \$500 million goal.

Improved fuel efficiency accounted for much of the cost savings according to the company as fuel use was reduced by 7% during the first half of 2012 compared to a year ago despite posting a 4% increase in volume. The company was also able to save \$19 million in the first half of the year by improving how it returns empty containers to Asia. NOL has also announced plans to sell its Singapore headquarters to raise funds for investments.

"We have seen a steady move up in rates in the second quarter," said APL President Kenneth Glenn who went on to say that while rates are currently steady, the company may see an increase if the opportunity presents itself.

The company's Asia-Europe rates climbed an average of 15% during the quarter, while volumes dropped 4%. On its TransPacific routes, rates declined 7% while volumes increased 5%.

NOL received a total of six new 10,000 TEU container ships in the first half of the year with four additional ships due by the end of the year. It will also receive 20 new ships in 2013 and four the year after that.

California Labor Federation adopts maritime policy

Delegates to the 29th Biennial Convention of the California Labor Federation, AFL-CIO, unanimously adopted the following statement on maritime policy in San Francisco on July 24:

The Federation reiterates its support for federal statutes that ensure that vessels engaged in the coastwise and international trades are built and crewed by American workers. The Jones Act, the Maritime Security Program, the Passenger Vessel Services Act and U.S. cargo preference laws are critical in maintaining a viable American Merchant Marine.

The Federation supports the American Shipping Reinvestment Act pending before Congress. The Act would spur job growth by creating a broad and diverse range of well-paying employment opportunities for American shipboard, shoreside and shipyard workers. Investment in the U.S. shipping industry would have a significant economic multiplier effect, spurring job growth in affiliated businesses.

The Federation supports the U.S. Department of Transportation's America's Marine Highway Program. The development and expansion of America's marine highway system is an ongoing joint government-private industry effort. The resultant increase in the coastwise waterborne transportation of cargo will help to significantly alleviate congestion on our nation's highways and rails, achieve a greater measure of energy efficiency in the transportation of domestic cargo, and create jobs for American workers in the maritime and its related service and supply industries.

One major obstacle to the development of America's Marine Highway Program is the current application of the Harbor Maintenance Tax (HMT) on domestic waterborne cargo. Today, all cargoes arriving at a U.S. port are subject to the imposition of the HMT. Cargo arriving at a U.S. port and then transported by rail or truck to another destination in the United States is only subject to the HMT once. However, if that same cargo is transported by a U.S.-flag vessel to another domestic port, it is taxed a second time under the HMT when it reaches its next destination. This double application of the HMT on waterborne cargo creates a significant economic disincentive for shippers to move cargo by water along our coasts and impedes the development of a Marine Highway System. The Federation supports legislation that would end the double taxation on domestic waterborne cargo.

The Federation condemns the "flag-of-convenience" system in which avaricious ship owners around the world register their vessels in phony flag states to evade labor, safety, environmental and tax laws. This corrupt system has resulted in the global exploitation of seagoing maritime labor.

The Federation supports tough security measures that protect U.S. ports and maritime workers from terrorist attack, but opposes any measures that treat workers as suspects and infringes on their constitutionally guaranteed civil rights. The federal government should be less focused on low-risk American workers and more focused on 100% container screening on imports, foreign mariner documentation and other security initiatives.



After sign on and taking responsibility for the ship, the Wilmington Branch dispatched SUP gang in the APL Pearl assembled for the first Union meeting and a photo on the port bridge wing in Port Elizabeth N.J., on August 7. From left to right: AB Isaiah DeSouza, AB John Pancho, Bosun Dan McDonald, AB and Delegate Morris Thibideaux, AB Eric McDonald, and AB Bruce Ketchum. The Pearl is enrolled in the Maritime Security Program (MSP). Photo: Dave Connolly.

Crowley fined \$17 million in Puerto Rico price-fixing case

Crowley Liner Services has agreed on a \$17 million criminal fine to settle a price-fixing case involving the Puerto Rico trades, in another major victory for the U.S. government in an investigation that began more than four years ago. Crowley's guilty plea follows earlier criminal fines of \$15 million and \$14.2 million from Horizon Lines and Sea Star Line in March 2001 and December 2011, respectively.

In addition to the companies, five executives —Horizon managers Gabriel Serra, Kevin Gill and Gregory Glova, and Sea Star pair of Peter Baci and Alexander Chisholm— were sentenced to pay a total of nearly \$85,000 in criminal fines and collectively to serve more than 11 years in prison. A sixth executive, former Sea Star President Frank Peake, was charged in November 2011, and is to stand trial in January 2013.

U.S. prosecutors launched the price-fixing probe into the Puerto Rico trade in April 2008, and started investigating a selected set of companies active in the business by sending out subpoenas. According to the U.S. Department of Justice, the case arose from "an ongoing federal antitrust investigation into price fixing, bid rigging and other anti-competitive conduct in the coastal water freight transportation industry".

Crowley's one-count felony charge is that the company "engaged in a conspiracy to fix base rates for water transportation of certain freight between the continental United States and Puerto Rico from as early as January 2006, until at least April 2008". Crowley and its alleged co-conspirators were accused of conspiring during meetings to private shippers engaging ships to carry cargoes between the continental United States and Puerto Rico.

"By agreeing to fix prices for coastal shipping services to and from Puerto Rico, Crowley Liner Services and its co-conspirators thwarted the competitive process by forcing consumers to pay inflated rates for these services," said Scott Hammond, Deputy Assistant Attorney General at the U.S. Department of Justice's Antitrust Division's criminal enforcement program.

Leadership to change at Masters, Mates & Pilots

Captain Tim Brown, President of the International Organization of Masters, Mates & Pilots (MM&P) since 1991, announced in July that he had decided not to run for a seventh term.

Prior to being elected to lead MM&P, Brown was a skipper with SeaLand Service Inc. Brown brought stability to a badly fractured Union and was a leader of maritime labor.

Nominated and unopposed to succeed Brown is Don Marcus, the current MM&P Secretary-Treasurer.

Other MM&P candidates are Steve

Werse, Secretary-Treasurer; Don Josberger, Atlantic Ports Vice President; Wayne Farthing and Michael Welch, Gulf Ports Vice President; Dave Boatner, Pacific Ports, Vice President; George Quick, Pilots Group, Vice President; Mike Murray, Vice President United Inland Group; and Randall Rockwood, Federal Employees Vice President.

The Masters, Mates & Pilots 90-day balloting will be mailed to members on September 14, and counted on December 13. The new administration will take office January 1, 2013.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

- Dave Brooks in memory
of Rebel Brooks 20.00
- Joseph R. Castege in memory of
Francis John Castege and
George Pierre Castege . 10,000.00
- Oliver Franceliso 30.00
- Mick McHenry 20.00
- Arsenio Purganan 50.00
- Peter Winter 100.00
- John Winterling 100.00

West Coast Sailors

- Walter Arndt 25.00
- Archie Bickford 25.00
- Jay Dillon 10.00
- Oliver Franceliso 35.00
- Mike Fox 50.00
- John Hamann 20.00
- ILWU Local #8 25.00
- Norman Kurtz 25.00
- Joseph Meehan 25.00
- Dorothy Murphy in memory
of Ray Murphy 50.00
- Harry Naeole 30.00
- William Ofsthus 50.00
- Eugene Tomlin 25.00
- Colin Walker 25.00
- Richard Watkins 50.00

Political Fund

- Jonathon Anderson-Kaisa .. 20.00
- Emo Aulelala 20.00
- Robert Burns 10.00
- Stephen Campbell 100.00
- Dave Connolly 100.00
- Kevin Conroy 200.00
- Mohamed El Mobdy 20.00
- Diane Ferrari 50.00
- Oliver Franceliso 35.00
- Juan Gonzalez 50.00
- Thomas Hooke 25.00
- Isnin Idris 100.00
- Monte Kalama 50.00
- Mike Koller 60.00
- Gunnar Lundeberg 50.00
- Mick McHenry 20.00
- Ryan McLaughlin 100.00
- Mike McLavy 200.00
- Ramiro Montoya 20.00
- Dorothy Murphy in memory
of Ray Murphy 50.00
- Vince O'Halloran 100.00
- William Ofsthus 100.00
- Miguel Palacios 50.00
- John Perez 200.00
- Arsenio Purganan 50.00
- Napoleon Ramon 10.00
- David Shands 20.00
- David Sylstra 10.00
- Richard Watkins 50.00

Dues-Paying Pensioners

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



VOTE NO ON PROP. 32

A letter from the SUP delegates to the California Labor Federation Convention:

August 12, 2012

To all California members of the S.U.P.

The SUP delegates to last month's California Labor Federation Convention in San Francisco heard a lot about the challenges we all face in the upcoming election. Of all the issues and resolutions discussed there, we think you should know about one in particular, one that you'll be hearing a lot about in coming weeks. Brothers and Sisters, it is crucial that we vote "NO" on Proposition 32 and that we mobilize to defeat this underhanded attack on our way of life.

In a nutshell, Prop. 32 is a deceptively written measure that will exclude Unions from making any political or campaign contributions but will continue to allow well-funded interests such as Super PACs, insurance companies, big Wall Street investment firms and hedge funds to flood elections with money. It was carefully crafted to confuse voters in order to cover up the real anti-labor agenda— to silence Unions and eliminate our ability to fight.

The backers of Prop. 32 say it's about "fairness" and a level playing field, but don't believe it! The bill contains exclusions and exemptions that will shut us out but will permit unlimited spending by the same people and organizations fighting to break Unions, reduce wages, eliminate pensions and benefits and make the entire United States a "right-to-work" zone.

If Prop. 32 passes, the SUP and our friends in the labor movement will be powerless to fight against new legislation that would outlaw organizing, scrap overtime and working conditions and even eliminate collective bargaining itself.

As you know, the SUP never uses a penny of our dues money or General Fund for political contributions; all expenditures come out of voluntary contributions to the Sailors' Political Fund and each item is voted on at the Union meetings. However, your Union certainly needs your help now —by voting "NO" on Prop. 32 and by talking to your friends and family about this life-or-death issue. This will affect all middle class working people in California — Union or not.

Finally, we wouldn't be writing this if we really didn't think voting "NO" on 32 was so important. If you have questions about this legislation or would like to know how you can help the SUP defeat Prop. 32, contact Headquarters or <http://www.CaliforniaLabor.orgNoOn32>.

Fraternally,

Colin Dewey, #2741; Diane Ferrari #2251; Mike Koller, #3180

Senators demand access to dredging funds

A group of 25 Senators has made an urgent bipartisan plea for higher budgets to dredge unsafe and inefficient U.S. commercial ports.

Their letter, sent to Office of Management & budget Director Jeffrey Zients, noted that the Harbor Maintenance Trust Fund has a balance of \$8.098 billion.

"In stark contrast, over the past few years, the budget requests for operations and maintenance of harbors and ports for which this trust fund is intended to be used has averaged around \$800 million," the Senators said. "Clearly, the revenues are not being used for their intended purposes," the letter declared. The lawmakers pointed out that the Army Corps of Engineers estimates that ports handling 90% of commercial traffic "are dredged to their authorized depths and widths only 35% of the time". "Inadequate funding has resulted in ships having to light-load, increasing the cost of shipping, the risk of vessel groundings, collisions and pollution incidents," continued the Senators. They underscored: "This situation is totally unacceptable."

Among the Senators signing the letter were: Barbara Boxer (D-California), Kay Bailey Hutchison (R-Texas) Carl Levin (D-Michigan), Joe Lieberman (I-Connecticut), Charles Schumer (D-New York) and Richard Shelby (R-Alabama).

U.S. box imports up 10.8% on last year

U.S. import containerized shipments for July this year increased 10.8% from the same month in 2011, according to trade consultant company Zepol. July 2012 saw the highest volume of import teu in one month since August 2010, and also witnessed a 9% from the previous month of June.

Zepol, which uses U.S. government automated import data from bills of lading, said: "Typically, imports are highest in July and August, due to retailers gearing up for the holiday bustle, but this July shows an unusually big jump. The expectations for this holiday season may be higher than in recent years."

Zepol observed that eight of the top 10 countries exporting to the U.S. recorded record-high export volumes for the year, with Taiwan and Hong Kong being the exceptions. "Imports into the U.S. from Germany increased by over 20% from June, after a 13% drop in the previous month. Similarly, imports from China rose by nearly 6% and South Korea by 10%," it said. "Conversely, Brazil is one of the few countries that saw a drop in exports bound for the U.S., decreasing by over 7% from June."

Zepol stated that inbound teu volumes into the port of New York and Newark posted an increase of over 12% from June, reaching a record high for the year. Tacoma saw a 40% increase in import volume for July, while Seattle recorded a decrease of about 11%. The majority of U.S. ports, from the West Coast to the East, posted "noteworthy" increases.

All of the top 10 container lines increased inbound teu from June to July. Zepol said the carriers with significant increases included APL, Mediterranean Shipping Company and Hanjin Shipping, which all posted increases of over 10%. China Shipping Container Lines, conversely, saw a decrease of nearly 15%.

Cargo preference *continued from page 1*

provides a sensible solution to correct this flaw in the surface transportation bill. It is a job-protecting measure that merits smooth sailing through Congressional consideration and enactment."

"The SEAS Act will undo a shortsighted provision that dealt a huge blow to job creation at a time when the maritime industry is already hurting," Congressman Larsen said. "Congress should be doing everything it can to create jobs. The SEAS Act will reverse this backward step that could cost our mariners thousands of jobs. I am committed to working with my colleagues to undo this shortsighted provision and protect these important jobs."

As the *West Coast Sailors* went to press, the other cosponsors of the SEAS Act are: Jamie Herrera Beutler (R-Washington), Corrine Brown (D-Florida), Howard Coble (R-North Carolina), Gerry Connolly (D-Virginia), Peter DeFazio (D-Oregon), Jimmy Duncan (R-Tennessee), Renee Ellmers (R-North Carolina), Chris Gibson (R-New York), Gene Green (D-Texas), Janice Hahn (D-California), Brian Higgins (D-New York), Mazie Hirono (D-Hawai'i), Larry Kissell (D-North Carolina), Steve LaTourette (R-Ohio), Sander Levin (D-Michigan), Frank LoBiondo (R-New Jersey), Mike McIntyre (d-North Carolina), Mike Michaud (D-Maine), Jerry McNerney (D-California), Ed Pastor (D-Arizona), Chellie Pingree (D-Maine), Scott Rigell (R-Virginia), Steve Rothman (D-New Jersey), Dutch Ruppersberger (D-Maryland), Betty Sutton (D-Ohio), Rob Wittman (R-Virginia) and Don Young (R-Alaska).

For more information on this critical cargo preference issue, see SUP President Gunnar Lundeberg's report on page 10.

Notice to All SUP Members

NOTICE OF NOMINATION AND ELECTION OF OFFICERS

for the SAILORS' UNION OF THE PACIFIC 2012-2015 TERM OF OFFICE

The membership of the Sailors' Union of the Pacific is hereby notified that the regular secret ballot Union-wide election of officers will be held from December 1, 2012, through January 31, 2013.

Attention is also called to the fact that nominations for regular office in the Sailors' Union of the Pacific for the 2012-15 term of office will be opened at Headquarters and at all Branches at the Regular meetings in September 2012.

The Regular meetings in September will be held at the following locations, dates and times:

Headquarters: September 10, 2012 - 11:00 A.M.
450 Harrison Street, San Francisco, CA

Branches: September 17, 2012

**Seattle, Washington: 2414 S.W. Andover Street,
Building F, Suite 105, 11:00 A.M.**

**Wilmington, California: 533 N. Marine Avenue,
11:30 A.M.**

Honolulu, Hawai'i: 707 Alakea Street, 10:30 A.M.

In accordance with the Sailors' Union of the Pacific Constitution, any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or at Headquarters at least one day prior to the meeting at which nominations will be received.

Any member of the Sailors' Union of the Pacific may submit or mail in his/her own name for nomination. However, no person may be a candidate for more than one office with the exception of the positions of Trustees of the SUP Building Corporation.

All nominees who wish to run for office must have the necessary qualifications and acceptances in the office of the Committee on Candidates, Sailors' Union of the Pacific, 450 Harrison Street San Francisco, CA 94105, prior to midnight, October 14, 2012.

Balloting will be conducted by mail through an impartial balloting agent approved by the membership.

The election will fill the official positions in the Sailors' Union of the Pacific, as prescribed by the Constitution for a two-year term of office. The jobs are: President/Secretary-Treasurer, Vice President/Assistant Secretary-Treasurer, Business Agent, each at San Francisco.

At Seattle, Branch Agent; at Wilmington, Branch Agent; at Honolulu, Branch Agent.

In addition, five regular positions as Sailors' Union of the Pacific Building Corporation Trustees will be filled.

Any member of the union is eligible to be a candidate for and hold regular office, provided he/she possess the following qualifications:

- a) He/she is a member in good standing at the time of nomination;
- b) He/she achieved B seniority as defined in the Sailors' Union of the Pacific Shipping Rules;
- c) He/she is not disqualified by law.

A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

The names and membership numbers of nominees, if obtainable at the time, shall be recorded in the minutes at the coastwise meetings. The Balloting Committee shall be elected and shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting.

A Committee on Election composed of five members in good standing shall be elected at Headquarters, whose duty shall be to prepare the ballot. All nominees who desire to become candidates shall have the necessary qualifications and acceptances in the office of the Committee on Candidates prior to midnight of October 14, of the election year.

The acceptance shall be by letter which shall be dated and shall contain the following:

- a) The name of the candidate;
- b) His/her home address and mailing address;
- c) His/her membership number;
- d) The title of the office or other position for which he/she is a candidate, including the name of the port in the event the position sought is that of Branch Agent or Business Agent or Building Corporation Trustee.
- e) He/she is not disqualified by law.

Nominees who fail to comply herewith shall be regarded as having declined the nomination.

ESU Office Assignments

For the month of September, Leo DeCastro will be in the Seabrook office.



AUGUST 2012

Official Publication of the Exxon Seamen's Union

Almost like new



The S/R American Progress in the dry dock at Keppel Shipyard in Singapore in early August. The vessel received a new coat of paint from top to bottom. The house, bridge and masts are enclosed with protective traps for sand blasting and painting. Keppel did extensive quality repair work on the Progress, work that is necessary to maintain the vessel according to SeaRiver's high standards.

ESU wage rates increase September 1

In accordance with the provisions of our current Collective Bargaining Agreement (CBA) an increase in Base wages, CSB (Continuous Service Bonus), SSHOT (Saturday, Sunday, Holiday overtime) and overtime rates for all ratings will become effective beginning with the pay period that starts September 1, 2012. The Agreement, negotiated between the Exxon Seamen's Union and SeaRiver Maritime, Incorporated and ratified by the ESU membership is in effect from September 1, 2011 through August 31, 2014.

In this, the second year of the all rates of pay including Penalty rates will increase by 3.00%. This increase follows a 3.00% pay increase that took effect on September 1, 2011. In 2013, the last year of the contract, the membership will receive a 3.00% raise on all rates of pay including Penalty rates.

A complete and comprehensive compilation of all wage tables can be found in Article XVII (pages 67-74) of the CBA. Below are excerpts of wage tables from the Agreement that reflect the increase for the year 2012.

The monthly wage schedule, including additional compensation for years of continuous service (CSB), shall be as follows:

Total Monthly Wages - Base+CSB — Effective Sept. 1, 2012										
RATING	START	1	2	3	5	10	15	20	25	30
Pumpman	4649	4942	5136	5177	5275	5470	5520	5563	5611	5664
MM/2nd PM	4392	4663	4846	4886	4978	5162	5201	5251	5297	5347
QMED-Oiler	3838	4073	4246	4274	4358	4526	4570	4610	4644	4687
M/M AB	3298	3506	3638	3670	3732	3864	3900	3936	3970	4006
Able Seaman 1	3307	3518	3653	3689	3763	3902	3941	3972	4008	4042
Able Seaman	2921	3110	3233	3259	3322	3451	3478	3511	3540	3574
Maint. Seaman	2647	2810	2930	2959	3019	3142	3166	3202	3226	3262
Fleet Chef	4385	4639	4817	4850	4944	5114	5162	5201	5246	5290
Cook	3278	3470	3600	3629	3696	3828	3859	3893	3924	3960

Hourly Wages - Base+CSB — Effective Sept. 1, 2012										
RATING	START	1	2	3	5	10	15	20	25	30
Pumpman	19.37	20.59	21.40	21.57	21.98	22.79	23.00	23.18	23.38	23.60
MM/2nd PM	18.30	19.43	20.19	20.36	20.74	21.51	21.67	21.88	22.07	22.28
QMED-Oiler	15.99	16.97	17.69	17.81	18.16	18.86	19.04	19.21	19.35	19.53
M/M AB	13.74	14.61	15.16	15.29	15.55	16.10	16.25	16.40	16.54	16.69
Able Seaman 1	13.78	14.66	15.22	15.37	15.68	16.26	16.42	16.55	16.70	16.84
Able Seaman	12.17	12.96	13.47	13.58	13.84	14.38	14.49	14.63	14.75	14.89
Maint. Seaman	11.03	11.71	12.21	12.33	12.58	13.09	13.19	13.34	13.44	13.59
Fleet Chef	18.27	19.33	20.07	20.21	20.60	21.31	21.51	21.67	21.86	22.04
Cook	13.66	14.46	15.00	15.12	15.40	15.95	16.08	16.22	16.35	16.50

Fourth quarter lump sum pension rate lowered to 2.75 percent

The interest rate for calculating the lump sum payments of ExxonMobil pensions for October-December 2012 will be reduced by a ¼ point to 2.75%. If you are considering retirement and plan to take a lump sum, the current rate is the lowest it has been for at least the last 10 years. A lower interest will generate a larger lump sum pension payment amount.

The ESU advises all members that may be considering retirement in the near future to closely evaluate their financial position before deciding on retirement and whether to take the lump sum pension option or the monthly pension payment. To help you make financial decisions, including decisions about retirement and receipt of your ExxonMobil Pension Plan benefit, we encourage you to utilize the Financial Fitness Program offered by the Company with Ernst and Young (E&Y). Information is available through one or more of the following options:

- Pre-Retirement financial planning workshops;
- Unlimited, individual retirement and financial planning assistance through the E&Y Financial Planner Line; and
- On-line financial planning tools at E&Y Financial Planner Website.

These services are provided at no cost to ESU members and offer objective analysis and assistance from experienced financial planners. They will discuss all of your options with you and help you decide what makes the most sense for you. Further, E&Y can provide you with valuable information regarding what to consider when selecting an investment advisor and/or financial planner. Ernst & Young Financial Planners can be reached at 866-966-1337.

Mariner Credentialing Program Forms update

The forms listed below are associated with the mariner credentialing program that have reached their "expiration" date. These forms are still valid and being accepted by the Coast Guard.

The expiration date is there to remind the Coast Guard to review and affirm, with the office of management and budget (OMB), that the forms are still necessary and supported by regulation or code. This process has long been underway and continues and the NMC will provide notice via the website and list server when update forms will be available. Otherwise, mariners and other providers should continue to use these forms:

- CG-719K —Merchant Mariner Credential Medical Evaluation Report; Last Rev. (01-09); Exp. date: June 30, 2012
- CG-719K/E —Merchant Mariner Evaluation of Fitness for Entry Level Ratings; Last Rev. (01-09); Exp. date: June 30, 2012
- CG-719P —DOT/USCG Periodic Drug Testing Form; Last Rev. (03-04); Exp. date: June 30, 2012

MONTHLY SUM FOR SATURDAY, SUNDAY, AND HOLIDAYS (SSHOT)

For work performed during regular scheduled hours on Saturday, Sunday and holidays, the following sums will be paid during each month of the year:

RATING	Eff. 9/1/12	Hourly
Pumpman	1274	5.31
MM/2nd PM	1202	5.01
QMED-Oiler	1133	4.72
Maint. Man/AB	967	4.03
Able Seaman 1	910	3.79
Able Seaman	866	3.61
Maint. Seaman	751	3.13
Fleet Chef	1188	4.95
Cook	895	3.73

OVERTIME AND PENALTY PAYMENTS

Effective September 1, 2012, hourly overtime and penalty rates of pay, as provided for within the Agreement, shall be as follows:

RATING	OT	PT
Pumpman	29.99	8.40
MM/2nd PM	28.29	7.92
QMED-Oiler	26.73	8.10
Maint. Man/AB	22.86	7.77
Able Seaman 1	21.50	8.23
Able Seaman	20.25	7.77
Maint. Seaman	17.59	6.05
Fleet Chef	28.08	7.92
Cook	21.05	7.77

TANK CLEANING OFF-WATCH RATES — Effective Sept. 1, 2012

Entry Ratings	22.56
AB and other ratings	27.43
If tank or bilge is not entered:	
QMED, PM	27.43

If tank or bilge is entered:	
QMED	32.21
PM	36.20

National Maritime Center website updates

The National Maritime Center (NMC) has initiated a yearlong project to refresh its website with more tools and information regarding all aspects of the Mariner Credentialing Program. As they work through this project, there will be changes to many of the individual page addresses. Consequently, if you have bookmarked individual pages you may get, "page not found" errors. Please go to the home page (www.uscg.mil/nmc) and reconnect to the page you are looking for by using the links, search engine, or sitemap.

If you have any questions related to this, or any other aspect of the NMC's website, you can use the webmaster link on the website, email our Customer Service Center at IASKNMC@uscg.mil, or call 888-IASKNMC (888-427-5662).

ESU News

Delays threaten Point Thompson project

Citing the risk to American jobs in letter on August 11, 2012, Alaska Governor Sean Parnell urged Secretary of the Interior Ken Salazar to exercise his authority to expedite the Record of Decision (ROD) on the Point Thomson project. The U.S. Army Corps of Engineers has recently informed state officials that it is delaying a major decision on the plan until late November – one in a series of federal delays regarding this project.

Point Thomson is the largest undeveloped oil and gas field in Alaska. Timely completion of the ROD is important to keep Point Thomson on schedule for development – in particular, to enable construction to begin this winter. As part of its settlement of a long-standing dispute with the state, the field operator, ExxonMobil, has committed to first production of gas condensate from the field no later than the winter of 2015-2016. The project is expected to sustain 600 to 700 jobs and peak employment of 2,400 jobs. It will increase throughput in the Trans Alaska Pipeline System, and provide an important impetus to large-scale commercialization of North Slope natural gas.

Point Thomson includes 38 leases on roughly 93,000 acres of land about 60 miles east of Prudhoe Bay on Alaska's North Slope. It's estimated to hold as much as 8 trillion cubic feet of natural gas and hundreds of millions of barrels of gas liquids and oil, according to Alaska's Department of Natural Resources. Exxon Mobil Corp., ConocoPhillips and BP Plc resolved a lawsuit on March 30 that they filed against Alaska in 2006 after the state revoked their leases for failing to submit an acceptable development plan.

Under the settlement, a facility is being designed to produce 200 million cubic feet of gas a day and 10,000 barrels of condensate a day, according to the March agreement filed in state court in Anchorage. The facility is scheduled for completion in 2016, according to the agreement. A liquid hydrocarbon pipeline that can move 70,000 barrels a day is also being designed.

Permitting delays "would jeopardize critical energy production from the North Slope to boost the flow of oil through the Trans Alaska Pipeline System and the creation of thousands of jobs that our country so desperately needs," Parnell said in the letter.

S/R American Progress Ship Representative vacancy

Due to the resignation of Ship Representative Rudy Benavides, the Exxon Seamen's Union Executive Board is charged with the responsibility of appointing a new Ship Representative to the *S/R American Progress*. Rudy submitted his resignation recently from this position since he has been on sick leave for an extended period and his return to work is uncertain at this point in time.

In accordance with the ESU Constitution and By-laws, Article V, Section 4(a) which reads in part with regard to vacancies relating to the Ship Representative position, "When a vacancy occurs in a Ship Representative position due to resignation or for other reasons, the Executive Board can then appoint a member to fill the vacancy until the next scheduled election." The remainder of the term for the *S/R American Progress* will run through the end of 2013.

The Union requests that any members interested in being considered for this appointment contact the ESU office and request consideration for this position. The Executive Board tentatively anticipates making this appointment the first week of October and asks that you contact the Union either by phone or mail no later than September 30, 2012.

The ESU is indebted to Rudy for his service as Ship Rep. for the past few years and we wish him the best in his recuperation.

Ship reports

S/R American Progress

Vessel departed Singapore around August 21, bound for Valdez, Alaska after extensive work at Keppel shipyard. Ed Stoeckel has been handling the Ship Rep. duties and doing an excellent job during the yard period. For the most part things went well and without any major complaints. Crew should have ample time to get the vessel ship shape post yard on the approximate 25 day return trip Valdez.

Kodiak

ESU Board officer visited the vessel while at Shell Anacortes on August 6. Jim Byrd was filling in as Ship Rep. Regular Ship Rep. Joe Butler now aboard and reports everything going well. Vessel completed a split discharge between the Puget Sound and San Francisco Bay (Shell Martinez). Due to the fire at Chevron Richmond and subsequent shut down there, it could awhile before SeaRiver vessels resume deliveries to the Long Wharf.

Sierra

ESU Board officer visited the vessel while at the City Dock in Port Angeles, WA on August 8. The vessel was conducting maintenance and repairs for a couple of days before returning to Valdez. Regular Ship Rep. Thor Floreen on board and reports no problems. Everyone staying very busy while the ship was at the dock. The *Sierra* was also scheduled for a split discharge between the Puget Sound and San Francisco Bay (Valero Benica) on its last trip south.

Singapore crew



Part of the crew with the *S/R American Progress* while the vessel was in the shipyard in Singapore. Pictured from left to right: AB Wen Shie Tai, QMED-Oilers, Tuan Tran and Eric Guzman, Fleet Chef Don Picou, AB John Moses and MS Richard Scott. Photo by AB Ed Stoeckel.

MARAD to study double hull issues

The U.S. Maritime Administration (MARAD) is seeking contractors to conduct a study of the safety, economic, and environmental issues of vessels to be constructed with double hulls.

Following the Exxon Valdez disaster, the passing of the Oil Pollution Act of 1990 (OPA 90) led to the requirement to replace single hull petroleum tankers with double hull tank vessels sailing in U.S. waters. The International Maritime Organization (IMO) adopted the requirement and it became a worldwide regulation. This means that, today, tank vessels worldwide are carrying thousands of extra tons of steel in order to meet the double hull requirements.

Though these double hulls reduce the threat of oil pollution due to grounding, they significantly increase the amount of energy needed to propel a vessel and increase the amount of air pollution into the atmosphere. As a result, the maritime industry's carbon footprint and criteria pollutant emissions are increased.

In addition to the need to burn more fuel, it is acknowledged that double hulls can cause several other problems, which will be detailed in this study.

Expanded Hepatitis C testing recommendations

Considering that nearly 90% of the ESU bargaining unit falls within the definition of a "baby boomer", it is probably a good idea to seriously consider the recent recommendation from the Centers for Disease Control. To identify more hidden infections, provide prompt and appropriate care and treatment, and avoid tens of thousands of hepatitis C-related illnesses and deaths, the CDC now recommends that all U.S. baby boomers get a one-time test for the hepatitis C virus.

Hepatitis C is an unrecognized health crisis in the United States. This life-threatening infection affects an estimated 3.2 million Americans, most of whom are "baby boomers" (those born from 1945 through 1965). One in 30 baby boomers has been infected with hepatitis C, and most don't know it. Hepatitis C causes serious liver diseases, including liver cancer (the fastest-rising cause of cancer-related deaths) and is the leading cause of liver transplants in the United States.

More than 15,000 Americans, most of them baby boomers, die each year from hepatitis C-related illness, such as cirrhosis and liver cancer, and deaths have been increasing steadily for more than a decade and are projected to grow significantly in coming years.

CDC estimates one-time hepatitis C testing of baby boomers could identify more than 800,000 additional people with the virus. And with newly available therapies that can cure up to 75 percent of infections, expanded testing – along with linkage to appropriate care and treatment – would prevent the costly consequences of liver cancer and other chronic liver diseases and could save more than 120,000 lives.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President/Treasurer Leo DeCastro

Board Member at Large Joe Bernavich

Board Member at Large John McCarthy

Deck Trustee Kevin Conroy

Engine Trustee William Ackley

Steward Trustee Kurt Kreick



Deckhand/engineer Karl Turner and tankerman John Crockett aboard SUP-contracted Foss Maritime Company's double hull barge 35-1 alongside the Lurline in Oakland Inner Harbor on August 9, 2012. Brother Crockett prepares to take samples of the bunkers re-fueling the ship. Photo: Dave Connolly

Three charged in deadly sinking

A capsized ferry's owner, master and operating manager have been charged in Zanzibar with manslaughter. The French news agency AFP reported that the charges were lodged on July 25, before the Zanzibar High Court against owner Said Abdulrahman Juma, Captain Mussa Makame Mussa and the manager of ferry operator Seagull Sea Transport, Omar Hassan Mkoje.

The suspects were released on bail and are due back in court on August 7. The ferry *Skagit* capsized on July 18, while headed for Dar es Salam to Zanzibar, which is a semi-autonomous region of mainland Tanzania.

Zanzibar's government said the official death toll among the 290 people aboard has increased to 104, with another 40 still missing. It has also ordered inspections of all seagoing vessels. Infrastructure and communications minister Hamad Masoud Hamad, whose portfolio includes ferries, resigned on July 23.

USDA slashes export forecast

The Department of Agriculture has sharply lowered its corn and soybean export forecast in reaction to the severe U.S. drought. The USDA now expects maize exports in the 2012-2013 marketing year to be 33 metric tons, representing a 19% reduction on its July forecast for exports of 40.6 metric tons. The USDA has also lowered its forecast for global maize exports to 92.8 metric tons, a reduction of 6% compared with last month, with some of the U.S. losses being offset by export gains in Argentina.

"The extreme heat and dryness continued, and in many areas worsened, during July across the Plains and Corn Belt," reported the USDA. It predicted that 2012-2013 U.S. maize yields will be the lowest since 1995-1996 and that production will be the lowest since 2006-2007. The agency also cuts its 2012-2013 U.S. soybean export forecast to 30.2 metric tons representing a 19% reduction versus July's outlook.

Tanzania plans to de-register Iranian ships to comply with U.S. sanctions

Tanzania has announced it will be de-registering Iranian vessels flagged to the East African country, after a Dubai-based agent allegedly accepted the business without the government's knowledge in the run up to tighter U.S. and European Union sanctions that went into effect on July 1.

The news has been reported by the international media after minutes were leaked of a debate in the House of Representatives of Zanzibar stating that Philtex, a Dubai-based agent of the Zanzibar Maritime authority, had registered up to 36 Iranian tankers and containerships. "The Zanzibar government is in the process of de-registering the ships and also terminating its agency contract with Philtex after establishing the truth that these (Iranian) ships are flying the Tanzanian flag," Zanzibar's Vice President Seif Ali Iddi was reported as telling the assembly.

Some news agencies have confusingly been reporting that 36 oil tankers owned by National Iranian Tanker Company (NITC) had been reflagged from registers such as Cyprus and Malta in June. However, from the crude tanker fleet of high-profile NITC, which is ultimately controlled by the National Iranian Oil Company, only six very large crude carriers and five suezmaxes are flagged to Tanzania. Other Iranian companies such as Irano-Hind Shipping, a joint venture between India and Iran which is being shelved in wake of the U.S. and EU sanctions, has four vessels flagged to Tanzania and two registered in Sierra Leone. By comparison, there are 24 NITC tankers registered to the small South Pacific island national of Tuvalu, according to *Lloyd's List Intelligence*.

Tanzania had launched an investigation into the flagging accusations last month after the United States accused it of willingly doing business with Iran. In contrast, there has been little reported of Tuvalu's response to the U.S. House Committee on Foreign Affairs member Howard Berman's request that the island stop flagging NITC ships as it would be hit by U.S. sanctions aimed at pressuring Iran to come to the negotiating table over its alleged development of nuclear weapons.

Welfare Notes

August 2012

Eligibility Criteria for Special Pensioners Medical Benefit

In addition to the \$2,000 Pensioners Annual Allowance, the SUP Welfare Plan offers a Special Pensioners Medical Benefit of up to \$4,000 available on a pro-rata basis for pensioners who meet the eligibility requirements. Participants with hire dates prior to August 1, 2000 in the following eligibility classes may be eligible to receive benefits under the Special Pensioners Medical Benefit:

- A participant eligible for the Annual Medical and Hospital Benefit; or
- A participant receiving payments for a Deferred Vested pension under the SIU Pacific District Pension Plan who retires from active service within 12 months of his/her last ship date; or
- A retired SUP member who is receiving a Chevron or San Francisco Bar Pilot pension and was a dues-paying member while employed and had some covered employment from participating employers in the SUP Welfare Plan; or
- All future pensioners in the categories (a) through (c), above, who are now active Plan members, and who qualified under the five-year vesting rule as of the end of the 1999/2000 Plan year (i.e., July 31, 2000); or
- Spouses of participants in categories (a) through (d), above.

Those participants not already receiving the Special Pensioners Medical Benefit, but determined to be eligible for the benefit by the above criteria, are informed of their eligibility by letter from the Plan Office. Please be sure to update the Plan Office in the event that your address should change.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin, MPP & 401(k) Plans/Death Benefits
martinpatty59@sbcglobal.net

Virginia Briggs, Claims vbriggs80@sbcglobal.net

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Berit Eriksson, Training Representative 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

Seafarers Medical Center 415-392-3611

Pirates indicted again

Five Somalis have been charged a second time for pirating a U.S. Navy frigate. A Norfolk, Virginia, grand jury returned the 10-count superseding indictment on August 8, after an appeals court in May vacated a lower court's decision to throw out a piracy charge because the conspirators did not actually rob the ship: the frigate *Ashland*, in April 2010.

The superseding indictment also alleges that two months before the *Ashland* attack, three of the defendants had attempted to hijack another ship but were intercepted by the British Royal Navy. Before Royal Navy sailors had a chance to board, the three conspirators threw several weapons and a hooked ladder overboard, according to the indictment. When questioned, they falsely claimed to be human smugglers, prosecutors allege.

A sixth *Ashland* attacker, Jama Ibrahim, was convicted and sentenced separately last year after providing evidence against his co-conspirators. Ibrahim was also subsequently found guilty of attacking and seizing the vessel *Future* in November 2008, holding the 7,121 dwt vessel for two months until its owner delivered a \$1.7 million ransom. Ibrahim is serving concurrent 30-year and 25-year sentences.

New Long Beach bridge contract signed

The contract to build a new bridge spanning the port of Long Beach in place of the ageing Gerald Desmond Bridge has been approved. The Long Beach Board of Harbor Commissioners has agreed a \$649.5 million contract with a joint venture team headed by Shimmick Construction, FCC Construction and Impregilo for the design and construction of a replacement bridge.

The Gerald Desmond Bridge links many of the main container facilities on Terminal Island, where both Long Beach and Los Angeles have container terminals. However, the bridge is too low for some of the new generation of containerships now being deployed on the Pacific. Construction of the new bridge is to start in 2013, with completion scheduled for 2016. Caltrans, Los Angeles County Metro, the Port and the U.S. Department of Transportation are contributing funds to the project.

The Gerald Desmond span, which opened in 1968, carries an estimated 15% of all containersized cargo imported to the United States and connects Terminal Island with the Long Beach Freeway, as well as downtown Long Beach. The new bridge, rising more than 200 feet over the water, will include a separate bicycle and pedestrian path.

Attack on California workers

continued from page 1

According to the nonprofit Center for Responsive Politics business out spends organized labor 15 to 1.

Today, no big business needs to shake down its employees for piddling weekly deductions for its PAC, when it can shovel out by the trainload any money it has collected via the sale of goods and services. Some corporations do take PAC contributions from employees by payroll deductions, but it's typically a tiny proportion, mostly concentrated among careerist midlevel executives and above. "When corporations can just write a check from their general treasury, the idea that this is a meaningful restriction is ridiculous," says Richard L. Hasen, an election and campaign law expert at University of California Irvine. The share of corporate political spending coming from employee payroll deductions "has got to be a drop in the bucket, and putting it in there is just a fig leaf."

What about the Proposition 32 campaign's claim that the measure is all about, and only about, reducing the power of "special interests"? In the interest of being fair and objective, we should be very careful about the word we select to describe this assertion. So let's keep things simple: It's a lie. How can we know? We can start by examining the campaign's contributors. As it turns out, the claim that you need a big-money ballot campaign to wipe out the influence of special interests carries its own contradiction, in the same way a skunk packs its own stench.

Among the very top contributors to the campaign, according to public filings, are A. Jerrold Perenchio (\$250,000), Thomas Siebel (\$500,000), B. Wayne Hughes (\$200,000) and Charles Munger Jr. (\$992,000).

Perenchio, a billionaire Hollywood mogul, was the second-largest individual political donor in California from 2001 to 2011, with \$16.9 million in contributions mostly to Republican and conservative interests, according to a compilation by the nonprofit Center for Investigative Reporting. He's contributed \$2 million to American Crossroads and \$500,000 to Restore Our Future.

Siebel is a Silicon Valley billionaire perhaps best known in California political circles for his introduction of Sarah Palin, then the newly minted GOP vice presidential candidate, at a 2008 rally as "the embodiment of pure, unadulterated good," the *San Francisco Chronicle* reported. In 2010 he donated \$250,000 to American Crossroads.

The Kentucky-based Hughes is the patriarch of the Public Storage empire. His donations to American Crossroads: \$3.5 million, making him one of its top donors in 2010. He's given nearly \$2.3 million to California political entities in the 2001-2011 period, exclusively Republican.

Munger is a physicist who was the third-largest individual political contributor in California in 2001-2011, with \$14.1 million in contribution mostly to GOP interests. His father, Charles Sr., has long been Warren Buffett's investment partner.

Whatever you might think about these individuals' political viewpoints, some things are crystal-clear: *They're* the special interests. *They're* the fount of the cash that, according to the Prop. 32 pitch, constitutes "the most corrupting influence in politics." And most important of all: *They're* conveniently exempt from Proposition 32.

It doesn't matter that their wealth comes from corporations that would be barred from funneling money directly to candidates — Hughes from Public Storage, Siebel from Siebel Systems and Oracle, Perenchio from Univision. Their individual bank accounts remain unfettered.

Proposition 32 isn't designed to stop the flow of cash into California politics; it's designed to cede California politics totally to characters like this. Any of them could get anything he wants from Sacramento, like "Right to Work" legislation.

The treatment of Unions and corporations as though they're equivalent political players is an ideological fantasy. Unions are organizations whose members have democratic rights to vote on their leaders and their policies, political or otherwise. Corporation owners, or shareholders, don't have democratic rights unless they hold controlling stakes. When a union engages in politics, you know it's generally reflecting the interest of its members. When a corporation does, whose interest is it reflecting? Could be a few dozen people, one huge shareholder, or a CEO and his cronies on the board.

Moreover, as the labor expert Joseph Rauh observed decades ago, giving a political voice to an increasingly disenfranchised working class is fundamental to the role of organized labor. The fate of bills "affecting working men and their unions," he wrote, "may be of as great importance to union members as the collective bargaining process itself."

The message the perpetrators of Proposition 32 are sending to you, the California voter, is that they think you're stupid. Really, really stupid. When you go to the voting booth or fill out your mail ballot this November, stop for a moment and ponder this question: Should I hand over my vote to people who think of me that way?

VOTE NO ON PROP. 32

"Our labor unions are not narrow self-seeking groups. They have raised wages and provided supplemental benefits. Through collective bargaining and grievance procedures, they have brought justice and democracy to the shop floor."

President John F. Kennedy

Aboard Matson's *Manukai*



The *Manukai* crewmembers plus guest on deck in July, from left: Audra Tasa, John Gabourel, Frank Walsh, F-16 Pilot who hitched a ride on the *Manukai* after ditching his plane in the Pacific, Bosun Gus Silva, Chief Mate Don, Mike Bloemhof, Captain Gruninger, and Clif Lopes.

Pirates given 20-year terms

A Kenyan court has sentenced seven Somalis to 20 years in jail for piracy. The seven were captured by Danish naval forces after they tried to hijack a Sri Lankan vessel off the Gulf of Aden, *Reuters* reported. They were handed over to Kenyan authorities, who have held them since October 2009 and finally sentenced them on August 8.

In her ruling, Magistrate Joyce Gandani said the long jail sentence should serve as a deterrent to other pirates: "The acts of piracy have adversely affected the security and the trade of not only our country, but the entire region."

The defendants' attorney Jared Magolo called the sentence harsh because the court had not accounted for the years the defendants had already spent in custody, *Reuters* said. He vowed to appeal. "This is child's play compared to other cases where the alleged pirates exchanged fire using automatic rifles and injured the crew," he told reporters, adding that his clients were armed with only knives when captured.

U.S. sends out alert on Iranian ships

Port state control authorities should be on alert for expired or fraudulent flag credentials of the Islamic Republic of Iran Shipping Line (IRISL) vessels, the United States warned. Last month, IRISL has recently been operating vessels despite their flags having been revoked, the U.S. Treasury Department's Office of Foreign Assets Control (OFAC) said.

IRISL's efforts to evade U.S. sanctions have prompted an increasing number of countries to revoke or refuse to issue a flag to vessels in which IRISL or its affiliates have an interest, according to OFAC. The agency noted that Sierra Leone took such action on June 25, when it revoked flag credentials for the 157,985 dwt crude tanker *Amin*. Its flag state is listed as unknown. The Treasury Department had sanctioned the 2009-built ship's manager, Irano-Hind, in September 2008 for being owned or controlled by, or acting on behalf of, IRISL.

As more jurisdictions refuse to flag IRISL vessels, IRISL vessels that are not properly flagged will increasingly turn up, OFAC stated. "We urge state port control and canal authorities to thoroughly scrutinize the certificates of registry of IRISL vessels, to ensure that such documentation is not expired or fraudulent; and, if they are found lacking, to take action appropriate and consistent with domestic and international law," OFAC advised. It added that aiding IRISL or its affiliates to reflag might constitute a provision of service to a blocked entity, and therefore be grounds for U.S. sanctioning.

Pirate negotiator sentenced to life x 12

Somali pirate negotiator Mohammad Shibin has received 12 life sentences in Virginia for his role in two vessel attacks. Shibin was convicted in April of negotiating the reported \$5.5 million ransom paid to release the crew of the German-owned, 13,168 dwt product tanker *Marida Marguerite*, hijacked in 2010. Shibin had also been convicted for serving as ransom negotiator during the botched hijacking of the U.S. yacht *Quest* in February 2011, in which four U.S. citizens were killed.

While several of the charges against Shibin did not mandate a life sentence, U.S. prosecutors recommended to Judge Robert Doumar that he deal harshly with Shibin for participating in the torture of the crew of *Marida Marguerite* while they were held captive from May to December 2010. Witnesses testified that Shibin, who received \$30,000-\$50,000 of the ransom payment, threatened to turn the crew over to the terrorist organization al-Shabaab as a bargaining chip to obtain a higher ransom payment from the shipping company.

"While Shibin professed in his negotiations with the German shipping company to be horrified by what the pirates were doing, the fact is that he viewed these piracy events as business opportunities," asserted prosecutor Neil MacBride. "While hostages were tortured or killed, Shibin grew fat off of eating whole chickens and spending his ill-gotten gains," added MacBride.



SUP President's Report

August 13, 2012

SUP ELECTION: NOMINATIONS

In accordance with Article XII of the SUP Constitution, nomination of regular Union officers for the 2013-2016 term shall be made at the Headquarters and Branch meetings in September.

Written notice of this fact shall be published in the August edition of the *West Coast Sailors* and posted in all halls.

Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member.

Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The Headquarters meeting is on September 10, 2012, and the Branch meetings are on September 17, 2012.

The names and membership numbers shall be recorded in the minutes. The Committee on Candidates/Balloting Committee, which will be elected at the September Headquarters meeting, shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists will be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting.

All nominees who desire to become a candidate shall have the necessary qualifications and acceptance in the office of the Committee on Candidates (c/o Sailors' Union of the Pacific, 450 Harrison Street, San Francisco, CA 94105) prior to midnight of October 14, 2012.

Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she possesses the following qualifications:

• He/She is a member in good standing at the time of nomination.

• He/She achieved "B" seniority as defined in the SUP Shipping Rules; and

• He/She is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

The regular Union offices for the 2013-2016 term shall be in accordance with Article X of the SUP Constitution: one President/Secretary-Treasurer, one Vice President/Assistant Secretary-Treasurer, one Seattle Branch Agent, one Wilmington Branch Agent, one Honolulu Branch Agent, one San Francisco Business Agent and five Trustees for the SUP Building Corporation, two of whom do not hold any other Union office. Delegates to the 2017 SIUNA Convention will be elected in 2016.

In accordance with Article XII of the SUP Constitution, no one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention.

Balloting for Union officers and proposed amendments to the SUP Constitution and SUP Shipping Rules will begin on December 1, 2012, and end on January 31, 2013.

SUP MONEY PURCHASE PENSION PLAN

Neglected to report in July that at the June 26 meeting of the SUP Money Purchase Pension Plan Board of Trustees a reduction in the participant fee was approved. The participant fee assessment is used to cover the administrative expenses of the Plan.

Effective July 1, the assessment was reduced from a monthly charge of \$8.50 plus .03 % of account balances to \$5.00 plus .03% of account balances.

On a quarterly basis, the participant fee assessment has been reduced from \$25.50 and .09% of account balances to \$15.00 plus .09% of account balances.

CARGO PREFERENCE

In the wake of the passage on June 29, (see the July *West Coast Sailors*), of the Moving Ahead for Progress in the 21st Century Act of 2012 (H.R. 4348) which contains the onerous provision (Section 100124) slashing the U.S.-flag share of international food aid (P.L. 480) from 75% to 50%, Congressman Elijah Cummings (D-Maryland) and Congressman Jeff Landry (R-Louisiana) introduced a bill on July 24, to repeal the provision that is detrimental to the U.S. Merchant Marine. The "Saving Essential American Sailors Act" (H.R. 6170) is a bipartisan measure that currently has 34 co-sponsors in addition to Cummings and Landry. The bill has been referred to the House Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Maritime Transport and is expected to be the subject of a hearing once Congress returns from its recess after Labor Day.

Over the past month it has been determined that the rollback of U.S.-flag cargo preference from 75% to 50% was accomplished through a last minute, unnoticed rider to a House-Senate conference report on H.R. 4348. This was a massive transportation bill that authorized \$105 billion in highway, railroad mass transit and infrastructure projects nationwide over two years. The issue was how to pay for this politically popular bill in an election year.

As 47 Republicans and Democrats serving on the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee wrapped up their conference report on H.R. 4348 under what one media report described as "hurried" conditions, money that had been used since 1985 to cover U.S.-flag shipping rates on P.L. 480 cargoes above 50% –the Ocean Freight Deferential Account (OFD)– was diverted to help pay for the highway bill.

The provision was lifted from Congressman Paul Ryan's (R-Wisconsin) budget bill that was passed by the House but rejected by the Senate. (Ryan is now Mitt Romney's pick for Vice President on the Republican ticket.) While it is tempting to exclusively bash the Republicans on this issue, the Department of Transportation made no known attempt to block the spending shift. The Maritime Administration –the only federal agency charged exclusively with promoting the commercial U.S.-flag merchant marine– responded to the passage of H.R. 4348 with a limp statement, essentially pledging to make the P.L. 480 cargo preference transition from 75% to 50% as easy as possible for the U.S. shipping industry and American merchant mariners.

The practical effect of the passage of the highway bill with a section reducing U.S.-flag cargo preference was the repeal of the historic 1985 legislative compromise that ended chronic political and legal arguments between maritime and agricultural interests over when the Cargo Preference Act of 1954 applied to exports financed entirely or in part by the U.S. Department of Agriculture (USDA). Under the compromise, the U.S.-flag P.L. 480 allocation was increased from 50% as provided for in the 1954 law to 75%. In exchange for the higher P.L. 480 share, maritime interests relinquished all cargo preference rights to all other USDA cargoes. The compromise also established the Ocean

Freight Differential account to pay for the greater U.S.-flag P.L. 480 cargo share: the Ocean Freight Differential applied not to the entire cost of using U.S.-flag vessels in P.L. 480 transactions, but only to U.S.-flag food aid shipments at levels greater than 50%.

As the Maritime Administration reported last month, the cost of cutting U.S.-flag P.L. 480 cargo preference is estimated to be \$15 million –a small sum in any contemporary federal budget.

Money invested in significant U.S.-flag merchant vessel participation in P.L. 480 service keeps private sector U.S. ships operating and available to the Department of Defense for strategic sealift. This money also keeps American merchant mariners working so that they are available to crew government-owned and chartered vessels as needed for military support service worldwide. Simply stated: No cargo, No ships, No work.

The effort to repeal the cargo preference provision in the highway bill will not be easy, but informed sources indicate that the Defense Department wants cargo preference restored to the 75% level for food aid cargoes and is prepared to make its views known, as it has in the past, to Congress.

More information on this issue will be published in the August *West Coast Sailors*.

PATRIOT CONTRACT SERVICES

On July 31, the SUP was informed by Patriot that the Military Sealift Command is shifting the *USNS 1st Lt. Harry L. Martin* from full to Reduced Operating Status (ROS). The vessel is currently enroute from the Western Pacific to Jacksonville, Florida, where she will be homeported. In ROS, the SUP gang will be comprised of a Bosun, one A.B. and one O.S.

MATSON NAVIGATION COMPANY

In a wide-ranging interview this month with the authoritative British publication *Lloyd's List*, Matson CEO Matt Cox offered information of interest to the membership.

Cox said that the company continues to have an "interest in the Alaska market". Horizon Line and Totem Ocean Trailer Express (TOTE) currently serve Alaska and Cox stated that, "If one of those businesses went up for sale, we would be a very active and interested potential buyer." However, Cox did not discount the possibility of Matson inaugurating a new Alaska service in competition with Horizon and TOTE.

Cox said the company is not interested in the Puerto Rico trade but keeps its eye on other Jones Act trades, including coastal services, inland barge operations on the Mississippi and Ohio Rivers, and the Great Lakes. He reiterated that Alaska was the first choice for expansion.

On fleet replacement, Cox said that the company was looking to replace two of its older ships, presumably the *Lurline* and *Matsonia*, within the next three to five years. He added that no final decision has been made yet on whether to build pure container ships or vessels with ro-ro capability, with Matson still considering both the size and type of ship it wants.

CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, AFL-CIO, participated in the Federations' Executive Council meeting on July 23, in San Francisco, and attended the Federation's 29th Biennial Convention on July 24 and 25, along with SUP delegates Dave Connolly, Colin Dewey, Berit Eriksson, Diane Ferrari and Mike Koller.

The Executive Council's primary focus was to review and make recommendations to the Convention delegates on candidates running for the U.S. Senate,

continued on next page

President's Report continued

U.S. House of Representatives, the State Assembly, State Senate and propositions on the November 6 ballot.

Of major concern to the Council and the Convention delegates was Proposition 32, the so-called "Stop Special Interest Money Now Act". This measure, supported by anti-Union forces, would strip Unions of contributing money to political candidates in California. By silencing the voice of workers in the state's political process, the wealthy proponents of the measure will be able to push their real agenda: gutting workers rights and protections that the Union movement has fought for.

The anti-worker billionaires behind Proposition 32 are trying to fool voters by claiming the measure is about "stopping special interests" and would apply to both Unions and corporations, when in fact Proposition 32 is riddled with exemptions for Wall Street hedge funds, insurance companies, Super PACs and just about every big-money corporate interest in the state. It should be noted that absentee ballots will be mailed on October 8. The last day to register to vote is October 22.

The 700 delegates to the Federation convention were united in opposition to Proposition 32. SUP members in California are not only urged to vote NO on Proposition 32, but to actively work to defeat it through local labor councils throughout the state.

A complete list of the Federation's recommendations for federal and statewide office plus recommendations on ballot propositions will be published in the October issue of the *West Coast Sailors*.

LABOR DAY

All SUP halls will be closed on Monday, September 3, in observance of Labor Day, a holiday under all SUP agreements.

Labor Day activities in Seattle, San Francisco, Wilmington and Honolulu will be published in the *West Coast Sailors*.

ACTION TAKEN

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

Milestone ratifications of seafarers' labor rights charter

The International Labor Organization (ILO) has received the 30th ratification of the Maritime Labor Convention, 2006 (MLC, 2006) fulfilling the last condition for the first global standard that spans continents and oceans to go into effect in a year's time.

"This is great news for the world's more than 1.2 million seafarers," said ILO Director General Juan Somavia. "It was a dream of the ILO as early as 1920, and I pay tribute to the international maritime community for having made it a reality."

The MLC, 2006 was adopted unanimously in 2006 but there were two requirements still to be met before it could come into force. The ratification by Russia and the Philippines fulfills the requirement that at least 30 ILO member countries ratify the Convention. The other requirement—that ratifying countries represent 33% of the world's gross shipping tonnage—was met in 2009.

Under the MLC, 2006 every seafarer has the right to: A safe and secure workplace that complies with safety standards; Fair terms of employment; Decent working and living conditions on board ship; Health protection, medical care, welfare measures and other forms of social protection.

The 30 countries represent nearly 60% of the shipping tonnage. This means that seafarers working on more than 50 per cent of the world's international shipping will be covered by the new Convention. "This is a remarkable achievement," Somavia said. "Not only are these first 30 ratifications drawn from almost every region of the world, but the tonnage level is nearly double the required amount."

The MLC, 2006 establishes minimum requirements for almost all aspects of working conditions for seafarers including conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

"Each State is tasked not only with ensuring that ships flying its flag meet the 'decent work' requirements set out in the Convention, but also with certifying that those ships comply with the requirements relating to labor conditions," said Cleopatra Doumbia-Henry, Director of the ILO's International Labor Standards Department.

This certification will also facilitate inspections of ships. The Convention places great reliance on the system allowing for inspections to be carried out by other countries, known as port State control. There is also a mechanism which records seafarers' complaints, as well as a reporting mechanism which spots failures, no matter where a ship travels.

"The maritime labor inspection and certification system is a big step forward by the ILO in taking concrete and specific action to address the very serious problems that arise because of international ownership of ships and the inability of some countries to ensure that their ships meet international standards for quality shipping," Doumbia-Henry said. She added that the industry has been active in implementing the MLC ever since it was adopted and often well ahead of the legal process for national ratification.

The following countries have ratified MLC, 2006: Liberia, Marshal Islands, Bahamas, Panama, Norway, Bosnia and Herzegovina, Spain, Croatia, Bulgaria, Canada, Saint Vincent and the Grenadines, Switzerland, Benin, Singapore, Denmark, Antigua and Barbuda, Latvia, Luxembourg, Kiribati, Netherlands, Australia, St. Kitts and Nevis, Tuvalu, Togo, Poland, Palau, Sweden, Cyprus, Russia and The Philippines.

Vice President's Report

August 2012

Mokihana: Joe Moniz relieved Sam Scott who relieved Chris Bujnowski as delegate. Time back collected. Mandatory sanitary on a holiday payable and collected after taking it up with management. No new problems in Oakland. Vern Johansen is the bosun.

Lurline: John Linderman, delegate. Soot in the ventilation system again: filters acquired by the delegate and installed. STCW rest hours also an issue in this ship.

APL Singapore: Bob Bradley, delegate. In a Oakland with no problems. Bosun Dave Mercer gave a generous contribution to the SUP Political Fund in an all-important election year. Urge all California members to vote NO on Prop 32.

APL Steam Rack: Bob Greene, bosun. Cranking out the clean reefers in Oakland. Rumors abound, but no clear indication yet on the continued operation of this terminal. A decision is expected by the end of the year.

California Voyager: Rey Clores, delegate. On the old Arizona run—Pascagoula to Pt. Everglades. Call from the delegate: things running smooth. Planning a visit soon.

Florida Voyager: Bill Fisher, delegate. In at Richmond Long Wharf with no problems. Shifted to Martinez then back to RLW. Ship re-assigned to L.A. to S.F. run due to refinery fire that shut down the crude unit in Richmond.

Oregon Voyager: Bryan Short, delegate. The already hectic pace of the work increased because of refinery fire-related shifting, backloading, etc. Skilled coast-wise tankermen doing a dangerous job safely and making a tough run look easy.

Mississippi Voyager: Chris Thorssen, delegate. Discussion on STCW rest hours. In good shape at Richmond.

APL Japan: Aaron Wiebe, delegate. Crew doing a great job looking out for each other. Section 51 compensation (\$20.00) for remaining aboard at night not payable: intent of payment was for sufficient crew laying in to get the ship underway in case of military attack during wartime.

APL Pearl: Morris Thibodeaux, delegate. Boarded with the L.A. dispatched SUP gang in Port Elizabeth, New Jersey. Found the ship in good shape generally. Interior spaces were for the most part clean and focsles were mostly well appointed. Gym equipped. Common mess and crew lounge like the other S-12's. Problems with the vacuum sanitary system. Several other issues taken up with management by Wilmington Branch Agent Mark Hurley.

APL Thailand: William Sullivan, delegate. Bedbugs returned after exterminator in LA. No "approved vendor" in Oakland. Alternative measures taken include shifting to new rooms and sealing the problem room. New exterminator, mattresses, and pillows to be ordered for delivery in L.A.

President Polk: David Ibarra, delegate. Call from Charleston indicates most things okay with Gerry Marshall as bosun. Later, a harassment issue was referred to management for appropriate action.

APL Agate: Peter Leo, delegate. Call from the bosun in Damietta indicates things under control. New crew joined in New York. Investigating potable water contamination.

USNS Harry L. Martin: Jonathan Beeman, delegate. Ship departed tropical paradise in the western Pacific for the Panama Canal and ROS in Jacksonville. Crossing the nautical date line not of material effect since payroll will keep the calendar as if OCONUS.

Foss DBH 35-1: John Crockett, tankerman. Boarded in Oakland. Refinery fire could affect the bunkering business. Lack of downtime has led to some deferred maintenance.

USNS Waters: Corey Burton, delegate. In and out of Pearl on fast turnarounds. Despite enormous workload, crew completing the mission SUP style. Crew changeout underway.

Dave Connolly

Jones Act key in Hawai'i election

As a result of the August 11 primary, Hawai'i voters will choose between pro-Jones Act Congresswoman Mazie Hirono and anti-Jones Act Republican Linda Lingle for the U.S. Senate seat of Daniel Akaka who is retiring.

In the 1st Congressional District (Honolulu), incumbent Democrat Colleen Hanabusa will square off against former Congressman Charles Djou, who wants Hawai'i exempted from the Jones Act. In the 2nd Congressional District (Oahu—except Honolulu and the Neighbor Islands) the November contest will be between Democrat Tulsi Gabbard and Republican Kawika Crowley.



Florida Voyager at Richmond Long Wharf on August 2. From left: Frantisek Fignar, SUP Delegate Bill Fisher, Romulo Racoma, James Buckowski, Danilo Perez, Ken Dooley and Bosun Mike Fox. Photo: Dave Connolly.

SUP Branch Reports

Seattle

July 16, 2012

Shipped during the period: 2 Boat-swains jobs shipped and filled with 2 A's to steady jobs; 12 Able Seaman slots went to 2 A's and 10 B's; and 1 STOS to a C member.

Registered during the period: 4 A cards for a total of 13; 7 B cards for a total of 22; 5 C cards for a total of 11.

Ships Checked

Matson ships *Maui*, *Mahimahi* and the *Manoa* called with little or no trouble. *Kauai* still laid up in Portland. We sent SUP/MFU crew members to the following APL vessels: *President Truman*, *President Jackson*, *APL Cyprine*, *APL Agate*, *APL Coral*, and *APL China*. The Patriot Contract vessel *USNS Martin* and *USNS Waters* called in to fill SUP/MFU billets.

I represented the SUP at the following meetings: the King County Labor Council Executive Board meeting and delegates meeting; the Seattle Marine Business Coalition bimonthly meeting; the King County Workforce Development Council meeting.

The SUP/MFU has been and continues to be represented at meetings concerning the proposed NBA Arena in the Seattle maritime industrial area. This is a battle we can only lose once and we are fighting with all our resources. The Machinist Union has joined us in several meetings and may soon officially oppose the sitting of the arena in this location.

We are sorry to hear of the passing of Theron Skewis. Theron was a very well

liked shipmate and solid Union man. He filled in as acting agent when needed and always asked what he could do for the Marine Fireman's Union and the SUP. Steady as she goes, Theron.

Vince O'Halloran
Branch Agent

Wilmington

July 16, 2012

Shipped 2 bosuns, 8 ABs, 5 AB maints., 2 STOS, and 56 standbys, for a total of 73 jobs shipped.

Registration: 30 A cards, 20 B cards, 9 C cards and 11 D cards.

Ships Checked

APL Korea, *Mokihana*, *Manukai* (working on time-back issue), *APL Thailand*, and *Manoa*. Vern made *Manulani*, *APL China*, *Mokihana*, *Maunawili*, *Maunalei* and *APL Philippines*.

On June 18, Eli Wegger and I attended the AFL-CIO California Federation's Delegates meeting at the Wilmington ILWU Memorial Hall. It was an informative meeting and good to have it in the harbor for a change. On June 28, Bob Bugarin chaired the Harbor Labor Coalition Meeting Number 7.

Thanks to Vern Johansen for relieving me for two weeks for a much needed vacation. On our way back from vacation, Margaret and I stopped in Colma to see the SUP Memorial that was dedicated in 1946 in the Olivet Memorial Park.

Eli Wegger will be teaching marlin spike seamanship every Friday after the 10:00 A.M. call until the end of summer.

Mark Hurley
Branch Agent

Honolulu

July 16, 2012

Shipped the following jobs in July: 2 Bosun steady, 2 AB Day steady, 3 AB Day relief, 1 AB Day return, 2 AB Watch steady, 1 AB Watch relief, 2 AB Maint. steady and 1 OS Watch steady. The shipping jobs were filled by 6 A cards, 5 B cards, and 3 C cards. No standby jobs were shipped during the month of July.

Registered in July: 8 A cards; 4 B cards; 3 C cards; and 1 D card. To date totaled registered: 10 A cards; 6 B cards; 5 C cards; and 3 D cards.

Ships checked

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

I talked with Headquarters and Matson on a conference call and the food beefs in the *Mokihana* are being addressed. As for the other issues, I will continue to work with the delegate and the crew on this matter until it is resolved to their satisfaction.

I represented the SUP at the Hawai'i AFL-CIO Executive Board meeting. The Labor Day Unity picnic plans are almost finalized. We meet in August to fine tune the picnic plans. Here is what I know as of now; the picnic will be on Sunday, September 2, at the Waikiki Shell and will start at 1600 hours (4pm) and end at 2200 hours (10pm). There will be food and music (no coolers or alcoholic beverages allowed inside the Shell) and shuttle bus service from Kapiolani Community College and Jefferson Elementary School to and from the Waikiki Shell. I will get posters and tickets as soon as they become available.

I regret to report the passing of SUP

member Matt Ursin. Matt was one of our younger members who was well liked and will be missed. Mahalo,

Michael Dirksen
Branch Agent

Dispatcher's Report

Headquarters—July 2012

Deck	
Bosun	3
Carpenter	2
MM	5
AB	9
OS	3
Standby	12
Total Deck Jobs Shipped	34
Total Deck B, C, D Shipped	11
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts. ...	34
Total B, C, D Shipped-All Depts. .	11
Total Registered "A"	24
Total Registered "B"	22
Total Registered "C"	19
Total Registered "D"	49

**SUPPORT THE
SUP
POLITICAL
FUND**

Court rules mariner forfeits right to maintenance and cure

In an unpublished opinion, the U.S. Court of Appeals for the Fifth Circuit ruled that a seaman forfeits the right to maintenance and cure when he intentionally conceals material medical facts and there is a connection between the withheld information and the injury of complaint. In the instant case, plaintiff seaman alleged neck and back injuries incurred while employed on defendant's vessels. Evidence showed that plaintiff was being treated for neck and back injuries when he received a pre-employment physical examination. Plaintiff failed to tell the physician conducting the pre-employment exam of his condition or his medication. *Lett v. Omega Protein*, No. 11-30985 (5th Cir., August 6, 2012).



Bosun Izzy Idris ready to dig into huevos rancheros in *Matson's Lurline* on August 9, in Oakland. Photo: Dave Connolly

Rare photos of Hawai'i's bygone "Boat Days" on display at The Royal Hawaiian Hotel

The Royal Hawaiian Hotel is now partnering with Matson Navigation Company to commemorate the era when Matson operated passenger ships from the West Coast to Hawai'i with "Boat Days," an exhibition showcasing rarely seen photographs of visitors traveling to Oahu on Matson liners. The archived photos feature passengers arriving in Honolulu and visiting The Royal Hawaiian between the late 1920s through the late 1940s.

The exhibit, which opened earlier this summer, will be on display on the walls of the resort's Coronet Lounge until January 31, 2013. It's open to the public, and there's no admission fee.

Starting in the mid-1920s, visitors began arriving at Aloha Tower on Oahu's south shore aboard Matson passenger ships and vacationing at The Royal Hawaiian enjoying Waikiki Beach. Among "Boat Days" highlights: a "Hula Boat Day" greeting of passengers arriving at Aloha Tower, the Royal Hawaiian Band playing music at Aloha Tower, original Royal Hawaiian luggage tags, and a variety of Matson travel posters.

Matson was instrumental in the development of tourism to Hawai'i and the South Pacific. A fleet of Matson ships, the most famous being the *Lurline*, traveled from the mainland to Hawai'i from the 1920s to 1960s. Matson built The Royal Hawaiian in 1927. The venerable "Pink Palace of the Pacific" debuted as a six-story, 400-room structure fashioned in a Spanish-Moorish style, popular during the period and influenced by screen star Rudolph Valentino.

The Royal Hawaiian attracted celebrities, financiers, and heads of state until World War II. In January 1942, the hotel was leased to the U.S. Navy as a rest and recreation center for those serving in the Pacific Fleet. Five years later, after undergoing renovation, the hotel reopened to the public. Since then, The Royal Hawaiian has undergone various upgrades, the most recent was completed in November 2010.

Matson photographers took thousands of snapshots of the celebrities and other who traveled on its ships and vacationed in Waikiki. Matson archives encompass a vast collection of photographs and artwork from Matson Lines passenger and hotel era, 1920s to 1960s.