



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIX No. 2



583

SAN FRANCISCO, CALIFORNIA

Friday, February 24, 2006

America's elderly, low-income, suffer most under Bush budget

President George W. Bush wants to make sure his tax cuts for the wealthy become permanent, at a cost of about \$3 trillion over the next 10 years. But to help pay for the huge tax cut, Bush's Fiscal Year 2007 budget will slash \$65 billion from health care, education, job training, low-income, food, child care and other domestic programs that help families that aren't so wealthy.

"At a time when the president is asking the nation's vulnerable to swallow painful cuts to vital programs, he continues to push for massive, fiscally irresponsible tax breaks for the wealthy that will leave generations of Americans in debt," says AFL-CIO President John Sweeney.

Bush's proposed spending cuts come just days after Congress finalized some \$40 billion in Bush administration-backed spending cuts that will hurt working families.

"It is scandalous to provide insufficient funding for our nation's two greatest capital investments: health and education," says Senator Arlen Specter (R-Pennsylvania).

And even as families mourn the deaths of 18 U.S. miners in the past month, the Bush budget underfunds worker health and safety programs. Although the Mine Safety and Health Ad-

ministration (MSHA) funding rose slightly (1.4 percent) since last year, the coal enforcement budget is down 10 percent in real terms since 2001. Total MSHA full-time staff is down from 2,357 in 2001 to 2,136 in this budget. Funding for the Occupational Safety and Health Administration (OSHA) remained flat compared with last year and is down 3 percent since 2001. The number of full-time OSHA employees is down from 2,370 in 2001 to 2,173 in this budget.

"This budget does little more than offer the status quo," says Senator Robert C. Byrd (D-West Virginia). "Four years of budget cuts [and] four years of coal enforcement staff cuts are left in place," Byrd says. "Instead of offering significant resources to help make coal mines safer for the men and women who provide the power for this country, the Bush White House offers a band aid."

Medicare, the federal health insurance program for the nation's elderly, is taking the biggest hit, with Bush proposing to slash the program by \$36 billion. Seniors would end up paying more for hospitals, doctors and other medical needs. The Bush budget calls for across-the-board cuts in Medicare payments to medical providers who likely will pass those

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Foreign operation of U.S. ports prompts strong congressional opposition

Bush vows to veto legislation that would block Arab company

The prospect of Dubai Ports World, a company owned by the government of the United Arab Emirates (U.A.E.), operating six United States seaports has sparked outrage across the country and strong bipartisan opposition in both houses of Congress.

The issue revolves around Dubai Ports purchase of London-based Peninsular & Oriental Ports North America and that company's agreements to operate certain terminals at the ports of New York, Newark, Philadelphia, Baltimore, Miami and New Orleans.

The deal worth \$6.8 billion was approved on February 20, by the Committee on Foreign Investment in the United States and is set to go into effect on March 2. The committee is comprised of representatives of the Departments of Treasury, Defense, Justice, Commerce, State and Homeland Security.

Critics of the transaction have cited national security concerns since the seven emirates on the Saudi peninsula that comprise the U.A.E. were an important operational and financial base for the hijackers who carried out the September 11, 2001, attacks against New York and

Washington, D.C..

As the *West Coast Sailors* goes to press, opposition to the transaction continues to grow. Senate Majority Leader Bill Frist (R-Tennessee), House Speaker Dennis Hastert (R-Illinois) and other prominent Republicans have joined New York's two Democratic Senators Charles Schumer and Hillary Rodham Clinton in calling for a 45-day investigation of the deal under a federal law that governs the review of investments.

Representative Peter King (R-New York), Chairman of the House Homeland Security Committee, and Senator Susan Collins (R-Maine), Chairwoman of the Senate Homeland Security and Governmental Affairs Committee said they would introduce legislation to block the deal. Senators Clinton and Robert Mendendez (D-New Jersey) will also submit a bill that "would prohibit companies owned or controlled by foreign governments from purchasing port operations in the United States."

However, President Bush lashed out at critics of the Dubai Ports deal and threatened to veto any legislation that would block it.

"After careful review by our government, I believe the trans-

action ought to go forward," Bush said, on February 21, referring to a study that began in October and ended on January 16, without producing any objections from officials in his administration. "I want those who are questioning it to step up and explain why all of a sudden a Middle Eastern company is held to a different standard than a Great British [sic] company. I am trying to conduct foreign policy now by saying to the people of the world, 'We'll treat you fairly.'"

In addition to Bush, the opposition to the deal brought expressions of befuddlement from shipping industry and port experts. The shipping business, they said, went global more than a decade ago, and foreign-based firms already control more than 30 percent of the port terminals in the United States. They include APL Limited, which is part of Singapore-based Neptune Orient Line and operates terminals in Los Angeles; Oakland, Dutch Harbor, Alaska; and Seattle. Globally, 24 of the top 25 ship terminal operators are foreign-based, meaning most of the containers sent to the United States leave terminals around the world that are operated by foreign governments or foreign-based companies.



Second class postage paid at San Francisco, CA (USPS 675-180)

Matson to convert C-9 class containership to a roll-on/roll-off container vessel

Matson Navigation Company announced on February 9, that it is proceeding with the first conversion of one of its C-9 containerships, *m/v Mokihana* (ex-*President Monroe*) to a combination roll-on/roll-off (ro-ro) and container vessel to further strengthen its Hawai'i service capabilities.

With the conversion, the vessel will have ro-ro and container capacity comparable to two vessels in Matson's service today, the chartered TOTE ro-ro vessel *Great Land* and the C-8 containership *s/s Lihue* (ex-*Presi-*

dent Hoover, ex-*Thomas E. Cuff*). The new garage will have the capacity to carry 1,350 vehicles.

The plan is part of a multi-phase program that began in 2003 and is designed to provide Matson's auto customers with the two service features they prefer: frequency of service and ro-ro capacity. The total cost of this phase of the project, which includes construction of the garage, expansion of the company's interisland barge capacity, shoreside facility improvements and investments in new information technology for

auto shipments, is estimated to be \$45 million, with completion by mid-2007.

"Matson's C-9s are the largest vessels in our fleet and are diesel-powered, making them more fuel efficient," said Dave Hoppes, senior vice president, ocean services. "By adding garage capacity, the combination vessel will provide the fastest and most economical method of shipping vehicles, with one vessel transporting the equivalent capacity of two ships in our service today. The new garage units will have all the features of a

pure car carrier, including a fully enclosed garage, ventilation, lighting and various safety components to minimize damage in transit." The converted ship will join Matson's two other combination ro-ro/container- ships in the company's Hawai'i service in 2007. The *Mokihana* is one of three C-9s in Matson's Hawai'i fleet. The other two are the *m/v Mahimahi* (ex-*President Washington*) and the *m/v Manoa* (ex-*President Lincoln*).

"Matson is particularly gratified that it has continued to re-

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SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED DECEMBER 31, 2005

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 9, 2006, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,234,093.65
Political Fund	\$3,405.44
Strike Fund	\$1,293,730.99
Total Cash and Investments 4th Qtr. 2005	\$2,531,230.08

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$95,737.25
Interest	25,190.59
Donations - <i>West Coast Sailors</i>	5,506.00
Tanker & Joint Committee, Hiring Hall	82,944.51
Advertising & Promotion	245.00
Miscellaneous Income, Reimbursements, Fines	284.86
Reimbursed Administrative Expenses	13,738.41
Contributions - General Fund	2,405.00
Total Income:	\$226,051.62
Expenses:	
Auto & Travel	\$1,216.00
Rent	16,329.54
Postage, Printing & Office	6,935.37
Telephone & Telegraph	4,629.17
<i>West Coast Sailors</i> Publishing Expense	8,960.86
Per Capita	10,277.80
Salaries & Payroll Taxes	185,616.21
Office Workers Pension	6,501.60
Insurance	32,012.12
Field Expense	1,358.66
Committee & Neg., Conference & Conv.	3,997.41
Investment Expense	1,589.36
Advertising & Promotion	3,023.63
Legal	9,713.44
Lobbying	578.94
Contributions	1,695.00
Election Expense	8,200.00
Flowers	115.33
Filing Fee	40.00

Subscription	3,343.63
Total Expense:	\$306,134.07

BUILDING CORPORATION

Income:	
Assessments	\$2,841.00
Rents	74,724.84
Bldg. Util. & Service Reim.	1,312.47
Total Income:	\$78,878.31
Expense:	
Building Services & Utilities	\$28,876.42
Repairs & Maintenance	2,992.70
Salaries & Payroll Taxes	14,609.93
General Tax	11,758.95
Meeting Expense	758.79
Office Expense	160.42
Filing Fee	20.00
Insurance	21,675.49
Total Expense:	\$80,852.70

POLITICAL FUND

Income:	
Contributions	\$4,000.00
Interest .....	.78
Total Income	\$4,000.78
Expense:	
Contributions	\$4,000.00
Office Expense	13.00
Total Expense:	\$4,013.00
Net Income 4th Qtr.	\$(82,069.06)
Year To Date Gain	\$252,218.39

/s/Rafael Cooper /s/Kaj E. Kristensen
/s/Arthur Thanash /s/Romaine Dudley
/s/Louis Frazier

ACTION BY THE MEMBERSHIP February 14, 2006. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Final Departures

Leonard G. Harville, Book No. 5268. Born in California in 1927. Joined SUP in 1946. Died in Loma Linda, California, December 29, 2005. (Pensioner)

Richard P. Lee, Book No. 3692. Born in Hawai'i in 1916. Joined SUP in 1943. Died in San Francisco, California, January 13, 2006. (Pensioner)

Byron N. Taylor, Book No. 3262. Born in Oklahoma in 1929. Joined SUP in 1953. Died in Colorado, January 13, 2006. (Pensioner)

William F. Bevan, Book No. 5383. Born in Pennsylvania in 1911. Joined SUP in 1947. Died in California, January 24, 2006. (Pensioner)

Christopher Awa, Book No. 3793. Born in Hawai'i in 1942. Joined SUP in 1967. Died in Seattle, Washington, January 11, 2006. (Pensioner)

Jack Ryan, Book No. 3083. Born in Illinois in 1929. Joined SUP in 1953. Died in Roseville, California, February 2, 2006. (Pensioner)

Harry Lawrence, Book No. 3431. Born in New York in 1910. Joined SUP in 1942. Died in Red Bluff, California, January 27, 2006. (Pensioner)

Juan Burciaga, Book No. 5636. Born in New Mexico in 1927. Joined SUP in 1951. Died in Fairfield, California, January 29, 2006. (Pensioner)

Barney R. Rogers, Book No. 2785. Born in Arkansas in 1920. Joined SUP in 1944. Died in Arkansas, January 7, 2006. (Pensioner)

Charles E. Williams, Book No. 3533. Born in Missouri in 1923. Joined SUP in 1952. Died in Milwaukee, Oregon, December 11, 2005. (Pensioner)

George Lomeli, Book No. 4086. Born in Hawai'i in 1931. Joined SUP in 1967. Died in California, February 8, 2006. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2006:

	Hdq.s.	Branch
March	13	20
April	10	17
May	8	15
June	13*	19
July	10	17
August	14	21
September	11	18
October	10*	16
November	14*	20
December	11	18

*Tuesday

Former SUP VP Jack Ryan dies

Jack Ryan, former Vice-President/Assistant Secretary-Treasurer of the Sailors' Union from 1978-1990, died in Roseville, California, on February 2, 2006.

Born in Illinois in 1929, Ryan joined the SUP in 1953. Prior to being elected to Union-wide office, he served as maintenance man and acting patrolman at the Wilmington Branch.

Royal Caribbean employee arrested for attempted passenger rape at sea

A Royal Caribbean cruise employee was recently arrested and charged with attempting to rape a passenger during a week-long cruise, Tampa Sheriff Authorities said. *Legend of the Sea* crewmember Henry Maceto Forbes, 34, was arrested, when the ship docked in the Port of Tampa, according to the Hillsborough County Sheriff's Office.

Tampa police said that Forbes met a 22-year-old passenger in a bar on the ship and offered to take her on a tour of the ship. Forbes allegedly pulled the woman into a dark room and attempted to rape her, but she was able to escape, the report says.

Forbes has been charged with false imprisonment and sexual battery and was being held without bond. Foreign-flag Royal Caribbean officials are waiting the outcome of the police investigation before further comment.

Circuit court rules a barge "is" a vessel

On October 28, 2005, the United States Fifth Circuit issued in its decision in *Holmes v. Atlantic Sounding Co., Inc.*, ruled that a barge used to house dredge workers was not a vessel. However, the Fifth Circuit on January 19, 2006, withdrew its prior opinion and issued a new opinion that ruled the barge "is" a vessel. The core of the decision is, "Thus, as long as a waterborne structure is practically capable of being used for transportation or navigable waters, it is a 'vessel'".

Under the new test, the mere fact that a structure was not designed primary as a means of transportation on navigable waters, or that the structure is used primarily as a work platform, does not mean the structure is not a vessel.

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Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Second class postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop.

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Veteran Hawai'i pilot dies after fall from ladder

Captain David "Kawika" Lyman, a legendary ship's pilot known throughout maritime circles, died on January 29, at the age of 62, after falling from the pilot ladder of the cruiseship *Island Princess* in Nawiliwili, Kaua'i harbor and then, apparently, being struck by the pilot boat. Captain Lyman had just finished piloting the vessel out of the port.

A thirty-year veteran of the Hawai'i Pilots Association, Captain Lyman was a sailor on the Polynesian Voyaging society's sailing canoe *Hokule'a* and on its 1976 maiden voyage and captain of the 1978 storm-shortened voyage to Tahiti when the vessel capsized off Lana'i.

In an unprecedented show of respect and affection, a flotilla of more than six dozen vessels paid tribute to Captain Lyman on February 11, when his ashes were scattered at sea about a mile off Honolulu Harbor. A celebration of Captain Lyman's life was held afterwards at Murphy's Bar and Grill near the SUP hall.

As one of the participants told the *Honolulu Advertiser*, "Dave was one of the great ones. He was what we call a giant. He was a true salt. He was for real. Haole skin, Hawaiian heart."

SUP Honolulu Branch Agent Mike Duvall said that "Captain Lyman was the leader of the Honolulu waterfront community and a stand-up Union man. He will be missed."



Captain Dave Lyman's post memorial boat ceremony party at "Lyman's Sand Bar" a.k.a. Murphy's Bar and Grill in Honolulu on Saturday, February 11, 2006. In front from left: SUP member John Lindsey, Congressman Neil Abercrombie (D-Hawai'i), MFOW member Stu Melendy and standing in the rear with shades on, Honolulu Branch Agent Mike Duvall.

MarAd nominee Sanborn vows to bring U.S.-flag fleet back to preeminence

David Sanborn, President Bush's nominee for Maritime Administrator, told a Senate panel on February 7, that if confirmed, "I will take this opportunity to play a leadership role in bringing our U.S.-flag fleet back to the preeminence it once enjoyed, and to expand upon our domestic carrying capability."

Sanborn a graduate of the Merchant Marine Academy and most recently the director of ship operations for Dubai Ports World, told the Senate Commerce, Science and Transportation Committee that he is "passionate about our maritime future," adding that "I have had the good fortune of working in numerous operating environments in the United States and overseas. This has enabled me to observe first hand some of the most efficient and inefficient cargo handling processes in use today. If I am allowed to bring this experience to the Maritime Administration I believe we can accomplish some very dynamic and advanced changes in current thought on how to most efficiently handle cargo flow."

Senator Daniel Inouye (D-Hawai'i)

told the Committee that, "When I arrived in Washington in the United States Senate, if my recollection is correct, American bottoms carried 85 percent of all the cargo in the seven seas," Inouye said. "How are we doing now?"

"Senator, it's a question that concerns me greatly, because we're not doing very well," Sanborn said. "I don't propose to have all of the answers, but if I am confirmed, I think the experience and the time that I have spent in the industry, and most importantly, the people I have worked with in the industry, I think we can find some ways to make it better. I don't know if we're going to get back to 85 percent, but we need to make it better than it is today, sir."

"I'll be with you," Inouye said.

Senator Trent Lott (R-Mississippi) used some of his time at the hearing to state his interest in transport—particularly with regard to maritime issues.

"I don't think the Administration has paid enough attention to transportation issues," Lott said. "You need to be ad-

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Al Qaeda website calls for attack on Alaska oil and gas facilities

According to SITE, a nonprofit organization that monitors jihadist activities, a website said to be affiliated with al Qaeda is calling for attacks on oil and gas facilities in Alaska.

The report provides detailed internet links to maps and information to the Alyeska Pipeline and the Valdez tanker port in Alaska, among other strategic targets both in and outside the United States, said Rita Katz, director of SITE.

"This is part of the economic attack on the American economy called for by (Ayman) al-Zawahri," said Katz, referring to al Qaeda's second-in-command.

Separately, a new audio tape attributed

to Osama bin Laden on January 26, said that al Qaeda was preparing new attacks inside the United States.

The web posting cited by SITE contains information on oil production and reserves in Alaska, Texas, Louisiana, California, and Oklahoma, SITE said.

The Alyeska Pipeline Service Company, formed in 1970, operates the trans-Alaska pipeline from the state's North Slope oil fields to the Valdez terminal in Prince William Sound, Alaska.

The Valdez is one of the main export terminals in Alaska. A Coast Guard officer said they were aware of the website but was unable to comment on it.

Rear Admiral selected as new Military Sealift Commander

Rear Admiral Robert D. Reilly, Jr. has been tapped as the next Commander of the Military Sealift Command (MSC) succeeding Vice Admiral David Brewer III who steps down in less than a month.

Reilly currently serves as deputy for C4 (Command, Control, Communications and Computers) integration and policy on the staff of the Chief of Naval Operations. Brewer has headed MSC since August 2001.

A Winnetka, Illinois native, Rear Ad-

miral Reilly was initially commissioned in 1975 through the Navy's Reserve Officer Training Corps program. He recently served as Joint Operations Pacific Command Division Chief on the Joint Staff (J3) in Washington, D.C.. He holds a B.A. in political science from the University of Washington and a Masters in Public Administration from George Washington University and is also a graduate of the Industrial College of the Armed Forces in Washington, D.C..

MM&P & MEBA discuss cooperative agreement

The leadership of the Masters, Mates & Pilots (MM&P) and the Marine Engineers Beneficial Association (MEBA) met in early February to discuss a more cooperative relationship between the two licensed organizations.

At the meeting, as reported in the MM&P's *Wheelhouse Weekly* and the MEBA's *Telex Times*, MM&P President Tim Brown, MEBA President Ron Davis, MM&P Vice President Bob Groh and MEBA Vice President Don Keefe, discussed cost sharing items

such as combining legislative resources of the MEBA's American Maritime Congress and MM&P's Maritime Institute for Research and Industrial Development (MIRAID). In addition, they discussed sharing Union halls in ports that would be mutually beneficial to both organizations.

Both Unions agreed to continue discussions of mutual cooperation and to explore the possibility of merging some time in the future, subject to the will of their respective memberships.

Matson China/Long Beach Express service launched

Matson Navigation Company officially launched its new China/Long Beach Express on February 22, with the departure of the *m/v Manulani* from Shanghai. The new weekly calls by Matson vessels in Ningbo and Shanghai will provide customers with express service from China to Long Beach. The 11-day transit time from Shanghai to Long Beach is one of the fastest in the trans-Pacific trade. The start up marks Matson's entry into the China market, expanding its reach in the Pacific, which it has been serving since 1882. Matson's five most modern, fuel-efficient vessels will be deployed in the service, including four new containerships built in the past four years. Matson's dedicated terminal facility in Long Beach also will help expedite delivery, resulting from the operation's fast throughput and next day cargo availability. The deployment is part of a new Matson Guam - China service that, in total, represents a \$365 million investment in vessel, container and terminal assets; the new port rotation is Long Beach, Honolulu, Guam, Ningbo, Shanghai, Long Beach.

"The China/Long Beach Express is an

exciting new growth opportunity for Matson," said James Andrasick, Matson president and CEO. "Since announcing our plans for this venture a year ago, Matson has developed a service that will offer competitive transit times, fast and efficient cargo availability in Long Beach and high quality customer service, both in China and the U.S. Matson's offices in Shanghai and Ningbo are staffed with personnel experienced in China's ocean transportation and logistics market. Our U.S. sales and customer service management team also has considerable expertise in the trans-Pacific trade. While the costs of operating a U.S.-flag service are higher than those for international carriers, the economics of this new service will benefit from Matson's westbound cargo volumes moving to Hawaii and Guam, allowing us to price our service competitively."

While Matson's 2,600-TEU vessels will compete with larger containerships in the trans-Pacific trade, the company underscores the fact that these relatively smaller ships add to the overall service package of operating efficiencies. Most

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Doug Alexander	70.00
James Bailey	20.00*
Raymond Bell	50.00
James Buster	20.00*
Mike Duvall	20.00*
Edgardo Franco	10.00
Steven Garrett	25.00
Kenneth Herzstein	20.00
William Holladay	25.00
John Jewitt	20.00*
Peter Leo	80.00*
Gunnar Lundeberg	100.00*
Joe Nugent	20.00
Mike Potenti	50.00*
Alex Romo	20.00
Randy Runyan	80.00*
Whitey Secrest	50.00
Ralph Senter	20.00
Douglas Taylor	20.00*

*In lieu of dues increase.

Dues-Paying Pensioners

Rafael Cooper	Book #4687
Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
John McKeon	Book #6456
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430

Political Fund

Quentin Brown	10.00
James Buster	20.00
Richard Crowell	20.00
Jay Dillon	40.00
Frank Dufek	40.00
Sandy Earle	20.00
Mike ElMobdy	20.00
John Farley	20.00
Steve Foster	20.00
Joseph Ginez	10.00
Nick Hoogendam	10.00
Eli Lalich	100.00
Mike Lee	50.00
Gunnar Lundeberg	100.00
Raoul Macalinao	20.00
Virgilio Managbanag	20.00
Dave Mercer	40.00
David Pangan	20.00
John Perez	25.00
Jesper Pfeil	50.00
John Rawlings	10.00
John Savage	20.00
Ralph Senter	100.00
Bill Timmerman	20.00
Rene Valles	80.00
Colin Walker	20.00
Wil Williamson	20.00

West Coast Sailors

Alfred Anderson in memory of Harry Lundeberg	30.00
Raymond Bell	50.00
Jay Dillon	30.00
Eli Lalich	50.00
Gus Leveroni	25.00
Tony Mendez	25.00
John Perez	25.00
Jesper Pfeil	25.00
Mike Potenti	30.00
Michael Powell	5.00
Francis Smith	25.00
Martin Smith	25.00
Ted Soderberg	20.00
Louis Urbano	10.00



Matson, real estate, agriculture boosted A&B's profit in 2005

Buoyed by strong performances from its shipping and agriculture divisions and a near-doubling of revenue from sales of real estate, Alexander & Baldwin Inc. on February 1 reported a banner year in 2005.

Annual earnings increased 26 percent to \$126 million, or \$2.86 per share, from \$100 million, or \$2.33 per share, in 2004.

That mirrored earnings for the fourth quarter of 2005, when net income rose 25 percent to \$23.4 million, or 53 cents per share, from \$18.7 million, or 42 cents per share, during the same quarter last year. Revenue in the fourth quarter of 2005 was \$398.5 million, up from \$392.5 in the fourth quarter of 2004.

"2005 was a benchmark year," said Allen Doane, A&B's president and chief executive officer. "The transportation segments achieved a 22 percent year-over-year increase in operating profit and

real estate's total operating profit rose 20 percent.

A&B subsidiary Matson Navigation Company reported lower performance from its ocean transportation business during the fourth quarter, as operating profit declined 10 percent to \$22.8 million from \$25.3 million. But the company attributed this in part to a 13-week accounting period in 2005 versus a 14-week period last year. And the division's annual operating profit of \$128 million was 18 percent higher than the \$108 million it chalked up in 2004.

But that growth was dwarfed by A&B's real estate unit. Riding an annual sales revenue increase of 81 percent, to \$149 million from approximately \$82 million, the company posted operating profit on real estate sales of \$44.1 million, which was 27 percent higher than the \$34.6 million reported in 2004.

MarAd nominee testifies *continued from page 3*

vocates, not just for the position you're in, and to us, you need to be advocates within the Administration too, and take a look at the budget that just came out. I think overall it's a pretty good budget. But I think transportation is barely holding its own, and only that because of the highway bill I guess...and yet we're finding other places to spend money that don't mean nearly as much in terms of the economy and the creation of jobs. I hope you'll be a proactive group. I think we need to pay more attention to the Maritime Administration, and I predict right now the day will come where we'll regret our neglect of the last 50 years of our maritime industry across the board."

Referring to Sanborn, Lott said, "with your background, you've got the potential, I think, to be a spokesman and a thinker. I mean, where are we, and where do we want to be? Has anybody asked that lately? In Washington, all we've done lately is to complain about the past and to try and blame somebody. What are we going to do? In the future, make sure that the crisis looming before us in maritime does not occur. We're counting on you, Mr. Sanborn, to lead on that. And if you have to wind up in the Oval Office convincing the president, we will escort you."

Matson China/Long Beach Express *continued from page 3*

of the bigger vessels in the trade, up to 9,000 TEUs, include additional stops in Asia to fill the ships before sailing to the West Coast. In addition, unloading these larger ships requires three or four days in port, further hampered by congestion at large multi-user terminals. In contrast, Matson will sail direct from Ningbo and Shanghai to Long Beach, arriving every Sunday at Matson's dedicated facility, with cargo availability the next day. For added convenience, Matson is offering customers the option of draying their cargo to an off-dock container yard four miles from the harbor, allowing large retailers to avoid the congestion of the Ports of Los Angeles and Long Beach. For inland moves, Matson will leverage its intermodal and logistics subsidiary, Matson Integrated Logistics.

"Matson selected the ports of Shanghai and Ningbo because of their strong growth potential, as well as their close proximity in the Yangtze River corridor, allowing Matson to maintain a fixed-day weekly schedule during its 35-day port rotation," said Andrasick. "We view this new service as a long-term growth opportunity for the company, which today serves relatively mature markets."

Containership conversion *continued from page 1*

ceive the support of most of the major auto manufacturers," said Hoppes. Matson has new multi-year agreements with Ford Motor Company and General Motors for the carriage of their vehicles to and from Hawai'i. While the specifics of the agreements are confidential, they encompass service to all of Hawai'i, including the neighbor islands. The Ford agreement includes Volvo cars, Jaguar and Land Rover. In addition to these agreements, Matson has multi-year agreements with Dollar Thrifty Group, BMW, Mercedes Benz, Toyota and Nissan.

Matson's previously stated long-term strategy is to continue to add state-of-the-art ro-ro capacity to meet the Hawai'i auto market's demands. Since 2003, Matson has more than tripled its ro-ro capacity, as a result of chartering the *Great Land* and adding an above deck garage to the *s/s Lurline*. The conversion of the *Mokihana* will further that progress.

"Matson has done a great deal of research and evaluation pertaining to the value of operating a pure car carrier versus a combination ro-ro/container vessel," said Hoppes. "We're confident that the combination approach is best from both an economic and service perspective. By having multiple combination ro-ro/container vessels, Matson can offer greater frequency of service than it could with a single car carrier. In addition, because the auto market in Hawai'i is prone to volume fluctuations, the vessel's capacity and associated revenue are not tied solely to vehicle shipments."

Other recent Matson initiatives that have enhanced the company's auto carriage capabilities include direct ro-ro service to and from Maui and the Big Island of Hawai'i and the West Coast, reducing transit time and eliminating the transshipment process. The *Mokihana* will also make direct calls to and from the neighbor islands.

Matson is also investing in new information technologies for auto shippers. Matson's new auto management system, VINsight, has been fully implemented on the West Coast and in Hawai'i, providing customers with real-time information on the status of all autos in Matson's transportation network. It also improves the efficiency of processing vehicles at Matson facilities by utilizing barcode technology, eliminating a number of manual procedures under the former system. In 2005, Matson introduced a new system, Navigator, for auto manufacturers. The first release involved Ford and its Hawai'i supply chain partners. The web-based system will allow customers to more effectively view and manage the end-to-end movement of their shipments. It also has a delivery mechanism that notifies customers immediately of any disruption to the shipment process, so that corrective actions can be taken. In 2006, this system will be expanded to all auto manufacturers.

Hoppes also emphasized that reliability is another service advantage for Matson. "With our fleet of active Hawai'i service vessels, as well as reserve ships, Matson is fully capable of ensuring reliability for all of our customers, including the auto market," said Hoppes. "If a Matson ship needs to be temporarily taken out of service, we have enough reserve capacity to prevent any disruption or delay in our scheduled service."

Beyond providing auto manufacturers with premium service, Matson is equally committed to remaining the state's premier carrier of privately owned vehicles. The company's website has a special section for individuals shipping vehicles called "Ship Matson for the Wheels You Love." The website has been designed for consumers to book a vehicle in four easy steps.

SUP ELECTION RESULTS

CERTIFICATE OF ELECTION

Election held December 2005-January 2006. Tabulated February 1, 2006, by Pacific Election Services, Inc., Impartial Balloting Agent. This is to certify that the following are the true and correct results of the election:

PRESIDENT/SECRETARY-TREASURER

Gunnar Lundeberg 767 ELECTED

VICE PRESIDENT/ASSISTANT SECRETARY-TREASURER

David J. Connolly 622 ELECTED
Verness H. Johansen 183

SAN FRANCISCO BUSINESS AGENT

William Berger 514 ELECTED
Frank Portanier 307

SEATTLE BRANCH AGENT

Vince O'Halloran 741 ELECTED

WILMINGTON BRANCH AGENT

Paul Calais 324 ELECTED
Michael Freng 313
Harry Naeole 154

HONOLULU BRANCH AGENT

Mike Duvall 542 ELECTED
Patrick Weisbarth 67
Trevelyan Motlow 57
Maea Loe 56
William McAndrew 43
James Meador 37

SUP BUILDING CORPORATION TRUSTEE

Gunnar Lundeberg 747 ELECTED
David J. Connolly 698 ELECTED
William Berger 646 ELECTED
Norman Christianson 618 ELECTED
Paul Calais 433
Paul Fuentes 379 ELECTED
Trevelyan Motlow 313

(Five to be elected: Two of whom must not hold any other Union office.)

SIUNA CONVENTION DELEGATES

Gunnar Lundeberg 711 ELECTED
David J. Connolly 597 ELECTED
William Berger 498 ELECTED
Norman Christianson 378
Burrwood Yost 139

(Three to be elected)

CONSTITUTIONAL AMENDMENTS

Amendment #1. Dues Increase to \$150 per quarter:

	YES	222	60.8%
(FAILED)	NO	143	39.2%

Amendment #2. Changing the two-thirds majority vote to a simple majority vote on Constitutional Amendments:

	YES	452	57.3%
(FAILED)	NO	337	42.7%

Amendment #3. \$100.00 weekly car allowance:

	YES	559	70.6%
(PASSED)	NO	233	29.4%

Constitutional Amendments require two-thirds majority.

Shipping Rule Amendments require simple majority.

PACIFIC ELECTION SERVICES, INC.

By: Robbin A. Johnson, Manager, Non-Governmental Election Services
Election Services Inc.

BALLOTING COMMITTEE'S REPORT

SAILORS' UNION OF THE PACIFIC

February 1, 2006

We, the duly elected Balloting Committee, herewith submit our report on the Sailors' Union of the Pacific election of officers, Constitutional Amendments, and Shipping Rule changes for the 2006-2008 term.

The Balloting Committee turned to at 0800 Wednesday, February 1, 2006, at SUP Headquarters, to check and to verify the standing of those eligible to vote in this election. We then met with the Impartial Balloting Agent from Pacific Election Services, Inc., picked up the mailed ballots from the U.S. Post Office in San Francisco and transported them to the SUP Headquarters library where the vote took place.

Your elected committee, acting as observers, was present throughout the entire process of opening the ballots and preparing them to be inserted into the equipment where the votes were counted and the results printed out on the tally sheet. During the entire procedure, we were joined by SUP members who wished to witness the count.

The election count took place only after all the ballots were cross-checked with the master mailing list for verification and eligibility. After all of this was completed the official vote was run and tallied at 12:35 P.M.

After completion of the ballot count, all balloting material was boxed, sealed, and signed in the presence of the Committee and Mr. Robbin Johnson of Pacific Election Services, Inc. The sealed boxes were then placed in a safe, and will be kept for one year, as required by federal law.

Your elected committee adhered strictly to the mail balloting procedure, Article XIII, Section 6 through 11, and proceeded with due caution in every respect. We can report that the tabulation ran smoothly and was handled in a first-class manner by Pacific Election Services, Inc..

SUP BALLOTING COMMITTEE

Louis Frazier #2247 *Rafael Cooper #4687*
Romaine Dudley #2593 *Kaj E. Kristensen #3120*
Arthur Thanash #3249



The SUP Balloting Committee at the Headquarters Library on February 1. From left to right: Lou Frazier, Kaj E. Kristensen, Romaine Dudley, Allen Gonzalez (observer), Sonny Cooper and Art Thanash.

Certificate of Accounting of returned mailed ballots

We hereby certify that the following is the complete accounting of the official ballots which were voted and returned to the Post Office Box for this election.

Returned voted ballots	862	
Ballots not counted	7	/s/Rafael Cooper
Ballots counted	855	/s/Romaine Dudley
No ID	3	/s/Louis Frazier
Signed	1	/s/Kaj E. Kristensen
Not on File	2	/s/Arthur Thanash
Mismatched Name	1	

ESU Office Assignments

For the month of March, John Straley will be in the Seabrook office and Thomas Thompson will be in the Benicia office.

ESU NEWS

FEBRUARY 2006

Official Publication of the Exxon Seamen's Union

S/R Columbia Bay leaves SeaRiver fleet



The S/R Columbia Bay as she prepares to depart Singapore's Jurong Shipyard on her maiden voyage for SeaRiver Maritime, Inc. during the spring of 2003. File photo

On February 18, after operating for nearly three years in ANS service for SeaRiver Maritime, Inc. the S/R Columbia Bay was moored to a lay berth in Portland Oregon for lay-up. Nearing the end of her OPA 90 mandated service life; she discharged her final cargo at terminals in the San Francisco Bay area then shifted to anchorage 9 where ESU crewmembers spent several days preparing her for the impending deactivation.

SeaRiver purchased the Columbia Bay, which had previously been operated by ATC as the BT Alaska, in January of 2003. The ship completed her first load flying the SeaRiver house flag at the Valdez Terminal in Alaska on March 17, 2003, and has been a mainstay in the fleet ever since, operating in near flawless fashion.

Before entering active service for SeaRiver in the ANS/West Coast crude trade, the ship with a LOA of 953 ft. and beam of 166 ft. underwent extensive repairs and upgrades at the Jurong Shipyard in Singapore during the winter of 2003. The decommissioning of the 188,500 DWT vessel had been anticipated for some time, and the lay-up occurred within one month of her OPA '90

"drop dead" date of March 14, 2006.

SeaRiver Operations Manager, Mr. Stu McRobbie provided the following statement to the Union; "The S/R Columbia Bay and all of the SRM men and women who sailed on her helped to contribute to the long history of professional service to our customers provided by SeaRiver. She safely transported approximately 55 million barrels of ANS Crude during her SRM career and helped to strengthen the SRM fleet's proud traditions and strong reputation in the industry and its customers."

Exactly how long she will be laid-up in Portland was, at the time of publication, still uncertain. SeaRiver has indicated that the timing of her final sale and ultimate fate are still unclear as various options for her disposal are being considered.

The ESU offers a sincere "job well done" to the many members who have served aboard this ship the last three years. In particular we thank Ship Representative Thor Floreen for his unselfish service and for the stalwart representation he provided to all members who sailed aboard the S/R Columbia Bay.

Another grievance resolved

The Union and SeaRiver management have reached an amicable resolution to grievance #2005-11, "Assignment Without Waiver." In the third-step grievance submitted to the company on December 26, 2005, the Union charged that a violation of the Agreement occurred when an employee who had more than tens days of paid leave remaining on the books was assigned to a ship without first receiving an early return waiver from the ESU. The written grievance specifically cited a violation of the language found in Article VII, Section 4(B). This language is under the heading of "Early Assignments" and states in part:

"Requests made under the above (early assignments) may be made earlier than eleven (11) days prior to the end of paid leave provided they contact the ESU office to obtain a waiver..."

A resolution was reached when the company offered written assurance that it intended to manage the assignment process in a manner consistent with our Agreement. In addition, the company communicated this intent to the appropriate administrators in a good faith effort to prevent further such infractions from occurring in the future.

The Union is appreciative of the company's efforts in this matter. As a result of the recent improvement in relations and mutual cooperation between the Union and management the number of outstanding grievances has now dropped to an all-time low. This reduction is to a great degree, a result of the fair resolutions that were reached on a number of grievances. Historically, issues such as this often progressed through the grievance steps resulting in unnecessary strains on Union-management relations and creating avoidable administrative and financial burdens to both sides.

Experienced candidates run in special election for Secretary Treasurer and Deck Trustee

The ballots for the special Secretary Treasurer and Deck Trustee election were sent to the ExxonMobil mailroom on February 15, 2006, to be mailed out to the membership. The Secretary Treasurer position came open late last year when Bob Knight left due to health reasons. Since that time a three-man Executive Board has been filling in during those office periods Bob was scheduled to work. The Deck Trustee position came open when Pat Campbell resigned to run for Bob's spot. The ESU Constitution and By-Laws require that a union officer must resign his or her current position before becoming eligible to run for another. Also running for Secretary Treasurer are Ildio "Leo" DeCastro and Charlie Pollard.

The membership is very fortunate in that all three candidates have Executive Board experience. Leo is a former Secretary Treasurer, Charlie a former Engine Trustee and as previously stated, Pat was the former Deck Trustee. Campaign statements from all three candidates are included in the envelopes containing the ballots. It is noteworthy that Charlie Pollard was also required by the Constitution and By-Laws to resign the S/R Wilmington Ship Representative position in order to become eligible to run for Secretary Treasurer. The Executive Board will fill the Wilmington position by appointment in early March from a list of prospective volunteers.

The Deck Trustee election also has two experienced candidates running in Michael Harrison and Frank Omalia. Both Mike and Frank have been regular ESU Ship Representatives, Mike on the S/R Puget Sound and Frank on the S/R Mediterranean. The terms of both the Secretary Treasurer and the Deck Trustee will run through the end of 2007.

The two elections will appear on the same ballot. As usual, voters should mark an X in the box next to the candidate of their choice and then place the ballot in the white envelope marked "Secret Ballot". That envelope should in turn be placed inside the pre-addressed envelope to the American Arbitration Association in New York. It is very important that voters print and sign their name on the AAA envelope in the upper left hand corner before mailing. In several recent elections at least a few ballots were voided due to having no name or signature. To be counted the AAA must receive the ballots no later than 9:00 am on Monday April 17, 2006.

Contract talk

This is the first of a series of articles the Union will present on a recurring basis dedicated to providing information and a more complete understanding of the labor Agreement between SeaRiver Maritime and the Exxon Seamen's Union (Affiliate of the Sailors Union of the Pacific, AFL-CIO).

Watch preferences

Article X, Section 1, Paragraph G (Page 33)

"Changing of watches will be based on shipboard seniority; however, the Master may adjust watch schedules as operational requirements change."

This important language governs how watch preference is to be determined. It clearly states, that watch preference will be given on the basis of shipboard seniority, or stated differently, to the individual with the earliest sign-on date. There is no other language in the Agreement that speaks to the issue of watch preference.

This paragraph also contains language that has seldom been used which grants the Master the right to change the watch schedule, (who stands what watch) in the event circumstances arise that cause operational requirements to change. The Union would be concerned however, if a Master were to exercise this exception without just cause. The Executive Board is hard pressed to imagine a scenario where this action might become necessary.

Uncertainty over watch preference is a problem that has arisen from time to time over the years often because the contract language does not specifically address the various situations that can occur such as when crewmembers board at the same time or when a crewmember moves from a non-watchstanding position to a watchstanding position. In such cases, determining watch preference has been established through longstanding past practices and procedures, which have been found mutually acceptable to both the Union and the Company.

In an instance where two or more watchstanders are joining at the same time and watches are open, the policy has been to give preference to the individual with the highest seniority on the rating seniority list. It is important to note that the determining seniority is rating seniority, and not company seniority.

Though the contract does not specifically address a situation where an individual might re-rate from day worker to watchstander or from a watchstanding rating in one department to another, it would still be shipboard seniority, as stated in the Agreement, that would prevail in determining questions regarding watch preference.

ESU News

Mark Myser retires after 25 years of service

Loyal ESU member Mark Myser has elected to retire from SeaRiver after nearly 25 years of service, effective March 30 of this year. Mark is well known throughout the fleet as the long time ESU Ship's Representative on the *S/R Galveston* and later the *S/R Baytown*. Mark's wise and discerning style of stewardship aboard those vessels earned him the well-deserved respect of all with whom he sailed. Sometimes referred to as "Uncle Mark" his pleasant personality and wry sense of humor made it a pleasure to have him as a shipmate. Upon Mark's final docking at the Valero Pier in Benicia, California recently, he signaled his upcoming retirement by hanging his hard hat and steel toed boots from the bridge wing of the *S/R Baytown*. In an email he later sent to the ESU offices, he pronounced that his feet "felt better already".

Mark was first hired by Exxon Shipping Company on October 10, 1981 and he joined the Union the following day.

The *Exxon Washington* was his first ship at the time when that vessel was employed in the trans-canal run from Baytown, Texas to the Hondo facility near Santa Barbara, California. He was elected Ship Representative on the then *Exxon Galveston* in 1990 and served in that capacity with distinction until she was sold more than ten years later. Shortly after the sale of the *Galveston Mark* was appointed Ship Rep aboard the *Baytown*. In total he served the Union as Ship Representative for more than 15 years.

Mark had obtained a 3rd mates license in the mid '90s but chose not to sail in that position. He is also a loyal dues paying member of the Sailors' Union of the Pacific and strongly supports the affiliation between the ESU and the SUP.

The ESU membership bids a heartfelt farewell to Mark and asks him to accept our gratitude for his devoted service and our best wishes for an enjoyable retirement.

Blue Cross/Blue Shield Snafu

Participants in the Blue Cross/Blues Shield (BC/BS) Health Care Plan mistakenly received denial of payment notifications for medical care received in late December and early January. Additionally, it appears that initially the health care provider received similar denials.

The Union has been informed that this error has been corrected and notification by BC/BS has been mailed to all participants affected, and likewise to their health care provider. Account Administrator for BC/BS, Ms. Melody Thomson has assured participants that claims have now been properly paid for available benefits.

Members can determine if their claim(s) were part of this payment error

by examining any BC/BS denial of benefits notification they receive. The incorrect denials states, under the title, "**Information About Amounts Not Covered**", the following: "*Our records indicate that premiums have not been received for your health care coverage. Therefore, benefits are not available at this time...*"

In the event members experience any difficulties as a result of this error, it is recommended that they call BC/BS Customer Service at 800-521-2227. For faster and more convenient service, members should have their Plan group number, ID number and claim number for the payment in question available when calling.

ESU membership increases by eight with recently completed recruitment



Pictured are four of the eight new hires that have chosen to join the ranks of the ESU. (From L to R): Emmanuel Banan, Issac Danquah, Stephan Altubar, and Kevin Nunnally

The Exxon Seamen's Union's membership rolls were increased by eight members on January 25, as a result of a recently completed employee recruitment effort conducted by SeaRiver Maritime, Inc. The Union welcomes the following individuals into the ranks of the ESU: Andre Jannette, Emmanuel Banan, Isaac Danquah, Stephen Altubar, Kevin Nunnally, Romie Scott, Samuel Smith and Wilfredo Villarta.

Of special note in this group of new hires are previous members Samuel Smith and Emmanuel "Manny" Banan. We extend a special welcome back to these two members and thank them for their continued support of the ESU.

The group participated in ten days of comprehensive training and orientation first arriving in Vallejo, California, on January 15, and finishing up on January 26. Upon completion of orientation the new hires flew home to await assignment or as in some cases, were assigned directly to the fleet.

The ten-days of orientation covered not only the obligatory company policy overviews and benefit seminar, but also a host of shipboard operational topics as well. Among the topics presented were safety, (including LPS, the permit process, fall arrest training, etc.), occupational health, deck operations and marlinspike seamanship. The group also spent a day at the California Maritime Academy where they participated in a radar lab and received bridge simulator training.

Executive Board Officer Tommy Thompson met on January 25 with the group and presented an overview of the Exxon Seamen's Union and the importance of their participation and support of the Union. Upon completion of the presentation all eight of the new recruits joined and pledged their support to the ESU.

To date there has been no indication from SeaRiver as to when further hiring might take place. This need will be evaluated and any future hiring will be dependent on a combination of fleet size and employee attrition.

Ship reports

S/R American Progress

A Board officer visited the ship in Beaumont, TX, on February 12. Crewmembers are unhappy with the 4-hour advance notice policy for refinery transportation at ExxonMobil Beaumont. Jeff Harris doing his usual top-notch job as Temp Rep. until new permanent Rep. John Munich joins. At the time of writing the *Progress* was diverting from her regular gas trade in order to make a one-time Baytown, TX to Torrance, CA trans-canal trip.

S/R Baytown

Executive Board officer visited vessel at the Amoroco Dock in Martinez, CA on February 18. Vessel continues to on ANS trade into the Puget Sound area with occasional visits to California terminals. Pumpman Jim Byrd is filling in as temporary Ship Representative in Representative Joe Bernavich's absence.

S/R Columbia Bay

Ship visit conducted February 10, at the Valero Dock in Benicia, CA. Vessel delivered to Portland, OR for lay-up (see article). Engine Trustee Will Ackley and Steward Trustee Joe Pereira onboard for final voyage.

S/R Galena Bay

The Galena Bay had completed her Baton Rouge to Boston heating oil runs and was returning to Corpus Christi when she was diverted to LA/Long Beach via Panama. While in route, a

stop over was made in Port Everglades to do a quick storing and crew change. At press time she was due into Torrance on March 5. No beefs despite the short notice change in schedule.

Kodiak

Vessel continues to trade between Valdez and Puget Sound calling on Tacoma, Anacortes and Cherry Point, Washington. The Union thanks John Munich filling in as Temporary Ship Representative. The Regular Ship Representative position was appointed to Tim Williams and he will be assigned to the Kodiak following the end of his paid leave.

S/R Long Beach

ESU officer boarded the vessel at the Valero dock in Benicia, CA on January 28 and February 20. Regular Ship Representative Joe Graca to paid leave and Allen Bostwick assuming the temporary Ship Representative duties. No beefs reported.

S/R Wilmington

An ESU officer met the ship at ExxonMobil in Baytown on February 11. Everything was running smoothly. Aaron Rathbun doing a great job filling in as Temp Rep until a new permanent Rep can be named in early March. The *Wilmington* continues in her regular Gulf coast to New York chemical trade. An unusual port call was made into Yorktown Virginia in mid February but it was reported the terminal allowed no shore leave.

Four members demoted

At a recent meeting with company managers the ESU was officially notified of the demotion of four of its members. Two members were moved down from the Second Pumpman's seniority list to the QMED/Oiler list and another two members were moved off the Ships Cook seniority list. One of the members demoted from cook was moved over to the AB list as his name was already on that list when he was promoted to cook. The other member demoted from cook was moved back to Maintenance Seaman. With the lay-up of the *S/R Hinchinbrook* there are no longer any ships carrying a Second Pumpman. As a result the Second Pumpman promotion and seniority lists were eliminated, and those members who were on the Second Pumpman promotion list were integrated onto the Pumpman's promotion list.

All four demoted members were offered their contractual options to either remain with the company in the lower rating to which they were demoted and continue to receive their previous rating's pay for six months or to leave the company and receive both the contractual layoff allowance and a six month lump sum payment. At the time of this writing it was not yet certain which options the effected members would choose.

While the ESU will never be happy with any demotion, the Union was satisfied that this one was done in accordance with contractual guidelines and in accordance with last year's grievance arbitration resolution.

ESU NEWS on the Internet

If you would like to view the *West Coast Sailors/ESU NEWS* on the Internet, the newspaper is available at the Sailors' Union of the Pacific website. The website is www.sailors.org. Additionally, past editions are archived and can be accessed.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President John Straley
Secretary/Treasurer Robert Knight
Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell
Engine Trustee William Ackley
Steward Trustee Joe Pereira

ILWU calls for cleaner air at West Coast ports

The International Longshore and Warehouse Union announced on January 30, that it will join with Los Angeles Mayor Antonio Villaraigosa to launch a new initiative to help clean the air in communities around West Coast ports while encouraging the growth of international shipping.

The announcement, made before the opening of the Faster Freight Cleaner Air Conference in Long Beach, reflects a growing concern that the sharp increase in shipping on the West Coast, fueled by the boom in Asian imports, has come at a heavy cost.

Approximately 40 percent of the nation's cargo passes through the ports of Los Angeles and Long Beach, which combined are the busiest in the country. Recent studies have linked port pollution —mainly from diesel fumes given off by the ships and the trucks and trains carrying goods to and from them— with smog, cancer, asthma and other health problems in nearby communities.

While the Los Angeles region's air has become cleaner in the past three decades, air quality regulators have identified the ports as the biggest contributors of particulate matter, a major ingredient in smog.

"The thousands of men and women I represent and work for raise their families under the cloud of port pollution," said ILWU President James Spinosa. "They have made a simple demand of their Union. While they want to earn a good living, they do not want to pay with their lives for a stronger economy."

Spinosa said the Union would work with carriers and port authorities to meet its goal of reducing emissions by one-fifth by 2010 and pushing carriers to adopt less polluting technology on their ships. Spinosa did not rule out making it part of negotiations during the next contract talks with the Pacific, in 2008.

Concerns about pollution have been raised around ports in the San Francisco Bay Area and in Seattle, which have also benefitted from growing imports of Far East goods, mostly electronics and clothing. In a 2004 report, the Natural Resources Defense Council and the clean Air Coalition called seaports "the largest and most poorly regulated source of urban pollution in the country."

Environmentalists have accused port officials of being slow to respond to the problem out of fear that stringent pollution control measure would encourage carriers to take their business to other ports. Melissa Lin Perrella, a lawyer with the Natural Resources Defense Council, which has successfully sued Los Angeles to put in some pollution control measures, cheered the ILWU's move as critical to bringing public pressure to bear and developing a unified attack on the problem. "It is huge," she said. "It really shows that green isn't just good for our health but also good for business. Union workers on the front lines breathe in toxic fumes and often live in the community around the ports."

Mayor Villaraigosa vowed to use the city's Board of Harbor Commissioners, which oversees the port, to speed up environmental efforts, though he remained committed to increasing business too. He called for expanded use of measures like cleaner fuels for dockside tractors and "cold ironing," in which docked ships plug into city power instead of idling their engines for electricity. "We are a bellwether city, a bellwether region, and we are going to show people we are going to grow this port but grow it greener," Villaraigosa said.

James McKenna, the president and chief executive of the Pacific Maritime Association, which represents carriers and terminal companies, said the group had been talking with port and government officials for the past year about plans to reduce emissions. Though he declined to embrace the Union's goal—"I can't tell you is that's a good number or a bad number"—he said his group recognized the pollution concerns, as well as ports' fears of slowing down growth. His group has traditionally scoffed at measures pushed by environmentalists like fees on containers coming off ships to pay for pollution control. "Reducing emissions and expanding the ports' capacity are connected, and both are a priority of our industries," he said.

Editor's Note: For those who want to receive the *West Coast Sailors* in a more timely manner, subscriptions via **first-class mail** are now available (one-year intervals only) for \$25 per year.

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San Francisco CA 94105



Welfare Notes

February 2006

Chemical dependency is a progressive and potentially fatal illness. It destroys relationships as well as personal health. Untreated drug or alcohol problems can also cost you your job.

With the pressures facing people today, it is not unusual for people to find themselves in the downward spiral of substance abuse. Fortunately there are treatments and solutions to correct the problem and get life headed back in the right direction.

The SUP Welfare Plan has an EAP (Employee Assistance Program) that offers counseling and assistance. The plan is administered through Health Management Center. Their phone line is open 24 hours 7 days per week. Your call is completely confidential and your privacy is protected. HMC's phone number is 1-888-215-8903.

The HMC Employee Assistance Program is a professional evaluation, counseling, and educational program. An EAP counselor will discuss the nature of the problem and outline a plan of action for consideration.

The SUP Welfare Plan also offers a program that will provide alcohol and drug abuse rehabilitation services for eligible members at a designated treatment center. Benefits are limited to one rehabilitation admission per active member not to exceed a period of 28 days of rehabilitation treatment during the member's lifetime. Pre-authorization from the plan office is required.

Chemical Dependency Services are also available through your medical plans such as Kaiser, Health Net, and Group Health. Contact your plan for information on treatments available to you or covered dependents.

SUP Welfare Plan

730 Harrison St., Ste. 415, San Francisco CA 94107

Telephone Numbers:

Main (415) 778-5490

Toll Free Number (800) 796-8003

Fax Number (415) 778-5495

New Training Representative:

Terry O'Neill (415) 957-1816

SIU-PD Pension (415) 764-4987

SIU-PD Supplemental Benefits (415) 764-4991

Master blamed for mariner deaths after tanker explodes and sinks

A Coast Guard investigation into the explosion and sinking of the chemical tanker *Bow Mariner* off the Virginia coast on February 28, 2004, has disclosed that the captain abandoned ship without sending a distress call or trying to save his crew.

The Coast Guard report of January 3, 2006, stated the captain violated safety guidelines, when he ordered vapor-filled cargo tanks opened for cleaning. While the investigation was unable to pinpoint what caused the explosion, 21 of the 27 crew aboard were killed.

Captain Efstratios Kavouras ordered 22 tanks to be opened, which had previously held methyl tert butyl ether (MTBE). This was contrary to normal safe practices for a tank ship and defies explanation or excuse, according to Coast Guard investigators. The report further concluded that the crew was poorly trained in safety procedures and that there was a lack of professional communication between the ship's Greek officers and Filipino crew members, and that this combination of factors contributed to the death toll.

The U.S. Coast Guard said the explosion was caused by the ignition of a fuel/air mixture, but the ignition source could not be determined. The *Bow Mariner* loaded its cargo of MTBE in Al Jubail, Saudi Arabia, on January 24, 2004, and unloaded part of it in New York on Feb-

ruary 25, 2004. The explosion occurred when the vessel was off the Virginia coast on its way to Houston. It was transporting 3.1 million gallons of the ethyl alcohol, along with 192,904 gallons of heavy fuel oil and 48,266 gallons of diesel fuel.

The ship's tanks had not been washed or mechanically ventilated, and the concentration of vapors was above the upper explosive limit for MTBE, the report said. The captain ordered the opening of all cargo tank hatches, which permitted vapors to escape at deck level, exposing crew members to a greater risk of an explosion from an accidental spark.

The ignition produced two major explosions less than two minutes apart on February 28, 2004, which resulted in structural damage and flooding. The ship sank in one hour and 32 minutes. Three crewmen, who were recovered, died from exposure and other injuries. Eighteen others remain missing. Only six survived.

The *Bow Mariner* was a 570-foot, Singapore-flagged chemical tanker built in 1982, and was managed by a Greek company, Ceres Hellenic Shipping Enterprises Ltd. The tanker was owned by Odjfell USA, headquartered in Houston.

Kavouras was among those missing. The report said that Ceres and the officers of the tanker failed to implement the company's and the vessel's Safety, Quality and Environmental System.

Licensed Unions at logheads with Matson

According to the Masters, Mates and Pilots online *Wheelhouse Weekly* of February 9, the MM&P, Marine Engineers Beneficial Association and the American Radio Association appear headed to arbitration with Matson Navigation Company over wages. Negotiations to determine wage and wage-related conducted in San Francisco on January 11, 12, and 27 for the contract years 2006, 2007 and 2008 aboard the company's standard contract vessels stalled with Matson's insistence that the three licensed Unions accept a wage freeze.

The SUP, MFOW and SIU-Marine Cooks have agreements with Matson that include wage increases, that expire in 2008 and 2013 (for vessels built at Aker Philadelphia Shipyard).

New runaway French registry launched despite Union objections

France's new register, the Registre International Francais (RIF) officially came into being on February 11, with the publication of decree cementing its existence.

The RIF is widely regarded in France as a unique chance for the country to re-launch its merchant fleet, which currently ranks 29th in the world. The new registry will replace the Kerguelen flag, established in 1987, which was seen as not sufficiently competitive. It had, however, succeeded in stopping the decline of the French merchant fleet, which had seen its number collapse from almost 800 in the 1960s to only 200 in 1987 and its number of seafarers fall from 45,000 to 15,000.

Its proponents say the RIF will provide shipowners with numerous benefits, such as tax-free wages for seamen under certain conditions, disappearance of certain heavy social charges and an easy registration procedure.

Eight French shipping companies have already applied for the new flag. CMA CGM has said that, provided France retains an attractive ship financing system through the GIE Fiscal scheme, it could use the new flag extensively.

Shipowners have welcomed the introduction of the RIF, which Unions maintain that it is creating more "social dumping" in the country.

Privatization of Guam's port backed by Matson CEO

The president and chief executive officer of Matson said he encourages the privatization of Guam's lone civilian seaport to make shipping to the island more effective and productive.

In an interview with the *Pacific Daily News* on February 16, CEO James Andrasick said the savings Matson would see with a more efficient port would be passed on to customers through shipping prices and ultimately the cost of goods at stores.

Although the average customer may not feel a huge change when the port changes hands from government to private operation, Andrasick said, customers would feel an impact in shipping reliability when port infrastructure is upgraded.

When cranes for unloading containers break down and the grocery store shelves are empty because the port's infrastructure may be lacking, the area becomes an immediate concern for everyone on island. Andrasick noted that it is a "common conclusion" that "things are about to break" at Guam's Port Authority.

Last July, companies submitted bids for the privatization of the port's operations, In December Philippine-based International Container Services Inc., or ICTSI, was ranked highest of the three companies that submitted bids. An evaluation committee made up of two port agency board members, the agency's general manager and two senior managers ranked the bidders, according to *Pacific Daily News*.

The next step is for the port agency and ICTSI, which operates ports across the globe, to iron out details of a privatization arrangement. The move toward privatization, mandated by local law, affects shipping costs as well as 180 local government jobs. Under the privatization plan, the jobs will stay under local government payroll, but when jobs are vacated, private workers will fill them.

"These transitions can be difficult, but (can be) organized and structured in a way to achieve the ultimate objective with a minimal amount of pain to the work force," Andrasick said. Privatization also will make the port "more responsive" to the needs of the island, he added. Transportation needs change very quickly, he said. A port that can finance itself may be able to respond to the changing needs more quickly, according to Andrasick. Being free of political strings will help meet and match those changes.

The Matson CEO said the port needs to be able to move upward with the growing economy. Andrasick said he has "been encouraged" by the expected growth in tourism and the military buildup.

Wire reports stated Guam could see billions of dollars in military reconstruction spending within the next several years because an estimated 17,000 U.S. Marines and their dependents are expected to move to Guam from Japan. Andrasick said military families moving to Guam will need household goods, cars and construction materials that will have to be shipped in.

Putting the port into the hands of a private company will bring Guam's Port Authority into step with others on the West Coast, Andrasick said. Although ports such as those in Seattle and Long Beach, California, may be much larger than Guam, he said the community still has a voice in how each port operates. In Hawai'i, Matson operates its own port and essentially rents the land from the government. The company can then operate its own cranes and terminal, which makes it efficient and productive, Andrasick said. Although the idea has "potential" for Guam, it may not be cost-effective because of Guam's shipping volume. He also noted that Hawai'i is Matson's hub for the Pacific area, and Guam has the potential to be the hub for Micronesia.

Oakland dredging project shortchanged in Bush budget

The 50-foot dredging project, necessary for the Port of Oakland to attract the new generation of container ships and continue its record growth, could take a year longer than the port had hoped.

An overworked Army Corps of Engineers, coupled with President George W. Bush's proposed budget, could result in the port receiving \$60 million less than what is needed to complete the job this year. While the extra year of dredging work is not unexpected, port officials spent much of the winter lobbying the federal government in hopes of securing just over \$100 million needed to finish the job early. Instead, Bush dedicated \$43.5 million toward the dig in his proposed budget sent to congress earlier this month.

"We were just hoping it would be done quicker," port spokesman Harold Jones said. "We are just so close to completion, and completion of this project means a lot in terms of opening up the goods movement in California."

The port needs to deepen its shipping channels to 50 feet to accommodate the new generation of container ships crisscrossing the globe. Without the dredging, the ships would not be able to dock at Oakland. That would cost the port million of dollars in revenue a year and ruin its growing reputation as a sound alternative to the congested ports of Los Angeles and Long Beach.

Port officials realized the necessity to dredge in the mid-1990s and won approval from the federal government for the roughly \$300 million project in 1999.

At that time, it was supposed to be a five-year project. Under the approval, the port agreed to pay about half the cost by matching the federal government's yearly appropriation. But a slow pace of federal funding in the beginning stages delayed the project and raised its cost. Those delays frustrated the port to the point where it decided in 2004 to fund the remaining portion of its bill early. That decision allowed the port and the Army Corps of Engineers to deepen the shipping channel to 46 feet. Meanwhile, the federal government made the project a top priority and began to send more money the port's way every year. In fact, the project received a record \$48 million last year from the federal government. As a result the project needs \$100 million more for full completion.

Since the government continued to increase funding every year, the port thought it could convince some that the whole payment should be made this year. But the Army Corps of Engineers, which is struggling to repair levees damaged by Hurricane Katrina, said it could not provide the equipment necessary to finish the project by year's end, Jones said. Instead, the Corps asked the president for only \$50 million this year.

The port's dredging project is ranked as the second highest priority construction project in the entire Army Corps construction program. It ranks behind a similar project being done at the port of New York/New Jersey. Jones said the port now will lobby Congress in hopes of securing more money in the budget.

U.S. airline cabotage threatened by DOT citizenship proposal

The Bush administration's Department of Transportation (DOT) has proposed a new interpretation of the citizen requirements for U.S. airlines that would allow foreign interests to effectively control those carriers.

Under the DOT's proposal, United States citizens would be required to control decisions of a United States airline concerning commitments to the Civil Reserve Air Fleet, transportation security, safety, and organizational documents. However, United States citizens would not be required to control the airline's basic economic and competitive decisions, such as the cities to be served, the fares to be charged, the aircraft to be purchased, and the nature and size of the aircraft fleet.

Under current law, only an airline that qualifies as a "citizen of the United States" (commonly referred to as a United States airline) may provide service between cities in the United States or on international routes obtained by the United States through international agreements. The law further provides that an airline will qualify as a citizen of the United States only if the airline is "a corporation or association...which is under the actual control of citizens of the United States".

Congress has repeatedly refused the Department's requests to pass legislation to allow foreign interests to gain increased control of United States airlines by changing the statutory requirements that United States citizens must own 75 percent of the voting stock of United States airlines. The Bush administration now seeks to accomplish increased foreign control by other means.

Unions in the airline industry say the proposed changes would harm national security, as foreign executives would be too close to U.S. carrier decisions on security and could influence decisions regarding participation in the Civil Reserve Air Fleet program, which provides for reliable and timely transports of U.S. troops and equipment in times of war. For American workers, collective bargaining gains would be jeopardized as airlines would seek out the lowest wage and benefit workforce to fill critical positions. They contend it would accelerate the growing trend of U.S. airlines sending critical aircraft maintenance to poorly supervised overseas repair facilities. Some U.S. airlines have already begun to explore contracting out flight attendant positions to workers overseas.

The Bush administration's attempt to change limits on foreign control has prompted a bipartisan call from Congress to withdraw the proposal. Over 100 members of the House of Representatives have signed onto H.R. 4542 sponsored by Representatives Frank LoBiondo (R-New Jersey) and James Oberstar (D-Minnesota) which would prevent the Administration from implementing such proposed changes for one year and require the Transportation Department to report on the impact that changes would have on U.S. workers and the nation's economy and security. Similar legislation (S.2135) has been introduced in the Senate by Daniel Inouye (D-Hawai'i).

Record of SUP Shipping January 2006

	Hdqs	.....	Seattle	.....	Wilm	.....	Hono	.....	Total
Bosun	5	.....	3	.....	8	.....	0	.....	16
Maint. Man	5	.....	0	.....	0	.....	0	.....	5
A.B. Dayworker	0	.....	0	.....	7	.....	4	.....	11
A.B	10	.....	2	.....	20	.....	4	.....	36
O.S.	2	.....	1	.....	1	.....	3	.....	7
Standby	25	.....	7	.....	84	.....	24	.....	140
TOTALS	47	.....	13	.....	120	.....	35	.....	215



SUP President's Report

February 14, 2006

FOREIGN MARINER PROVISION IN COAST GUARD BILL

The SUP continues to vigorously oppose a provision (Section 425) of Coast Guard and Maritime Transportation Act of 2005 (H.R. 889) that would allow U.S.-flag shipowners on international voyages to employ foreign nationals to do our work as maintenance and repair "riding gangs".

As of today's meeting, the House and Senate conferees have still not resolved the differences between the Senate's Coast Guard Bill (S.1280), which does not contain the onerous foreign riding gang provision, and the House version which does.

The Department of Homeland Security and the Coast Guard, which is part of the department, remain opposed to the provision, but a cabal of shipowners led by Maersk Line continues to aggressively press for its passage.

To underscore the Union's position, your secretary was in Washington, D.C. during the week of January 16, and met with representatives of both Republican and Democratic members of the House and Senate that are charged—in conference—with reconciling the two Coast Guard bills. All were told that passage of the riding gang provision would undermine the work of American-citizen mariners and that only U.S. merchant mariners belong in U.S.-flag vessels.

Despite the fact that there is no discernible support for Section 425 by any of the conferees, regardless of party affiliation, the key to removing the provision or at minimum to redraft it to reflect the status-quo remains with House Transportation and Infrastructure Committee Chairman Don Young (R-Alaska) who introduced the provision at the request of Maersk. The influence of Danish-owned Maersk with the U.S. government cannot be underestimated. Therefore, the fight to maintain the work of U.S. mariners in U.S.-flag ships is far from over.

Will continue to keep the membership fully informed.

CHEVRON SHIPPING COMPANY

In accordance with the 2004-2007 collective bargaining agreement between the SUP and Chevron Shipping Company, wages and overtime rates were increased 3% on February 1.

FOSS MARITIME COMPANY

In accordance with the 2004-2008 collective bargaining agreement between the SUP and Foss Maritime Company, covering the company's bunkering operation in San Francisco Bay, wages for all job classifications will increase 2.25% effective March 1. Overtime rates will increase under the straight-time and one-half formula.

SAN FRANCISCO BAR PILOTS

SUP members employed as dispatchers by the San Francisco Bar Pilots have not been compensated for time worked in excess of their 12-hour shifts for briefing their relief ("turnover procedures").

To rectify this problem, SUP Vice President Dave Connolly and Captain Bill Greig, Port Agent for the Pilots, met last month and agreed to the following language that amends the 2002-2006 collective bargaining agreement:

Effective January 1, 2006, all SFBP dispatchers shall, as compensation for actual hours worked during 12-hour shift change turnover procedures, be paid one (1) hour overtime per 12-hour shift. Overtime sheets shall be submitted to payroll at the completion of each week. The overtime rate shall be based on a time-and-a-half (1.5) rate derived from the current wages of the annual wage schedule for the Chief and Regular Dispatchers as set forth in

Section 1 "Wages and Manning" of the Memorandum of Agreement. The Assistant Relief Dispatcher shall earn the Regular Dispatchers overtime rate only for shifts as Dispatcher.

The dispatchers have concurred with this amendment. Recommend ratification by the general membership.

SUP ELECTION

The two-month secret-mail balloting for Union officers for the 2006-2008 term and referenda on three proposed amendments to the SUP Constitution concluded on February 1, with the tallying of the votes and the certification of the election by the Impartial Balloting Agent selected by the membership, Pacific Election Services, Inc.

All incumbents, who stood for reelection, were re-elected, however Wilmington Branch Agent Keith Miller, who chose not to run again, will be relieved by Paul Calais on March 1. Brother Miller did an outstanding job representing the membership during the two years he was Branch Agent.

In the balloting for SUP Building Corporation Trustees, rank and file member Paul Fuentes was elected in accordance with the provision of Article X, Section 1 of the Constitution that states at least two of the Trustees do not hold any other Union office.

The results of the referenda on the proposed Constitutional Amendments were—once again—disappointing. While the proposal to provide a car allowance for SUP officials easily topped the two-thirds requirement, the proposal to increase Union dues by \$20 per quarter failed to reach the two-thirds threshold as did the proposal that called for a simple majority vote for dues increases. The minority who consistently vote against a dues increase must think this organization operates on "manna" from heaven. The last dues increase passed was in 1998 and operational costs have certainly escalated since that time. At the same time, it should also be noted that the negotiated wages the membership enjoys have also increased since 1998. For example, base wages for an A.B. working for Matson have increased 23%.

Recommend that members who voted to support their Union show the others the way, by example, and donate the twenty bucks per quarter to the General Fund to keep our Union on an even financial keel.

Complete election results will be published in the February *West Coast Sailors*.

BANKING COMMITTEE

In accordance with Article XVII of the SUP Constitution, a Banking Committee shall be elected at today's Headquarters' meeting.

The duty of the Banking Committee "...shall be to receive and receipt for any money ordered withdrawn from any savings account of the Union...for the payment of authorized current bills."

As the President/Secretary-Treasurer is a member of the Banking Committee in accordance with the Constitution, recommend that the balance of the Committee be comprised of Dave Connolly, Bill Berger, Knud Andersen, Terry O'Neill, and Terry Lane.

The new Banking Committee will relieve last term's Committee on March 1.

TIMELY PAYMENT OF DUES

In reviewing the records of the Union, it has come to the attention of your secretary that some SUP members are **not** in compliance with the provision of the SUP Constitution regarding the timely payment of Union dues.

Article VI, Section 1, states: "**The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the member's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in S.U.P.-contracted vessels. The initial installment of One Hundred Dollars (\$100.00) shall**

accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$130.00) per quarter, payable *in advance*. In unorganized fields the initiation fee shall be determined from time to time by the membership."

"**In advance**" means before the next quarter begins. For example, the second quarter dues for 2006 is payable prior to April 1, 2006.

For those members who have not achieved Class "A" seniority, note that the initiation fee must also be paid in a timely manner.

MEMBERS NOT CURRENT WITH THEIR DUES SHALL NOT BE REGISTERED OR DISPATCHED. The only exceptions are as per Article III, Section 4 of the SUP Constitution.

(a) **While a member is actually participating in a strike or lockout;**

(b) **While a member is unfit for duty for more than one quarter;**

(c) **While a member is under an incapacity due to activity in behalf of the Union;**

(d) **While a member is in the Armed Services of the United States, provided he/she applies for reinstatement within ninety (90) days after discharge from the Armed Forces;**

(e) **While a member has no opportunity to pay dues, because of employment aboard an S.U.P.-contracted vessel.**

HOLIDAY

On Monday, February 20, all SUP halls will be closed for Washington's Birthday (Presidents' Day) which is a holiday under the collective bargaining agreements with American President Lines (Offshore and shoreside), Matson Navigation Company (Offshore, Shoreside and Ready Reserve Force vessels), Foss Maritime Company, and Patriot Contract Services (Ready Reserve Force vessels).

Under the agreements with Chevron Shipping Company and the San Francisco Bar Pilots, Washington's Birthday is observed on February 22.

Due to the holiday, the Branch meetings will be on Tuesday, February 21.

ACTION TAKEN

M/S to accept San Francisco Bar Pilot dispatcher amendment. Carried unanimously.

M/S to accept nominations of the President on Banking Committee. Carried unanimously.

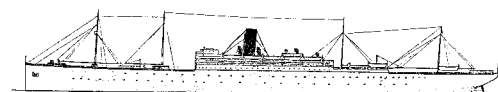
M/S to concur in the President's report. Carried unanimously.

Gunnar Lundeberg

Nautical terms in everyday speech

Hell's Bells!

According to old nautical dictionaries, the comparatively mild *Hell's Bells!* is a shortened version of the nineteenth-century expletive "Hell's Bells and Buckets of Blood!" Cursing and sailing are apparently compatible, because the expression "he swears like a sailor" is very much a part of English vernacular. In his poem *The Sailor to His Parrot*, William Henry Davies described how his fine-feathered friend makes an "endless song" of colorful curses learned aboard ship. Once ashore, the "foul-mouthed wretch" sings his naughty tune to horrified priests and unsuspecting widows.



America suffers under Bush budget *continued from page 1*

costs on to their patients and higher premiums for some seniors, including disabled patients. Bush also seeks to cut Medicaid spending for low-income children, parents, seniors and people with disabilities by \$17.6 billion over 10 years—more than \$12 billion in proposed regulatory changes and more than \$5 billion in legislative changes, according to an analysis by the Center on Budget and Policy Priorities.

Many of the changes to the Medicaid program would shift costs to the states, with the result that many states will “reduce eligibility or scale back health benefits for low-income Medicaid beneficiaries,” according to the center’s analysis.

Other health-related budget cuts are aimed at the Centers for Disease Control and Prevention, the National Cancer Institute and the National Heart, Lung and Blood Institute.

Although during his State of the Union address Bush called for better training and education to ensure America’s workers can compete in the global economy, Bush is proposing to cut some \$3.1 billion from education programs. The budget also eliminates 42 programs in the U.S. Department of Education, including school technology grants, vocational programs and parent resource centers.

Funding for Title I grants earmarked for high-poverty school districts and Pell Grants—a need-based financial aid program for college students—is held at current levels despite rising education costs.

Bush also proposes a private school voucher program that uses taxpayers’ dollars to pay for private or religious education.

Other programs slated for elimination by Bush’s budget include:

- The Commodity Supplemental Food Program that provides nutritional food packages at just \$20 a month to 400,000 low-income seniors—one-third of whom are older than 75.

- The Preventive Care Block Grant that provides grants to states to deliver preventive health care to underserved populations.

- The Community Services Block Grant, which provides funding for a wide range of social services and other help for low-income families.

Bush’s budget axe also makes deep cuts in housing programs for low-income people with disabilities and low-income seniors, child care for low- and moderate-income families and Community Development Block Grants that help communities pay for infrastructure improvements, low-income housing and the Special Olympics.

“The burden of protecting working families now falls to Congress. Congress has a moral duty to reject the reprehensible cuts to working family-supporting programs and demand that the President offer America’s workers and their families a budget that gives them a fighting chance in an economic climate that’s increasingly harsh and unforgiving,” said Sweeney.

Source: AFL-CIO

Seattle’s plans to expand container handling capacity will boost employment

The Port of Seattle gave the initial green light on February 14, to return one terminal to cargo operations, move cruise ships to a new Elliott Bay location and possibly create up to 725 jobs. The \$90 million to \$120 million plan—designed to increase cargo capacity at North America’s fastest-growing container port—still requires Port Commission approval, environmental and traffic reviews and public hearings.

But by a four-to-one vote, the Port Commission authorized \$10.8 million for initial design, engineering, traffic and environmental studies. The draft plan calls for creating a two-berth facility for cruise ships at Terminal 91, which is home to fishing trawlers. Princess Cruises and Seattle-based Holland America line, both of which operated at Terminal 30 last year, ideally would move there in 2008. Cruise operations based at Pier 66 would remain where they are. Then, SSA Terminals, a joint venture involving Seattle-based SSA Marine, would expand its cargo operations at Terminal 30 off East Marginal Way. For Terminal 30, the plan would mean a return to container cargo use for the facility.

While the option to lease Terminal 30 was not bid out competitively, officials said it made sense for one company to operate the combined facility. The reason: It would have cost up to \$200 million for a single company to run just the 37-acre Terminal 30, port officials said. But in a nod to Seattle voters who want better oversight of the taxpayer-supported port, commissioners approved an amendment in which they will review the lease details before they are formally executed.

The port estimates this expansion project—for which it still needs to find full funding—could create 364 new jobs and 361 related positions in the regional economy. Commissioners are expected to take up the question of full construction funding in February 2007.

Herald Ugles, president of International Longshore and Warehouse Union Local 19, said his membership—which staff Port of Seattle terminals—could grow by 100 full-time members under the plan. His union has 780 full-time members and about 460 “casual” or part-time ones.

The idea of converting Terminal 30 back to cargo use, said Ugles, sends a message to developers who might have eyed the land of condominiums. “Stay off our property. We are going to use this...for what this proper is for and that’s maritime,” he said. “Deep-sea berths are a rare asset. You can build a condo, you can build a coffee shop anywhere. But you can’t build a deep-sea port anywhere.”

New Customs and Border Protection Commissioner nominated by White House

W. Ralph Basham, currently head of the U.S. Secret Service, was nominated this month by President Bush to be the next Commissioner for Customs and Border Protection.

The Agency, which is part of the Department of Homeland Security, has 41,000 employees who patrol the nation’s

borders, inspect imported cargo and screen foreigners arriving at U.S. seaports, airports and land border posts. Customs and Border Protection also has more than 250 aircraft, the largest law enforcement air force in the world. Basham’s nomination is subject to Senate confirmation.

Vice President's Report

February 2006

Dubai Ports World acquisition

The only thing more baffling than the sudden mainstream interest in port security after the Dubai Ports World acquisition is the extent of misunderstanding about the U.S. maritime industry. It is a complicated misunderstanding, however, because it comes from all directions.

Under the Maritime Transportation Security Act of 2002, as amended in 2004, all terminal operators and shipping companies must write facility or ship security plans which have to be approved by the United States Coast Guard. The implementation of these plans is the responsibility of the companies under the oversight of the Coast Guard. So whenever you hear someone say “This is ridiculous, the Coast Guard handles security”—that’s wrong. The Coast Guard is ultimately responsible, but the law specifically asks companies to design and implement their own particular plans. But it is also wrong to assume that a foreign-owned company is by itself a security problem: more than 50 percent of the East Coast terminals and more than 90 percent of the West Coast terminals are foreign-operated. DPW would probably use exactly the same facility security plan as the last operator, and except for a few people on keyboards, all the employees will be the same longshoremen that were working there before.

It is an outrage that this country outsourced its shipping industry to foreigners decades ago, but that is not what has caused the present popular outrage. It’s all about a perceived threat increase from an Arab-owned company in a U.S. port. Of course, if a foreign-owned company has ties to terrorism then that is a serious problem, and Dubai has been a transshipment hub for black-market nukes, but security experts agree that the background of the manager of a terminal ranks low on the list of problems.

(If the furor over the DPW deal doesn’t add up on security grounds, there are other reasons it is justified. The Administration’s secret “trust us” approval process is similar to the one that gave us unlimited wiretapping of U.S. citizens, for example. But it also points up the nation’s ghastly trade imbalance: at the core of the approval of this deal was the Treasury Department’s decision in favor on macroeconomic grounds. The fact is that the U.S. consumes far more than it produces which means that there are trillions of dollars overseas looking for a place to be invested. Usually they buy our debt, but other dollar-denominated assets such as port terminals are sometimes a good use of dollar currency. As a result, outsourcing feeds on itself and the U.S.A is sold off piece by piece.)

Meanwhile, there are real and serious maritime security vulnerabilities. Only four percent of containers entering the country are inspected. There is no standard for sealing a container. And most importantly there is little control on the people accessing our ports.

Ports are borders, and like other borders, their permeability is governed by identification and documentation. Unfortunately, as the SUP has argued for years, most mariners in U.S. ports are entirely unknown and there is no way of knowing who they are. Unlike the longshoreman in the DPW deal, when a shipping company becomes foreign-owned and flies a flag-of-convenience, the mariners are no longer American citizens. They are citizens of the world, often carrying documentation from multiple countries. But international standards for the verification of mariner documentation do not exist. Neither is there a method for the far more complicated problem of an international database for background checks such as those performed on all U.S. seamen. If the United States were serious about maritime security, it would first find ways to expand the U.S. merchant marine because the safest ship in a U.S. port is one that flies a U.S. flag and employs U.S. mariners.

Ships Checked

APL China: delegate Dmitri Seleznev. No problems.

President Truman: delegate Jose Angeles passed the sheets to Harry Freeman. Numerous clarifications by email settled in LA by Keith Miller.

Colorado Voyager: delegate Matt Rutan. Clarification on launch in Mexico—subject to the open roadstead safety provisions.

President Wilson: delegate . Last port call in Oakland. Picked up lodging at sea beef from LA. Under investigation.

APL Korea: delegate Diane Ferrari. Clarification on helmsman duties within the context of a one-man watch.

President Polk: Gary McDeavitt, delegate. Clarification on arrival and breaking of watches.

Lihue: Steve Clemens, bosun. Issue of stocktenders using crew laundry resolved. Company agreed to a separate, dedicated washer.

San Francisco Bar Pilots: Delegate Louie Urbano. Except for those who were employed before the requirement was included in the contract, all members need to prove proficiency in Lifesaving (swimming). SUP Training Representative Terry O’Neill will facilitate classes.

Foss Maritime Company: Co-delegates Tom Tynan and Mike Worth met with management on a number of issues, especially Company compliance with call order for call-out boats and jurisdictional sharing compliance. New barges and boats in the future.

Dave Connolly

**Support the
SUP Political Fund**

SUP Branch Reports

Seattle

January 17, 2006

Shipped during the period: 3 Boat-swains: 1 steady, 1 returned and 1 emergency trip off taken by 2 A's and 1 B seniority; 7 Able Seaman berths filled with 2 A-cards and 5 B-cards; 11 standbys shipped to 3 A and 6 B members; and 2 D registrants.

Registered during the period: 7 A cards for a total of 14; 6 B cards for a total of 18; 1 C card for a total of 7.

Ships checked

Maui, Kauai and the *R.J. Pfeiffer* all running smoothly with little or no problems.

I attended the Puget Sound Harbor Safety Committee meeting; the King County Labor Council meetings; and the Puget Sound Ports Council, Maritime Trades Department AFL-CIO meeting.

At the end of February, Brother Keith Miller leaves us as Wilmington Branch Agent; he and his family are moving to Northern California.

While serving the membership as a Union officer Keith followed the Preamble of the Sailors' Union closely, particularly the second and fifth paragraphs which reads:

"Whatever right belongs to one member belongs to all members alike, as long as they remain in good standing with the Union". And: "Next, is the right to be treated in a decent and respectful manner by those in command".

The membership in the Seattle Branch offers a "vote of confidence" to Brother Miller and thanks him for his service to the Union.

The elections that end this month have good candidates and a proposal for a dues increase. It is everyone's right to vote and those that do not exercise that right do a great disservice to those who earned that right by being beaten and jailed. Please vote!

Vince O'Halloran
Branch Agent

Wilmington

January 17, 2006

Shipped during the period: 5 bosuns, 17 ABs, 6 AB maints., 1 OS and 89 standbys, for a total of 118 jobs shipped.

Registrations stands at: 64 A cards, 44 B cards, 4 C cards, and 3 D cards.

Ships Checked

President Wilson: OK, Robert Strabbing, delegate; *Maunalani*: OK, John Benson III, delegate; *APL Korea*: OK, Rick Goen, delegate; *Matsonia*: OK, Richard Stinson, delegate; *Maunawili*: OK, Paul Barbour, delegate; *President Grant*: OK, Angel Lopez, delegate; *APL China*: OK, Gabe Sipin, delegate. Clarification for labor relations handled by Dave Connolly. When on departure, and the watch is on OT, when they are off watch they go on a two-hour minimum. When men are on OT on departure, they get a two-hour minimum and if they go on watch when still working they get **no less than one hour** on watch. *President Truman*: OK, Norbert Black, delegate. A few clarifications. *Mokihana*: OK, Miguel Palacios, delegate; *President Polk*: OK, Ed Sandro, delegate.

Thanks to Mark Hurley who relieved me for two weeks for vacation, and also ran the meeting for January 13, 2006. He attended an MTD Board meeting.

Took care of the duties and responsibilities of the port for the membership during the period.

Keith Miller
Branch Agent

Honolulu

January 17, 2006

During the month of December, dispatched the following: 2 bosuns, 4 ABD, 5 ABD reliefs, 1 ABD return, 3 ABW, 1 ABW relief, 2 AB maint., 1 OS, 1 OS return, and 1 OS relief. These were filled by 8 A members, 9 B members and 4 C members. Also shipped 43 standby jobs filled by 5 A members, 16 B members, 19 C members, and 3 D registrants, for a total of 64 jobs.

During the month of December, registered: 4 A members, 8 B members, 4 C members, and 1 D registrant. To date registered are: 15 A members, 12 B members, 5 C members, and 1 D registrant for a total of 33 members registered.

Ships Checked

Maui, Lurline, Matsonia, Manulani, R.J. Pfeiffer, Maunawili, Kauai, Manukai, all with few or no beefs. Paint & Rigging gang running smooth with Monte Kalama as bosun.

On January 18, attended the Hawai'i Ports Maritime Council meeting. Three new delegates in attendance, Warren Ditch Jr., newly elected IBU Hawai'i Regional Director, William Chai, HGEA representative, and Randall Young IBEW Local 1260 business agent. Talk of preparations for 2006 legislative session.

On January 25, and 27, attended PCMC (maritime recruitment and training program) meetings with Union, company, and training representatives to exchange views on maritime employment needs in Hawai'i.

Am saddened to report the tragic and untimely death of Captain David Lyman on January 29. The Hawai'i pilot was killed disembarking an outbound vessel in Nawiliwili Harbor, Kaua'i. Dave was our lead spokesperson on the Honolulu waterfront, well known by all and will be missed by many. On February 6, attended Captain Lyman's memorial services. Smooth sailing, Dave!!

We still have two brothers on the binacle list from the *s/s Matsonia* incident. Jim Savage is in Queens Hospital and Mike France is in the Rehab Hospital of the Pacific. Both are slowly recovering and are looking better.

Mike Duvall
Branch Agent

Jacksonville

January 2005

Registration in Jacksonville has terminated and all previously registered here have been advised to register at West Coast halls.

Ships Checked

On January 19, visited the *M/T Chevron Arizona Voyager* at the Atlantic Shipyard in Mobile, Alabama. The ship entered the yard on January 13, and will complete repairs in approximately three weeks. The gang is billeted in the Battleship Inn and I stayed there on the evening of January 18, and had the opportunity to socialize over dinner with most of the gang. Their day starts early with the gang turning-to at 0600 and ends at 1800. I went aboard with the gang the following morning at 0600. Bill Fisher is the delegate and Paul Seager is the boatswain. There were no beefs and all aboard are glad to have an opportunity to paint out their rooms and the common areas. This vessel has a very busy schedule and there is seldom time for enhancements to the living quarters, so this opportunity is most welcome.

Additionally, have communicated via telephone with members aboard the *s/s Cape Florida*, which remains in ROS in the Beaumont Reserve Fleet. This vessel was due to enter the yard in Mobile on February 11, but the yard period has been delayed until an unannounced date in April 2006.

In early January, the Union received word from APL that the *President Grant* and *President Wilson* would not shift to the East Coast as was anticipated. Unfortunately, these vessels will be returned to the Singapore flag. Thus, from an economic standpoint there is no reason to maintain a hall in Jacksonville. This was a difficult decision for the Union's leadership, but there simply was no recourse. All equipment and records will be shipped to Headquarters on the first of February. It has been an honor and privilege to have served as the representative for the SUP on the East Coast. And I am grateful for all of the wonderful friends I have made while serving in this position. I do look forward to sailing with you all in the future!

Bud Yost
SUP East/Gulf Coast Rep.

**Attend your
Union
meetings!**

San Francisco Business Agent

February 14, 2006

Visited and paid off the following ships:

Kauai— John Rushing, delegate: Northwest run. Good gang. No disputes.

Lurline— Mike Soper, delegate: Going in to lay up at Howard Terminal for two weeks.

Mahimahi— Rolando Gerbacio, delegate: Voyage pay off. Last trip to Guam and Orient. Will change run to San Francisco, Honolulu and Long Beach. No disputes.

Manoa— Harry Naole, delegate: Voyage pay off. No disputes. Will be making last trip to Guam, then will be running coastwise, Honolulu.

Manukai— Edwin Suguitan, delegate: Running out of Oakland for several trips before going on the Orient run.

Maui— Rhonda Benoit, delegate: Island run. Cleared question on delayed sailing. Going to lay up at Pier 50 in San Francisco until April 14.

Moku Pahu— Steve Garrett, delegate; Bosun Teo Rojas: In from a long voy-

age, 100 days plus, with one dispute on shift ship which was not a shift but a sailing. Very good gang. Discharging sugar then to Portland for loading grain and sailing on another long voyage to Africa.

R.J. Pfeiffer— Maea Loe, delegate; new bosun Robin Colonas: This will be its last trip to Oakland. It will be going to Long Beach then on to China. Big John the steward fixed a nice breakfast for aloha. He will be missed, never a food beef. Also thanks to the Captain.

APL Singapore— Dick Stinson, delegate: Voyage pay off. No disputes. Very good gang with Randy Coady as bosun.

APL Thailand— Rudy Musgrove, delegate: Voyage pay off. Three crew changes with two sailors returning. No beefs.

APL Steam Rack— No disputes.

Washington Voyager— Made at Richmond Long Wharf. Thor Eriksen bosun. In good shape. He runs a good ship.

Worked in the front office.

Bill Berger

Smallest fish discovered

Researchers from Singapore say they have discovered the world's smallest fish in the steaming peat bogs of Sumatra. The latest diminutive addition to the catalogue of wildlife is called *Paedocypris progenetica* and is a distant cousin of the carp, according to the scientists from Raffles Museum of Biodiversity, publishing their findings in a journal of the United Kingdom's Royal Society. The smallest adult specimen captured by the team was a mature female that measured just .31 of an inch from now to tail. That makes it not only the world's smallest fish but also the smallest vertebrate as well. Being so small, the fish can survive extreme drought by seeking refuge in the last remaining puddles of the wetland. But they are not threatened by deforestation, draining of the peat bogs for agriculture and increasing wildfires that are destroying their habitat, the researchers warn.

Dispatcher's Report Headquarters—Jan. 2006

Deck	
Bosun	5
Carpenter	0
MM	5
AB	10
OS	2
Standby	25
Total Deck Jobs Shipped	48
Total Deck B, C, D Shipped	6
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. ...	48
Total B, C, D Shipped-All Depts. ...	6
Total Registered "A"	63
Total Registered "B"	62
Total Registered "C"	8
Total Registered "D"	11