




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXIV No. 2  969-M

SAN FRANCISCO, CALIFORNIA

Friday, February 25, 2011

Republicans declare war on organized labor Workers fight Union-busting in Wisconsin

Governor Scott Walker and the Republican majorities in Wisconsin's State Assembly and Senate this month laid out a plan in a so-called "budget repair bill" to bust the state's public employee Unions by denying their 200,000 plus members collective bargaining rights.

Using as a pretext for his actions Wisconsin's budget deficit, which Walker himself helped in part to create, Walker's onerous plan is pure and simple Union busting.

The governor, who has only been in office since the beginning of the year, would limit collective bargaining for most state and local government workers to wages, barring them from negotiating on issues like working conditions and benefits. He would also require workers to contribute more to their pension and health care plans, cap wage increases based on the Consumer Price Index and limit contracts to one year. And he would take on the power of Unions by requiring them to take annual votes to maintain certification, and by permitting workers to stop paying Union dues. Police and firefighters Unions, which sup-

ported Walker's campaign for governor, would be exempted.

The Unions in Wisconsin reacted swiftly with fury and rage, mobilizing tens of thousands of workers to demonstrate their displeasure in around the state capitol in Madison. Union members from across the country are pouring into Wisconsin in solidarity as well as holding rallies and vigils nationwide in support of Wisconsin workers. In response, Governor Walker has threatened to activate the National Guard to stem the "chaos" he himself created.

On the political front, Democratic members of the state senate have stymied Walker's Union-busting initiative by leaving the Capitol building and the state, thus preventing a vote on the measure. The governor has dispatched the state police to find them and forcibly bring them back to Madison.

The partisan balance of power in the Wisconsin State Senate is 19 Republicans and 14 Democrats, with 20 required for a quorum on financial issues, thus, if

only one Democrat shows up, the bill will pass. As the *West Coast Sailors* went to press the Democrats are hanging tough, refusing to return until Walker withdraws the onerous collective bargaining provisions from the bill.

Governor Walker has not backed down and has refused all offers from the Unions and the Democrats to negotiate. A spokesperson for the American Federation of State, County and Municipal Employees (AFSCME) said the Union is willing to negotiate concessions on pensions and health care costs but Walker "wants to throw out the negotiating table."

There is a kernel of truth in Governor Walker's claim of a "budget shortfall" of \$137 million. But Walker, a Republican, failed to tell the state that less than two weeks into his term as governor, he, with his swollen Republican majorities in the Wisconsin Legislature, pushed through \$117 million in tax breaks for business allies of the GOP.

The state Legislature's Legislative Fiscal Bureau —

Wisconsin's equivalent of the Congressional Budget Office and a refuge for professional expertise and nonpartisanship—warned Walker and the Legislature that the measure would create a budget gap. This is the shortfall—and not one resulting from established public employee benefits. Before the tax giveaways, the fiscal agency predicted a surplus for the state.

Now the governor has offered a proposal simple and clear in its intent, and patently dishonest. Make no mistake: The governor's "budget repair bill" has little to do with a budget shortfall and everything to do with breaking Unions, starting with public employees and then perhaps moving on to others as well.

During his run for governor, Walker had substantial financial support from the Koch brothers, billionaire industrialists who have funded various anti-Obama, anti-science, and anti-national government movements. In short, they are opposed to anyone and anything that might diminish their exor-

bitant profits. And for the Kochs, destroying labor Unions is in the top tier of their to-get-rid-of list. Walker's own hostility to labor Unions is a touchstone of his prior political experience. He is out to realize his very long-held political fantasy, with the help of such allies as the National Association of Manufacturers; Wisconsin Manufacturers and Commerce; and the Chamber of Commerce. Ever since the 1930s, when national law recognized the right of workers to organize and bargain collectively, that gain has been under assault from right-wing ideologues and much of the business community.

Public employees in Wisconsin, as elsewhere, do not have a recognized "right to strike." But they have a right to a Union, with the power to negotiate wages and the conditions of work. That is Walker's real target, and after he deals with it perhaps he can move to make Wisconsin a "right-to-work" state, devoid of any protections

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Somali pirate who held *Maersk Alabama* captain hostage gets 33 year sentence

ASomali pirate who kidnapped and brutalized the captain of a U.S.-flagged merchant ship off the coast of Africa in 2009, was sentenced to more than 33 years in prison on February 16, in New York City, by an emotional judge who told him he deserved a stiff punishment for leading a crew of armed bandits bent on committing "depraved acts."

U.S. District Judge Loretta Preska choked up as she read at length from letters written by Captain Richard Phillips and traumatized sailors who were aboard the cargo vessel commandeered by Abdiwali Abdiqadir Muse.

The recent spate of piracy on the Indian Ocean and elsewhere "is not a Disneyland-esque problem," she quoted Phillips, of Underhill, Vermont, as saying: "These are not Johnny Depps. They threaten seamen's lives, repeatedly... They deprive us of the rights that they themselves complain about."

Another officer from the ship, Colin Wright, appeared in person to urge the judge to impose a lengthy sentence. He recalled being shot at and held at gunpoint by Muse and three other pirates. "What happened to us was terrible," said Wright, 44, of Galveston, Texas. "I'm not

the same person I was and I never will be."

Muse pleaded guilty last year to hijacking, kidnapping and hostage-taking charges. Before he was sentenced, he apologized to the victims, claiming he was a desperate, small-time player in a Somali piracy syndicate that has collected millions of dollars in ransoms. "I'm very sorry for what I did," he said through an interpreter. "I got my hands into something that was more powerful than me."

Judge Preska imposed the maximum sentence of 33 years, nine months. She noted that prosecutors had described the

pirates as experienced, coordinated and sadistic, even playing Russian roulette with their hostages during the five-day siege of the *Maersk Alabama*.

The vessel was boarded by the pirates as it was enroute to Mombasa, Kenya, carrying humanitarian supplies, about 280 nautical miles off the coast of Somalia on April 8, 2009.

Muse was the first to board the 508-foot long vessel, firing his AK-47 assault rifle at Captain Phillips, taking him hostage.

According to Chief Engineer Mike Perry, who was interviewed by numerous media out-

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



SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED DECEMBER 31, 2010

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 10, 2011, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$648,634.48
Political Fund	\$7,148.78
Strike Fund	\$1,293,730.99
Total Cash and Investments 4th Qtr. 2010	\$1,949,514.25

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$105,349.60
Interest	17,338.08
Donations - <i>West Coast Sailors</i>	2,205.00
Tanker & Joint Committee, Hiring Hall	136,591.06
Advertising & Promotion	65.00
Miscellaneous Income, Reimbursements, Fines	716.51
Reimbursed Administrative Expenses	21,871.49
Contributions - General Fund	1,750.00
Total Income:	\$285,886.74
Expenses:	
Auto & Travel	\$780.00
Rent	18,380.71
Postage, Printing & Office	5,104.50
Telephone & Telegraph	4,794.04
<i>West Coast Sailors</i> Publishing Expense	10,201.85
Per Capita	12,967.50
Salaries & Payroll Taxes	192,210.94
Office Workers Pension	6,552.00
Insurance	36,873.00
Field Expense	1,109.06
Committee & Neg., Conference & Conv.	8,348.26
Investment Expense	1,223.38
Advertising & Promotion	560.00
Officials Pension	1,254.24
Subscription	704.92
Contributions	100.00
Equipment	575.13
Total Expense:	\$301,739.53

BUILDING CORPORATION

Income:	
Rents	81,804.47
Bldg. Util. & Service Reim., R&M	1,395.74
Total Income:	\$83,200.21
Expense:	
Building Services & Utilities	\$31,688.34
Repairs & Maintenance	8,572.93
Salaries & Payroll Taxes	14,777.87
Pension	198.00
Accounting (audit)	4,000.00
General Tax	13,152.97
Meeting	495.40
Insurance	29,125.88
Total Expense:	\$102,011.39

POLITICAL FUND

Income:	
Contributions	\$9,630.00
Interest	0.00
Total Income	\$9,630.00
Expense:	
Contributions	\$3,500.00
Office Expense	0.00
Total Expense:	\$3,500.00
Net Income 4th Quarter	
1st Quarter:	\$42,681.04
2nd Quarter	\$(25,303.50)
3rd Quarter	\$12,024.43
4th Quarter	\$(28,533.97)
YTD	\$868.00

/s/ Rafael Cooper /s/ Randy Coady
 /s/ Arthur Thanash /s/ Romaine Dudley
 /s/ Steve Swinton

ACTION BY THE MEMBERSHIP February 15, 2011. 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.

APL reports \$490 million profit for 2010

Liner carrier APL brought in \$490 million in operating profits for 2010, a sharp turnaround after losing \$698 million only a year ago, APL's parent company Neptune Orient Lines (NOL) reported February 16. APL's revenue rose 47% during the last calendar year to \$8.3 billion, aided by higher volumes of cargo transported and improved freight rates in most major trade lanes. APL's volume increased 24% and its average revenue increased 22% to \$2,787 per FEU when compared to 2009. APL's average utilization rate for its vessels in 2010 was 94%.

"Improved conditions for containerized trade led to higher rates and increased volume," said APL President Eng Aik Meng. "We were able to magnify those results by keeping vessel utilization high, containing costs and achieving greater operational efficiency."

The NOL Group reported a net profit of \$461 million for 2010 off of a record

revenue of \$9.4 billion which represented a \$1.2 billion turnaround from its \$741 million loss last year. The \$9.4 billion in revenue was an increase of 45% from last year.

"Strong demand from shippers and rate increases in our major trade lanes helped drive the turnaround," said Ronald D. Widows, NOL Group Chief Executive Officer. "Continued emphasis on the fundamentals of our business—efficiency, cost discipline and service quality—is just as important going forward."

APL Logistics' operating profits increased 24% to \$67 million, on revenue that increased 29% to \$1.3 billion. "The increase resulted from higher volume across APL Logistics business segments, most notably rail and land transport and auto logistics," the company said. "International services revenue was up 42% in 2010 due to increased shipment volume and improved sea and air freight rates."

MarAd issues awards for RRF ships: Matson, Patriot fall short

The Department of Transportation on February 16, announced operating awards for ten Maritime Administration Ready Reserve Force/National Defense Fleet vessels to three companies.

SUP-contracted Matson Navigation Company and Patriot Contract Services, which bid on the vessels, were not awarded contracts.

The contracts, worth a total of \$77 million, went to Ocean Duchess Inc. of Houston, Texas (\$16,618,340); Keystone Ocean Shipping of Bala Cynwyd, Pennsylvania (\$30,212,588); and Interocean American Shipping Corporation of Morrestown, New Jersey (\$30,533,710).

The new contracts cover eight fast sealift ships (SL-7 Class) currently operated by Maersk Line Limited, and the *Pacific Collector* and *Pacific Tracker*, currently operated by Interocean American Shipping.

Under the new contracts, Interocean American Shipping will operate the *Altair* and *Bellatrix*, and will continue to operate the *Pacific Collector* and *Pacific Tracker*. Ocean Duchess Inc. will operate the *Algol* and *Capella*. The *Regulus*, *Pollux*, *Denebola* and *Antares* will now be operated by Keystone. The turnover date for the contracts is March 1.

The eight fast sealift ships are reserve-status cargo ships, part of the Department of Transportation's Ready Reserve Force, and *Pacific Collector* and *Pacific Tracker* are used to assist Missile Defense Agency operations.

SUP Meetings

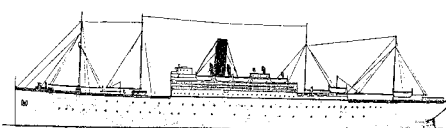
These are the dates for the regularly scheduled SUP meetings in 2011:

	Hdq.	Branch
March	14	21
April	11	18
May	9	16
June	Tues. 14	20
July	11	18
August	8	15
September	12	19
October	Tues. 11	17
November	14	21
December	12	19

Support the SUP Political Fund

Final Departures

Amund Pettersen, Book No. 3172. Born in Norway in 1921. Joined SUP in 1943. Died in New Jersey, February 8, 2011. (Pensioner)



West Coast Sailors

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. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

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American hostages killed by Somali pirates

Four Americans taken hostage by Somali pirates off East Africa were shot and killed by their captors on February 22, the U.S. military said, marking the first time U.S. citizens have been killed in a wave of pirate attacks plaguing the Gulf of Aden and the Indian Ocean for years.

U.S. naval forces who were trailing the Americans' captured yacht with four warships quickly boarded the vessel after hearing the gunfire. They tried to provide lifesaving care to the Americans, but they died of their wounds, U.S. Central Command in Tampa, Florida said in a statement.

A member of a U.S. special operations force killed one of the pirates with a knife as he went inside of the yacht, said Vice Admiral Mark Fox, commander of U.S. Naval Forces for Central Command.

Fox said in a televised briefing that the violence on February 22, started when a rocket-propelled grenade (RPG) was fired from the yacht at the *USS Sterett*, a guided-missile destroyer 600 yards away. The RPG missed and almost immediately afterward small arms fire was heard coming from the yacht, Fox said.

A total of two pirates, including the one who was knifed, died during the ensuing confrontation and 13 were captured and detained, the Central Command said. The remains of two other pirates who were already dead for some time were also found. The U.S. military didn't state how those two died. It was unclear if the pirates had fought among themselves.

Negotiations had been under way to try to win the release of the two couples on the pirated vessel *Quest* when the gunfire was heard, the U.S. military said. Fox, asked by reporters about the nature of the negotiations, said he had no details. He identified the slain Americans as Jean and Scott Adam, of Marina del Rey near Los Angeles, and Phyllis Macay and Bob Riggle, of Seattle, Washington. The *Quest* was the home of the Adams who had been sailing around the world since December 2004, with a yacht full of Bibles.

Pirates hijacked the *Quest* on February 18, several hundred miles south of Oman. Fox said mariners are warned about traveling through the area because of the dangers of pirate attacks. In total the United States said that 19 pirates were involved in the hijacking of the *Quest*.

Two days before the attack, a New York court had sentenced a pirate to 33 years in prison for the 2009 hijacking of the *Maersk Alabama*, a U.S. cargo vessel. (See related article in this issue.) That hijacking ended when Navy sharpshooters killed two pirates holding the ship's captain. A pirate in Somalia told the Associated Press that pirates were more likely to attack Americans because of the verdict.

"It's a black day for us and also the Americans, but they lost bigger than us," a pirate who said his name was Bile Hussein said on February 22. "If they still want a solution and safety for their citizens in the oceans, let them release our men they arrested."

Only minutes before the military announced that the four Americans had died, a Somali pirate told the Associated Press by phone that if the yacht were attacked, "the hostages will be the first to go. Some pirates have even suggested rigging the yacht with land mines and explosives so as the whole yacht explodes with the first gunshot," said the pirate, who gave his name as Abdullahi Mohamed, who claimed to be a friend of the pirates holding the four Americans.

Graeme Gibbon-Brooks, the head of Dryad Maritime Intelligence, said he was confounded by the turn of events. "We have heard threats against the lives of Americans before but it strikes me as being very, very unusual why they would kill hostages outright," he said, adding that the pirates must realize that killing Americans would invite a military response.

The military said U.S. forces have been monitoring the *Quest* for about three days, since shortly after the February 18, attack. Four Navy warships were involved, including the aircraft carrier *USS Enterprise*.

The killing of the four Americans appears to underscore an increasingly brutal and aggressive shift pirates have been showing toward hostages. The conventional wisdom in the shipping industry had been that Somali pirates are businessmen looking for a ransom payday, not insurgents looking to terrorize people. Pirates—who currently hold 30 ships and more than 660 hostages—typically win a multimillion ransom for releasing their captives, a huge sum that is shared among investors and pirates. The money is often spent on alcohol, drugs and prostitutes. One ransom paid last year was reported as \$9.5 million. Most ransoms are worth several million dollars.

Given that typical financial motivation, the killings left several unanswered questions, such as whether the four hostages had tried to take over the yacht from the pirates, or if the American forces spooked the pirates by approaching the yacht.

Mohamed, the pirate in Somalia, told the Associated Press that pirate leaders had been expecting the yacht to make landfall soon. Five cars full of pirates were headed toward the pirate dens of Eyl and Gara'ad in anticipation of the *Quest* reaching land on February 21, he said. Had the four reached land, they may have faced a long hostage ordeal like the 388 days that the British sailing couple Paul and Rachel Chandler spent in the hands of pirates. The two were released in November.

"This incident is a clear message and alarm that it's time the world community quickly steps up to stop these pirate criminal activities. They should be treated mercilessly," said General Yusuf Ahmed Khayr, the security minister in the northern Somalia region of Puntland, a pirate haven.

The Adams ran a Bible ministry and have been distributing Bibles to schools and churches in remote villages in areas including the Fiji Islands, Alaska, New Zealand, Central America and French Polynesia.

APL *Turquoise*



The last SUP crew of the *APL Turquoise* takes a breather on the bow before turning over the ship in Singapore. The *Turquoise* was flagged to U.S. registry by APL in December of 2009. She relieved the *APL Japan* on the Suez Express Service while the *Japan* relieved West Coast C-11's as they laid up for yard period maintenance. Original expectations of eight months of service were short by five and half months. The *Turquoise* will be replaced by the U.S.-flag *APL Coral* in April.

From left to right is Bosun John Crockett, AB James Bailey, AB and delegate Liam Casement, STOS Nick Cooper, and AB Derek Runyan. On the wheel and missing from the photo is AB Spencer Thompson.

Pasha to add tonnage to the Hawai'i trade

Pasha Hawaii Transport Lines LLC boosted its competitive profile in Hawai'i on February 15, with the launch of an interisland service and an agreement to buy up to two new ships.

The company, which entered the Hawai'i market with the 579-foot *MV Jean Anne* in 2005, said it plans to put a second vessel into service in fall 2013. Pasha said it also signed an option for the construction of a third vessel.

With the second vessel, Pasha will increase the frequency of its sailings—both interisland and to the mainland—to once a week.

The added frequency will help Pasha compete more aggressively with Matson Navigation Company, Horizon Lines, Inc. and Young Brothers Ltd.

The new ship is being built by VT Halter Marine in Pascagoula, Mississippi, and has a base price of \$144 million. Pasha said it is negotiating with several sources for financing. Like the *Jean Anne*, Pasha's second ship will be a roll-on, roll-off carrier. The third vessel has a base price of \$137 million.

The *Jean Anne* cost \$100 million and has been transporting vehicles, yachts, heavy machinery and oversize cargo between Honolulu and San Diego for nearly six years. It makes the round trip in two weeks.

Also on February 15, Pasha began using the *Jean Anne* for service from Honolulu to Kahului and Hilo, ending a state-regulated monopoly of interisland cargo trade held by Young Bros. for more than 50 years.

The state Public Utilities Commission agreed in September to allow Pasha to transport cargo between islands for a test period of up to three years. At any time during test period, the PUC could terminate Pasha's service if results of the operation produce substantial harm to businesses and consumers, according to the order.

The *Jean Anne* has a 20-ton side ramp and a stern ramp that can handle heavy equipment up to 120 metric tons. The 10 fully enclosed decks provide 387,000 square feet of deck capacity, including three hoistable decks with 126,000 square feet of space configured for high and wide cargo. The *Jean Anne* is limited to carrying items that can be driven onto the ship. Livestock and refrigerated cargo won't be carried.

Pasha will need PUC approval to use its second ship for interisland cargo. PUC Chairman Cadito Caliboso said the interim order approved in September over objections from Young Bros. only allows Pasha to operate interisland service every 14 days through the test period that ends December 31, 2013. He said Pasha would have to apply to increase its frequency.

Roy Catalani, vice president of strategic planning and government affairs for Young Bros., said that the incumbent carrier is concerned that the PUC has allowed Pasha to "cherry-pick the market and operate with a lesser set of requirements than Young Bros., allowing Pasha to service only the most profitable ports and cargo. We have always supported competition as long as it is on a level playing field," he said. "This is not fair and unfair competition ultimately hurts everybody. For example, having the burden of unfair rules places at risk our ability to attract long-term investment. Without this investment, we cannot sustain the frequency of reliable service that the neighbor islands count on."

Young Bros. operates 12 weekly round-trip routes carrying a variety of goods between Honolulu and neighbor island ports. Young Bros. services Hilo, Kona, Kauai, Maui, Molokai and Lanai.

Pasha won't make stops at Molokai or Lanai because the harbors there are too small for the *Jean Anne*. Pasha said it will make special stops at Kauai's Nawiliwili Harbor based on customer needs.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Liam Casement	100.00
Jonathon Clark	20.00
Norman Kurtz	25.00
John McAuliffe	50.00
Robert Taylor	20.00
Peter Winter	100.00

Political Fund

Wilson Abanto	30.00
Keith Adams	25.00
Bill Berger	55.90
Ellis Blacksmith	100.00
Robert Burns	50.00
Norm Christianson	50.00
Jonathon Clark	30.00
Kevin Conroy	25.00
Jennifer Corner	25.00
Earl Eastmark	40.00
Mike ElMobdy	40.00
David Garcia	20.00
David Green	50.00
Scott Griggs	150.00
Thomas Hooke	25.00
Isnin Idris	100.00
Monte Kalama	50.00
Tom Koppel	20.00
Norman Kurtz	25.00
Gunnar Lundeberg	50.00
Gerry Marshall	10.00
Tony Montoya	40.00
Harry Naeole	10.00
Vince O'Halloran	100.00
John Perez	50.00
Michael Pflieger	50.00
John Rawlings	50.00
Rick Reed	25.00
David Reinking	50.00
Ralph Senter	100.00
Robert Taylor	80.00
Daniel TinTun	50.00
Roger Tupas	20.00
Danny Ycoy	70.00

West Coast Sailors

Keith Adams	25.00
Stanley Branch	25.00
Claude Chandler	25.00
Hector deAragon	25.00
Charles Erikson	100.00
Burnett Green	35.00
James Hall	10.00
Michael Haslam	60.00
Arne Jakobsen	25.00
Robert O'Brien in memory of Thomas Riley	25.00
Hamilton Parone	10.00
Jack Post	25.00
Rich Reed	25.00
John Rescino	25.00
Charles Schroeder	40.00
Carl Walters	25.00
Michael Webb	25.00

Dues-Paying Pensioners

Gordon Abbott	Book #3785
Robert Copeland	Book #4763
Romaine Dudley	Book #2593
Alexander Earle	Book #1885
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Stanley Lane	Book #4106
James K. Larsen	Book #4055
Volkert Lolie	Book #4097
Duane Nash	Book #2437
John Perez	Book #3810
Alex Romo	Book #3193
Francisco Salvatierra	Book #7498
James Savage	Book #7488
Ralph Senter	Book #7323

Container shortage in the Pacific forecast for summer

A cargo surge might result in a shortage of containers this summer, the TransPacific Stabilization Agreement (TSA) has warned.

Executive Director Brian Conrad said TSA members estimate that container factories in Asia are operating at half their 2008 peak levels of 3.5 million boxes per year, and will reach three million by year end.

TSA is a research and discussion forum of major container shipping lines serving Asia/U.S. routes. Members include APL, COSCO, Evergreen Hapag-Lloyd, Maersk, N.Y.K., OOCL and Zim.

Conrad predicted: "We expect overall 2011 load factors to remain quite strong. Each carrier faces clearly defined costs in shoreside labor, equipment. Knowing those costs, managing them effectively and keeping rates at compensatory levels will be critical to any carrier's long-term competitive position," he added.

TSA analysis shows that fourth quarter 2010 vessel employment was higher than previously reported, with totals typical of post-holiday winter seasons. Average utilization on the U.S. West Coast route ranged from a high of 96% in late October to a low of 79% in early December.

U.S. East Coast utilization ranged from 94% in early October to 84% at the end of November. Utilization in early January 2011, was 88% to the West Coast and 95% to the East Coast.

Pirate sentenced to prison

 continued from page 1

lets including the Discovery Channel and MEBA's *Marine Officer* magazine, he and 1st Assistant Engineer Matt Fisher swung the ship's rudder in an attempt to prevent the pirates from boarding. Although this maneuver did not prevent the boarding, their actions swamped the pirate skiff early on Wednesday, April 8. As the pirates were boarding the ship, the crew members locked themselves in the engine room.

The 20 members of the *Alabama* had received anti-piracy training from Union training schools and had drilled aboard the ship a day previously. Their training included the use of small arms, anti-terror, basic safety, first aid, and other security-related courses.

The crew soon used "brute force" to retake control of the ship, as Chief Engineer Perry, brandishing a knife, tackled the ringleader of the pirates and took him prisoner after a cat and mouse chase in a darkened engine room. Chief Perry had initially taken main engine control away from the bridge and 1st Assistant Fisher took control of the steering gear. Once the pirates captured Captain Phillips and several other crewmembers minutes after boarding, they found that they could not control the ship. Chief Perry then shut down all ship systems and the entire vessel "went black." When the pirate alarm had sounded earlier, Chief Perry had brought 14 members of the crew into a "secure room" that the engineers had been in the process of fortifying for just such a purpose. Chief Perry remained outside the secure room lying in wait, knife in hand, for a visit from the pirates who were trying to locate the missing crewmembers in order to gain control of the ship and presumably sail it to Somalia. The crew had seized the ringleader of the pirates, creating a sense of unease for the three remaining Somali intruders. The crew attempted to exchange the pirate they had captured for the captain, but the exchange went awry and after the crew released their captive, the pirates refused to honor the agreement. They fled in one of the ship's covered lifeboats with nine days of food rations and took Captain Phillips with them.

On April 8, 2009, the destroyer USS *Bainbridge* was dispatched to the Gulf of Aden in response to the hostage situation, and reached the *Maersk Alabama* early on April 9.

The *Alabama* was then escorted from the scene under armed guard towards its original destination of Mombasa. CNN and Fox News quoted sources stating that the pirates' strategy was to await the arrival of additional hijacked vessels carrying more pirates and additional hostages to use as human shields.

A standoff ensued between the USS *Bainbridge* and the pirates' lifeboat from the *Maersk Alabama* from April 9, 2009, where they held Captain Phillips, hostage. The lifeboat itself was covered and contained plenty of food and water but lacked basic comforts, including a toilet or ventilation. The warship, equipped with rescue helicopters and lifeboats, stayed several hundred yards away, out of the pirates' range of fire. A P-3 Orion surveillance aircraft secured aerial footage and reconnaissance.

On April 10, 2009, Phillips attempted to escape from the lifeboat but was recaptured after the captors fired shots. The pirates then threw a phone and a two-way radio dropped to them by the U.S. Navy, into the ocean, fearing the Americans were somehow using the equipment to give instructions to the captain. The U.S. dispatched other warships, including the guided-missile frigate USS *Halyburton* and the amphibious assault ship USS *Boxer*, to the site off the Horn of Africa. The pirates' strategy was to link up with their comrades, who were holding various other hostages, and get Phillips to Somalia, where they could hide him, making it difficult to stage a rescue and thus giving the pirates more leverage and a stronger negotiating position. Anchoring near shore would allow them to land quickly if attacked. Negotiations were ongoing between the pirates and the captain of the *Bainbridge*, who was under the direction of FBI hostage negotiators. The captors were also communicating with other pirate vessels by satellite phone.

However, negotiations broke down hours after the pirates fired on the USS *Halyburton*, not long after sunrise on April 11, in the Indian Ocean. The American frigate did not return fire and "did not want to escalate the situation." No crew members of the USS *Halyburton* were injured, as the shots were fired randomly by a pirate from the front hatch of the lifeboat.

"We are safe and we are not afraid of the Americans. We will defend ourselves if attacked," one of the pirates told Reuters by satellite phone. Phillips' family had gathered at his farmhouse in Vermont awaiting a resolution to the situation.

On Saturday, April 11, 2009, the *Maersk Alabama* arrived in Mombasa, under U.S. military escort.

On Sunday, April 12, 2009, Captain Phillips was rescued, reported in good condition, from his pirate captors. The commander of United States Fifth Fleet Vice Admiral William E. Gortney reported the rescue began when Command Frank Castellano, captain of the *Bainbridge*, determined that Phillips' life was in imminent danger and ordered the action. President Barack Obama had previously reaffirmed Navy standing orders to take action if it was determined the hostage's life was in immediate danger. The Vice Admiral reported that U.S. Navy SEAL snipers, reportedly from SEAL Team Six, on the *Bainbridge's* fantail open fire and killed the three pirates remaining in the lifeboat with a simultaneous volley of three shots. The SEALs had arrived Friday afternoon after being parachuted into the water near the *Halyburton*, which later joined with the *Bainbridge*. At the time, the *Bainbridge* had the lifeboat under tow, approximately 25 to 30 yards astern.

The fourth pirate, Abdiwali Muse, sentenced this month, who was aboard the *Bainbridge* negotiating a ransom, was then taken into custody.

Solidarity Forever!

When the Union's inspiration through the workers' blood shall run
There can be no power greater anywhere beneath the sun.
Yet what force on earth is weaker than the feeble strength of one?
But the Union makes us strong.

*Ralph Chaplin's (1887-1961) song, Solidarity Forever,
the anthem of the Industrial Workers of the World*

Canadian port to double container capacity

Port Metro Vancouver has unveiled a plan to double container traffic over the next 10 to 15 years, and triple it by 2030.

Approximately four million teu capacity will be needed to meet demand by 2030, the port projected, with a capacity shortfall emerging as early as 2017.

The British Columbia port said it would also seek “to increase operational efficiencies at the port’s existing container facilities, with an emphasis on investment and infrastructure improvement at Roberts Bank”. Plans to build a second terminal next to Deltaport at Roberts Bank, with capacity of two million teu, have long been in the works, with preliminary studies of the site already underway. “Roberts Bank is very well positioned to accommodate future trade growth,” said Robin Sylvester, port president and CEO. “It’s an established route that offers excellent access to important lower mainland markets as well as major North American transportation corridors.”

Antitrust immunity repeal of carriers sought by shippers

Shipper organization groups are asking the newly elected Congress to repeal the antitrust immunity currently enjoyed by ocean carriers.

The shippers, which represent a wide range of industries, say that such a change “would place U.S. importers and exporters on a level playing field with the carriers, not cost one penny of government money and would allow U.S. companies to be more competitive in overseas markets and better serve their customers here at home.”

Nearly identical letters were sent last week to the leadership of the House as well as the Senate Judiciary and Transportation committees. The letters argue that “one matter that deserves attention early in the 112th Congress is the repeal of existing antitrust immunity that foreign-owned ocean carriers have enjoyed since 1916”

“That rare and special privilege allows foreign shipping companies to collectively fix the freight rates. Service terms, and vessel capacity offered to U.S. importers and exporters,” the letter continues. “In today’s global marketplace there is no rationale for allowing these anti-competitive practices to continue.”

The National Industrial Transportation League, the National Retail Federation, the National Customs Brokers and Freight Forwarders Association of America and the Agriculture Transportation Coalition were all signatories to the letter.

The letter complained that the problems U.S. businesses faced in 2010 from the recession “were exacerbated by ocean carriers who “rolled freight” and stranded cargoes in foreign and U.S. ports, breached their contracts with U.S. importers and exporters, and applied virtually uniform across-the-board rate increases and surcharges.”

The letters were signed by many of the same groups who sent a letter in September 2010, to then Chairman of the House Transportation and Infrastructure Committee James Oberstar, asking for change in the law governing antitrust immunity in international liner shipping.

Oberstar and fellow Representative Elijah Cummings later introduced H.R. 6167, the Shipping Act of 2011, which would have ended carrier antitrust immunity and would have given the Federal Maritime Commission additional powers.

Maersk to buying close to 30 container ships for \$5.7 billion

Betting on a continued rebound in global trade, Maersk Line said on February 21, that it had agreed to buy up to 30 of the largest container ships ever built from Daewoo Shipbuilding and Marine Engineering of South Korea, in a deal that could be worth \$5.7 billion.

Maersk, the world’s biggest container line, said it had signed a contract to buy 10 “Triple-E” vessels with an option for 20 more. The ships will be able to carry 18,000 20-foot equivalent units, the standard measure of container capacity, and will be delivered from 2013 to 2015. They will have 16% more capacity than the company’s largest existing vessels, known as PS-class ships.

Late last year, Gianluigi Aponte, the owner of the Mediterranean Shipping Company, a Maersk rival, said that the cargo business had come back from the deep trough, but that he did not plan to add to his company’s 417 cargo ships beyond orders currently being built.

The order will help Maersk improve profit margins on routes between Asia and Europe, one of the most important in world trade. It expects 5% to 8% annual growth in trade on those routes to 2015.

“Should we decide to go for all 30 vessels, it is going to be close to \$6 billion, and that will make it the largest order ever seen in shipping,” Maersk Line’s chief executive, Eivind Kolding, said. He added there was a 50% chance that Maersk would exercise its option for an additional 10 ships, but it was a “long shot” that it would buy the final 10.

The Triple-E vessels will be 400 meters long, or about 1,310 feet, 59 meters wide and 73 meters tall. Maersk said they would produce 50% less carbon dioxide per container moved than the industry average for the Asia-Europe routes, a result of design improvements and lower fuel consumption. Maersk said the Triple-E designation stood for the three purposes behind the creation of the ships: economy of scale, energy efficiency and environmental improvements.

The ships will consume 35% less fuel per container than similar vessels currently being delivered, it added. They will be equipped with a “waste heat recovery system,” saving up to 10% of main engine power. The engines will be smaller than on many other large container ships, operating at an average of only 19 knots, slightly slower than other large container ships.



The SUP gang in the *Cape Jacob* in Alameda, California, after returning on February 18, from pre-positioning support for the U.S. Navy’s Seventh Fleet in the Far East. From left to right is AB Valery Goncharov, AB and delegate Randy Fogle, AB Kianoosh Barkholder, Bosun Aaron Weibe, STOS Edgar Juluat, AB Raul Taganas, AB John Stofanik, OS Jose Duran, AB Jay Camp. Missing from the photo is OS Chris Halberg. In the background is the ship’s nickname “Lazarus” after its many returns from layup status and the ship’s motto “Semper Gumby” to reflect continuous flexibility.

The Maritime Administration Ready Reserve Force vessel is operated by Matson Navigation Company for the Military Sealift Command.

After 50 years of service, the *Cape Jacob* (originally States Steamship Company’s *California*) will be retired at the end of the month. Photo: Dave Connolly.

WikiLeaks reports former British commandos hired to fight pirates

Shipping companies have hired former British commandos to protect vessels in the hope that the Royal Navy would rescue them if pirates hijack the ships, according to a U.S. diplomatic cable released by WikiLeaks.

The cable from June 2009, published on February 4, by London’s *Daily Telegraph* newspaper, said Japanese media sources had indicated that “some shipping companies use services offered by a British crisis consultant firm” and “these services dispatch former Special Air Service members of the British Army to cargo ships only when they cruise off Somalia. Customers expect that since they would also become hostages if the ship were captured, the British Navy would rescue the ship,” it added.

The cable also outlined how a ransom was paid for the release of a Japanese vessel that had been captured by pirates, although the vessel was not identified. It said a suitcase full of dollars was passed from one person to another in a crowded street of a city of North Africa. This was the price a company “had to pay for its cargo ship having been captured by pirates,” the cable noted. Most ransoms are now paid to pirates by dropping cash onto hijacked vessels by helicopter.

Unemployment rate down, but only 36,000 jobs created

The U.S. Labor Department reported on February 4, that the country created only 36,000 jobs in January—not really enough to keep up with the growth in the workforce.

The unemployment rate fell to 9%, down from 9.4% in December and 9.8% in November. Much of the decline in the jobless rate may be due to an increase of 500,000 people who gave up looking for jobs last month.

Although two months of lower unemployment is welcome news, the economy is not creating jobs fast enough to keep up with population growth or to accommodate those who have dropped out of the job market. Creating more jobs will require major investments in job creation by investing in infrastructure, education and innovation to build what we need for the future and create good jobs now.

AFL-CIO President Richard Trumka said, “It is crucial that we ramp up efforts to create new jobs and ensure that the economic recovery can lift up

America’s workers—and not just further enrich corporate CEOs and the super rich. The current jobs report underlines the absolute necessity of President Obama’s plan to invest now in infrastructure, education and innovation to build our future and create good jobs.”

He urged Democrats and Republicans in Congress to follow the example of the AFL-CIO and the Chamber of Commerce who have joined together in support of the president’s plan to invest in America and create jobs.

According to the Labor Department report, 13.9 million are officially jobless, down from 14.5 million last month. Records for long-term unemployment have been shattered by the recession. Last month, 43.8% of unemployed workers—some 6.2 million people—had been out of work for six months or longer. That’s down from 44.3% in December. Long-term unemployment has also disproportionately affected African American workers.

ESU Office Assignments

For the month of March
Joe Bernavich will be in the
Seabrook office.

ESU NEWS

FEBRUARY 2011

Official Publication of the Exxon Seamen's Union

ESU 2011 Office Election

In the fall of this year several ESU Executive Board and Ship Representative positions are up for election and it's not too early for eligible candidates to start thinking about running. On December 31, 2011 the term of office for the President/Secretary, both Board Member at Large positions, and the Ship Representative positions on the *Kodiak*, *Sierra* and *S/R Wilmington* come to an end. Therefore, in accordance with our Constitution and By-Laws, a general election for these positions will be held from mid October through mid December, 2011.

There are many sharp and competent individuals in the unlicensed ranks who could make a real contribution to the membership by running for one of these offices. To be eligible for an Executive Board position including Trustee, a candidate must be a member in good standing and have at least two years of continuous service with the company. He or she must be a qualified driver possessing a valid driver's license and have been a member of the ESU for at least one year.

Through a Constitutional amendment in 2009, the nomination process was simplified for candidates seeking Union office. The new method eliminates the old signature requirement. Candidates that wish to run for Union office are now allowed to submit a "Candidate Intent Form" (CIF) for the particular office that the individual is seeking directly to the ESU office by the designated deadline. The Candidate's Intent Form is due to the Seabrook office no later than October 1st 2011. Candidate Intent Forms are available from you Ship Representative or by contacting the ESU office.

A complete list of all the requirements can be found in Article V of the Consti-

tution and Bylaws. It is a good idea that CIFs be sent via certified mail with return receipt requested as forms received after October 1 are ineligible.

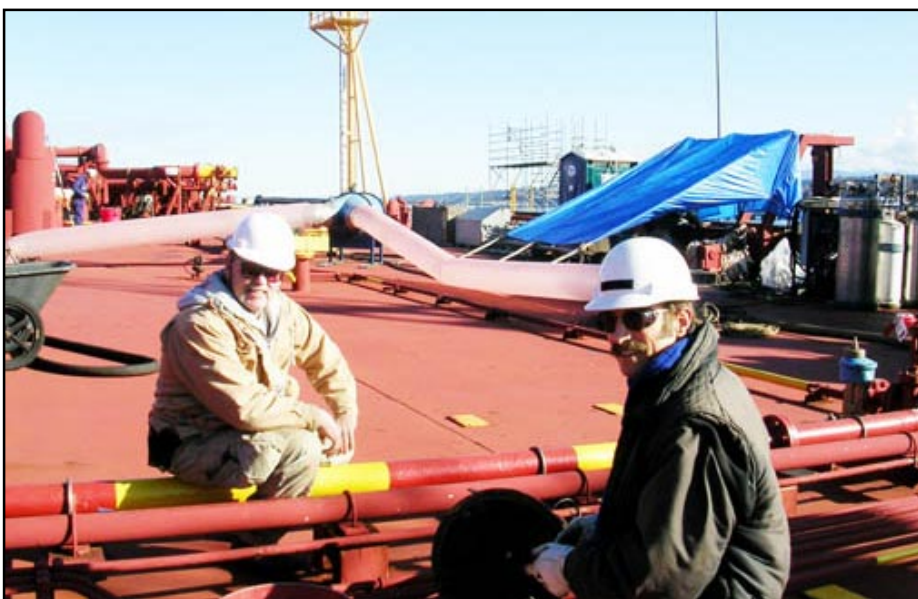
Once a CIF is received in Seabrook it will be reviewed and if all is in order the candidate's name will be placed on the ballot. Ballots will be mailed out to the membership during the first part of October. To ensure fairness and oversight the ballots will be counted by the American Arbitration Association in New York which is among the oldest and most reputable organizations of its kind.

The ESU is a modern operation that is equipped with the same office equipment found in any office environment today. Computer use and document control comprise a major part of the everyday work routine. It is important that the President/Secretary be familiar with or be able to learn how to use computer accounting software. The volume of communication documents generated is significant and therefore at least a basic level of computer skill is needed to perform the necessary duties. Verbal and written communication skills are essential as well. Executive Board Officers use written communication through email and formal business letters almost every day. The ability to write is also necessary for the production of this *ESU News* which is written monthly by the Executive Board member in office.

Job descriptions for all offices are described in our Constitution and By-Laws. Candidates confident in their ability to adapt to the job duties will find that serving on the Executive Board provides an enormous amount of self-satisfaction from assisting their fellow ESU members.

Safety shoe reminder

Everyone is reminded that proper documentation is required when submitting for reimbursement for safety shoes under the SeaRiver PPE program. All Safety shoes must have a non-skid, oil resistant sole design and protective toe-cap (steel-toe or equivalent) and meet the following standard ASTM F2413-05 (1/75 C/75 safety toe). Only Safety shoes that meet this requirement will be accepted for reimbursement. Pay careful attention to your receipt to ensure that it clearly indicates it was used toward the purchase of safety shoes meeting the above criteria.



Able Seamen, Francis "Skip" Williams and Tony Curtis (right) on deck of the *Sierra* in Port Angeles, Washington. Blue skies and nice weather for month of February provided an excellent opportunity to complete routine deck maintenance.

ExxonMobil 4th Quarter 2010 results

The parent company of SeaRiver Maritime, ExxonMobil posted solid fourth quarter results that topped Wall Street expectations, thanks to rising oil prices and a jump in production. The world's largest publicly traded oil company posted earnings of \$9.25 billion in the fourth quarter, a 53% increase from the previous period in 2009. For the year, Exxon Mobil made \$30.46 billion, or \$6.22 a share, compared with \$19.28 billion in 2009.

Not only ExxonMobil, but all the major integrated U.S. oil companies have enjoyed enviable increases in their cash reserves and enviable earning results during 2010. Chevron Corp., No. 2 behind ExxonMobil reported a 72% increase in profits during 2010. The third largest U.S. oil company, ConocoPhillips reported a 46% increase in profits.

U.S. oil firms, flush with cash reserves over the last several years of exceptional profit performances have used unallocated cash to buy back shares of their own stocks in efforts to bolster the value of existing stocks by reducing the number of shares available for purchase. Both Chevron and ConocoPhillips have profit sharing/performance bonus programs in place as well to reward its employees throughout its ranks. ExxonMobil generally does not include their "blue collar" represented employees in neither bonuses payments based on corporate financial successes nor other performance-based rewards for operations or safety.

SeaRiver Maritime, Inc.'s Maritime equivalents Chevron Shipping Company and Polar Tankers, Inc, which are the domestic maritime transportation divisions of Chevron and ConocoPhillips respectfully, do participate in their companies' bonus programs and provide bonuses to their employees. These bonuses have amounted to significant payouts over the last decade and on many occasions exceed 10% of employee's W-2 earnings. The ESU was just informed that Polar unlicensed employees will receive a 12.85% bonus in March. Similarly, we expect that Chevron employees will receive a significant bonus during the same time period. Even General Motors, less than two years after entering bankruptcy, will extend millions of dollars in bonuses to most of its 48,000 hourly workers as a reward for the company's rapid turnaround.

SeaRiver Maritime/ExxonMobil represented employees are cognizant of profit sharing bonuses, especially those that mariners are being rewarded with at other companies. Additionally, the Exxon Seamen's Union is mindful of these added compensations that are being routinely paid-out by its competitors. Certainly, based on ExxonMobil's continued eye-popping financial results and its position amongst the leaders in all phases of operations, including safety performance, their employees are justified in expecting comparable compensation.

MMC Application clarification for Steward's Department (F.H.)

The following information was released by the US Coast Guard on January 6, 2011. Title 46, Code of Federal Regulations (CFR), Part 10.215(d)(2), requires that mariners applying for a Steward's Department Food Handler rating provide a statement from a licensed physician, physician assistant or nurse practitioner attesting that they are free of communicable diseases. In order to minimize the need for additional information, the USCG bulletin clarifies the application process for steward's department ratings as follows:

Applications received that specifically request Steward's Department (F.H.) will be required to have a statement attesting that the applicant is free of communicable diseases in accordance with 46 CFR 10.215(d)(2).

Applications received for Steward's Department (F.H.) that do not have this statement will be considered incomplete and will be held at the cognizant Regional Examination Center for a period not to exceed 60 days to afford the mariner applicant time to acquire the required statement. After 60 days, if no statement is received, the application package, in its entirety, will be returned to the applicant.

Applications received for any/all entry level ratings that contain the statement required by 46 CFR 10.215(d)(2) will be processed as a request for Steward's Department (F.H.).

Applications that do not specifically request food handler, and do not have the statement required by 46 CFR 10.215(d)(2), will be processed and an appropriate credential will be issued without the food handler endorsement (e.g. Ordinary Seaman, Wiper, Steward's Department).

If you are applying for entry level ratings and wish to have food handler included on your MMC be sure to apply for *Ordinary Seamen*, *Wiper*, *Steward's Department (F. H.)* and be sure to include the statement from your physician attesting that you are free of communicable diseases. This statement can be written on the CG Form 719K, CG Form 719K/E or provided separately. The Coast Guard is considering adding the statement to the next revision of both forms.

If you have questions regarding this clarification you should contact the Mariner Information Call Center at 1-888-IASKNMC.

Special Election for Deck Department Trustee

Pat Campbell recently reelected as the Deck Department Trustee has elected to resign from the Union Executive Board effective February 25, 2011. Mr. Campbell cited personal reasons and expressed deep regret for the suddenness of his decision. Pat sends his thanks to the membership for their support during his tenure as Deck Department Trustee. The ESU Executive Board on behalf of the membership thanks Pat for his many years of Union service and wishes him well.

The resignation of Mr. Campbell necessitates a special election to fill the vacancy of Deck Department Trustee under Article V paragraph 4-A of the Constitution and By-Laws of the Exxon Seamen's Union. Paragraph 4-A states in part "When a vacancy occurs in a Union Executive Board office position due to resignation or for other reasons and more than one year remains of the un-expired term, the Executive Board shall call a special election to fill the vacancy. The vacancy shall be announced to the membership and sixty (60) days allowed for the procedures to occur as outlined under Article V, Paragraph 1, to be followed. If no candidate seeks election for the remainder of the term, the Executive Board can then appoint a member to fill the remainder of the term". The nomination period for this position will start February 25, 2011 and run through April 26, 2011.

Eligibility requirements for the position of Deck Trustee are described in Article V, Section 1 of the Unions Constitution and By-laws. Requirements include: Candidate having his/her dues paid through the month in which the nomination is made and have at least two (2) years of continuous service in the Company and be a member of the Union for at least one (1) year. The nominee must be a qualified driver possessing a current, valid auto driver's license.

Candidates that wish to run for Union office are now allowed to submit a "Candidate Intent Form" (CIF) for the particular office that the individual is seeking directly to the ESU office by the designated deadline. Candidate Intent Forms are available from you Ship Representative or by contacting the ESU office. The Candidate's Intent Form should be mailed by certified mail to the primary Union office if there could be any question concerning the timely receipt of the nomination. A Candidate's Intent Form may also be submitted via e-mail or facsimile (fax) to the ESU office.

ExxonMobil first quarter dividend

The Board of Directors of Exxon Mobil Corporation also declared the quarterly dividend to remain at 44 cents per share on the Common Stock, payable on March 10, 2010, to shareholders on record of Common Stock at the close of business on August 13, 2010.

There are three ways to receive your dividend if you are a shareholder of ExxonMobil stock. Direct Deposit: 1. The dividend payment is transferred by electronic funds on the dividend payable date directly to your checking or savings account; 2. Check: You may have your dividend checks sent directly to your residence or bank; 3. Dividend Reinvestment: You may automatically reinvest all or part of your dividends in additional shares of ExxonMobil stock through the Computershare Investment Plan for ExxonMobil Common Stock.

Ship reports

S/R American Progress

ESU Board officer visited the vessel at anchor in Port Angeles, WA on February 9. Regular Ship Rep. Rudy Benavides was on board. Extended anchor time provided an opportunity to complete crew rotations while the ship was at anchor in P.A. which eliminated the BP Cherry Point hassle. The vessel will take a break from Puget Sound next trip south stop with a stop in San Francisco.

Kodiak

The vessel was visited by the ESU on February 8, at the City dock in Port Angeles, WA. The *Kodiak* was there for a few days to make necessary repairs before loading in Valdez. Aaron Rathbun filling in as Temp. Rep. Good discussion with members on issues for upcoming contract negotiations. The ship is scheduled to leave ANS service for the shipyard in April. The Satellite TV unit onboard is not working very well (tracking problem) and probably needs to be replaced. The upcoming shipyard will provide an excellent opportunity to address this issue.

S/R Long Beach

The *Long Beach* continues in cold lay-up, in Labuan, Malaysia. There are no crewmembers assigned to the vessel at this time. Future plans for the vessel are unknown at the present time.

Sierra

Vessel continues to trade between Valdez and San Francisco. Kevin Conroy took over the Ship Rep. duties from Joe Buffington. Kevin contacted the ESU office for information concerning off watch tank cleaning (code 454). During 2005 bargaining that code was retained for tank cleaning off watch which pays the tank cleaning high rate of pay. Apparently, there was some confusion on board the vessel but the issue was cleared up.

S/R Wilmington

Board officer visited the vessel in Beaumont, TX on February 12. The vessel continues the MOGAS run between Beaumont, TX and FL. Steve Bowles is filling in as Ship Rep. and reports no problems.

25 Year Man



During the month of January, the crew of the *SR Wilmington* recognized Cook Bruce Bender for completing 25 years of service with the Company. Fleet Chef Brian Gilbert along with other crew members applauded Bruce for his hard work and dedication to the job.

ExxonMobil retirement estimates

If you are interested in viewing your final average monthly pensionable pay used to calculate your and monthly benefit pay and/or lump sum pension pay you can do so at the ExxonMobil Benefits Web site (www.exxonmobil.com/benefits). You can also use the site to calculate your monthly or lump sum pension retirement amounts. Once you've accessed the ExxonMobil Benefits Web site, you will need to log in with your Social Security Number and PIN (or answer the "Challenge Questions" if you have previously registered for "Forgot Your PIN?").

After logging into the ExxonMobil Benefits Web site, use the following steps to access your benefits pay information:

- At the "Welcome to ExxonMobil Benefits Web" page, select "Pension Plan(s)"
- At the "Pension Plan(s)" page, select "Planning Tools" from the bar on the left-hand side of the screen
- At the "Planning Tools" screen, select "Benefit Projection"
- At the "Benefit Projection" screen, enter the assumptions that you wish to use for your calculation
- Select "Calculate"

The calculation results will include a recap of Personal Data including final average pensionable pay (based on the assumptions entered) and monthly benefit pay.

If you have questions concerning use of the ExxonMobil Benefits Service Center Web site or your benefit projection, please contact the ExxonMobil Benefits Service Center at (800) 682-2847. You may also contact the ExxonMobil Benefits Service Center if you need to obtain or reset your PIN.

January CPI rises sharply

The U.S. Bureau of Labor Statistics reported in February that the Consumer Price Index for All Urban Consumers (CPI-U) increased by 0.4 percent in January on a seasonally adjusted basis.

Increases in indexes for energy commodities and for food accounted for over two thirds of the all items increase. The indexes for gasoline and fuel oil both increased in January, continuing their recent strong upward trend. The index for food at home posted its largest increase in over two years with all six major grocery store food group indexes rising.

The index for all items less food and energy also rose in January. The indexes for apparel, shelter, airline fares, and recreation all posted increases.

Over the last 12 months, the food index has risen 1.8 percent with the food at home index up 2.1 percent; both 12-month changes are the highest since 2009. The energy index has increased 7.3 percent over the last 12 months, with the gasoline index up 13.4 percent.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro
Board Member at Large Joe Bernavich
Board Member at Large John McCarthy

Deck Trustee Pat Campbell
Engine Trustee William Ackley
Steward Trustee Kurt Kreick

SUP Headquarters directory gets refaced



SUP member Rick Cogswell standing in the lobby of SUP Headquarters next to the directory, which he refurbished. Photo: Dave Connolly

German navy training ship dubbed floating brothel

A report leaked late last month, details inappropriate behavior onboard a German navy training vessel that may have in part led to the deaths of two female sailors.

In a written report, Hellmut Koningshau, the government official put in charge of the investigation, details several lewd and inappropriate acts onboard the ship. His accounts have given the *Gorch Fock*, a new nickname in Germany, the ship is now dubbed as "Germany's largest floating brothel." Lena Seele, 25, was reportedly bullied into climbing a mast in November, where she fell to her death. Koningshau's report claims that Seele's death was so poorly handled (with a party thrown by the officers just days later) that following her death several cadets onboard refused to follow orders. The mutiny prompted an investigation. During the investigation several cadets have come forward with accounts of sexual harassment, bullying, and intoxication onboard the vessel. Another female cadet onboard drowned two years ago, her parents believe she was the victim of sexual harassment and are demanding a full investigation.

One cadet described being on the ship as being a lot like jail, with new recruits often being sexually harassed in the showers by officers. Additional report claim that new cadets were forced into kissing the commander's mud covered feet while he wore a blond wig, pretending to be Thetis the Greek water goddess. Pictures published in the German newspaper, Bild, show cadets being dunked into a dingy full of a dark slop and kneeling down in front of the "goddess" commander.

Germany's defense minister Karl-Theodor zu Guttenberg has been heavily scrutinized for what many believe was an intentional cover-up of the incidents onboard the *Gorch Fock*. Guttenberg suspended the ship's captain while an investigation is being carried out.

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$40 per year international.

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Welfare Notes

February 2011

Check with the Plan Office for Eligibility Questions

Once you have attained your initial eligibility you must work 60 days within your eligibility period to keep your eligibility from terminating. The new eligibility period does not necessarily start when you get off the ship. Contact the Plan office by phone or e-mail to make sure about your eligibility status. This is especially true if you may be off of work for an extended period of time.

New Dependents

New dependents must be added to your plan within 30 days of acquiring the new dependent by marriage, birth, or adoption. If the new dependent is not added to the Plan within 30 days of marriage, birth, or adoption you must wait until the next open enrollment period to add the dependent to your Plan. If your dependent has lost coverage because of a change in work status or other situations, you may be able to enroll the dependent outside of the open enrollment period but you will need to provide evidence of the loss of coverage from the prior plan or carrier with a letter or notice from that Plan.

Active Participants' Coverage for Dependents Age 19-26

The extension of coverage for dependents up to the age of 26 according to the Affordable Health Care Act will be effective retroactively to the first day of the plan year beginning on or after September 23, 2010. Dependents who have lost their coverage or were not able to enroll because of being over the Plan's eligible age as a dependent will be allowed to enroll or re-enroll in a period starting July 1, 2011. Dependents who lose coverage because they no longer meet the requirements of dependents by age at this time can continue coverage by enrolling as COBRA members during the period that COBRA enrollment is available to them.

Please check with the SUP Welfare Plan for any questions about your eligibility or enrollment in a Medical or Dental Plan. Be sure to take the time to enroll in a plan once you become eligible to give yourself the best options to deal with unexpected illnesses, injuries, or dental emergencies. Also keep us informed of address changes and dependent changes. Check your wallet to make sure you have an ID card for your medical and dental plans.

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Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 415-957-1816
berittrainrep@sbcglobal.net

SUP Welfare Plan, 730 Harrison Street #415, San Francisco, CA 94107

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Union Representative Aaron Rodgers is Super Bowl MVP

On Super Bowl Sunday, February 6, Green Bay quarterback Aaron Rodgers, the Packers' team representative for the NFL Players Association (NFLPA), took home the Super Bowl MVP award. The same day New England Patriot alternate representative Tom Brady was named Offensive Player of the Year for the 2010 season.

It is rare for two such high-profile players to serve as team representatives, but both Rodgers and Brady are strong supporters of the Union. When he was introduced as the Packers' new team representative last October, Rodgers made it clear that the Union is important to him and his teammates. He spoke out about how the prospect of a lockout by the owner in the 2011 season would hurt the community as well as the players. "I think that's one thing we're trying to remember through this whole thing that's coming down here... This lockout is bigger than just the players. It's bigger than the players vs. the owners. This is a deal that affects more than just 53 of us [the Packers' players]."

Team owners opted out of the collective bargaining agreement with the NFLPA two years before it was due to expire, saying it isn't working for them. But they refuse to provide audited financial information to explain what is wrong in a business that generated \$9 billion in 2009, during the worst economic crisis since the Great Depression.

On top of that \$9 billion and whatever they made in this football season, the owners will rake in another \$4 billion next season even if there are no games because CBS and the other networks that air NFL games have agreed to pay that amount to the NFL even if there is a lockout. In other words, because of CBS and the other networks, the owners have lockout insurance.

Rodgers also told Green Bay fans in October: "We all stand behind [NFLPA Executive Director DeMaurice Smith] and the NFLPA and we believe in them and that they're going to represent us the right way and come to a deal as quickly as possible to get this thing resolved. We realize how much this means and affects not only us but this community....It's going to be a tough fight. But we trust in the end everything is going to turn out the way it's supposed to."

Congressman condemns cuts in Food for Peace

On February 18, Congressman Sam Farr (D-California) and a former member of the SUP spoke on the floor of the House of Representatives on February 18, to chastise the Republican majority for voting to cut the Food for Peace. "Over the past 50 years, this essential program has fought hunger and offered hope for some 3 billion people in 150 countries. For less than .05% of our total federal budget, Food for Peace is able to provide emergency food relief, combat famine and starvation, and promote much-needed stability in the most poverty-stricken corners of the world. Without question, food security is global security. Struggles to gain access to food can easily erupt in violence, instability, and health epidemics. Food for Peace's small financial investment in hunger security yields tremendous returns in the form of increased stability in fragile areas, reduced dependence on foreign aid, and increased goodwill towards America.

"As the Ranking Member on the House Agriculture Appropriations Subcommittee, I know that Food for Peace is far more than just a helping hand. This program works with communities to promote agricultural development and access to local markets so that food recipients can transform into food pro-

ducers. Rather than create enduring reliance on U.S. aid, Food for Peace strengthens communities to provide for themselves. In this tight fiscal climate, what better return on our investment could we ask for than decreased dependence on foreign assistance and increased stability in conflict-prone states?

"Yet, my colleagues have made dangerous cuts to this critical capacity-building program. These cuts, which amount to marginal cost-savings, would eliminate support to millions of the world's poorest and hungriest at a time when food prices are rising across the globe. Rather than providing smart investments to uplift these communities, we are ripping away resources and sinking them deeper into an unbreakable cycle of poverty and instability. As our country faces increasing international scrutiny, this is not the face of America that we need to be showing the world.

"On behalf of the billions who have been lifted up by Food for Peace and the millions for whom it currently gives hope, I strongly oppose my colleagues' misguided efforts to save a few dollars. America is better than this, and I will never stop fighting to promote our national security through smart international assistance."

Bargaining rights finally a reality for TSA workers

After a nine-year battle to gain a voice in the workplace, more than 40,000 transportation security officers (TSOs) finally can become Union members and bargain for a contract.

In a major victory for working people, John Pistole, administrator of the Transportation Security Administration, announced on February 4, that he has decided to grant partial collective bargaining rights to the Transportation Security Administration (TSA) workforce.

AFGE (American Federation of Government Employees) President John Gage praised the decision as an important first step, saying it would enhance safety for America's flying public. Gage added: "This marks the recognition of a fundamental human right for 40,000 patriotic federal employees who have been disenfranchised since the inception of the agency. For nine years, TSOs have had to deal with issues of dangerous workplaces, discrimination, selective hiring practices, nepotism, management intimidation, and reports of lax oversight at the agency with only AFGE to stand between them and an often arbitrary and capricious management. Now many issues will be up for negotiations, including seniority, shift biddings, transfers and awards."

In November 2010, the Federal Labor Relations Authority (FLRA) accepted AFGE's petition to allow the TSOs to vote on Union representation. In 2003, the Bush administration stripped the workers of collective bargaining rights. The workers will vote, beginning March 9, on whether they want to join a Union.

Gage told a press conference that TSA ranks 240 of 244 federal agencies on morale. He said he is sure that providing a voice at work for "these dedicated employees will improve that morale."

AFL-CIO President Richard Trumka said in a statement: "Allowing transportation security officers to exercise their right to come together to bargain collectively will improve their lives and enhance all air travelers' experience and safety. Transportation security officers deserve the same rights as firefighters, police and emergency responders to use collective bargaining in their professions to make everyone safer. As we remember all too well, many workers who rushed to Ground Zero on September 11, 2001, and saved countless lives were Union members and strengthened by their collective bargaining agreements."

AFGE currently has more than 12,000 TSA members in 40 local Unions across the country. For more information, check out www.tsaUnion.com.

**Attend your monthly
Union meetings**

USA Maritime questions on drastic cut in food aid by House of Representatives

USA Maritime (<http://www.usamaritime.org/>) on February 14, released the following statement regarding the 42% cut of more than \$800 million proposed by House Appropriations Chairman Hal Rogers from the President's combined food aid budget for P.L. 480 Title II (Title II) and McGovern-Dole International Food for Education Program (McGovern-Dole) from its FY 2010 level.

"The proposal takes a massively disproportionate bite out of America's longstanding international food aid program and will result in more starvation among the world's poor. This budget reduction will cut off or reduce the number of needy beneficiaries in food aid programs by approximately 18 million —more than the combined populations of New York, Chicago and Los Angeles.

"Proposed cuts would reduce the Title II and the McGovern-Dole program by nearly \$800 million (from \$1.9 billion to roughly \$1.1 billion). These cuts would hit as rising food prices are making the world's poorest people even more vulnerable to hunger and malnutrition in countries where the U.S. has vital national security and foreign policy interests, including Afghanistan, Algeria, Pakistan, Sudan, Haiti and Yemen.

"The proposal also will cause significant losses of jobs and economic benefits at home. In the current challenging budget environment, Americans expect to have to tighten their belts, but this proposal amounts to strangulation of one of America's most effective humanitarian and foreign policy program —feeding 50 million people each year— which also pays economic dividends at home.

"The combination of handling processing and transporting U.S. food aid commodities alone, not including farming costs, results in more than \$1.9 billion in output from U.S. industries, \$523 million in earnings for American households and more than 13,000 jobs. Deep sea freight alone results in more than 97,000 jobs in other parts of the U.S. economy.

"For more than 60 years, American farmers and ships loading U.S. grown commodities in ports like Houston, New Orleans, and Norfolk have delivered food aid to the world's hungry and malnourished. In-kind aid programs like Food for Peace are successful at meeting the nutritional needs of the chronically hungry while remaining cost-effective. We appeal to the House to look again at the wisdom of these disproportionate cuts."

The SUP is a member of the USA Maritime coalition.

Egyptian Union leader: "Today Is the day of the American workers"

Kamal Abbas, general coordinator of the independent Egyptian Center for Trade Unions and Workers Services (CTUWS), has sent an amazing message of solidarity to U.S. workers under assault by CEO-backed governors and state legislators in Wisconsin and other states.

"I am speaking to you from a place very close to Tahrir Square in Cairo, "Liberation Square," which was the heart of the Revolution in Egypt. This is the place where many of our youth paid with their lives and blood in the struggle for our just rights. From this place, I want you to know that we stand with you as you stood with us. I want you to know that no power can challenge the will of the people when they believe in their rights. When they raise their voices loud and clear and struggle against exploitation. No one believed that our revolution could succeed against the strongest dictatorship in the region. But in 18 days the revolution achieved the victory of the people.... We want you to know that we stand on your side. Stand firm and don't waiver. Don't give up on your rights. Victory always belongs to the people who stand firm and demand their just rights. We and all the people of the world stand on your side and give you our full support. As our just struggle for freedom, democracy and justice succeeded, your struggle will succeed. Victory belongs to you when you stand firm and remain steadfast in demanding your just rights."

Union-busting continued from page 1

for labor Unions, just like Mississippi. Now all can understand Walker's mantra: "Wisconsin is open for business."

What Walker and ilk are doing is scapegoating Unions, particularly public employee Unions for financial conditions in the United States. Whatever fiscal problems Wisconsin is, or is not, facing at the moment, they're not caused by Unions. That's also true for New Jersey, for Ohio and for the other states. There was no sharp rise in collective bargaining in 2006 and 2007, no major reforms of the country's labor laws, no dramatic change in how Unions organize. And yet, state budgets collapsed. Revenues plummeted. Taxes had to go up, and spending had to go down, all across the country.

Blame the banks. Blame global capital flows. Blame lax regulation of Wall Street. Blame home buyers, or home sellers. But don't blame Unions. Not for this or any recession.

Wisconsin is the first battleground for

collective bargaining rights, but it is unlikely to be the last.

A similar proposal to strip public employees of collective bargaining rights drew throngs of Union protestors this month at Columbus, Ohio, the state capitol. Hundreds more have demonstrated in Tennessee and Indiana, where Republican-led legislative committees have advanced bills to restrict bargaining rights for teachers' Unions. And governors from Nevada to Florida have been touting the need to weaken Union powers and extract more money from government workers to help balance out-of-whack budgets.

The national importance of the Wisconsin fight is clear. President Obama weighed in on labor's behalf on February 16, calling Governor Walker's proposal "an assault on Unions." And Speaker of the House John Boehner (R-Ohio) praised Walker for "confronting problems that have been neglected for years."



SUP President's Report

February 15, 2011

APL MARINE SERVICES

The *President Adams* will be the first C-10 class vessel to drydock in Singapore on or about February 28, for approximately 60 days. She will be followed by the *Presidents Jackson, Polk* and *Truman*. The foreign-flag vessel *APL Spinel* will relieve the drydocked vessels.

During the current political unrest in Egypt, APL vessels engaged in its Suez Express Service will skip calling Port Said. Cargo for Egypt will be discharged either in Colombo, Sri Lanka or Salalah, Oman for trans-shipment.

As of today's meeting, vessels are continuing to transit the Suez Canal without any problem. Before President Mubarak resigned on February 11, 6,000 Suez Canal workers had been on strike over wages, hours and working conditions. No reliable information is available to ascertain whether the strike is still ongoing.

MATSON NAVIGATION COMPANY

Matson will drydock five of its vessels in China this year beginning with the *Maunalei* on March 2. She will be followed by the *R.J. Pfeiffer, Lihue, Mokihana* and *Manoa*.

The *Lihue* was activated this month to relieve the drydocked ships. According to the company, she is expected to operate approximately 110 days in 2011.

In other news, the *Kauai* went into lay-up in Seattle on February 5, with the long-idle *Maui* activated to relieve her on the Seattle-Oakland-Honolulu run.

The Ready Reserve Force vessel *Cape Jacob*, operated by Matson for the Military Sealift Command is nearing the end of her fifty years of service when she ties-up in Alameda this month. Originally built for States Steamship Company as the *California* at Newport News in 1961. She was the first of six California Class mariner-type vessels built for the West Coast-Hawai'i-Far East trade. The other "Cadillac Mariners" were the *Oregon* (1961), *Washington* (1961), *Hawaii* (1962), *M.M. Dant* (1962) and *C.E. Dant* (1962). Both *Dants* were built in San Diego. States Line went into bankruptcy in 1978.

FOSS MARITIME COMPANY

In accordance with 2008-2012 collective bargaining agreement between the SUP and Foss covering those employed in the company's bunkering operation on San Francisco Bay, a 3.5% increase in wages and overtime is scheduled for March 1.

Recommend that the increase be allocated to wages and overtime.

CARGO PREFERENCE

Cargo is necessary for any vessel, of any flag to trade and make a profit and American cargo preference laws are essential to maintaining a U.S.-flag merchant fleet.

Some background on cargo preference is in order:

The Export-Import Bank (Ex-Im Bank) was established by Executive Order by President Franklin Roosevelt in 1934 and made an independent agency in the Executive Branch in 1945. The bank is chartered as a government corporation by Congress. It was last chartered for a five-year term in 2006, expiring on September 30, 2011.

The bank is the chief government agency which helps finance U.S. exports of manufactured goods. By statute the Ex-Im Bank is required to "contribute to the employment of United States workers." One of the mechanisms by which the Ex-Im Bank supports U.S. jobs is the application of cargo preference requirements to products financed with the bank's assistance.

Cargo preference laws generally require that a portion of ocean borne cargoes generated by the U.S. government should be transported in privately owned U.S.-flag ships. Public Resolution No. 17 (or PL 17), also enacted in 1934, is the primary cargo preference requirement that applies to Ex-Im Bank financings. The application of PL 17 to Ex-Im Bank financed cargoes is administered by the Maritime Administration, part of the Department of Transportation.

Because of its importance to the maritime industry, it is imperative that the Export-Import Bank be re-chartered this year. Accordingly, USA Maritime—a broad-based coalition of Unions and shipping companies, of which the SUP is a member—sent the following letter to Secretary of Transportation Ray LaHood on January 28:

Dear Mr. Secretary:

The undersigned companies, labor unions and associations, including non-USA Maritime members, represent virtually every privately owned U.S.-flag vessel regularly engaged in the U.S. foreign trade. We write to express our strong support for retaining current cargo preference requirements applicable to certain Export-Import Bank programs.

The cargo preference laws are essential to the continued existence of a fleet of privately owned U.S.-flag vessels. This fleet is instrumental to the supply and support of our troops abroad and the maintenance of a pool of trained mariners essential to support the U.S. Government's sealift objectives. The privately owned U.S.-flag merchant marine has transported over 90% of the equipment and supplies used

in the conflicts in Iraq and Afghanistan at a fraction of the cost of other alternatives.

One of the most longstanding of the cargo preference requirements is contained in the 1934-enacted Public Resolution 17. PR 17 requires that all export cargoes financed by the U.S. Government, including many Ex-Im Bank programs, must be carried in U.S.-flag vessels unless a specific waiver applies. PR 17 was codified by Congress in 2006 as section 55304 of Title 46 of the U.S. Code.

PR 17 has served the nation well, Ex-Im Bank programs have prospered, and U.S.-flag vessels have been able to transport cargo that is vital to maintaining an active presence on the high seas. Indeed, in fiscal year 2010, Ex-Im Bank posted its second consecutive record breaking year in export financing supporting about \$35 billion worth of American exports.

The use of U.S.-flag vessels to transport U.S. Government financed cargoes is also an important promotion of U.S.-based services. The existing Ex-Im Bank charter provides that "it is the policy of the United States to foster expansion of," among other things, the exports of U.S. services. U.S.-flag shipping is a U.S. service which should continue to be promoted by the Bank. Ex-Im Bank's charter expires this year and must be re-authorized by Congress by September 30. In that context, we urge the Department of Transportation in the strongest terms to continue to support the retention of cargo preference requirements applicable to cargoes financed by Ex-Im Bank.

We request at your convenience the opportunity to meet with you and your staff to brief you on the importance of cargo preference requirements as applied to the Ex-Im Bank and on the continued utility of these requirements to the privately owned U.S.-flag fleet.

Thank you for your continued support.

Very truly yours,

James L. Henry, Chairman,
USA Maritime
President, Transportation Institute

Thomas J. Bethel, President
American Maritime Officers

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

Matt Cox, President
Matson Navigation Company, Inc.

Matt Dwyer, Director of Legislative
Affairs, American Maritime Congress

Eric P. Ebeling, Vice President &
General Manager, American Roll-On
Roll-Off Carrier, LLC

Clint Eisenhauer, Vice President
Maersk, Inc.

Andre Gritikis, President and CEO
Intermarine, LLC

Jared T. Henry, Vice President
Hapag-Lloyd USA, LLC

Mike Jewell, President
Marine Engineers' Beneficial Assoc.

Niels M. Johnsen, Chairman
Central Gulf Lines, Inc.

Waterman Steamship Corporation

Clifford R. Johnson, Vice President
United Maritime Group, LLC

Gunnar Lundeborg
President/Secretary-Treasurer
Sailors' Union of the Pacific

Eric L. Mensing, President & CEO
APL Maritime, Ltd.

Brenda Otterson
American Maritime Officers Service
C. James Patti, President

Maritime Institute for Research and
Industrial Development

John Raggio, Partner, Sealift LLC
Michael G. Roberts, Senior Vice Presi-
dent & General Counsel

Crowley Maritime Corp.

Michael Sacco, President

Seafarers International Union

Philip J. Shapiro, President and CEO
Liberty Maritime Corporation

John Tirpak, President
America Cargo Transport Corporation

Robert S. Zuckerman
Senior Vice President, General Counsel
& Secretary, Horizon Lines, Inc.

ALAMEDA LABOR COUNCIL

SUP Vice President Dave Connolly was unanimously elected President of the Alameda Labor Council this month and will be officially seated at the next delegates meeting on March 7. The Alameda Labor Council is comprised of 100 affiliated Unions representing 100,000 workers.

SUP member and United Food & Commercial Workers Local 5 Communications Director Mike Henneberry was re-elected to the Council's Executive Committee.

Josie Camacho (Communications Workers of America Local 39521) was elected Executive Secretary-Treasurer, relieving Sharon Cornu who resigned the post in order to work for newly-elected Oakland Mayor Jean Quan. In addition to Camacho and Connolly, the other top officers of the Alameda Labor Council are 1st Vice President Martha Kuhl (California Nurses Association) and 2nd Vice President Gary Jimenez (SEIU Local 1021).

It should be noted that Brother Connolly will not be paid for his new job.

MARITIME TRADES & TRANSPORTATION TRADES

On February 24 and 25, the Executive Board of the Maritime Trades Department, AFL-CIO, meets in Lake Buena Vista, Florida. On February 27, the Executive Committee of the Transport Trades Department, AFL-CIO, meets in the same location. Plan to attend these meetings if Union business permits.

continued on next page

President's Report continued

HOLIDAYS

All SUP halls will be closed on Monday, February 21, in observance of Washington's Birthday (President's Day). Since the holiday falls on a Saturday this year, it is observed at sea and ashore on Monday under the collective bargaining agreements with APL, Matson, Foss and Ready Reserve Force vessels operated by Patriot Contract Services and Matson. Under the agreement with Chevron Shipping Company and the San Francisco Bar Pilots, Washington's Birthday is observed on February 22.

Next month, all APL vessels calling East Coast ports will observe Teddy Gleason's Birthday on Thursday, March 17, an International Longshoremen's Association (ILA) holiday.

ACTION TAKEN

M/S to allocate 3.5% increase to wages as per the Foss Maritime Company and SUP collective bargaining agreement. Carried unanimously.

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

Gunnar Lundeborg

U.S. container volumes drop

The U.S. share of global container traffic dropped from 16% to 9% in 1995-2009 as other regions saw faster growth, according to new government data.

A report issued by the Department of Transportation this month, said the country remains the world's largest trading nation with the world's biggest economy, but it is losing market share to burgeoning intra-Asia trade and Asia/Europe commerce. The report pointed out that one container in every 11 carrying global trade is bound for or originates in the United States. The country ranked second in box traffic in 2009, a position it has held since China took over the lead position in 1998.

The volume of containers handles by U.S. ports in coming years will be determined mainly by how much the country "continues to rely on imported manufactured goods, which countries it trades with the most, and which products it imports rather than produces domestically," the report predicted. It added that rising demand for foreign-manufactured products will mean more post-Panamax container ship calls, fueling continued box growth.

Republican budget legislation attacks middle class, destroys jobs

How bad is the Republican federal budget legislation that passed the House of Representatives this month? AFL-CIO Legislative Director Bill Samuel describes it as an "all-out assault against middle-class Americans."

In a letter to House members, Samuel summarizes some of the most egregious elements of H.R. 1, the Full Year Continuing Appropriations Act of 2011. Among them, is a proposed funding level for the National Labor Relations Board (NLRB) that is so draconian, it potentially would defund the agency completely through the end of the fiscal year in September. Chairman of the House Republican Policy Committee Rep. Tom Price (R-Georgia), who as chairman of the House Republican Policy Committee wields considerable power, added the amendment to defund the NLRB.

Slashing the NLRB is just one of many examples of how the Republican-backed budget attacks the middle class and working families by taking away job safety protections, employment training opportunities and by slashing hundreds of thousands of family-supporting jobs. Here's more:

- \$99 million in cuts to OSHA will result in elimination of job safety enforcement and investigations of fatalities.

- \$4 billion in cuts to job training and Employment Services will adversely affect programs that serve more than 8 million people per year at a time when we should be funding programs that assist millions of unemployed Americans.

- \$50 million in cuts to the National Labor Relations Board will undermine workers' ability to have a voice on the job.

- \$1.1 billion from Head Start will result in 218,000 fewer kids in the program and potentially laying off 55,000 workers.

- \$12.3 billion in cuts will further cripple our lagging transportation and infrastructure systems while eliminating more than 340,000 jobs in the transportation sector.

- \$786 million in cuts to energy efficiency and renewable energy plus \$2.3 billion in cuts to energy loan guarantees will cost good jobs and block our path to a clean energy economy.

- Slashing Social Security administrative costs to \$1.7 billion below necessary funding will lead to staff furloughs, reduced office hours, slower claims processing and longer waits for assistance at the very time baby boomers begin to retire.

Further, under the Republican budget:

- No job safety inspections while inspectors are furloughed for up to three months.

- No food safety inspections while inspectors are off the job for more than a month.

- 10,000 teachers and aides cut from struggling schools and 7,100 special education teachers and staff gone.

- State and local job training and employment services phased out for up to 8 million workers.

Source: AFL-CIO

Vice President's Report

February 2011

Cape Jacob: Randy Fogle, delegate. On arrival in Alameda at the old Naval Air Station, it was clear that the delegate brought in a clean ship on its final voyage. After more than five years in the Far East as ordnance prepositioning support for the U.S. Navy's Seventh Fleet, this old ship concluded its seagoing life of more than fifty years.

Florida Voyager: Franklin Dyer, delegate. Telephone conversation with the delegate indicates most things okay. On the Columbia River run to Portland.

Mississippi Voyager: Anton Seravaseiyar, delegate. Much discussion on impending negotiations: the SUP expects full participation from its members in all three departments both in terms of designing proposals and at the bargaining table. Written proposals by individuals or via the delegates may be sent to the Union at any time by any method.

President Truman: Gerry Marshall, delegate. Call from Karachi on pirate watches—the usual call-out rules apply, including as under SUP Work Rule 11(g), that calls are one-half hour before turn-to and times starts with the call.

President Adams: Paul Calais, delegate. In at Howland Hook, New York, with disputed time; discussed with Captain and company representatives. New dryer on order for Charleston with spare parts.

APL Singapore: Gary McDevitt, delegate. Despite an agreement with the mate, the captain refused to allow sailors to take time-back. Immediate negative repercussions (man had to quit to get his business done) will be followed by longer-term negative repercussions. New mess deck reefer installed due to the tireless efforts of the delegate.

APL China: Art Kardinal, delegate. Clarification of call out of coffemaker.

APL Philippines: Bill DeBenedictis, delegate. No beefs. Carpet replacement continues.

APL Agate: Josh Entenmann, delegate. Injured crewmember off in New York. Clarifications on maintenance and cure, disability, and watchstanding.

USNS Martin: Nick Mannesiotis, delegate. Arrived in Guam after a port calls in Thailand and Palau. Delegate reports the beer is cold. AB Corey Burton filled a critical LSE (landing signal enlisted) training requirement as an OS and the Union commends him for his excellent service.

USNS Shughart: Jaime Acosta, delegate. Visited in a Bayonne, New Jersey shipyard. Bosun John LaPollo has the ship squared away. Gang working overtime in the early morning and weekends. Company agreed to Union proposal to cut advance checks to allow for cash draws.

USNS Gilliland: Ken Johns relieved Jack Forde as delegate. In Jacksonville at Blount Island Marine Corp Base. Investigated coverage eligibility options for a member in a tight spot.

USNS Waters: Tom Cook, delegate. Mike Thomsen is the new bosun. In and out of San Diego.

Foss Maritime Company: JD Rymel, delegate. Investigation of third boat not calling out off-watch personnel for tying up or letting go barges as required by Section 27.10 underway.

San Francisco Bar Pilots: Mike Koller and Terry O'Neill, delegates. Golden Gate down for repairs; operators made quick adjustment to new boat.

Dave Connolly

The world watches and supports Wisconsin workers

The world is watching Wisconsin. Because it's clear if Governor Scott Walker and Republicans in the state legislature succeed in their attacks against the middle class there, it can happen across the United States.

The International Trade Union Confederation (ITUC) is outraged over the assault by Walker and other Republican Party state governors on the good, middle-class living standards. Nothing less than democracy, fundamental rights and freedom are at stake.

Says ITUC General Secretary Sharan Burrow: "Violating these fundamental democratic rights in other countries such as China, Egypt, Guinea or Mexico is rightly condemned by the U.S., so what are people to make of such abuse of power in the U.S. itself? The rights to organize and bargain collectively for fair wages and conditions are cornerstones of any democracy, and removing these rights means democracy itself is under attack. Moreover, the economic and employment crisis will not be fixed by taking away workers' incomes. These moves will destroy, not create jobs, as household incomes fall and economic demand falls even further."

From Arnensty International: "Under international law, all workers have a human right to organize and to bargain collectively. These rights are an essential foundation to the realization of other rights, and are enshrined in the Universal Declaration of Human Rights, the International Covenant on Civil and Political Rights, the International Covenant on Economic, Social and Cultural Rights and the International Convention on the Protection of the Rights of All Migrant Workers and Members of Their Families, as well as conventions adopted by the International Labor Organization. Amnesty International USA stands in solidarity with those seeking to defend collective bargaining rights anywhere these rights are threatened, and we urge Gov. Walker and Wisconsin legislators to protect workers' rights by rejecting any attempt to limit collective bargaining. We further call on the Governor to respect the right to peaceful protest and ensure that protesters are not intimidated or subjected to unnecessary or excessive force."

SUP Branch Reports

Seattle

January 18, 2011

Shipped during the period: 3 Boat-swains shipped and filled with 2 A-cards to steady jobs; and 1 B-card to a Navy bottom. 5 Able Seaman billets went to 3 A-cards to steady jobs; 1 B, and 1 C-card to relief trips.

Registered: 11 A cards for a total of 20; 7 B cards for a total of 21; and 4 C cards for a total of 14.

Ships Checked

Matson vessels *Manoa* and *Kauai* called twice in Seattle with little or no problems. The *President Jackson* called in New York and reported little or no problems.

I represented the SUP at the following meetings: The King County Labor Council meeting; and the Seattle Marine Business Coalition meeting. Along with members Brendan Bohannon and Jack Sheldon we attended the contract signing for the Alaska Way Viaduct replacement "Tunnel" at the Port of Seattle headquarters. Washington State Transportation Secretary Paula Hammond representing the Governor formally signed the contract with several construction company consortiums. The SUP/MFU position is for continued and unhindered truck and rail access in and off the docks, plain and simple! The SUP/MFU has been a key "Stakeholder" in this project and we will continue to do so until the tunnel is completed or the Viaduct rebuilt.

Washington State Labor Council President Rick Bender; and WSLC Treasurer Al Link both retired last month. Jeff Johnson has been elected President; and Lynn Dodson to the Treasurer's position. Rick and Al were excellent advocates for inland and seagoing organized labor Unions and staunch supporters of the Jones Act. We wish these old friends fair seas in their retirement! We have duly met with and notified the newly elected State Labor Council leadership that we are available to help and work with them in any way we can!

Vince O'Halloran
Branch Agent

Dispatcher's Report

Headquarters—Jan. 2011

Deck	
Bosun	1
Carpenter	0
MM	6
AB	5
OS	1
Standby	11
Total Deck Jobs Shipped	23
Total Deck B, C, D Shipped	4
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. ...	23
Total B, C, D Shipped-All Depts. ...	4
Total Registered "A"	35
Total Registered "B"	22
Total Registered "C"	17
Total Registered "D"	30

Wilmington

January 18, 2011

Shipped a total of 76 jobs—the breakdown is as follows: 1 bosun-1 steady; 6 AB/dayman-4 steady, 2 return; 7 AB/watch-4 relief, 3 return; 1 STOS-1 steady; and 61 standbys.

Registration: Class A 32; Class B 26; Class C 13.

Ships Checked

Manulani, Maunalei, Maunawili, Mokihana, Mahimahi, Manukai, R.J. Pfeiffer, Philippines, Korea, Thailand, China, Singapore, Oregon Voyager and Washington Voyager. No problems.

Attended and represented the SUP at the following meetings: American Merchant Marine Veterans Memorial Committee; Maritime Trades Port Council; and the LA County Federation of Labor.

I wish to remind members that our clinic is: Dr. Mark Perez, 1294 W. 6th Street, San Pedro, Phone: 310-548-0201. The clinic U.S. Healthworks on Pico in Long Beach is no longer open to us.

Make an attempt to attend your Union meetings. I have gotten some donations to continue pizza and sodas and plan to do something different a few months during the year. Check the *West Coast Sailors* for dates.

Continue to support your political action fund as new attacks are on to repeal the Jones Act.

Next month at the February 22, 2011 meeting, Michelle Chang, Administrator of the SUP Benefit Plans and Brian Christ representing The Standard, will be here to answer questions or concerns about your benefits.

Vern Johansen
Branch Agent

Looking for a job? Website can help

Looking for a job but don't know what you want to do or where there's a job that fits your skills? Check out the U.S. Labor Department's new online tool. The My Next Move website, launched this month, provides job seekers with information on more than 900 occupations, as well as local job openings and training opportunities, in a simple, user-friendly format.

My Next Move may be especially useful to students, young adults and other first-time workers who are exploring potential careers based on their interests. The new tool complements the department's "mySkills myFuture" site, which is designed to help those with previous work experience match their existing skills to new occupations.

U.S. Labor Secretary Hilda Solis said the Obama administration is "committed to expanding opportunities for all Americans. That includes ensuring all workers—those with years of experience and those just entering the workforce—have the information they need to make informed career decisions and get good jobs."

The new website allows users to search for jobs by occupation and by industry. You also can match your interests with suitable occupations by answering a series of questions.

Honolulu

January 18, 2011

Shipped the following jobs during the month of December: 1 AB Day-Steady, 2 AB Day-Reliefs, 2 AB Day>Returns, 4 AB Watch-Steady, 1 AB Watch-Relief, 1 OS-Steady, and 3 AB Maintenance-Steady. The regular jobs were filled by 6 A cards, 6 B cards and 2 D cards.

Also shipped 1 standby job this month. The standby job was filled by 1 A card.

Registered during the month of December: 10 A cards, 8 B cards; 0 C cards; and 3 D cards. To date totaled registered: 11 A cards, 9 B cards, 3 C cards and 6 D cards.

Ships Checked

Manukai, Maunawili, R.J. Pfeiffer, Mokihana, Manoa, Maunalei, Mahimahi, Manulani, and Kauai. All with few or no beefs. Paint and Rigging gang running smoothly with Monte Kalama as Bosun. I also visited the Oregon Voyager at Barber's Point. The main beef on this Chevron ship was that when steady crew members have finished their vacation time and are ready to return to work, sometimes the company has hired casual sailors to relieve them and they have to wait a month or two before they are able to return to their jobs. I talked with Vice President Dave Connolly about this and at the very latest this issue will be discussed with the company at the next contract negotiations.

During the month I represented the SUP at the Hawai'i Ports Council monthly meeting, which includes the Hawaii Ocean Safety Team (HOST) meeting report.

During this month's meeting (January), we had the pleasure of having SUP President Gunnar Lundeberg, SUP Welfare Plan and Pacific District Pension Plan Administrator Michelle Chang, SUP Training Director Berit Eriksson, and The Standard representative Brian Christ in attendance. A lot of questions were asked and most were answered to the membership's satisfaction. A very good meeting. Mahalo,

Michael Dirksen, Branch Agent

San Francisco Business Agent

February 15, 2011

Kauai— Norm Christianson, bosun: Visited the ship at Howard Terminal. There is a possibility that the *Kauai* will go into lay up in Seattle, after completing its trip to Honolulu. No disputes.

Mahimahi— Raymond Tavai, first-time delegate. Did a good job. John Savage relief bosun. No disputes. Made a second visit with John Gabourel as delegate, Chris Bujnowski, relief bosun. Good gang, no disputes.

Manoa— Duke Maringer, delegate: In from Seattle, no disputes.

Maui— This ship was laid up for over a year in Seattle. The *Maui* will replace the *Kauai* on the Seattle-San Francisco-Honolulu run. Brian Yost shipped as bosun. Gang did a good job of getting it ready for sailing.

Mokihana— Tom Koppel, delegate; John Benson, return bosun: No disputes.

Worked in front office.

Bill Berger

New World Alliance to cut TransPacific capacity during Lunar New Year break

New World Alliance members APL, Hyundai Merchant Marine and MOL (Mitsui O.S.K. Line) announced that they have decided to selectively reduce the frequency of four TransPacific services to reduce capacity during the slack season.

"We'll review demand and capacity again well in advance of the peak shipping season," said APL President Eng Aik Meng. "As conditions warrant, we'll reintroduce capacity."

Winter programs such as this are routine for The New World Alliance carriers and the TransPacific Trade in general, when Asian exports slow significantly during the Lunar New Year holiday break. Factory closures sharply curb the production of finished goods which are a staple of the trade. Alliance members said the Lunar New Year factory closures this year are expected to be longer than usual, perhaps up to three or four weeks.

APL's U.S.-flag service will not be affected.

USNS Shughart



Bosun John LaPollo, AB Hamilton Parone, AB and delegate Jaime Acosta, and OS Andrey Didkovsky aboard the USNS Shughart in the shipyard in Bayonne, New Jersey, February 7. Photo Dave Connolly.