



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, March 21, 2008

Steady As She Goes! Sailors' Union's 123rd Anniversary

The Sailors' Union of the Pacific this month observed the 123rd anniversary of its founding on March 6, 1885 on the old Folsom Street Wharf in San Francisco.

Recognition, respect and improved conditions aboard ship did not come easy, but with a militant membership and the dedicated and tenacious leadership of Andrew Furuseh and Harry Lundeberg, obstacles were overcome and the Sailors' Union grew and developed with a lasting legacy of strength and integrity.

In addition to the anniversary of the organization of the Union



Andrew Furuseh



Harry Lundeberg

and the birthdays of former secretaries Furuseh (March 12, 1854) and Lundeberg (March 25, 1901), March is also the 93rd anniversary of the Seamen's Act which was signed into law by President Woodrow Wilson on March 4, 1915, after a 20-year struggle by Furuseh to free seamen from indentured servitude.

Drawing on its sound heritage as the oldest Union of seafarers in the world in continuous existence, the Sailors' Union of the Pacific continues to meet the challenges ahead to protect the interests of the membership and advance the brotherhood of the sea.

U.N. agency says NLRB violates workers' rights

A key international agency ruled on March 19, that the Bush Administration's National Labor Relations Board (NLRB) is denying workers' rights in violation of international labor standards.

The International Labor Organization's (ILO) Committee on Freedom of Association held that the NLRB's definitions of "supervisor" in the Oakwood cases violates freedom of association standards by excluding staff that only occasionally perform supervisory duties from protection of the National Labor Relations Act. The United States is bound to follow international core labor standards as a member of the ILO.

Because the Republican majority on the NLRB has systematically and egregiously reduced the freedom of workers to join unions, the AFL-CIO took the unusual step of filing a complaint with the ILO, an arm of the United Nations, last October. AFL-CIO President John Sweeney welcomed the decision.

"The Bush-dominated NLRB has taken every opportunity to arm U.S. employers with the tools to defeat the attempt of workers to gain a voice at

work. The ILO's decision in this case vindicates workers' rights of freedom of association and collective bargaining, despite the attempts at spinning it by U.S. employers. We will continue to expose the shameful conduct of the U.S. government in every forum available to us as we seek to strengthen the ability of workers to form and join Unions."

In three cases collectively known as the Oakwood cases after the lead case, Oakwood Healthcare Inc., the board in 2006 reinterpreted the definition of "supervisor" in a way that greatly expanded the number and type of workers who can be classified as supervisors. The expanded definition applies to workers in every industry and means up to eight million workers, including nurses, building trades workers, newspaper and television employees and others, may be classified as supervisors

and barred from joining unions.

The case originated when some 220 registered nurses at Heritage, an acute-care hospital in Taylor, Michigan, voted in a UAW election in February 2002. The NLRB impounded the votes because the hospital, owned by Oakwood, claimed the RNs are supervisors.

The ILO in previous years has ruled that other U.S. government decisions violated workers' rights, including the 2002 Supreme Court's Hoffman Plastics ruling, which took the unprecedented step of denying an undocumented immigrant worker lost wages after he was illegally fired for exercising his rights under the National Labor Relations Act to form a Union.

In another case, the ILO last year held that airport screeners could not be denied the right to form and join unions and engage in collective bargaining, in the name of "national security."

ILWU and PMA negotiations begin

The International Longshore and Warehouse Union and the Pacific Maritime Association (PMA) began negotiations on March 17, for a new collective bargaining agreement. The current six-year contract expires on July 1, 2008 and covers 25,000 ILWU-represented longshore workers at 29 west coast ports in California, Oregon and Washington. The PMA represents 72 cargo carriers, terminal operators and stevedores operating on the west coast.

"Longshore workers are concerned about growing more good jobs for working families, improving safety conditions to reduce deaths and serious injuries, and pushing for cleaner air on the docks and communities where we live and work," said ILWU President Bob McEllrath.

PMA President Jim McKenna said: "We've made progress since 2002 to improve productivity, which has enabled us to add jobs at the West Coast ports, handle a 45 percent cargo surge and transform the ports into an economic powerhouse that is now responsible for 12 percent of the nation's gross domestic product and more than seven million American jobs. However, there is more work to do to increase efficiency and implement technology and other workplace innovations that will help the ports meet increasing national and international competition."

In bargaining in 2002, technology was a central issue—computerized equipment threatened to shrink the union workforce. As the talks dragged on, the shipping lines accused the Union of a work slowdown, a charge the ILWU denied. But PMA locked workers out of their jobs, creating a backlog of ships offshore. The impasse was broken when President Bush intervened by using the Taft-Hartley Act, forcing an end to the lockout and imposing an 80-day cooling off period.

"Respect seafarers" says USCG Commandant Thad Allen

Coast Guard Commandant Thad Allen has urged members of his service to treat merchant mariners "with the utmost professionalism and respect." In a communication sent this month to "all hands," Admiral Allen acknowledged that he has "received reports from highly respected professionals recounting Coast Guard boardings, inspections and investigations not displaying professionalism. Additionally, some have said they lost the complete trust they once had in the Coast Guard and are fearful of retribution if they challenge the Coast Guard."

Allen wrote, "We must change this perception," noting that licensed and unlicensed mariners are "professionals who share our interests in a safe, secure and environmentally compliant industry." He recalled the words of Alexander Hamilton (the first U.S. Secretary of the Treasury who launched the Revenue Cutter Service) that free men are impatient of "everything that bears the least mark of domineering spirit" and said that applies "as much today as it did in 1790 and equally to international mariners and our trading partners."



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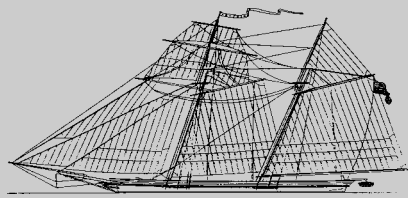
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West Coast Sailors

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Stanley Lane	Book #4106	Richard Sexton	Book #6986

Final Departures

James Thompson, Book No. 3275. Born in Wisconsin in 1932. Joined SUP in 1967. Died in Fort Bragg, California, February 7, 2008. (Pensioner)

Thomas Riggs, Book No. 2615. Born in Arizona in 1917. Joined SUP in 1944. Died in Victorville, California, February 15, 2008. (Pensioner)

John Nelson, Book No. 2283. Born in Oregon in 1928. Joined SUP in 1945. Died in Astoria, Oregon, February 21, 2008. (Pensioner)

Samuel Kosfeld, Book No. 2909. Born in Missouri in 1928. Joined SUP in 1947. Died in Boonville, Missouri, February 22, 2008. (Pensioner)

Thomas Mariner, Book No. 6177. Born in New York in 1919. Joined SUP in 1948. Died in Moorehead, North Carolina, February 28, 2008. (Pensioner)

Laurence Palmeria, Book No. 11219. Born in Hawai'i in 1919. Joined SUP in 1955. Died in San Pedro, California, February 16, 2008. (Pensioner)

Thomas McLaughlin, Book No. 6182. Born in California in 1926. Joined SUP in 1943. Died in South San Francisco, California, March 2, 2008. (Pensioner)

SUP Meetings

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

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

*Tuesday

Attend your
Union
Meetings

Panama pilot boss shot in Colon

Captain Henry Pino was hospitalized after being shot three times in the Atlantic city of Colon on February 24.

Captain Pino is the director of Caribbean Pilots, a new pilotage company that broke the \$8 million monopoly held by Panama Pilots Services Company (PPSC). He was the PPSC's general manager for several years.

PPSC has threatened to challenge the Panama Maritime Authority's decision to grant a license to Caribbean Pilots, although it had previously authorized two other pilotage companies in addition to Caribbean Pilots.

Although Captain Pino is a controversial figure, it is not known who ordered the attack (if anyone) and why. Industry sources indicate that he was told that a contract was on his head by a man who said he would testify to the police if Captain Pino accompanied him. Instead, Pino went to the police first. He was shot twice in the arm and once in the hand but managed to shoot one of his assailants. The police caught the attackers, who were juveniles, and the taxi getaway driver. In early February, a retail shop owner was killed in Colon by juvenile assassins.

Collisions result in mariner death

One sailor died and three are still missing after the sinking of a general cargo ship in Japanese coastal waters near Kobe on March 5. The Belize-flagged *Gold Leader* (1,930 dwt, built 1980) was hit by the bow of the LPG carrier *Ocean Phenex* (2,858 dwt, built 1992) after the latter had been hit by *Eisei Maru No. 5* (1,381 dwt, built 1987) at about 1455 hours local time.

Gold Leader was badly damaged and sank in the Akashi Strait, with all nine Filipino crew members abandoning ship. The other vessels suffered damage but the crew members were safe.

Of the six men rescued, one crew member died in the hospital. A major search operation was carried out by ships and aircraft from the Japan Coast Guard.

Collisions are a regular occurrence in the area, due to traffic congestion, strong currents and variable weather. The crew members of all three vessels are being questioned by the Japan Coast Guard, which is investigating.

Sharp downturn forecast for LA/LB

With the treat of recession handing over the United States, and growing competition from ports in other countries, Los Angeles and Long Beach are in for leaner times, says an economic forecast by a public think tank.

The Los Angeles Economic Development Corporation, an agency of the region's local authority, says that traffic at the two ports in 2008 will grow by almost 3 percent to 16.1 million teu. But Print Rupert in British Columbia, the Panama Canal and proposed Mexican ports will mean "future growth will not revert to previous double-digit teu gains.

Other threats will be TWIC enrollment coupled with curbs on heavy vehicles because of pollution regulations, which would lead to a shortage of road transport; the strong environmental focus by the ports that could deter growth and court actions by eco-activists that could affect expansion projects.

Malaysia and U.S. ink container accord

The United States and Malaysia signed an agreement last month to fully scan all Malaysian containers bound for U.S. ports, despite fears on the Malaysian side that it would cause port congestion. The agreement will commit both nations to scrutinize containers from Port Klang and

Tanjung Pelepas for nuclear and radiological materials.

Previous to the agreement, Penang and Bintulu Port have been exempt from mandatory scanning.

Timely Reminder
Second quarter 2008
dues are due
and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the members's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Thirty Dollars (\$150.00) shall accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$150.00) per quarter, payable in advance.

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Conditions of entry for ships arriving from Iran

The U.S. Coast Guard issued a notice on March 6, stating that, effective March 20, it will impose conditions of entry on vessels arriving in the United States from Iran.

As the Coast Guard has determined that nation is not maintaining effective anti-terrorism measures. Any vessel arriving in the United States called in Iran during its previous five port calls, must demonstrate the following: 1) That it implemented measures in accordance with the ship's security plan equivalent to Security Level 2; 2) That each access point to the vessel was guarded and that the guards had total visibility of the exterior to the ship while in the Iranian port; 3) That it attempted to execute a Declaration of Security; 4) That it logged all security actions in the ship's log; 5) That it reported such actions to the USCG Captain of the Port (COTP) prior to arrival in the United States; and 6) That each access point to the vessel is guarded and that the guards have total visibility of the exterior to the ship during U.S. port calls.

Similar conditions of entry have been imposed on ships arriving in the United States from Cameroon, Equatorial Guinea, Guinea-Bissau, Indonesia, Liberia Mauritania and Syria.

Sharp decline of container imports indicates United States is in economic recession

U.S. container imports are dropping even more sharply than predicted, while America's economic outlook has taken yet another negative turn. The latest Port Tracker report, compiled by the National Retail Federation and Global Insight, revealed that January traffic at surveyed North American ports fell 4.3% in January this year versus January 2007. Port Tracker now predicts February volumes will be down 9.6% from the same period last year, and that March will see flat volumes. The ports surveyed are Los Angeles/Long Beach, Oakland, Tacoma, Seattle, Vancouver, Houston, New York/New Jersey, Hampton Roads, Charleston and Savannah.

America's economic slowdown and lower import demand will translate into "weak or negative growth over the next several months," conceded Port Tracker, which has been lowering its estimates. Just a month ago, it predicted a January drop of 1.1% and a February decline of 7.6%.

The ports surveyed have shown aggregate year-on-year declines since August 2007. Meanwhile, there was more bad news today on the U.S. economy with the release of the February jobs report. Non-farm payrolls fell 63,000 in February, the worst decline since March 2003 and well below expectations. Financial commentators are increasingly convinced that the U.S. is effectively in recession.

Drunks in the wheelhouse led to terminated voyage

The master and four crew members were arrested and charged March 14, in connection with the improper operation of the *Ocean Victory*, a Maltese-flagged 328-foot dry bulk carrier, because the helm was not properly manned due to the intoxication of several crew members.

According to court documents, three pilots from the Association of Maryland Pilots boarded the *Ocean Victory* on March 10, to assist the ship in departing Baltimore and transiting Chesapeake Bay. A pilot told Captain Wojciech Kowalski that he smelled alcohol on Yuriy Shelkunov, a Ukrainian Oiler. As a result, Shelkunov was not present on the bridge during the departure.

Court documents further allege that after passing the Bay Bridge, Ukrainian Volodym Voychenko, who was assigned as helmsman, and Captain Kowalski departed the wheelhouse, leaving no member of the ship's personnel in the wheelhouse. A pilot went to Kowalski's stateroom and demanded that the wheelhouse be properly manned. As a result, Voychenko returned to the wheelhouse as the assigned lookout, but smelling of alcohol. Additionally, Voychenko shoved a pilot twice and brandished a large knife. Another pilot removed the knife from Voychenko. At that point, the pilots anchored and departed the ship, because the ship could not safely navigate with intoxicated crewmen, and without crewmen in the wheelhouse.

On the same day, the Coast Guard responded to the request for assistance from the pilots to disembark the vessel. When questioned, Captain Kowalski allegedly falsely stated that he was not aware that one of his crew had a knife, and that he had been on the bridge by himself without help the entire time, except for more than three minutes to get coffee or go to the bathroom.

"The safety and security of our port cannot be compromised," said Captain of the Port, Brian Kelley. "Through the collective efforts of our port partners—in this case, the Maryland pilots and our interagency first responders—we're making certain that Chesapeake Bay maritime transportation is safe and secure."

New crew members were placed aboard the vessel, but the vessel remains under a "no sail" order by Captain Kelley. The ship remains at anchor near the mouth of the Patuxent River awaiting a flag administration review by the country of Malta in cooperation with Captain Kelley's Port State Control examiners.

Captain Kowalski is charged with failing to ensure that the wheelhouse was constantly manned and that each person manning the wheelhouse was competent to perform that duty; failing to notify the nearest Coast Guard Marine Safety Office that the ship failed to meet minimum required manning due to the intoxication of four essential crew members; and making false statements. Kowalski faces a maximum sentence of six years in prison and a fine of \$250,000 for each of these offenses. Second Mate Yegen Bystrov is also charged with making a false statement, which carries a maximum penalty of six years in prison and a \$250,000 fine.

The remaining three defendants (including AB Sergey Prokofyev of Russia) and Bystrov, are charged with operating the *Ocean Victory* while intoxicated and face a maximum sentence of one year in prison and a fine of \$100,000.

The *Ocean Victory* has undergone numerous changes over the past year with two flag changes, two name changes, one class change and an ownership change. At present, the ship is owned, operated and managed by Nicolakis Shipping, a Greek-owned company registered in Panama.

United States Coast Guard is too small

The U.S. Coast Guard is too small and needs more resources to fulfill the ever-growing missions being assigned to the services. That message was delivered to Congress on February 26, by Vice Admiral Robert Papp, the USCG's chief of staff, as he spoke to the House Subcommittee on Coast Guard and Maritime Transportation.

Papp complained that the excellent job done by the USCG during the days following Hurricane Katrina led to a misperception that the service could operate at that level on a sustained basis. "That was an 'all hands on deck' event," Papp commented, noting that the level of performance could not be sustained. Repeating Commandant Thad Allen's com-

ments that the Coast Guard is only slightly larger today than it was three decades ago (and the entire force could be fit into the Washington Nationals baseball team's new stadium), Papp said the growing mission was overtaxing the USCG.

He did acknowledge that the proposed 2009 budget does add funds for new inspectors, both military and civilians, as well as new watchstanders in major ports. But, he said, more growth will be needed in subsequent years. In fact, he admitted that the USCG "probably did lose sight of its marine safety mission" when it was charged in the post 9/11 era with securing U.S. waterways and ports. He quickly noted that the USCG is now focusing on marine safety issues.

Shortsea shipping a Congressional priority

Establishing a viable shortsea shipping system continues to be a high priority for Congress. Maritime Administration Administrator Sean Connaughton said on February 26, that his agency is moving forward to launch the program.

Appearing before the House Subcommittee on Coast Guard and Maritime Transportation to justify the administration's FY 2009 budget, Connaughton said that MarAd is "developing a framework to help guide decisions on federal state, local and private involvement and investment in the overall Marine Transportation System." He then explained that MarAd has realigned its headquarters offices and established a presence at the major U.S. gateway ports to identify bottlenecks and ways to improve freight movement.

Representative James Oberstar (D-Minnesota), Chairman of the Transportation and Infrastructure Committee, stressed to Connaughton the need to move forward with a Congressionally mandated shortsea scheme on the Great Lakes in an effort to remove thousands of containers on overcrowded roads. Connaughton said he is working with other federal agencies to implement interim regulations by March 16, to create the shortsea scheme. That is the date required by the Energy Independence and Security Act of 2007 (Energy Bill) that directs the Secretary of Transportation to "establish a shortsea transportation program."

Government agency announces hearing on container ship/Bay Bridge collision

The National Transportation Safety Board (NTSB) will hold a two-day public hearing as part of its ongoing investigation into the accident in which the 901-foot container ship *Cosco Busan* spilled about 55,000 gallons of fuel oil after striking the San Francisco-Oakland Bay Bridge. The hearing will convene at 8:30 A.M. on April 8, at the NTSB's Board Room and Conference Center, 429 L'Enfant Plaza, SW, Washington, D.C.

"This hearing will give us a good opportunity to learn what happened that day, how it happened, and about the systems and procedures that might have prevented such an accident from occurring in the first place," said NTSB Chairman Mark Rosenker who will chair the hearing.

At about 8:00 A.M. on November 7, 2007, the Hong Kong-flagged *Cosco Busan* departed the Port of Oakland in foggy conditions with a San Francisco Bar Pilot on the bridge directing the navigation of the vessel. At about 8:30 A.M., the ship, destined for Busan, Korea, struck the fendering system at the base of one of the bridge's support towers. Damage to the vessel caused a breach in two of the ship's fuel tanks, which resulted in the oil spill. Preliminary property damage and environmental cleanup costs are estimated to exceed \$60 million.

The meeting will focus on the following issues: the *Cosco Busan*'s Safety Management System and navigation equipment operability, accident notification and initial spill assessment, role of the Vessel Traffic Service, and state pilotage oversight. Among those expected to testify are witnesses from the Coast Guard, the California Department of Fish and Game, the San Francisco Bar Pilots, Fleet Management Limited (operators of the *Cosco Busan*), California Board of Pilot Commissioners, American Pilots Association, and Sperry Marine.

The hearing will be webcast. An agenda and webcast details will be posted on the Board's website, www.nts.gov, when available.

Pakistan bans Taiwanese vessels

Pakistan has banned the entry of Taiwan-flagged vessels into its territorial waters on the grounds that Taiwan is not a separate state but part of China. Pakistan's Foreign Affairs Ministry has directed the Customs Department to strictly follow the government's policy guidelines and not let ships registered in Taiwan enter the country's seaports.

"Since Islamabad recognizes Taiwan as an integral part of People's Republic of China, it is imperative to be extra cautious in view of Chinese sensitivity towards issues relating to Taiwan," a foreign ministry spokesman said. "Pakistan remains strongly opposed to any attempts to Taiwan to create two Chinas, one China, one Taiwan or an independent Taiwan."

Under the policy, private businessmen can, technically, interact with their Taiwan counterparts, and business or transit visas can be issued to residents of Taiwan on a separate paper or affidavit but not on Taiwanese travel documents. Affidavits are produced by the Interior Ministry, and Pakistan's diplomatic mission in Hong Kong is authorized only to issue visas on these affidavits.

A look astern... The following article by Ira B. Cross appeared in the July 8, 1908 issue of the *Coast Seamen's Journal*, the predecessor publication of the *West Coast Sailors*. The article is a timely look astern as the SUP observes its 123rd anniversary.



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 42.

SAN FRANCISCO, WEDNESDAY, JULY 8, 1908

Whole No. 1072.

FIRST COAST SEAMEN'S UNIONS.

In this short sketch it will be impossible to do any thing like justice to the story of the wrongs of the sailor on the Pacific Coast and how he righted them. The story is as long as it is interesting. It tells of men, sailors, who lived and worked under conditions worse than slavery. It tells of how they struggled, organized, and finally obtained a portion of those rights and privileges enjoyed by laborers in other lines of industry. It tells of sacrifices that were made, of lives that were lost, of agitation that was carried on for years before any progress was to be noted. The story, if told in detail, would fill volumes, and it is hoped that some day one of those men who have had so much to do with the uplifting of the sailors will give the story to the public in order that workingmen in other trades may learn what a formerly oppressed and degraded class has accomplished for itself.

The memory of the American workingman is shorter than his bank account. By so readily forgetting all the abuses heaped upon him he stamps himself as the most forgiving and generous creature on the face of the earth. And the sailor is no exception to the rule. Today the greater part of them believe that the conditions which prevail in their craft have always prevailed. They think that shanghaiing and blood-money have always been forbidden. They do not realize that there was a time when the Union shipping office and the nine-hour day were unheard of. In short, they have forgotten all those abuses of the early days, when boardinghouse keepers and other classes of men grew rich because of the sailor's oppression. Many there are who do not remember the time, not long since passed, when a man could be imprisoned for desertion. Some, however, have not forgotten these things, but their number is exceedingly small.

The reader must not imagine that this article is written with the desire of stirring up old scores. Its purpose is merely to trace the history of the sailor on the Coast, and to show how he has brought about his emancipation by means of nothing more nor less than organization.

Without any attempt at exaggerating, it is possible to say that no class of free workingmen on the face of the earth have suffered and worked under conditions such as those which have been the lot of the sailor. Writing for the *Coast Seamen's Journal*, it is unnecessary for me to describe the abuses of shanghaiing, blood-money, advances and things of a like nature. It is useless for me to give in detail the stories of those men who have

been beaten, abused and murdered on board of vessels entering this port. It is also useless for me to tell of those poor wretches who have been maimed for life through the brutality of captains and mates, or who have become diseased with the dreaded scurvy. Yet the history of the sailor on the Pacific Coast, previous to the existence of the present Union, is filled with such tales, and the fact that these abuses do not exist today is due entirely to the untiring efforts of those men who have agitated and organized for years among the men of the water front.

For many years prior to the discovery of gold in California, San Francisco was not considered a port of any importance. Vessels sailing along the Coast would enter the harbor and anchor in the southern end of the Bay, opposite San Jose and Santa Clara, which places in those days supplied the cargoes of hides and tallow. It was nothing unusual, even in those early times, for the men to desert as soon as anchor had been dropped. So numerous did desertions become that at last the city fathers of San Francisco, which in the meantime had slowly grown into a port of greater importance, decided that steps must be taken to protect the interests of those companies whose vessels entered the harbor. If men were permitted to desert and go unpunished, so it was argued, ships would no longer be sent to the city, and the result would be that the trade of the merchants would be seriously injured. Consequently, an ordinance was passed in September, 1847, imposing a sentence of six months' imprisonment at hard labor upon any deserter who should be apprehended and convicted. To make the enforcement of the law more effective, a bounty of \$50 was given for every such person captured and turned over to the authorities. In passing, it is interesting to note that Lieutenant Gilbert, later editor of the *Alta California* as well as first Congressman from this State, scoured the surrounding country with a detachment of militia, and succeeded in capturing seven men, who were promptly punished.

A State law against desertion was enacted some years later and it was under this statute that many a poor wretch, who had rebelled against the brutality of captain or mate, was punished for leaving his employer without first having obtained permission.

With the discovery of gold, in 1848, a marvelous change was wrought in the life and history of California. Thousands of people from all parts of the world flocked into the country by land and sea. San Francisco became the Mecca for the ships of all nations.

Hundreds of them sailed into the harbor, with but little idea on the part of the captains that they would never sail out again. The excitement was intense. Everybody hastened to get into the goldfields as soon as possible. Shops were closed and houses hoarded up. The two newspapers of the city suspended publication while their editors and workmen hurried off to dig for the elusive metal. Whole companies of soldiers from the forts threw down their guns and made their way into the up-river country. The "rush" was on, and under such conditions it was impossible for captains to retain their men. Those desirous of putting to sea again raised wages to a fancy amount and hurriedly set sail. Entire crews deserted and journeyed up the Sacramento. So great was the excitement that it was no uncommon occurrence for mates and captains to join their men in the search for hidden fortunes. Needless to say, no one at this time stopped to think of enforcing the ordinance against desertion. Even had they done so, it would have proved a difficult task, for magistrates and city officials, forgetting about laws and public duties, had closed their offices and gone with the crowd.

Vessels, without a soul on board, were left in the harbor to be buffeted about by the elements. Scores rotted and fell to pieces, while others were later purchased by enterprising speculators, dismantled, fitted up as saloons and gambling dens, and anchored along the water front. Gang planks were run out to these queer-looking structures, and many are the tales of men, more or less under the influence of liquor, who fell from these paths' of unrighteousness into the mud below. One of the largest of the vessels was purchased by the city to be fitted up as a jail, and as such, did good service for a number of years.

The first strike among the sailors occurred in August, 1850. Many men had come back from the mines', penniless, disheartened and anxious to return to their homes in the Eastern States. They were more than willing to man the vessels in return for passage, with the result that captains were not slow in seizing the opportunity to reduce the wages of the sailors to \$25 per month. A strike followed, but there were too many men willing to ship without wages to the Atlantic ports, and after a few days the strike was declared off.

At various times during the '50's, owing to new gold-fields having been opened in different parts of the State, it became impossible for captains to obtain sailors for

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the trip out of San Francisco. Boarding-house keepers and others were resorted to as a means of obtaining crews, and shanghaiing became an everyday, or rather every night, occurrence. Scores of men were drugged and carried on board the vessels, only to be rudely awakened from their stupor on the following morning, finding themselves far at sea. This was the fate of sailors' as well as of clerks, bookkeepers and other classes of men, who knew nothing whatever about handling a vessel. This lack of knowledge, however, did not affect the situation in the least. Kicks and belaying-pins were helpful aids in teaching the trade to any shanghaiing man who was not desirous of learning the rudiments of the sailor's craft. If the student proved himself obstreperous and unruly or showed a tendency to rebel under his new environment, he was usually assisted in his education by being introduced to the ever-friendly irons and a fare of bread and water. It is impossible to do justice to the brutality shown the sailors in those days. Books and newspapers of the time are filled with harrowing accounts of their sufferings and continued abuse. So bad did conditions become that public sentiment was finally aroused, but as usual that was all that happened. People talked about the situation a great deal, and one or two preachers mentioned it from their pulpits, but further than this nothing occurred. The sailor had yet to learn, and from years of bitter experience, that the man who gets ahead is the man who helps himself.

During the '50's nearly all trades in San Francisco had become organized and had succeeded in materially bettering the condition of the workers. The printers had formed a protective association as early as 1850. The teamsters, draymen, lightermen, riggers and stevedores had organized in 1851; the bricklayers and bakers in 1852; the blacksmiths, plasterers, brickmasons, shipwrights, carpenters and caulkers in 1853; while even the musicians had organized and had struck for the enforcement of the Union scale in 1856. But among the sailors, organization seemed impossible. The task appeared to be most hopeless and no person had the courage to attempt it.

During the middle '60's the spirit of trade-Unionism was truly rampant in San Francisco. Almost all crafts had become infected, with the result that the first Trades' Assembly was formed in October, 1863. It is interesting to note that this first labor council, composed at one time of fourteen organizations, survived for practically four years. It did a great good among the crafts but was finally broken up because of internal dissensions having arisen as a result of its political activity.

It was not until 1866, however, that the first Union was formed among the sailors. Wages at that time were \$40 a month. The men had become imbued with the spirit of Unionism which was then pervading all crafts along the water front and an association was planned. At this time (January, 1866) the following trades had organizations among the men connected with the shipping industry; Caulkers, ship and steamboat joiners, shipwrights, riggers and stevedores and steamship firemen. In face of such an array of associations so closely connected with the sailor's trade, it is not surprising that the following notice appeared in the city papers of that time:

SEAMEN'S FRIENDLY UNION SOCIETY.

All seamen are respectfully invited to attend at the Turn-Verein Hall on Bush Street, between Stockton and Powell Streets, on Thursday evening, January 11th, at 7 1/2 o'clock, to form a Seamen's Society for the Pacific Coast.

As a result of the meeting an association was formed under the name of "The Seamen's Friendly Union and Protective Society," with Alfred Enquist, President, and George McAlpine, Secretary. Meetings were held for some months in the basement of Dashaway Hall, but the association was doomed to a short existence. Having but a small membership, it was unable to pay a salary to its officers and keep them ashore to look after its interests. The officers could not live without working and the result was that when they shipped to sea, which occurred in a few months, the Union rapidly fell to pieces and finally disappeared.

Twelve years passed before another attempt was made at organization. Conditions, however, were greatly different from those that had prevailed in 1866. In the latter year prosperity had abounded, work was plenti-

ful and wages high. Put in the later '70's the very opposite was the case. Destitution and discontent were to be found on all sides; thousands of men were unemployed; the anti-Chinese agitation had been, and was being, vigorously carried on; while in the business' world uncertainty and lack of confidence prevailed.

It was under such conditions that a large number of seamen met in the Western House, on Steuart Street, on the night of January 31, 1878, for the purpose of forming a protective association. J. F. Harrison called the meeting to order, and after a short speech, reviewing the condition of the sailor, introduced Colonel Heath, J. J. Merritt and others, who addressed the assembly. A Union was then organized with about a hundred charter members. George Ball and O. Svenkeson were elected temporary President and Secretary, respectively, and a committee was appointed to draft a constitution and by-laws. At a meeting on February 4, ninety-two sailors signed the roll, giving the association a membership of about two hundred. It was at this meeting that an invitation was extended to the boardinghouse keepers to join with the Union in its efforts to protect the Coast seamen from the encroachments of the deepwater sailors, who, it was said, had brought wages down so low that it was impossible for a man to live upon them. On February 9 a constitution and by-laws were adopted and the society took on the name of "The Seamen's Protective Union." On February 13, the following permanent officers were elected: J. F. Harrison, President; John Lamb, Vice-President; George Ball, Secretary; James Smith, Treasurer; T. Curtin, Sergeant-at-Arms. A resolution was then adopted pledging the members' not to ship on any coasting vessel for less than \$30 a month. The association grew very rapidly for several months and on April 2 had an active membership of six hundred. But trade was dull and the enthusiasm of the men soon waned. After an existence covering a period of some months, it quietly passed away, having accomplished practically nothing toward bettering the condition of the sailors.

In the latter part of August, 1880, the Pacific Mail Steamship Company had discharged a number of its white employes and filled their places with Chinese. The former immediately sent a committee to interview the officials of that corporation, but they would do nothing. It was then decided that a meeting of steamship sailors and firemen should be called for the purpose of discussing the situation. Accordingly a goodly number of seamen gathered in Irish-American Hall on the evening of August 31 and were addressed by S. Robert Wilson, chairman of the meeting, Denis Kearney, Frank Roney, Tom Haggerty and others. It will be remembered by those familiar with the history of California that Kearney had led the sandlot agitation against the Chinese during the later '70's. Before coming to San Francisco, however, he had sailed for years before the mast. Because of this fact, and also as a man still prominently before the public, he was called upon to advise the men as regards what should be done. He had not forgotten his experiences on the high seas and strongly urged them to organize as the only way out of the difficulty. But the one man to whom the greatest credit is due for the subsequent developments of this, the first meeting, is Frank Roney. Roney was born at Belfast, Ireland, in 1841. Although coming from wealthy parents, He early allied himself with the Young Republicans, a revolutionary body banded together under Stephens and that world-patriot, Mazzini, and with them plotted for the overthrow of English rule in Ireland. Because of his prominent part in the uprising that followed, he was arrested for treason and narrowly escaped the death sentence. Upon promise never to return to his native land, he was sent to the United States by the British Government. After spending some years in the Middle West, he came to California in the early '70's and worked at his trade as a molder. When the Kearney anti-Chinese agitation began, he joined the sandloters, drafted the first constitution and plan of organization for the Workingmen's Party of California, and soon rose to a position of respect and leadership within that organization. His ability, integrity and love of independence angered Kearney, who was intensely jealous of his own position as head of the growing movement, and it was not long before Roney rebelled against the dictatorial and bulldozing methods of this illiterate and radical leader. After withdrawing from the party he became interested in the study of

Socialism and later joined with the men upholding those principles.

Roney, being of a commanding figure, standing fully six feet high, broad shouldered, and a fluent speaker, was a valuable acquisition to the Socialist movement. If he had been an ardent advocate of the rights of the workingmen as a co-worker of Kearney, he became even more so as a Socialist. He addressed meetings in all parts of the city and was indefatigable in his efforts at spreading the cause. As he agitated and talked among the workingmen, he met, by chance, a fellow countryman, J. P. Devereux. Devereux was born in Cork, Ireland, in 1844, and had shipped to sea at the age of fifteen. After sailing over the greater part of the world, he finally entered the harbor of San Francisco in 1876. He had learned, by bitter experience, the miserable condition of the sailors, and as the two men became better acquainted, he told Roney about their wretched existence. If ever a man lived who was intensely sympathetic, that man was Roney. The stories told him by Devereux shocked his brain and heart, and a resolve was made forthwith that he would do all in his power to aid in the uplifting of the sailor. Night after night found him under the light of some friendly street lamp on the water front, talking to a small crowd of seamen about their degraded and oppressed condition. Socialism was his theme, but when the occasion presented itself as the steamship sailors and firemen gathered together to discuss their grievances, he was among the first to vigorously advocate the formation of a Union.

Three other men had been closely associated with Roney in spreading the tenets of Socialism along the water front. These were S. Robert Wilson, Tom Haggerty and A. J. Starkweather. Wilson, in his early days, was a school teacher in Ireland, but upon coming to San Francisco had set up a small shop as a stationery dealer. He was broad-minded, well educated, kind-hearted and just. It is said that he could have become wealthy had he given more attention to his business and less to the emancipation of his fellowmen. Haggerty was a mechanical genius, all inventor of rare ability, but first and foremost an ardent Socialist. Starkweather, in brief, was an enthusiast. Physically of poor health, he could work at nothing but odd jobs, but no one ever called upon him to aid in carrying forward the agitation but they found him ever ready and willing to serve. He has the distinction of being the first man arrested in California for boycotting, the difficulty having arisen in connection with the Chinese agitation of 1882. So incessantly did he work for the cause of the proletariat and so deeply was he loved by those with whom he came in contact, that upon his death in 1884, crowds packed the hall in which memorial services were held by those for whom he had labored. These four men had become familiar figures along the water front, and when the sailors gathered to discuss their grievances they were called in as counselors and advisers.

A second meeting was held on the following evening at the corner of Bryant and Second Streets, with Roney as chairman. September 3 found the agitators again haranguing the sailors, this time on Third Street, urging all those present to attend the meeting to be held on the following morning (Sunday) in Charter Oak Hall.

A small crowd gathered at the designated time in this place and steps were taken to form an organization. Roney had drawn up a constitution and by-laws, and as chairman, presented them to the meeting. They were unanimously adopted, the body taking the name of "The Seamen's Protective Association." The meeting then adjourned, after having elected the following officers: President, Frank Roney; Vice-President, J. P. Devereux; Recording Secretary, S. Robert Wilson; Financial Secretary, A. J. Starkweather; Treasurer, John Pygeorge. Pygeorge served for but a short time and was succeeded by Haggerty. Among these officers, Devereux and Pygeorge were the only ones who followed the sea for a livelihood; the others, working at trades on shore, would always be able to remain in San Francisco and attend to the affairs of the association.

With the hope of increasing the membership of the Union, a number of outdoor meetings were held along the water front, with Roney, Haggerty, O'Leary, Steinman and Devereux as speakers, but in all cases they were poorly attended. Sailors feared that their chances of shipping again would be seriously imper-

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iled were they seen aiding or in any way encouraging the work of organization. That they were justified in so thinking is evidenced by the bitter antagonism shown the association by the boarding-house keepers and other classes of men. These persons did everything in their power to retard the growth of the organization and the following extract from the minute book of the Union explains some of the methods used by them. A meeting had been held at the corner of Steuart and Mission Streets on the evening of September 28 and in recording the minutes of the same the secretary remarks that "During the meeting there were continuous interruptions by the boarding-house sharks and their whisky-bought bummers, going even so far as to throw valuable eggs, that did not have time to get the proper age and odor, at the agitators; but they made a bad failure, for the superior intelligence and calmness of the speakers entirely discomfited their enemies." Verily there were sonic unpleasant things connected with the life of agitators even in those days!

That the boarding-house masters and other interested parties were eminently successful in their opposition to the Union is evidenced by the fact that the association grew very slowly, and at no time had anything like a representative showing among the sailors. This is clearly seen by the report of the financial secretary, who, on August 26, 1881, reported that out of the 341 men who had joined the Union since its inception, only 165 remained in good standing and that 66 of these were from four to six months behind in their dues. So small was the membership and so poor was the attendance that frequent adjournments were necessary because of the lack of a quorum.

In spite of its smallness of numbers, the association did a remarkable work. What the Union lacked in quantity, it made tip in the enthusiasm and unselfishness of its members. When it is remembered that the leaders of the movement were not and had never been seamen, the situation becomes all the more extraordinary. It was these amen who worked all day at their trades and then spent the greater part of the night in agitating among the seamen or in studying navigation laws in order that they might be better able to prosecute brutal captains and mates before the Federal courts. It was through the work of these men that a number of stock cases were brought into the courts, but for the most part they were decided against the sailors. The Union also carried oil a ceaseless agitation against the incompetency of the officials in the Shipping-Commissioner's office, and even went so far as to petition for the removal of a Federal judge because of his unjust rulings in cases affecting the sailors. Mr. Roney, the leader in this work, also drew up and had presented to Congress two laws, one of which demanded that all American vessels should carry a crew composed of at least two-thirds American citizens: the other demanded appropriate laws for the punishment of officers for acts of brutality on board of American ships. He also opened correspondence with the Seamen's Union of the Great Lakes and with the Sailors' Union of Australia in the hope that an international association of some sort might be formed among these organizations.

But the great work of the association lay not in what it did for the sailor but in how it indirectly affected the labor movement in other lines of industry. A week or so after its formation, it was visited by a committee from the Trades' Assembly, which urged that delegates be sent to that central body. It was not until the following December, however, that the invitation was accepted. The Trades' Assembly had been formed in 1878, but had never played a very active part in the affairs of organized labor in San Francisco. It lacked virility, enthusiasm and leadership. Seemingly it was waiting for some one to awaken it from its lethargy, and it was in furnishing the man who did this, that the Seamen's Protective Association performed its great work. On June 21, 1851. Roney, President and Organizer of the Union, was sent as its delegate to the Assembly. In that body he soon became the recognized leader, admired and respected by all those with whom he came in contact. When in May, 1882, the representatives of trade-Unions from all parts of California met in San Francisco and organized the "League of Deliverance," a powerful anti-Chinese association. Roney was unanimously chosen as its president. The Trades' Assembly also elected him as its leader a few months later, with the result that under his guidance it rapidly became a

powerful factor in the industrial life of the city. Roney immediately ocean the task of organizing those trades in which no Unions then existed and in a short time succeeded in forming protective associations in practically all of the important crafts. These in turn became affiliated with the Assembly and in a short time that body rose to a position of strength and influence. Later, in 1885, he planned and led the movement which resulted in the formation of the present Iron Trades' Council. Some months later he was unanimously chosen chairman of the convention of trade-Unions, out of which grew the central labor body known at that time as "The Federated Trades and Labor Unions of the Pacific Coast," but which subsequently became the present Labor Council of San Francisco. After serving two terms as its president he retired and worked at his trade as a molder. Without doubt Roney was one of the best educated, original and resourceful men ever connected with the labor movement on the Coast. Many of the Unions in San Francisco today owe their existence to his sacrifices and untiring efforts in behalf of the laboring class. Some day, perhaps, we may forget our petty jealousies and desires for political prominence and give full praise and honor to these old agitators, without whose work the labor movement in California would not be as it is today!

But to return to the Seamen's Protective Association. After Roney's election to the Assembly, he continued his work among the sailors. But the efforts of the agitators still fell on unresponsive ears. Interest waned more and more as the months passed; shipping again became active; Roney grew discouraged over the failure of his attempt at arousing the sailors to a realization of their miserable condition, and on February 3, 1882, the last meeting of the original Seamen's Protective Association was held. In July of that year, when Devereux returned from sea and found the society disbanded, he summoned up the old courage and enthusiasm, and attempted to bring it to life again, but with poor success. Meetings of a few of the old members were held at irregular intervals until the latter part of the year, but when the treasurer of the Union acknowledged the embezzlement of the funds, the announcement proved to be the last straw and the society met for the last time on the evening of November 4, 1882.

Three attempts had been made at organizing the sailors. Three failures had ensued; but each time the results appeared to be more encouraging than before. A permanent Union among seafaring men was bound to come with time. It did come, being brought about sooner than most men had dared to hope, and in the most unexpected manner. The following is the story, in brief, of how it happened:

In spite of the efforts of the Seamen's Protective Association, the condition of the sailors had remained practically unchanged. Shanghaiing and blood-money occurred just as frequently and exactions of the boarding-house masters were just as numerous. In addition to this, wages had reached the bottom level, having fallen to \$25 for coasting sailors and to \$20 for the deepwater men. Under such conditions it was no more than to be expected that the men should get together and talk about their miserable lot. Usually such talk in the long run amounts to nothing, but it was this time that proved to be the exception to the rule.

On the morning of March 3, 1885, Ed Andersen, the present Treasurer of the Sailors' Union, and George Thompson, another seaman, happened to meet in a boarding-house, and naturally fell to talking about the ways of the world in general and about affairs along the water front in particular. After conversing for a few moments, both agreed that under no conditions would they ever ship again for \$25 a month. John Reade, a fellow sailor, also agreed to the same proposition, and between the three it was suggested that a strike be started among the sailors for higher wages. With this object in view, they inserted a notice in a morning paper to the effect that all the men along the water front were striking for an increase in wages. The thought of forming a Union at this time had not occurred to them; they wanted more money, and having heard of laborers in other lines of industry obtaining their demands by striking, they considered that this was the only feasible thing to do under the circumstances. True, none of the three men had ever heard of a strike among the sailors on the Pacific, but the proposition appealed to them; they had nothing to lose, and there was much to

be gained. With this idea before then they began to scatter the suggestion among their companions. It spread rapidly, and before evening had come, "strike talk" was rampant along the water front.

Early the next day, crews began to desert their vessels and gather in crowds along the wharves to discuss the situation. All were agreed upon one thing, and that was that by all means they must present a united front to their employers: there must be no traitors to the cause of the sailors. In the evening a meeting was held on the Howard-Street wharf. After discussing the situation for some time, it was agreed to meet in Garibaldi Hall on the following evening.

During the next day (March 5) the men again made the rounds of the wharves and persuaded or compelled others to join with them in the demand for higher wages. That evening a fair-sized crowd assembled in Garibaldi Hall to listen to the speakers who had been secured for the occasion. Thompson and Andersen, as well as Rasmus Nelson, who had begun to take a most prominent part in the agitation, were members of the International Workingmen's Association, or the International, as it was called. They had become acquainted with the leaders of that movement and had asked two of them, Burnette Haskell and P. Ross Martin, to address the meeting. This they did, with the result that it was decided to meet again the next night on the water front for the purpose of organizing a Union among the coasting sailors.

In this meeting, as well as in the weeks that followed, the one man who more than all others aroused the enthusiasm of the sailors and made possible the formation of the Union was Burnette G. Haskell. Haskell was born in Sierra County, Cal., June 11, 1857, his parents being among the earliest pioneers of the State. After graduating from the public schools he was sent to college, but remained there for only a short time. He then interested himself in the study of law and was admitted to the bar in 1879. Naturally brilliant and resourceful, he rose rapidly in the profession and seemed destined to make an enviable reputation for himself. But the young man was erratic. He soon tired of the law, and when, in 1882, he was given an opportunity of taking charge of a weekly paper, he quickly assented to the proposition. As a boy he had learned the printer's trade and during the subsequent years had retained his fondness for that line of work. His uncle, a wealthy man with political aspirations, had been snubbed by the local politicians, and it was with the idea of "squaring accounts" that he gave Burnette financial backing in the undertaking. Thus it was that the latter became the editor of *Truth*.

Several numbers of the paper had been issued, when one evening Haskell happened to attend a meeting of the Trades' Assembly in search of news. He sat and listened to the proceedings and finally offered to make his paper the official organ of that body. Bitter opposition was expressed among the delegates present because of the political nature of the paper, but after some discussion the offer was accepted.

At that time Haskell knew nothing whatever about trade-Unionism or the labor problem. He came of wealthy and aristocratic parents and had never become interested in such matters. However, as the weeks passed he read all the available literature and in a short time became the best posted man on the labor question in the Western States. As he read and studied the situation, he became an ardent Socialist.

Truth suspended publication after having been issued for a few years, but by this time Haskell had become one of the foremost men in the labor movement. In 1883 he founded the Pacific Coast Division of the International Workingmen's Association and in a few months had succeeded in organizing branches of the order in all the territory west of the Rocky Mountains. The International was a workingclass movement, one of its declared objects being to assist in the formation of trade-Unions among the laboring men. Consequently when Andersen, Thompson and Nelson went to the leaders of the movement and requested their aid in bringing the sailors together, it was eagerly given. From that time Haskell became the very head and shoulders of the agitation. Being a fluent and eloquent speaker and possessed of a marvelous power over his audiences,

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AFL-CIO's Maritime Trades Department issues statements on key industry programs

Meeting in San Diego last month, the Executive Board of the Maritime Trades Department (MTD) acted on the following policy statements:

Cabotage

The Maritime Trades Department, AFL-CIO, its affiliates and its Port Maritime Councils again reaffirm our unwavering commitment to the nation's cabotage laws.

As we are in the midst of an election season in which the voters of the United States will decide on a new president, it is vitally important that such laws as the Jones Act and other similar measures remain intact to provide for a strong U.S.-flag merchant fleet crewed by well-trained American mariners.

Members of the House of Representatives know how important the Jones Act is for America's economic well-being and national security. Members from both sides of the aisle are lining up in support of a concurrent resolution that will express the sense of the Congress for the law that states all cargo moved between domestic ports must be carried aboard U.S.-owned, U.S.-built and U.S.-crewed vessels. A similar resolution carried the names of a majority of representatives in 1997.

While other nations like to single out America's cabotage laws as being unfair in an atmosphere of global

trade, they fail to note that more than 40 of the world's largest maritime and/or industrial countries have nearly identical laws on their books.

The need for cabotage was among the fundamental issues debated and passed by the first Congress after adoption of the Constitution in 1787. These laws have faced attack ever since.

The nation's cabotage laws produce for maritime, trucking, railroad and airline workers and industries. That is why the MTD and our allies fight so hard for them.

Maritime Security Program

Over the past 12 years, the federal government, maritime labor and private-sector operators have worked together to enhance U.S. security interests under the umbrella of the Maritime Security Program (MSP). The program ensures that U.S.-flag vessels and well-trained American crews are available to the U.S. military during times of crises. It also gives the military access to a modern technologically advanced intermodal network that spans the globe.

The genesis of the program came in the aftermath of the first Gulf War. Though the U.S.-flag merchant marine performed admirably during that altercation and more than met the challenges presented to it, there was a growing recognition that something needed to be done

to preserve America's sealift capability. Longstanding measures established under the Merchant Marine Act of 1936 were set to expire and there was nothing in position to replace them.

Before the early 1990s, special interest groups attempted to resurrect an argument that a strong U.S.-flag merchant fleet was a relic of the Cold War, and the benefits that it provided could be easily replaced. The first Gulf War destroyed that argument; Congress, two administrations (George H.W. Bush, and Bill Clinton) and the military began making a serious effort to correct the situation.

The original MSP that was signed into law in 1996 culminated many years of hard work. That measure provided funding for 47 militarily useful U.S.-flag commercial vessels over a 10-year period. In return, the companies participating in the program made sure their intermodal capabilities were available to the U.S. armed forces in time of war or national emergency.

The program has proven to be an unqualified success. At each MTD annual board meeting since 2002, there has been a distinguished parade of speakers from the administration, Congress and the Defense Department noting that the MSP has more than proven its worth. As a result, Congress passed and President George W. Bush signed legislation to extend the MSP past its expiration of 2005. The legislation expanded the MSP fleet by 13 vessels.

Due to an anomaly in the budget process, many federal programs in the last fiscal budget had their funding cut by one percent. Congress had been set to restore those monies.

However, it could not agree to other issues in a larger funding bill, so a continuing resolution had to be passed. Given the success of the MSP, the MTD, its affiliates and its Port Maritime Councils urge that the monies be restored and that the program be fully funded when Congress takes up the matter again.

Cargo Preference

The U.S. maritime industry generates many important economic and strategic benefits. In addition to creating good-paying jobs for middle-class workers and taxes at all levels of government, it advances many defense interests —most notably, strategic sealift.

There is a strong correlation between a healthy U.S. maritime industry and the nation's cargo preference laws. Cargo preference helps preserve a viable pool of skilled mariners. It helps ensure a steady supply of cargo, which is the lifeline of the U.S.-flag merchant marine. It is, in a word, essential.

Since its inception, the Maritime Trades Department, AFL-CIO has made preserving and expanding cargo preference a priority. Two of the main cargo preference laws were in existence before World War II:

- The Cargo Preference Act of 1904, which requires that all cargoes procured or owned by the military services be carried exclusively on U.S.-flag vessels; and
- Public Resolution 17, enacted in 1934, which states that all cargoes generated by the Export-Import Bank be shipped on U.S.-flagged vessels.

A third major cargo preference law, the Cargo Preference Act of 1954, mandates a percentage of certain kinds of government-generated cargo be carried on privately owned U.S.-flag commercial vessels available at fair and reasonable rates.

Title I of the 1954 law governs the sale of agricultural commodities, while Title II, which is better known as the "Food for Peace" program, provides food aid to developing nations. Over the past five decades, Title I has facilitated the sale of some \$30 billion worth of commodities, while Title II has provided 107 million tons of food aid, benefiting billions of poor and hungry people.

In this Congress and the last one, Title II has come under attack in the budgetary process. Efforts have been made to divert monies from the purchase of commodities grown in the United States to overseas suppliers for foreign-source commodity purchases. Working with allies on Capitol Hill and other maritime organizations, the MTD has been successful in making sure that the Food for Peace program wasn't reorganized in a harmful, counterproductive way.

As Congress gears up to deal with the budget this year, it is perhaps inevitable that America's cargo preference laws will once again come under scrutiny. The MTD, its affiliates and its Port Maritime Councils will remain vigilant in fighting to ensure the integrity of these laws.

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it was he who led the men in all things that followed. But his efforts did not cease with the formation of the Union. Night after night and day after day, in rain and in shine, he worked unceasingly among the men on the water front. The love of bettering the condition of his fellow man was all that spurred him on to further efforts. Some day when the history of the present Sailors' Union is written in detail, the author will, of necessity, give to this young enthusiast in the cause of labor, the greatest credit for its organization.

For some years subsequently Haskell took a most prominent part in the working class movement in San Francisco, and later founded the unfortunate and unsuccessful Kaweah Colony, a co-operative experiment, in Tulare county.

The memorable meeting of March 6 was held on the Folsom-Street wharf. Fully three hundred men gathered in the darkness around the lumber pile, and unmindful of the rain that was falling, listened to the fiery and enthusiastic speeches of the agitators. There were no torches or lanterns to light the faces of the orators; nothing but the flickering flames of half a dozen candles, which, it is needless to say, did not long survive the falling raindrops.

Thompson, as chairman of the meeting, introduced the men as they mounted the lumber pile to address the assembled seamen. Few of the speakers were sailors; for the most part they were members of the International and the Knights of Labor, and had been more or less active in the labor movement of San Francisco for sometime previously. The names of these men, to whom the Union owes its origin and to whom its affairs were entrusted for the first few years of its existence, are Burnette Haskell, P. Ross Martin, M. Schneider, S. Danielwitz and J. J. Martin. These men were Socialists. They lived, read and talked Socialism. It was their Bible and their creed, but as they harangued the men gathered there in the darkness and the rain, they talked of Unionism and of organization. As they talked and urged the men to get together, the enthusiasm grew until at last it was agreed to adjourn to a neighboring lamp post and take down the names of those men who were willing to join the organization. Papers and pencils were procured and, with J. J. Martin as temporary secretary, the names of 222 sailors were enrolled. Thus it was that a start was made, that an organization was formed which in later years was to rise to a position of prominence in the labor movement, not only of California, but of the entire United States.

On the following evening the men held a meeting in Irish-American Hall, with Thompson as chairman. A committee was appointed to draft a constitution and by-laws for the association, after which 102 more names were added to the roll. The organization temporarily adopted the name of "The Coasting Sailors' Protective Association," but this was later changed to "The Coast Seamen's Union of the Pacific Coast." Resolutions were also adopted thanking the members of the International

for their assistance in the formation of the association.

The Union spread most rapidly among the sailors. All seemed eager to join the new movement. At the meeting of March 9 there were over 700 names on the roll. Seventeen days after its inception (March 23) it was said to have had over 1000 members. Such growth is unprecedented in the history of the labor movement on the Coast.

On March 11 the Union was permanently organized by the adoption of a constitution and by-laws, and by the election of the following officers: President, George Thompson; First Vice-President, Ed Andersen; Secretary, Rasmus Nelson. It was at this meeting, also, that the following five members of the International were appointed as an Advisory Committee to act as treasurer for the organization and to assist and advise the association in all its affairs: Haskell, P. Ross Martin, Schneider, Danielwitz and J. J. Martin.

The strike was still being waged. A few ships had granted the demands of the sailors, and it was with the hope of making the strike more effective that the water front was divided into six sections and a patrolman assigned to each. The strike lasted for some time and finally resulted in a large number of the shipowners raising the wages of the men to \$30 per month.

At this point we must leave our story. The remaining years of the Union's activity, the story of its trials and troubles, of its victories and accomplishments makes a far more interesting tale than that which has gone before. It is a tale of things that have been accomplished, of hours that have been shortened, of legislation that has been obtained. It is a story into which are woven the names of some of the best men the labor movement of San Francisco has ever known, men who became the leaders in the subsequent upbuilding of trade-Unionism on the Pacific Coast. The story of these things, however, must be left to another who has been at work upon this subject for some time and who is far more capable of doing justice to its importance than is the present writer. Let us hope for the early appearance of that "History of the Sailors' Union of the Pacific."

About the author:

Ira Brown Cross (1880-1977), was born in Decatur, Illinois, and graduated from the University of Wisconsin in 1905. While he was a student there, he joined the Socialist Party. In 1906, Cross went to Stanford University as an instructor in economics while working for his PH.D. His thesis, "The History of the Labor Movement in California," as expanded and published by the University of California Press in 1935. Dr. Cross' other books include *The History of Banking in California* (1927); *Essentials of Socialism* (1911); *Collective Bargaining in San Francisco* (1917); and *Frank Roney, Irish Rebel and California Labor Leader*. Dr. Cross was a Professor of Economics from 1914-1951 at U.C. Berkeley.

ESU Office Assignments

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

ESU NEWS

MARCH 2008

Official Publication of the Exxon Seamen's Union

ExxonMobil seminar dates for the remainder of 2008 Late Career Pre-Retirement Planning Course

ESU members eligible, or soon to be eligible to retire from the Company should consider attending a pre-retirement planning seminar that is offered by ExxonMobil. Scheduling is prioritized by age and/or definite retirement plans. Spouses are invited to participate in this class. You should attend this course a few years prior to retirement. This course covers the many options that one needs to consider when retiring from the Company. Limited space is available per each class so plan ahead if you are interested.

Start Date	End Date	Location	Start Date	End Date	Location
4/09/08	4/10/08	Bell St.-Houston	8/01/08	8/02/08	Bell St.-Houston
4/23/08	4/24/08	Houston- Brookhollow3	8/13/08	8/14/08	Baytown, Tx
4/25/08	4/26/08	Houston- Brookhollow3	8/15/08	8/16/08	Baytown, TX
5/02/08	5/03/08	Torrance, CA	8/19/08	8/20/08	Houston-Brookhollow3
5/14/08	5/15/08	Bell St.-Houston	8/22/08	8/23/08	Houston-Brookhollow3
5/16/08	5/17/08	Bell St.-Houston	8/26/08	8/27/08	Bell St.-Houston
5/21/08	5/22/08	Baytown, TX	9/10/08	9/11/08	Houston-Brookhollow3
5/23/08	5/24/08	Baytown, TX	9/24/08	9/25/08	Fairfax, VA
6/04/08	6/05/08	Houston- Brookhollow3	9/26/08	9/27/08	Bell St.-Houston
6/04/08	6/05/08	Torrance, CA	10/29/08	10/30/08	Fairfax, VA
6/06/08	6/07/08	Houston- Brookhollow3	10/31/08	11/01/08	Bell St.-Houston
6/06/08	6/07/08	Torrance, CA	11/05/08	11/06/08	Baytown, TX
6/10/08	6/11/08	Baytown, TX	11/07/08	11/08/08	Baytown, TX
6/12/08	6/13/08	Baytown, TX	11/11/08	11/12/08	Houston-Brookhollow3
6/17/08	6/18/08	Joliet, IL	11/14/08	11/15/08	Houston-Brookhollow3
7/29/08	7/30/08	Fairfax, VA	11/19/08	11/20/08	Houston-Brookhollow3
7/30/08	7/31/08	Bell St.-Houston	11/20/08	11/21/08	Joliet, IL
7/31/08	8/01/08	Fairfax, VA	11/21/08	11/22/08	Bell St.-Houston
7/24/2007	7/25/2007	Houston, TX	12/03/08	12/04/08	Bell St.-Houston
7/26/2007	7/27/2007	Houston, TX	12/05/08	12/06/08	Bell St.-Houston
7/30/2007	7/31/2007	Fairfax, VA	12/09/08	12/10/08	Fairfax, VA
7/31/2007	8/1/2007	Houston, TX	12/11/08	12/12/08	Fairfax, VA

Note: If you are interested in attending one of the above courses you should contact the SeaRiver Training department at or 877-290-1422 ext. 3 or 713-656-2598.

If you would like to receive a retirement estimate, contact Benefits Administration at 800-262-2363. The estimate will be sent to your plan registered address in approximately six to eight weeks.

Contract negotiations begin!



Pictured from left to right during the Union's preparatory meetings held at the Houston-Clear Lake Hilton Hotel are Engine Trustee; Will Ackley, Deck Trustee; Pat Campbell, Secretary-Treasurer; Leo DeCastro and Steward Trustee; Kurt Kreick. The ESU Bargaining Committee met Saturday and Sunday, March 15 and 16, to finalize its negotiation issues prior to meeting with SeaRiver Maritime, Inc.'s Bargaining Committee.

The Exxon Seamen's Union negotiated from March 17-21 in Houston, Texas. While considerable progress was made in securing an acceptable labor agreement for ESU members, more work is still needed. A second round of negotiations is scheduled to take place late April.

Pictured is the ESU Bargaining Committee in attendance for contract talks: Front row; L to R: Vice-President; John Straley, President; Kevin Conroy; Counsel; Sharon Groth. Back Row; L to R: Secretary-Treasurer; Leo DeCastro, Recording Secretary; Tommy Thompson, Trustees; Will Ackley, Kurt Kreick and Pat Campbell.



Exxon Valdez case heard by the U.S. Supreme Court

The United States Supreme Court heard the case of Exxon Shipping Co. v. Baker, 07-219 the last week of February. As reported in the November 2007 *ESU News/West Coast Sailors* the court had previously agreed to decide on the prolonged legal case between ExxonMobil, Corp. and approximately 33,000 plaintiffs involving punitive damages resulting from the March 1989 grounding of the *Exxon Valdez*. The plaintiffs include commercial fisherman, cannery workers, Native Alaskans, local governments and businesses. The infamous maritime accident resulted in the leakage of an estimated 11 million gallons of oil into Alaska's Prince William Sound from the tanker causing immediate environmental damage and the loss of thousands of seabirds and marine animals.

The court case drew considerable attention with the news media and once again put the unfortunate grounding of the *Exxon Valdez* on front pages nationwide. The tanker was manned by the ESU, and the grounding profoundly effected members in the way of increased regulatory requirements that were created as a result of the Bligh Reef grounding. ExxonMobil petitioned the court to hear arguments that a Ninth U.S. Circuit Court of Appeals decision that although reducing an earlier court order for punitive damages from \$4.5 billion to \$2.5 billion, was still excessive. The oil giant has consistently insisted that they have acted responsibly in responding to the accident and estimates that it has spent upwards of \$3.4 billion in clean-up costs and other related expenses.

Lawyer Walter Dellinger, arguing in behalf of ExxonMobil to have the punitive damages judgment thrown out, told the court, "Exxon gained nothing by what went wrong in this case and paid dearly for it."

Jeffrey Fisher, a Stanford University law professor, representing the commercial fishermen, Native Alaskans, landowners, businesses and local governments claims that the punitive damages are justified. Fisher argues that ExxonMobil should be held liable for the acts of the vessels Captain, who was not on the bridge of the vessel at the time of that the accident occurred. He further pointed out that prior testimony had confirmed that the Captain had been drinking in the town of Valdez until shortly before the vessel left the Valdez Marine Terminal.

Chief Justice John Robert asked, "What more can the corporation do than say, 'Here is our policies,' and try to implement them."

Fisher insisted that the company had many warnings over the years that the captain was an alcoholic, had been drinking and the company knew that "putting a drunken master in charge of a supertanker was a potential disaster and incalculably raised the chances of a disaster and a catastrophic spill occurring."

Court experts hint that it is very possible the high court will side with ExxonMobil and either reduce the present \$2.5 billion judgment or possibly rule against any punitive damages being awarded at all. Their predictions are based on other punitive damage cases against corporations in which the Supreme Court has ruled to limit punitive damage judgment amounts. ExxonMobil attorneys argued that the award was not only excessive, but totals more than all punitive damage awards handed down by all U.S. Federal Courts, ever.

The Court's decision is expected in May.

ESU News

S/R Mediterranean to begin new life as a bulker carrier

It is being reported that the formerly SeaRiver Maritime owned and operated VLCC S/R *Mediterranean* has been sold to who international shipbrokers' reports identify as "Chinese interests." It is believed that the vessel, with its storied history will be converted to a bulk carrier. The vessel, originally named the *Exxon Valdez* was renamed after its highly publicized 1989 grounding in Prince William Sound, Alaska.

After undergoing extensive repairs in San Diego, CA. the controversial vessel entered the international crude oil trade in 1999. ExxonMobil, the parent company to SeaRiver Maritime, Inc, attempted through legal maneuverings for years to overturn a portion of the Oil Pollution Act of 1990 (OPA 90) that the company believed unfairly excluded the vessel from returning to the Alaska North Slope trade route for which she was specifically built. Those efforts were never realized, and after approximately fifteen years of service in the world crude oil trade the vessel was re-flagged to the Marshall Islands and operation of the vessel was transferred to ExxonMobil's international shipping division, International Marine Transportation, Limited (IMT) in March of 2005.

The future of the "Med" had been a topic of interest to ESU members that

continued to man the vessel during its foreign service from 1990-2005. In 2002 the tanker was placed in overseas lay-up due to low international shipping rates and many believed that she would not be reactivated. But some four months later, in January of 2003 ESU crews remanned the vessel and returned her to international service. However, by 2005 the company determined that it was no longer financially feasible for them to continue to operate the American-flagged ship competitively in the international tanker market and the transfer to IMT was completed.

It is assumed that the conversion of the *Mediterranean* will take place in China, though no official announcement has been forthcoming. Hong Kong Port Authority shows that the vessel, sold December 17, 2007 visited the port for a short stay on January 16, 2008. The ship was bought for \$32 million.

The buyer-of-record is listed as Hong Kong Bloom Shipping, not a known international shipping concern, leading to speculation that the owners are a special-purpose one-ship company. However, it is being reported that following the tankers conversion to a bulk carrier she will be renamed the *Dongfang Ocean*. The Mandarin Chinese word "Dongfang" when translated to English is Orient.

Ship reports

S/R American Progress

ESU Board officer visited the ship on March 19, 2008 at the Exxon Mobil facility in Beaumont, TX. Ship Representative Rudy Benavides is aboard. A couple of overtime pay issues were brought forward and the Executive Board is investigating them. The vessel continues trading between Beaumont and Fort Lauderdale

S/R Baytown

A Board officer visited the vessel at the ExxonMobil docks in Baytown, TX. on March 1, 2008. Ship Representative Joe Bernavich has returned and Deck Trustee Pat Campbell, as well as Engine Trustee Will Ackley were relieved in time to participate in the ESU contract negotiations preparatory meetings held March 15-16 prior to ESU/SeaRiver contract negotiations that took place March 17-21. The vessel continues on its Florida/Texas Gulf Coast clean oil trade. New ESU member and Maintenance Seamen Shannon Wegner is aboard completing her first assignment. New ESU member Aric Brown-Johnson, is completing his first tour of duty in the fleet. No beefs.

Kodiak

Joel Mitchell has taken over the Ship Representative duties. Regular Ship Representative Timothy Williams is expected to return from paid leave the end of March. The vessel is currently trading between Valdez and Puget Sound with split discharges between Cherry Point and Anacortes. The ship is starting to make preparations for the shipyard period in San Francisco around

mid-April. During the yard period equipment to facilitate the much-anticipated Internet service will be installed. The installation of the equipment will make the Kodiak the fifth ship in the SeaRiver fleet to become Internet ready.

S/R Long Beach

An Executive Board visit was conducted February 4th at Valero in Benicia, CA. The vessel has returned to its normal ANS service after a short M & R stay in Portland, OR. The vessel has scheduled split discharge ports in LA and San Francisco. Thanks to Earl Doucet for filling in as the Temp. Ship Representative. The crew welcomed one of the newest ESU members, Aaron Roberts to the ship. All is going well.

Sierra

The *Sierra* is trading between Puget Sound and Valdez. Regular Ship Representative Thor Floreen is aboard. The membership thanks Richard Eldredge for filling in as Temporary Ship Representative during Thor's paid leave period. Thor continues to stay in communication regularly with the Union offices by phone. A issue regarding drug testing on board the vessel arose and the Executive Board is following up on it shore side.

S/R Wilmington

A Union visit was conducted March 5th at the ExxonMobil dock in Baytown, TX. Ship Representative Jeff Harris has went to paid leave and Marvin Marcum has assumed the Temporary Ship Representative's position. The vessel continues in her Gulf/East coast clean oil trade. No beefs reported.

Eight new shipmates!



Jose Aurelio aboard the *SeaRiver Wilmington* during a March port call at the ExxonMobil Refinery in Baytown, TX. Jose had previously retired as an Able Seamen from SeaRiver with 23-years of service in the fall of 2001. SeaRiver's recent hiring initiative resulted in an additional eight new Maintenance Seamen. Joining Jose as the ESU's newest members are Freeman Belmont, Arick Brown-Johnson, Marvin Mitchell, Benjamin Po, Rozrick Purvis Aaron Roberts and Shannon Wegner. The ESU Executive Board and its members sincerely welcomes all eight individuals to the fleet and the Union.

Pension Plan lump sum calculations amended

In an August 2008 ESU/WCS article it was reported that changes to the lump sum payment option in the ExxonMobil Pension Plan were announced. Specifically, the changes involved how "lump sum" payouts are calculated and it was emphasized that it was important to understand that no changes were being made to provisions involving monthly payments.

According to the corporate benefits department, the current method used to calculate "lump sum" payments uses figures that are slightly higher than the government-mandated minimum amounts. Lump sum payments are now factored on 95% of the 30-year Treasury bond rate and the 2000 ExxonMobil mortality rate table. What will change is that future lump sum calculations will be based on yields from high-quality corporate bonds rather than the 30-year Treasury bond. The change from using the Treasury bond yield to the corporate bonds yield is expected to result in slightly lower "lump sum" payout amounts.

However, as stated in the August article, the corporation stated that the change "...will not impact any member who is already retirement eligible; that is, 55-years old and has 15-years of benefit service. Additionally, any member within 5-years of retirement (at least 50-years old and with at least 10-years of benefit service before January 1, 2008) will not be affected by the change as it pertains to lump sum benefit option." The Union has since challenged parts of the change in the manner in which "lump sum" amounts are calculated that pertain to members that are at least 45-years old and with at least 10 years of benefit service before January 1, 2008.

It had become apparent to the Union

that the corporations' announcement did not take into account that ESU represented employees fall under a Special Sea Service Annuity Program within the ExxonMobil Pension Plan that allows for full retirement with annuities at age 50. Additionally, though it was the Pension Plan administrators intent to "grandfather" employees within 5-years of retirement, they failed to recognize that age 45 with at least 10-years of service was in fact 5-years out from retirement eligibility for members.

In mid-February SeaRiver Maritime's Benefits Supervisor Chris Matteson notified the Union that due to his inquiries to the Plan prompted at the Union's request, the Plan has been modified to recognize age-45 for ESU represented employees. Additionally a copy of the amended Pension Plan language was also forwarded to the Exxon Seamen's Union office.

The amended pertinent language now reads. "Section 4.4(D)(3) of the Plan is hereby amended to read as follows":

(D) Lump Sum—Persons who (1) participate in the SeaRiver Maritime, Inc. Special Sea Service Annuity Program (Plan 205); (2) have an age-50 normal retirement age under such plan; and (3) have attained age 45 and 10 or more years of benefit service on or before December 31, 2007, and who, upon separation from service, become eligible for retirement under SeaRiver Plan 205.

The Union once again reiterates that this change is only for those that upon retirement elect to receive a "lump sum" payout of their pension provisions. The modification is expected to result in members with at least 10-years of service and between the ages of 45-49 to receive a slightly higher payout amount.

Bush and Tran latest to be promoted

Effective March 1, 2008, ESU member's Eric Bush and Tuan Tran were promoted from Maintenance Seamen to QMED-Oiler. The promotions of Eric and Tuan were made possible due to the recent retirements of Paul Christopher and Bob Foster. Both Eric and Tuan have demonstrated their abilities to perform the job duties required in their new positions proficiently and competently during numerous step-up assignments to the higher rating. The two promotions were

contractually mandatory to satisfy the minimum 2.0 manning level that is required to be maintained in each rating. A review of the current rating Seniority Lists indicate that with these promotions only satisfy the minimum manning numbers for all ratings, and any decrease in the number of members on these lists will require further promotions to maintain the 2.0 requirement.

The ESU membership congratulates them on their well-deserved promotions!

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Kevin Conroy

Vice President John Straley
Secretary/Treasurer Leo DeCastro
Recording Secretary Thomas Thompson III

Deck Trustee Michael Harrison
Engine Trustee William Ackley
Steward Trustee Joe Pereira

Transportation Worker Identification Credential (TWIC) Enrollment Centers as of March 21, 2008

To obtain a TWIC, mariners may visit the following enrollment centers or to simplify the process and save time, you can pre-enroll online at www.tsa.gov/twic or call 1-866-347-8942. The enrollment process requires applicants to visit an enrollment center to provide biographic information,

sign a disclosure form, provide the necessary identity verification documents, provide a complete set of fingerprints, sit for a digital photograph and pay the enrollment fee. For a complete list of disqualifying crimes and offenses, visit www.tsa.gov/twic.

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

Last year, the Transportation Trades Department (TTD), AFL-CIO—which the Sailors' Union is an affiliate—sent a comprehensive questionnaire to all presidential candidates. In November 2007, (see the November 23, 2007 *West Coast Sailors*) former Senator John Edwards responded when he was still a candidate. In last month's paper, Senator Hillary Clinton responded and in this issue Senator Barack Obama responds. As the *West Coast Sailors* goes to press, the TTD questionnaire has not been returned by the presumptive Republican nominee, Senator John McCain.

The following are excerpts from Senator Obama's response:

Collective Bargaining and Organizing Rights

Will you oppose legislation that weakens the nation's labor laws, which are designed to permit workers in the private and public sectors to freely choose union representation without employer intimidation and interference?

Yes. I am an original co-sponsor of the Employee Free Choice Act and voted for the legislation because I firmly believe that workers should choose whether they want to join a union without fear of intimidation, coercion, or threats to their livelihoods. I am convinced that millions of Americans would join a union if given a fair opportunity, but the National Labor Relations Act in its current form too often allows employers to violate workers' rights with impunity. The Employee Free Choice Act is a bipartisan effort to make the process of organizing less vulnerable to employer lawbreaking by requiring card-check recognition and increasing penalties on employers that violate the law.

I was disappointed that the Senate failed to pass EFCA. Strengthening our workers' right to organize shouldn't be controversial. It will be working Americans, united and organized, that will help us restore a sense of shared prosperity and security to this nation. I will continue to advocate for EFCA as a senator and will sign it as president. EFCA is a starting point, but there is more to do. I will work to ban the permanent replacement of striking workers and use the power of the office to appoint members of the National Labor Relations Board who respect the right to organize. As a Senator, I have worked to overturn some of the most crippling decisions Bush's NLRB has issued, the "Kentucky River" decisions, which threatens to revoke the rights of hundreds of thousands of workers to join a union. As President I will continue to work for legislation that protects and empowers the labor movement and will use the bully pulpit of the presidency to educate our nation about the important role of unions in our society.

What will you do to lead the effort to get the Employee Free Choice Act signed into law?

Part of what it will take to get EFCA through the Congress is an ability to get beyond this "50 plus one" strategy that has characterized our politics for far too long. We need both a President with the determination to work for this important legislation and a Congress with the means to pass it. I believe that I am the candidate who can unite the country, work effectively across party lines, and change the partisan atmosphere in Washington. And, equally important, as the general election nominee I would be the only candidate who could expand the electoral map, creating opportunities for Democrats in areas where the party has not competed recently, and pick up labor-friendly seats in Congress. That's what it will take to get EFCA signed into law.

Workers Protections

Will you mandate that the Department of Labor administer the program in a manner that upholds longstanding worker rights?

Yes.

Will you oppose proposals to repeal, weaken or avoid compliance with Davis-Bacon requirements as they apply to federal infrastructure programs and grants? And will you insist that these protections be applied to all "innovative finance" measures in transportation and other federal infrastructure spending and reauthorization proposals?

Yes.

International Aviation

Will you oppose the repeal or weakening of U.S. airline cabotage laws? And will you oppose proposals to allow foreign interests to control U.S. airlines?

I support upholding current cabotage laws. I believe that Americans have legitimate concerns about the liberalization of control of U.S. airlines, and I will work to ensure that foreign investors remain minority shareholders in U.S. airlines.

Will you support legislation that ensures the safety and security of foreign aircraft repair stations and ensure that foreign repair facilities and their employees are held to the same standards as U.S. stations and their workers?

I believe that foreign repair stations must meet strong standards.

Transportation Security

Will you ensure that the TWIC program and other background checks imposed on transportation workers provide workers with basic due process rights, including a right to a waiver and appeal before an administrative law judge?

Yes.

Will you insist that the cost of the TWIC program not be imposed on individual workers? Will you ensure that privacy protections are in place and enforced?

Yes.

Will you ensure that the federal TWIC program preempts any and all state and local programs?

Yes.

Cross-Border Safety

Will you support and advocate for a rigorous and well funded federal program of border inspections and aggressive enforcement of U.S. highway safety laws and regulations before you support allowing Mexico-domiciled bus and motor carrier companies to provide service on U.S. Highways?

Yes. I am opposed to the Bush administration decision to allow cross-border trucking into the interior of the United States. There simply remain too many safety and environmental concerns. Before truck drivers from this or any other country are allowed to crisscross our highways, they should meet minimum standards for vehicle safety, rules on how long drivers can operate a vehicle as well as adequate oversight over those operations, and driver training. We need more time to study whether Mexican trucking firms and drivers can meet those standards across the entirety of their fleets.

Will you oppose U.S. rail carriers being permitted to outsource safety-sensitive inspections of trains entering this country to foreign countries?

Yes.

Air Traffic Control Privatization & Modernization

Will you oppose legislation that would allow the sell-off- either through contracting out or outright privatization -of the air traffic control system functions to private interests?

Yes.

Amtrak

Will you support multi year authorization legislation to adequately fund Amtrak to ensure the stability of a national passenger rail system?

Yes. I have been a strong supporter of federal financial support for Amtrak. I am a cosponsor of the Passenger Rail Investment and Innovation Act of 2007, a leading act to provide long-term federal investment to Amtrak. As president, I will continue to fight for Amtrak funding and reform so that individuals, families and businesses throughout the country have safe and reliable transportation options.

U.S.-Flag Merchant Marine

Do you support and will you fully enforce existing cargo preference laws for defense and non-defense government cargo, including the P.L. 480 Food-for-Peace and other food aid programs?

The US is the largest contributor of food aid in the world, and the merchant marines perform an essential role in ensuring that food arrives to those that need it the most. Current cargo preference regulations stipulate that, if US-flag vessels are available at fair and reasonable rates, 75% of food aid must be shipped on US-flag vessels. These cargo preference laws are a way to support our marine fleet and, in turn, invest in national security. I support these laws.

We recently learned that business and transportation costs now account for approximately 65% of food aid expenditures. I will work to make the reimbursement system more effective and pursue other strategies recommended by the GAO to reduce transportation costs before dismantling cargo preference for food aid. For example, in food aid contracts, carriers are disproportionately held responsible for logistical obstacles at loading or unloading. As a result, fewer bidders compete for the contracts, and carriers account for this added risk by raising their rates. The GAO argues that redistributing this risk would attract more competitors and lower costs. I think we should consider this option as well as the other recommendations from the GAO report.

I will also lead an effort to modernize our foreign assistance policies, tools, and operations to get aid to people who need it. This requires a new partnership with Congress, NGOs, international organizations and, where appropriate, foreign governments. The goal should be to modernize and streamline the bureaucracies, dramatically improve coordination, enhance the implementation of programs, and update legislation that governs foreign assistance.

Do you support fully funding the Maritime Security Program at its authorized level of \$174 million in each of the next three fiscal years? Would you support a further expansion of the Maritime Security program in order to increase the fleet of militarily-useful U.S. flag commercial vessels available to the Department of Defense in times of war or emergency?

Yes. The Maritime Security Program helps ensure US-flag vessels are ready to meet our needs during times of war or national emergency and I support fully funding it. In terms of expanding the MSP, if the GAO or another independent body finds that the MSP program needs to be expanded, I will support expanding it to the size necessary.

What is your position on the Jones Act?

The Jones Act is a vital part of our national defense and supports American workers. As President, I would fully enforce it.

Mexico commits \$2 billion to build five new major commercial ports by 2013

The Mexican government, aggressively moving forward with an ambitious overhaul of the national infrastructure system, has announced a nearly \$2 billion commitment to construct five new commercial ports over the next five years, according to Latin and South American news outlets.

A recently released study from the transport and communications ministry of the Mexican federal government, known as SCT, details plans to spend just over \$1 billion on the Punta Colonet port and \$504 million on the Manzanillo II port, both on the West Coast of Mexico. Punta Colonet is approximately 80 miles south of Ensenada. According to the Mexican news outlet *Expansion* and Chilean media outlet *Mundo Maritimo*, the SCT envisions both ports dealing almost exclusively with the other 20-member nations of the Asia-Pacific Economic Cooperation forum, of which Mexico is a member.

On the Mexican East Coast, the SCT is also planning to spend \$340 million to develop the Veracruz II port, \$65 million to develop the Puerto Morales port, and \$46 million to create a port at Seybaplaya. The three East Coast ports are expected to handle trade with Europe and the U.S. East Coast, as well as ports in Central and South America on the Atlantic.

The five new ports will boost Mexico's total nationwide commercial terminal capacity from a current 112-terminal network to 124 terminals.

The funds to develop the ports were included in Mexican President Felipe Calderon's five-year \$250 billion national development plan announced in July. Under the plan, the Mexican government would earmark nearly \$45 billion to upgrade and expand the nation's transportation infrastructure, including \$27 billion on highway development, \$5 billion on the national rail system, \$7 billion to expand ports in the country, and \$5.5 billion on the nation's airports. The plan

calls for the Mexican federal government to provide \$22 billion of the total, with private sector sources picking up the remaining \$22.5 billion.

The \$7 billion port component of Calderon's plan calls for creating a total of 12 intermodal cargo terminals at the five new ports and modernizing 22 existing port terminals. Calderon's goal is to nearly double Mexico's national intermodal capacity by 2012, from a current 4 million TEUs annually to more than 7 million TEUs per year. The plan also calls for the creation of 13 new passenger cruise terminals.

The bidding process for the construction of the Punta Colonet port is set to start by the end of February, with an announcement of the winning bidder expected by the end of the summer.

Differing versions of the Punta Colonet port plan have ranged in cost from \$1 billion to \$9 billion and varied in scale from smaller than the Port of San Diego to as large as the ports of Long Beach and Los Angeles combined. It is being envisioned as a nearly all-intermodal operation, with containers being transported via rail to the American mainline rails near the intersection of the California, Arizona and Mexican borders.

The Mexican government's current long-term vision of the port is in the 5 million-TEU-a-year size range, about one-third the size of the busiest U.S. port complex in Southern California. This plan would make Punta Colonet, when fully constructed in about 2020, about the size of the current New York/New Jersey port complex. Container volumes in 2006 for NY/NJ, the United States' third busiest container port complex, were just over 5 million TEUs.

Bids for the Punta Colonet project will be sought for a single firm to develop the port/rail projects and to operate the facilities. The Calderon administration is predicting that the bids will be in the range of \$5 billion.

Welfare Notes

March 2008

SUP Money Purchase Pension and 401(k) Plans

Many questions about the SUP Money Purchase Pension Plan and 401(k) Plan were fielded by Administrator Michelle Chang and MasterPlan Representative, Todd Smithpeter, at the recently conducted port visits. For investment questions, please contact a MasterPlan representative at 1-800-547-4334. Automated phone system access is available at 1-888-547-8716. If you need the Investment Choices Selection Form, you may contact either MasterPlan at the above number or the SUP Welfare Plan office at 1-800-796-8003 or 415-778-5490. The forms are available on board ships, at ports and can be downloaded from the MasterPlan Website as well. The Web address is: www.masterplanretirement.com.

You may fax completed Investment Choices Selection Forms directly Attn: MasterPlan Services Trade Execution at 1-503-241-8148 or send by mail to: Master Plan Services, P.O. Box 1800, Portland, OR 97207.

Please be sure to complete your personal information accurately and sign the forms.

Effective Date of Instructions for Investment Choices and Changes

Instructions received by MasterPlan by mail or fax are generally processed every Friday. Instructions need to be received in "good form" prior to the Stock Market close of the specific Friday. If the Stock Market is closed on the specific Friday, instructions will be processed the next day that the Stock Market is open.

Web and Phone System Access:

Instructions received via the automated systems prior to Stock Market Close are processed the same day. Instructions received after Market Close will be processed the following business day.

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

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

Record of SUP Shipping February 2008

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	4	2	2	0	8
Maint. Man	7	0	0	2	9
A.B. Dayworker	0	0	2	6	8
A.B.	8	5	6	4	23
O.S.	4	1	1	1	7
Standby	10	11	62	43	126
TOTALS	33	19	73	56	181

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U.S. Customs: 100% box scanning by 2012

Customs and Border Protection is still planning to achieve 100% scanning on inbound containers by the 2012 target date, a senior official told the Trans-Pacific Maritime Conference in Long Beach on March 4.

Thomas Winkowski, assistant commissioner in the office of field operations, said full scanning is working at the ports in Pakistan, Honduras and the Southampton, along with one terminal at Hong Kong. Singapore is in the process of implementation, as well as Korea and Oman. "Congress is very clear on full scanning and we will comply with the law," he told the 1400 delegates.

Radiation portal monitors have been installed at more than 1000 locations in the United States, with 91 percent of Canadian boxes being scanned. But he acknowledged a setback on the implementation of electronic container security devices, with bolt seals being installed instead by October 1. Only five percent of containers do not have bolt seals. Some delegates said they are unhappy about the extra work involved and were skeptical of the claim.

Mariner exploitation in Indonesian waters targeted by Union and ITF

The Indonesian Seafarers Union and the International Transport Workers' Federation (ITF) have joined forces against alleged abuse of seafarers working on board ships plying Indonesian waters.

Union chairman Hanafi Rustandi, who is also the ITF Indonesia coordinator, said that 70 percent of the flag-of-convenience vessels operating in coastal waters are owned by Indonesian shipping companies. He asserted that the company Bumi Laut pays seafarers only \$50-\$200 per month, far below even International Labor Organization's (ILO) minimum wage standards of \$518. The ITF has a minimum wage of \$1,550 a month for ABs.

Company lawyers have described the allegations as "fallacious and misleading" and have attributed motives of extortion. They have also asserted that it is legal to operate foreign-flagged ships in Indonesian waters until January 2010.



SUP President's Report

March 10, 2008

UPDATE: TRANSPORTATION WORKERS' IDENTIFICATION CREDENTIAL

The Transportation Security Administration (TSA) released important new information and program developments this month regarding the TWIC (Transportation Workers' Identification Credential) program. Especially important is the TSA response to industry feedback and SUP criticism regarding information on the status of pending applications.

As many members are aware, delays in application processing are common but determining the status of a delayed application was impossible. Now the TSA has launched a "Deployment Website" (linked to the main TWIC website at www.tsa.gov/twic) that is supposed to enable card status tracking. The Deployment Website, also called Self-Service Card Status on Web is presently available only through the pre-enrollment page at <https://twicprogram.tsa.dhs.gov>. The same page will also allow mariners to schedule a time to pick up or activate the TWIC which should mean shorter waiting time at the enrollment centers. Other changes include attempts to improve fingerprint capture as many older sailors have experienced delays due to indistinct fingerprints where the electronic scanners cannot recognize a print.

According to numbers that were available on February 27, the TSA reported that while 190,447 people have pre-enrolled for a TWIC only 120,148 people have actually enrolled. That represents a little over 15% of TSA's estimated total population of about 790,000. As of February 24, TSA had issued 2,033 letters of initial disqualification or only about 1.7% of the enrolled population. However, of the initially disqualified group, less than half (952) requested appeals and about three-quarters of them (705) were granted. This means that for the majority of denied applicants the initial disqualification letter is in fact a final determination possibly because applicants are either too frustrated to go through the appeal process or because the 60-day window in which they can appeal is too short.

Another revealing data point is that only 24,173 cards have been activated although 45,309 had been printed. Clearly there are problems in the activation phase of the process. And with only 15% of the population enrolled with about six months to go before the September 25, 2008 deadline the situation may well get worse. Urge all members who have not applied for a TWIC to do so immediately.

FOSS MARITIME COMPANY

After five bargaining sessions at Headquarters, the SUP and Foss Maritime Company reached agreement on February 22, for a new collective bargaining agreement, which is subject to membership approval.

The SUP Negotiating Committee— comprised of Sean Gaddis, Mel Jackson, Don Nickles (alternate), Carl Turner, Tom Tynan, Mike Worth, Vice President Dave Connolly and your secretary—after a series of caucuses and input from the rest of the membership employed in the company's San Francisco Bay bunkering operation, determined that there were two primary objectives to be achieved in bargaining: a substantial increase in the company's contribution to the SUP Welfare Plan to cover the costs of benefits and a substantial increase to the company's contribution to the SUP Money Purchase Pension Plan. After tough bargaining, both goals were successfully realized.

On health care Foss agreed to increase contributions to the SUP Welfare Plan to \$69 per day worked effective March 1, for a maximum monthly contribution of \$966 per month. The old rate was \$52 per day for a monthly maximum of \$728. In addition, effective December 1, 2008, the company agreed to contribute an amount necessary to meet the average monthly Trust cost per eligible employee as calculated by the SUP

Welfare Plan. However, such amount is not to exceed the following: \$1040 per month for Plan Year 2009, \$1117 for Plan Year 2010 and \$1200 per month for Plan Year 2011.

Since the first collective bargaining agreement between Foss and the SUP in 1996, the contribution to the SUP Money Purchase Pension Plan has been \$5.61 per day worked. The Union proposed, and the company ultimately agreed, to contribute an additional \$19.39 per day worked for a total contribution of \$25 per day effective March 1, but capped at \$325 per month. Effective January 1, 2009, the maximum is to be increased by \$350 per month and, effective January 1, 2010, the maximum Money Purchase Pension contribution will be increased to \$375 per month.

Foss also agreed to an SUP proposal to allow the Union the right to allocate future wage increases to the various SUP benefit plans if it so does. What this means is, depending on the wishes of the membership, the Money Purchase Pension Plan contribution can be increased in future years.

Wages

Because the first year of the four-year agreement (March 1, 2008 through February 28, 2012) was "front-loaded" with major increases to health and welfare and to the Money Purchase Pension Plan, the base wage increase for the first year of the agreement is 1%. Effective March 1, 2009, the increase is 3%; effective March 1, 2010, the increase is 3.5%; and effective March 1, 2011, the increase is 3.5%. Overtime remains at time-and-a-half.

The following are changes made to the agreement. Unless noted, all provisions of the 2004-2008 remain in effect, unless they are in conflict with new language.

Jurisdiction

The SUP reaffirmed its traditional jurisdiction and agreed to the status-quo regarding shared work with the IBU.

Safety

The company agreed to reimburse employees up to one hundred twenty-five dollars (\$125.00) annually for the cost of purchasing ANSI Certified Footwear. Employees may elect to use a portion of the one hundred twenty-five (\$125.00) to purchase steel-toed rain boots.

There shall be a Regional Safety Committee inclusive of two (2) representatives from the SUP that shall meet quarterly, or more frequently as determined by the Committee. A copy of the minutes will be provided to the Union and Company's offices.

Employees who choose to undergo annual physicals at a Company clinic will have the cost of the physical paid for by the Company. Results will be provided to Anderson Kelly. Pass or fail results will be provided to appropriate Foss management on a need to know basis. Disputes arising as a result of the outcome of the physical examination may be deferred to an Independent Medical Examiner (DIE). The cost of the EWE examination shall be equally shared by the parties. Failure of physicals will result in the employee deemed unable to work unless temporary accommodation can be made which will be determined on a case by case basis.

Training

Employees traveling to and from their home to attend training will be paid actual mileage driven up to 150 miles one way or 300 miles round trip at the current IRS rate.

Sick Leave

The Company agrees to provide available sick leave information to employees each pay period.

Seniority employees shall be permitted the annual conversion of three (3) sick leave days to Personal Time Off (PTO) days per calendar year not subject to the requirements of the sick leave policy for various reasons (e.g., to attend family/teacher conferences or special events with their children, family emergencies, etc. or to attend to personal needs.) No reasonable request will be denied when a minimum of 24 hours notice is given to the Employer and qualified relief's can be arranged. A PTO may

be denied if relief is not attained at least two (2) hours in advance of the PTO. The PTO is not to be used for outside employment.

PTO's will be taken in 24-hour increments. Beliefs will be arranged so no overtime will be incurred by the Company. PTO's for Deckhands must be pre-approved by the Port Captain, PTO's for Engineers must be approved by the Port Engineer and PTO's for the Tankerman by the Tank Barge Manager.

A day off shall consist of twenty-four (24) consecutive hours off beginning at noon or midnight for a period not to exceed three (3) days. The PTO is to be paid in twelve (12) hour increments and is not to be used in conjunction with holidays, vacation or any other paid time off. Information of an individual(s) PTO availability can be obtained from the Operations Administrator.

Maintenance and Cure

Increase from \$45 per day to \$75 per day, with \$27 considered maintenance and \$48 considered wage substitution.

Union Delegates

The company agreed to four (4) Union delegates, an increase of two (2) plus a dedicated office space on Barge One in Richmond.

Seniority

Termination of seniority for an employee who is off the active payroll for more than six months due to an industrial injury will be governed by applicable maritime law.

Continuously Crewed Tug Work Rules

When the crew is reassigned during the current work period to another vessel (except when due to an equipment failure or other similar emergency), the off watch members of the crew shall be paid a minimum of two (2) hours overtime.

Reliefs on continually crewed vessels — When a regularly scheduled crewmember is on vacation, sick leave, jury duty, attending company planned training or other times when they are unable to make their regular scheduled crewing, an Employee shall be called to relieve. Employees called for a job shall have exclusive rights to that job provided that within twenty (20) minutes they respond affirmatively to the dispatcher's call, after which period the call is null and void. This shall not apply in cases where the employee is required to report within two (2) hours or less, and in such cases time starts at the call.

To Seniority Employees with a regular schedule, by seniority—Calls shall be made first for a four (4) day and then a three (3) day period. At the conclusion of the four (4) day period, the job shall be re-posted according to seniority and qualifications (and registration on the "Weekly Available for Overtime" list).

Method of Employment

The Company shall first offer casual jobs to laid off Foss Maritime seniority employees in order of seniority. Employees called for a job shall have exclusive rights to that job provided that within twenty (20) minutes they respond affirmatively to the dispatcher's call, after which period the call is null and void. This shall not apply in cases where the employee is required to report within two (2) hours or less, and in such cases time starts at the call.

Scheduled Tankermen

The company may reassign a tankerman to work a barge other than their assigned barge, with no penalty if notified at the time of call in. If reassigned once from their assigned barge after 1000 or 2200 tankerman shall receive two (2) hours at the overtime rate in addition to any earned pay for this re-assignment. The reassignment pay will not apply if working maintenance day on multiple barges. No overtime shall be paid for the reassignment if the tankerman's normally assigned barge is out of service for repairs and/or inspections.

continued on next page

President's Report continued

Call Out and Payment of Travel

A call out occurs when employees are called back from home to perform work on scheduled days off. Tankermen called for a job shall have exclusive rights to that job provided that within twenty (20) minutes they respond affirmatively to the dispatcher's call, after which period the call is null and void. This shall not apply in cases where the employee is required to report within two (2) hours or less, and in such cases time starts at the call.

If such work continues into their regular work schedule, employees shall be paid at the overtime rate from the time of actually reporting on the job until the time their regular work schedule begins. Travel time shall not be paid.

If such work does not continue into their regular work schedule, employees shall be paid at the overtime rate from the time of actually reporting on the job until knocked off. In such cases employees shall be furnished not less than four (4) hours' work and in the case of Seniority Employees with a regular schedule calls shall be made first for a four (4) day and then a three (3) day period. At the conclusion of the four (4) day period, the job shall be re-posted according to seniority and qualifications (and registration on the "Weekly Available for Overtime" list).

It is recognized by the parties that Richmond Home Dock shall be the point of reference for the purposes of transit. Transit/conference time to or from the barge shall be in accordance with the Travel Time Schedule Addendum I.

On all barges, watches (tankermen) may be rotated monthly if requested by either tankerman. Requests shall be subject to Company Approval. When employees are called to fill regularly scheduled slots, the watch assignments shall be set by the regularly scheduled employee already assigned to that shift.

Flex Tankermen (FT)

FT shall be offered the position on an as needed basis, according to seniority, but shall be guaranteed a minimum of fourteen (14) twelve-hour (12) straight time days per month. The schedule will be 10 consecutive days on and 5 consecutive days off on a rotating basis per month. Selections of days off shall be subject to Company approval, and shall be done in order of seniority. Days off, when possible, will be posted ninety (90) days in advance to allow employees to schedule their time off. The Company may request but not require FT in on their days off. FT will be compensated at the overtime rate for all hours worked during their time off. All time worked on their time off will count toward their fourteen (14) day guarantee. In the event the FT positions are declined, the Company reserves the right to assign Casual Tankerman to the Flex Tankerman schedule in inverse seniority order. Casual tankerman refusing such assignments without just cause shall forfeit all rights in the call order for a period of one (1) month.

FT shall call in to Foss Dispatch at 10:00 a.m. or eleven (11) hours after being relieved from their last shift, whichever is later. If no orders are available, the FT and Dispatch will agree on one (1) additional call-in time. If required to call in more than twice in 24 hours, the FT will be compensated by (1) hour of overtime for each additional call. This rule does not apply if a FT is assigned to their next job while working.

Casual Tankermen

Tankermen called for a job shall have exclusive rights to that job provided that within twenty (20) minutes they respond affirmatively to the dispatcher's call, after which period the call is null and void. This shall not apply in cases where the employee is required to report within two (2) hours or less, and in such cases time starts at the call.

Dues Deduction

Upon written authorization of the employee all employees covered by this collective bargaining agreement, the Company agrees to deduct fifty dollars (\$50.00) per month from the first paycheck of each month and remit to SUP headquarters for the purpose of paying individual SUP membership dues. The Company also agrees to deduct and remit to SUP headquarters a one-hundred dollars (\$100.00) SUP registration fee from any non-unit personnel employed under this collective bargaining agree-

ment, provided that such a fee is paid only once during any 90 day period. All deductions shall be accounted for on the payroll summary.

The SUP initiation fee will not be deducted by the Company but rather shall be paid directly by the member to the Union in the amount of \$50.00 for every month worked until reaching a maximum of \$800.00.

Non Discrimination

Sexual Orientation added.

Employee Compliance

The Company reserves the right to discipline, suspend or discharge Employees for just cause. The Company agrees to apply the concept of progressive discipline uniformly and fairly.

Corrective Actions shall remain active for a period of twelve (12) months from the date of issuance provided no additional disciplinary actions is issued by the Company within those twelve (12) months. If no disciplinary actions are issued by the Company in those twelve (12) months, the Corrective Action shall be considered inactive and, on a case by case basis as determined by the Company the Corrective Action may be removed from the employees file.

Corrective Actions issued within the last five (5) years from the date of the last discipline, suspension or discharge may be considered by the Company to determine the appropriate degree of discipline.

Union Representatives

SUP officers must have a Transportation Workers Identification Credential (TWIC) to board company vessels after September 25, 2008.

After reaching agreement with the company, caucuses were held at Headquarters, on March 3, 4, and 5, to gauge reaction to the proposed new agreement by SUP members employed by Foss. It was the consensus that the general membership ratify this concession-free agreement.

It must be added that the agreement, which is the top contract covering bunkering operations in the country, could not have happened without the dedicated professionalism displayed by both the rank-and-file members of the Negotiating Committee and the representatives of Foss Maritime.

CHEVRON SHIPPING COMPANY

Chevron Shipping Company informed the Union in late February that as a result of its profits in 2007, all full time Chevron marine employees will receive a 10% bonus based on 2007 gross earnings this month.

The bonus program, known as Chevron Success Sharing, was proposed by the company and agreed to by the SUP during bargaining in 1995.

The program is based on returning a portion of the company's profits to its workers when it achieves certain financial objectives based on the return of capital employed and how that figure compares to its major U.S. competitors.

The current bonus derived from last year's performance of Chevron Shipping as well as Chevron Corporation's overall profitability. Chevron Shipping's portion of the total payout 4% plus 2% for "reporting unit safety measures." The remaining 4% was derived from the corporation's 2007 return on capital employed.

It should be noted that the 10% bonus is in addition to the 3% increase in wages and overtime that became effective on February 1, in accordance with the 2007-2011 collective bargaining agreement between Chevron and the SUP. Also, vacation pay was increased from 20 to 21 days per month.

In addition, the 3% wage increase and the 10% bonus does not include the yearly 8% (of base wage) company matching contribution to a participating member's Chevron 401(k) Plan. A member participates in this profit-sharing program by contributing 2% of his/her monthly base wage.

MARITIME TRADES DEPARTMENT

Along with MFOW President Anthony Poplawski, attended the Executive Board meetings of the AFL-CIO's Maritime Trades Department (MTD) on Febru-

ary 28, and 29, in San Diego.

The MTD reiterated its support for various federal statutes that keep the industry afloat and U.S. merchant mariners employed. A series of policy statements on cargo preference, cabotage, and the Maritime Security Program were acted upon and will be published in the *West Coast Sailors*. Delegates also took action in support of the Title XI shipbuilding program and the Employee Free Choice Act as well as questioning the efficiency of the enrollment process of the TWIC program. On health care—which is on everyone's agenda—the MTD called on Congress to enact legislation to ensure that all have comprehensive, affordable health coverage.

Delegates were addressed by representatives of labor, government, and the military.

AFL-CIO Secretary-Treasurer Richard Trumka called on MTD-affiliated Unions to educate and mobilize their memberships for the fall national elections. Maritime Union of Australia (MUA) National Secretary Paddy Crumlin commended American maritime labor for maintaining the Jones Act, noting that Aussie cabotage is weak by comparison but that his Union was determined to strengthen it now that a Labor government is in power.

Administration representatives Thomas Barrett, Deputy Secretary of Transportation, and Maritime Administrator Sean Connaughton touted the initiative to employ U.S. mariners in Liquefied Natural Gas (LNG) vessel and their strong support for American cabotage, cargo preference and the MSP program.

Admiral Ann Rondeau, Deputy Commander of the U.S. Transportation Command (USTRANSCOM); General Kathleen Gaaney, Military Surface Deployment and Distribution Command; and Admiral Thad Allen, Commandant of the Coast Guard; all effusively praised the key role U.S. merchant mariners have played in supporting the military in the current Middle East conflicts. One can only hope that these folks and their successors will be as supportive of the merchant marine in times of peace—something that they've failed to do in the past.

Congressman Neil Abercrombie (D-Hawai'i), a champion of the industry, gave a rousing address critiquing the Bush Administration and the necessity of electing a Democratic president and Democratic congress. Abercrombie noted that in every campaign he has run, he has been attacked for supporting the Jones Act. He reminded the delegates that the presumptive Republican president nominee—Senator John McCain—has called for the repeal of that all-important cabotage statute.

TRANSPORTATION TRADES DEPARTMENT

While in San Diego, also attended an Executive Committee meeting on March 2, of the Transportation Trades Department (TTD), AFL-CIO, which the SUP affiliated in October 2006.

TTD President Edward Wytkind gave a comprehensive overview of the organization's activities with particular emphasis on the legislative field. Wytkind stated that legislation that is key to all transportation workers has been opposed in the past by Senator McCain. For maritime specifically, he cited McCain's opposition to the Jones Act, the Maritime Security Program, and U.S.-flag cargo preference programs. Wytkind stated that the TTD is researching McCain's 25-year voting record on transportation issues and labor issues in general. When that document becomes available, it will be published in the *West Coast Sailors*.

TTD has taken the lead role in the labor movement on TWIC, both legislatively and administratively with the Coast Guard. Currently TTD is working in close collaboration with its affiliates to stop various states from issuing their own versions of TWIC. It is the position of TTD that these efforts must be preempted by federal law to ensure one level of security and to avoid subjecting maritime workers to a hodgepodge of requirements that will do little to improve security.

The Executive Committee was addressed by Congresswoman Lucille Roybal-Allard (D-California) who

continued on next page

President's Report continued

serves on the House Appropriations Committee and the Transportation, Homeland Security and Labor Subcommittees. Roybal-Allard is an effective advocate on all issues of importance to labor. AFL-CIO President John Sweeney also addressed the meeting and stressed the key role TTD plays in setting the labor movement's transportation worker agenda.

BANE & TULENKUN v. SUP

As reported in last month's *West Coast Sailors*, on February 15, Judge J. Michael Seabright of the U.S. District court for the district of Hawai'i dismissed SUP member Sefuluono Bane's \$300,000 "intentional infliction of mental distress claim" against the SUP. Previously (see the January *West Coast Sailors*), Bane withdrew two of the allegations contained in a lawsuit filed against the Union: 1) That the SUP breached its duty of fair representation by allegedly discriminating against her because she is Samoan and female; and 2) That the alleged discrimination by the Union was a violation of Title VII of the Civil rights Act of 1964, as amended.

The dismissal of Bane's "mental distress" claim effectively ended her federal lawsuit. Judge Seabright earlier this month, further ended Bane's attempt to shake-down the Union when he denied her the right to pursue her "mental distress" claim in Hawai'i State Court. However, Bane still has the right, granted by the U.S. Equal Opportunity Commission on December 31, to sue the SUP for race and gender discrimination as well as alleged "retaliation" by the Union.

As far as the other plaintiff in the case —SUP member Ruta Tulenkun— Judge Seabright dismissed her claim that the Union breached its duty of fair representation by allegedly discriminating against her because she is Samoan and female, but denied the SUP's motion to dismiss Tulenkun's charges under the Civil Rights Act of 1964 and her claim of "intentional infliction of mental distress."

Unless Tulenkun realizes, like Bane, the costly folly of pursuing her groundless lawsuit, the SUP will be forced to go to a jury trial before Judge Seabright on March 18, to defend its interests. The SUP, in conjunction with Union attorney Charles Khim, has been preparing for trial and is confident that we will prevail.

MATSON NAVIGATION COMPANY

All hands are reminded that bargaining with Matson will begin in late May/early June. A Negotiating Committee with experience with Matson will be elected at the May 12, Headquarters meeting. Members are urged to send General Rules, Work Rules and Maintenance Agreement proposals to Headquarters as soon as possible for review by the Committee.

HOLIDAYS

Good Friday

In accordance with past practice, all SUP halls will be closed at noon on March 21, in observance of Good Friday.

Good Friday is a holiday under the Offshore and Maintenance Agreements with APL and Matson. SUP members in vessels in West Coast and Hawai'i ports shall be paid the overtime rate if required to work between noon and 3:00 P.M.

Cesar Chavez's Birthday

All SUP halls on the West Coast will be closed on Monday, March 31, in observance of Cesar Chavez's birthday. As it is an ILWU holiday and, therefore, is a recognized holiday for SUP members working under the APL and Matson Maintenance Agreements on the West Coast and for APL and Matson vessels in West Coast ports on that day. The holiday is also applicable to members employed by the San Francisco Bar Pilots.

ACTION TAKEN

M/S to accept Foss Maritime Company Agreement. Carried unanimously.

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

Gunnar Lundeberg

UPDATE: TULENKUN v. SUP

On Monday, March 10 —at approximately the same time the Headquarters meeting was in progress in San Francisco— SUP member Ruta Tulenkun, Tulenkun's attorney Ventia Carpenter-Asui and SUP attorney Charles Khim appeared before Magistrate Judge Barry Kurren of the U.S. District Court for the District of Hawai'i in Honolulu to settle Tulenkun's lawsuit against the Sailors' Union.

Tulenkun's claim against the Union that the SUP discriminated against her based on race gender under Title VII of the Civil Rights Act of 1964 and her claim she suffered an "intentional infliction of mental distress" by the Union, were dismissed with prejudice. What this means in plain English is that Tulenkun's claims against the SUP are withdrawn by Tulenkun with her being prevented by law from ever making these same claims again. All the other allegations that Tulenkun brought against the Union have already been withdrawn by Tulenkun or, dismissed with prejudice by the Court.

Tug crew ransomed from Somali pirates

The Danish-owned, Russian-registered tug *Svitzer Korsakov*, seized by Somali pirates while on its maiden voyage last month, has been released following the payment of a \$700,000 ransom. The British captain and Irish crew members are said to be safe and healthy.

The ice-class tug, built in Russia, was on its way to the Pacific Far East to take up station. The Danish company (Svitzer) made no comment on the ransom payment but its London representative, Pat Adamson, commented: "As there have been a growing number of attacks on merchant ships over the past two years and an increase in the incidence of violent attacks, Svitzer believes it would be irresponsible and imprudent to provide details of the dialogue with the hijackers over the course of this incident, or to release details of the operational issues involved. Any such details provided in the public domain would, we believe, encourage would-be pirates and add further danger to the victims of such attacks."

Unpaid wages causes arrest of vessel

The Ukrainian vessel *Newfane* was arrested in the Spanish port of Castellon this month following the intervention of the International Transport Workers Federation, which came to the aid of 22 seafarers who claimed they are owed months of wages totalling \$97,000.

The vessel, which is registered in Panama, has been detained several times in various European ports because of safety deficiencies. The master claims the crew have been paid but the crew say that false "double bookkeeping" entries have been logged. In addition, the ITF states that the crew have access to little food and unhygienic water.

The vessel has now been detained by Spanish Port State Control, which is understood to have discovered 20 defects. The *Newfane* is believed to be ultimately owned by Innesbrook Investments in Panama, but the "beneficial" owner is Diamond Company of Odessa.

Actions of bridge officers questioned in ferry probe

A Canadian government investigative report into the sinking of the BC Ferries, *Queen of the North*, released on March 12, has essentially come to no conclusions.

Two years after the ferry sinking, Canada's Transportation Safety Board (TSB) reported that the agency was unable to explain why the two crew members on the bridge, Karl Lilgert, the senior officer, and junior officer Karen Bricker did not carry out a routine course correction and aimed the ferry, at its full speed of 17.5 knots into Gil Island, resulting in two deaths.

However, it is known that Lilgert and Bricker were lovers prior to the accident and that the lights on the bridge were dimmed. According to Canada's national broadcasting corporation (CBC), which obtained the document, the TSB report has not answered fundamental questions, especially why the two officers were unaware the ferry was off course and aimed to hit an island.

The TSB report essentially confirms an internal investigation conducted by the ferry corporation last year. According to the CBC report, the TSB criticizes the ferry corporation for not having more qualified officers on the bridge at the time of the accident and the fact that some members of the crew regularly smoked marijuana. The report has already been criticized by some British Columbia politicians for being "too little too late." Two passengers died when the ferry sank enroute between Prince Rupert and Port Hardy, March 22, 2006.

New oil spill legislation introduced

Senator Frank Lautenberg (D-New Jersey), Chair of the Surface Transportation and Merchant Marine Subcommittee of the Senate Committee on Commerce, Science and Transportation, this month introduced legislation to protect America's shores—and its economy—from the deadly and toxic effects of oil spills.

"The last thing America needs is another Exxon Valdez. We cannot let our coastlines, our wildlife or our economy suffer the catastrophic effects of another oil spill," said Lautenberg. "My bill would modernize our vessels, tracking and licensing, so we can be more confident in the safety of our ocean shipping and help prevent future spills."

Lautenberg introduced the legislation while chairing a hearing of his subcommittee on March 4, on better protection from oil spills. It would: require double hulls on bunker fuel tanks on non-tank vessels, strengthen the Coast Guard medical review process for licensing pilots and merchant mariners, direct the Coast Guard to make improvements to its vessel tracking system to prevent navigational errors and accidents, and phase out federal liability limits for oil spills from single-hull tanker ships.

Lautenberg's second bill would raise federal liability limits for oil spills, and phase them out altogether for single-hull tanker ships, similar to legislation he proposed in 2004.

Coast Guard Commandant Thad Allen testified at the hearing that some cargo vessels now carry as much bunker fuel as some small tankers. "The highest capacity for a freight ship listed in our records in 173,000 barrels or about 7.3 million gallons," he commented, pointing out that "Under the provisions of MARPOL Annex I, double hulls or other protective arrangements for fuel tanks are required for ship contracts awarded after August 1, 2007, or for ships delivered after August 1, 2010."

Allen stressed that prevention—not better clean-up techniques—is the best solution to the challenge and told Senators that the USCG is developing new rules for ships and augmenting the vessel traffic service system to help prevent future catastrophic spills. "Let me be clear at the onset, there is no better approach to this problem than prevention. Once oil has been discharged into the environment, there are no winners and the best any response can do is mitigate the impact," Allen said.

SUP Branch Reports

Seattle

February 19, 2008

Shipped during the period: 2 Bosuns, one A member to a return and one A member to a steady; 7 Able-seaman berths shipped and taken by 3 A and 4 B members; 1 Ordinary Seaman job shipped to a C member; and 12 standbys shipped and filled with 9 A, 1 B and 2 C members.

Registration for the period: 14 A cards for a total of 28; 8 B cards for a total of 23; 0 C cards for a total of 6.

Ships Checked

Matson ships *SS Maui* and *SS Kauai* called twice in Seattle with little or no problems. *President Polk* called in New York and returning crew members reported on a good trip when they came into the union hall.

I attended the King County Labor Council Executive-Board meetings; a King County Labor Council Port Coalition meeting; a King County Department of Transportation meeting regarding freight mobility; the Puget Sound Harbor Safety Committee meeting; and a meeting for the Alaska Way Viaduct.

I will take this opportunity to thank the membership for my election to the Seattle Branch Agents position and to offer my congratulations to all of our elected officials. I look forward to continuing the Sailors' Union of the Pacific's long tradition of service to the membership.

Vince O'Halloran
Branch Agent

Wilmington

February 19, 2008

Shipping: 2 bosuns, 9 ABs, 3 ABDs, 1 OS and 57 standbys; total 73.

Registration: 41 A class, 29 B class, and 5 C class.

Ships Checked

Korea, Lihue, Maunalei, Philippines, Maunawili, China, Manukai, Matsonia, Singapore, Manulani, Pfeiffer, Mahimahi

Problems one captain wanted to stop SUP meeting on his ship after 0800 and before 1700. Brothers on page 3 Section 6(c) of the APL/SUP agreement you will see that meetings can be held at any time that does not interrupt the operation of the vessel. Also in the Matson agreement on page 3 the employer (including its supervisors) agree not to interfere with or restrict Union members from attending a duly called meeting, provided we follow the procedure for the space used for the meeting. As the old saying goes, if you don't use it you lose it. Live and work by our preamble and stand by our agreements.

I attended meetings with the MTD and L.A. County Federation of Labor. We are putting together a march and rally on April 15, and ending on April 17. If you cannot make the march, try to be there for the rally on the 17th at 1800 on Berth 87, 1st and Harbor, San Pedro. It took self sacrificing men and women to make our Unions strong and it will take the same type of men and women to maintain our Unions. The Republicans stand fast for big business, so we got to show the Democrats how to stop the dividing of the working class taxpayer vote.

If you pay attention to the news you will hear the politicians ask about the women vote, the black vote, the Latino vote and the white vote. But the vote they don't look for is the working class over taxed poor vote. The fact is it is the working class vote that puts both Democrats and Republican in office. So why is it they don't see us? It's your turn to fight. If we can get enough people to show up on the 17th. We can show the politicians that the working class votes brings us all together into one voting block call the working class poor taxpayers vote.

It's your fight so be there if you live one or 1000 miles away. If you don't fight then be satisfied to live under the people who do.

As always yours in struggle

Paul Calais
Branch Agent

Seafarers get wireless broadband

Singapore this month launched the world's first mobile wireless broadband access, which shipping sources say will immensely enhance communications channels for seafarers. The Mobil WiMax services will enable seamless connectivity through email, web-cams, blogs and recent phenomena like You Tube, MySpace and Facebook to let seafarers enjoy regular contact with friends and families.

In his opening address at the official launch of the WiMax, chairman of Singapore's Maritime Port Authority Peter Ong, said, "70.7% of seafarers interviewed (in Shiptalk Recruitment's Life at Sea Survey) ranked access to the Internet as the most important onboard facility. This correlates with the 67.6% who listed time apart from family and friends as the reason (detering) them from a career at sea."

Honolulu

February 19, 2008

Shipped during the period: 2 bosuns, 1 bosun return, 3 ABDs, 1 ABD return, 3 ABWs, 1 ABW relief, 1 AB maint. and 1 OS. These jobs were filled by 5 A members, 7 B members and 1 D registrant. Also shipped 30 standby jobs filled by 17 A members, 6 B members, 4 C members and 3 D registrants for a total of 43 jobs shipped.

Registered during the period: 11 A members, 13 B members, 4 C members and 2 D registrants. To date registered are: 16 A members, 19 B members, 8 C members and 2 D registrants for a total of 45 registered.

Ships checked

Manukai, Matsonia, Kauai, Maunalei, Manulani, Lihue, Maui, Lurline, Mokihana, Mahimahi and *Maunawili*. All with few or no beefs.

Paint & Rigging gang running smoothly with Monte Kalama as bosun

At the February 19, Honolulu branch meeting the SUP Welfare Plan administrator Michelle Chang, AFSS training representative Berit Eriksson, and SUP MPP 401k Plans advisor Todd Smithpeter were in attendance. This gang was extremely helpful in getting members lined out for the more and more complicated benefit plans programs and training opportunities. The Honolulu members are very appreciative of their help. Would also like to pass on our condolences to Michelle Chang, whose Brother passed away while she was here in Hawai'i.

On February 20, attended the Hawai'i Ports Maritime Council meeting. Discussions on Hawai'i state legislative labor related bills and the on going boycott of the Pacific Beach Hotel.

Would like to remind all members to submit any contract proposals for the upcoming Matson Navigation contract which ends on June 30, 2008.

Mike Duvall, Branch Agent

San Francisco Business Agent

March 10, 2008

Visited and paid off the following ships:

Kauai— Mike ElMobdy, delegate: Seattle/San Francisco/Honolulu run. No disputes. Matson has been supplying this ship and other ships with Chinese-made stores. Notified the company to remove this junk and replace with U.S.-made goods.

Lurline— Going to layup in San Francisco for a month or more. Good gang. Did an excellent job preparing for layup.

Mahimahi— Manuel Roxas, delegate: Island run: San Francisco/L.A./Honolulu. No disputes.

Maui— Tom Gatmaitan, delegate; Bill Berry, new bosun: In from the Island. No disputes.

Mokihana— Tom Koppel, delegate: Dispute on who opens and closes the after hatch. This remains a problem which may be settled soon.

APL China— John Kerlin, delegate: voyage pay off. Few repairs, chief will take care. New pillow aboard.

APL Thailand— Victor Noble, delegate; Joe Moniz, new bosun: Voyage pay off. In from the Orient, no disputes.

Worked in the front office.

Bill Berger

Support the SUP Political Fund

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 633:

Rolando Gerbacio, 67, Book No. 2980, joined SUP in 1963, 43 years seetime.

Ernest Stimach, 80, Book No. 6536, joined SUP in 1944, 57 years seetime.

Dispatcher's Report

Headquarters—Jan. 2007

Deck	
Bosun	3
Carpenter	0
MM	5
AB	16
OS	0
Standby	21
Total Deck Jobs Shipped	45
Total Deck B, C, D Shipped	15
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. ...	45
Total B, C, D Shipped-All Depts. .	15
Total Registered "A"	76
Total Registered "B"	66
Total Registered "C"	11
Total Registered "D"	11



On April 15-17 actors, janitors, longshore workers, and many other workers along with members of the community will march 28 miles from Hollywood to the docks of San Pedro. For three days straight, these workers and community supporters will walk and camp-out overnight along the route. These individuals will symbolize over 350,000 workers who, this year, will be fighting to stay in the middle class or move themselves out of poverty. The march will conclude on April 17th with a massive rally at the Port of Los Angeles at 6:00 pm.

All along the route marchers will be talking the talk by walking the walk, talking to all of L.A. about the fight for middle class jobs, the battle to organize workers and the importance of voting in order to win the 2008 Fight for Good Jobs. Marchers will also be talking with voters about the issues facing the L.A. County Board of Supervisors Second District.

Hollywood to the Docks will come to symbolize the solidarity of working people from otherwise unrelated industries and sectors coming together behind a unifying principle: No local Union affiliated with the Los Angeles County Federation of Labor stands alone when facing the difficulties of negotiation, organizing or in electing candidates that fight for the cares of working men and women. Therefore, every local Union, every rank-and-file Union member and every ally and friend of L.A. Labor will be urged to join, participate and support the Hollywood-to-the-Docks march.

For more information log on to www.hollywoodtothedocks.com.