



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, May 19, 2006

## United States government proposes new credentials for all maritime workers

**A**fter long delay, a regulatory process that will drastically change the credentials of all maritime workers in the United States has begun.

The Transportation Security Administration (TSA) on May 10, released an advance copy of the rulemaking that will eventually establish the "Transportation Workers' Identification Card" or TWIC. The proposal will put new costs, constraints and limitations on a mariner population that is already straining under the weight of compliance with onerous domestic and international regulation, training requirements, and recruitment and retention problems.

Under the proposal, TSA would collect at locations around the country a worker's biographic information including, but not limited to, ten fingerprints, name, date of birth, address, telephone number, photo, employer, and job title. All individuals, including U.S. merchant mariners, with unescorted access to secure areas of port facilities and vessels regulated under the Maritime Transportation Security Act of 2002 (MTSA) would be required to have a TWIC.

As part of the process all maritime workers will be subject to new or repeated background checks, many for the first time. Merchant mariners whose last background check was before February 3, 2003, will require a new background check for the TWIC. As is the present practice, the new checks would include a review of criminal history records, terrorist watch lists, immigration status, and outstanding warrants.

Although the search is essentially the same: it appears now that TSA is proposing the use of a different standard for determining disqualifying criminal offenses. The MTSA required that any denial of credentials on the basis of past criminality (felonies) would be finally subject to the determination of Secretary of Homeland Security of whether or not those offenses "could cause the individual to be a terrorism security risk to the United States." In other words, past criminality was tied, however loosely, to the risk of terrorist activity.

In these regulations, however, that connection is gone. Using the Hazmat regulations for commercial drivers that were originally part of the USA Patriot Act after 9/11, the rule says that certain felonies committed in the past seven (7) years, and incarceration for those felonies in the last five (5) years, shall be grounds for denial. The proposed rule does include methods for appeal and waiver. Felonies such as drug distribution, unlawful possession of firearms, immigration violations, fraud, or robbery, to name only a few, will be deemed an interim disqualifying offense and will trigger what the proposed rule calls a "Notification of Interim Disqualifying Offense." The individual will be notified and given the opportunity to protest and explain. If he/she does not respond, or the evidence is insuf-

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## Chevron Shipping to charter three tankers Sailors' Union in all unlicensed departments

**I**n a remarkable and far-reaching turnaround, Chevron Shipping Company has decided to acquire and operate more ships. Company officials informed the Sailors' Union on May 5, that it had entered into a long-term bareboat charter arrangement to acquire three U.S.-built Double Eagle class tankers. An option on a fourth tanker will be decided later this year. The Company intends to operate the ships in the Jones Act trade with SUP crews in all three unlicensed departments. The MEBA will represent the engineers and mates.

The ships were built in Newport News Shipyard in 1997 and 1998. The first to be delivered is the *Seabulk Mariner*, expected in the first quarter of 2007. The *Seabulk Courage* is expected next in the third quarter of 2008. The third will be the *Seabulk Energy*, expected in the first quarter of 2010. The charters are for nine years with options to extend.

The decision comes after years of down-sizing reduced the Company's U.S.-flag tanker



fleet from a peak, in 1946, of 32 vessels including 15 ships, 10 barges and 7 tugs to just 3 ships today. The Company intends to continue operating those ships, (the SUP-crewed Gas Turbine tankers *Arizona Voyager*, *Colorado Voyager*, and *Washington Voyager*) at least through the delivery of the new tankers and possibly beyond. A study on the future disposition of the GT's will be conducted later this year.

The *Seabulk Mariner* is designed to carry both crude and/or refined product. She is a single screw diesel delivering

14,000 horsepower enabling (for a tanker) an impressive operational speed of 17 knots. Her length overall is 600 feet, 5 inches with a beam of 105 feet, 8 inches. Her loadline draft is 40 feet and her deadweight tonnage is 46,069 metric tons. At ninety-eight percent full she carries 342,000 barrels of oil in seven pairs of cargo tanks. All Double-Eagle class tankers are double hulled and have no Oil Pollution Act of 1990 retirement date.

For more information, see SUP President Lundberg's report on page 9.

## Port security bill passed by House GOP rejects 100% screening of all U.S. bound containers

**T**he House of Representatives, this month, passed, by 421-2, the SAFE Port Act (H.R. 4954), which provides \$5.5 billion for port security over the next six years.

"This bill represents an important step in improving our port security," said Representative Peter King (R-New York), chairman of the Homeland Security Committee.

The vote followed contentious debate on a motion to recommit offered by Representative Jerrod Nadler (D-New York) and strongly supported by Representative Edward Markey (D-Massachusetts) and other House Democrats that would have sent the bill back to committee to insert language requiring 100 percent screening of inbound-U.S. cargo. The motion to recommit failed, 222-202.

Nadler, speaking on the

House floor prior to the votes, said that "this bill is OK, but it's not going to matter much if we don't electronically scan every container."

Markey, in particular, expressed his dismay over the lack of a 100-percent screening provision. The House Rules Committee denied an opportunity by Democrats to offer the amendment on the House floor. The Massachusetts congressman took the floor time during the Democrats' motion to recommit to lambast the lack of a screening provision.

"The screening must be done overseas and we must seal those containers," Markey said. "We must scan and seal overseas so that we don't have to duck and cover here in the United States. That is the risk that Al Qaeda has said they pose to us at the very top of their terrorist target

list. The Republicans are basically saying they're going to put a beware of dog sign out on the lawn but not purchase a dog. Never do the screening, never do the inspection. Use a paperwork inspection instead. This bill has a loophole big enough to drive a cargo container filled with nuclear weapons material through it."

Representative Don Young (R-Alaska), Chairman of the Transportation and Infrastructure Committee, also had harsh words for Markey. "If you want to make headlines," Young said in reference to Markey, "you should go outside and stand on your head."

Markey was one of two congressmen to vote against the bill.

The other no vote came from Congressman Jeff Flake (R-Ari-

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# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED MARCH 31, 2006

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 10, 2006, hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$1,191,465.11
Political Fund .....	\$963.55
Strike Fund .....	<u>\$1,293,730.99</u>
Total Cash & Investments 1st Qtr. 2006 .....	<u>\$2,486,159.65</u>

### GENERAL FUND

Income:	
Dues, Initiation, Assessments .....	\$116,376.10
Interest .....	30,623.96
Donations - <i>West Coast Sailors</i> .....	2,796.00
Tanker & Joint Committee, Hiring Hall .....	76,892.87
Advertising & Promotion .....	985.00
Miscellaneous Income, Reimbursements, Fines .....	563.86
Reimbursed Administrative Expenses .....	5,976.79
Contributions - General Fund .....	<u>2,967.00</u>
Total Income: .....	<u>\$237,181.58</u>

### Expenses:

Auto & Travel .....	\$1,094.08
Rent .....	15,762.66
Postage, Printing & Office .....	11,160.58
Telephone & Telegraph .....	4,692.87
<i>West Coast Sailors</i> Publishing Expense .....	7,084.95
Per Capita .....	14,124.00
Salaries & Payroll Taxes .....	211,165.71
Office Workers' Pension .....	6,879.60
Insurance .....	25,473.26
Field Expense .....	314.31
Committee & Neg., Conference & Conv. .....	2,506.04
Investment Expense .....	1,523.49
Advertising & Promotion .....	1,020.00
Legal .....	7,253.18
Lobbying .....	3,444.10
Contributions .....	1,183.00
Election .....	1,863.63
Flowers .....	162.37
Officials Pension .....	803.16

Accounting Expense .....	5,000.00
Subscription .....	<u>3,003.04</u>
Total Expense: .....	<u>\$325,514.03</u>

### BUILDING CORPORATION

Income:	
Assessments .....	\$3,288.00
Rents .....	104,598.51
Bldg. Utilities & Service Reimbursement .....	<u>1,799.96</u>
Total Income: .....	<u>\$109,686.47</u>

Expense:	
Building Services & Utilities .....	\$28,124.98
Repairs & Maintenance .....	14,279.02
Salaries & Payroll Taxes .....	13,948.11
Pension .....	122.13
Filing & License Fees .....	362.00
Accounting Expense .....	2,000.00
Insurance .....	<u>5,346.32</u>
Total Expense: .....	<u>\$64,182.56</u>

### POLITICAL FUND

Income:	
Contributions .....	\$3,890.00
Interest .....	<u>1.11</u>
Total Income .....	<u>\$3,891.11</u>

Expense:	
Contributions .....	\$6,030.00
Office .....	13.00
Filing Fee .....	<u>90.00</u>
Total Expense: .....	<u>\$6,133.00</u>

Net Income 1st qtr. .... \$(45,070.43)

/s/Arthur Thanash

/s/David Larsen

/s/Romaine Dudley

/s/Paul Fuentes

/s/Terrance O'Neill

*ACTION BY THE MEMBERSHIP May 8, 2006. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.*

## Intoxicated bulker master arrested

The captain of a Cayman Islands-flagged bulkcarrier was arrested in New Orleans for being drunk on duty after a pilot smelled alcohol on his breath.

Yuriy Roshkalyov, master of the 41,880-dwt *Leeds Castle* was charged on April 17, with operating a vessel under the influence—a crime punishable by up to a year in prison—by the Coast Guard and the federal attorney's office, according to a statement from prosecutors.

The arrest stemmed from the ship's arrival on April 16, when a New Orleans Baton Rouge Steamship Pilots Association pilot asked to see the captain and was told by the first officer that Roshkalyov was "not well." The pilot reported smelling alcohol when the captain did arrive on the bridge and refused to take control of the vessel. He then left

the ship and notified authorities.

Parish sheriffs and a Coast Guard investigator responded to a complaint from the pilot and administered a chemical test to determine the captain's state of sobriety. According to the statement, Roshkalyov tested .252 when the legal limit for alcohol is .040. Roshkalyov, a Ukrainian national, is being held pending the outcome of the charges.

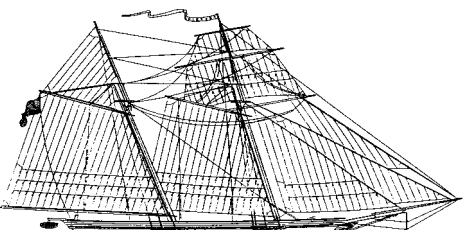
"The arrest of Roshkalyov emphasizes our commitment to the American people to preserve the safety of the navigable waters of the United States," said Rear Admiral Robert Duncan, USCG District Commander. "I particularly appreciate the actions of the pilot in identifying the intoxicated state of the vessel master and promptly reporting it to the Coast Guard."

## Whale killed by containership

An endangered sei whale was killed last month when it was struck by a container ship between Boston and Baltimore—even as the U.S. government is considering speed and routing restrictions to avoid such incidents.

The 7.7 ton male cetacean arrived in Baltimore on the bulbous bow of the *MSC Johannesburg*, according to state wildlife officials, who reported the whale had numerous broken bones consistent with striking a ship. National Oceanic and Atmospheric Administration spokesman Connie Barclay said the agency is drafting a proposed rule to institute the speed and routing restrictions and plans to publish it for public comment early in the summer. She said the rule is primarily geared toward protection of the endangered North Atlantic right whale, of which there are about 300, but said all cetaceans would benefit

from such a policy. This particular strike will have no direct effect on the proposal but will be added to the information database that shows 42 strikes along the Atlantic Coast from 2000 to 2004. But despite a mandatory reporting rule, Barclay says the true number of strikes is probably much higher. The sei whale's normal habitat is the deeper water of the North Atlantic and would be rarely found in Chesapeake Bay.



## SUP Meetings

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

	Hdq.	Branch
June	13*	19
July	10	17
August	14	21
September	11	18
October	10*	16
November	14*	20
December	11	18

\*Tuesday

## Final Departures

**Erik "Whitey" Pettersson**, Book No. 3663. Born in Sweden in 1922. Joined SUP in 1945. Died in Auburn, Washington, April 11, 2006. (Pensioner)

**Harvey Baker**, Book No. 4172. Born in Florida in 1908. Joined SUP in 1937. Died in Seattle, Washington, April 14, 2006. (Pensioner)

**Jack Dalton**, Book No. 2550. Born in Texas in 1928. Joined SUP in 1947. Died in Redondo Beach, California, April 4, 2006.

**James R. Swift**, Book No. 7428. Born in Missouri in 1911. Joined SUP in 1960. Died in Grass Valley, California, April 17, 2006. (Pensioner)

**Richard Theodore Costigan, Jr.** Book No. 4622. Born in Washington in 1930. Joined SUP in 1945. Died in Olympia, Washington, April 18, 2006. (Pensioner)

**Myles P. Yancey**, Book No. 244. Born in New York in 1912. Joined SUP in 1951. Died in Connecticut, April 30, 2006. (Pensioner)

**Arthur Mebus**, Book No. 5771. Born in Oregon in 1915. Joined SUP in 1946. Died in Portland, Oregon, April 17, 2006. (Pensioner)

**Harry Lum**, Book No. 3983. Born in Hawaii in 1926. Joined SUP in 1951. Died in San Lorenzo, California, May 4, 2006. (Pensioner)

## West Coast Sailors

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## Dubai Ports World will again attempt to enter U.S. market

Dubai Ports World vowed to take another stab at breaking into the U.S. market, describing a decision to relinquish operations at six American ports two months ago as a temporary setback. "Once (the) process is changed and new legislation comes in then we are ready to go back," Mohammed Sharaf, the chief executive of the container-port operator controlled by the Dubai government, told Agence France-Presse in an interview this month. "It all depends on the Americans, what sort of legislation they will come up with... This is the world's largest economy. How can you just ignore it?"

Following the announcement earlier this year of its \$6.9-billion acquisition of British shipping giant Peninsular & Oriental Steam Navigation Company, Dubai Ports World and Dubai were plunged into an unprecedented controversy for the Arab Gulf state. In the process, they got a taste of deal-making the American way compared with the relatively genteel and very low-profile style at home. Citing security concerns and the United Arab Emirates' (UAE) poor record in fighting terror, Congress opposed part of the deal that would have transferred the operation of six major U.S. ports to DP World, delaying the closing of the transaction.

President George W. Bush backed the deal, but ultimately the UAE's prime minister and Dubai's ruler Sheikh Mohammed bin Rashid al-Maktoum, averse to any controversy with a major ally, pulled the plug with a decision on March 9, to cede control of the ports to a US entity. Following the bitter row over the ports deal, which made Dubai a household name, many American officials called for the reform of the Committee on Foreign Investment in the United States (CFIUS), a Treasury-chaired panel that approved the ports deal before Congress reviewed it. Some in Congress want to take CFIUS away from Treasury control and reconstitute the committee as part of the Department of Homeland Security. Others want the shadowy CFIUS vetting process opened

up to more congressional oversight.

Sharaf called the decision to back out of the fight for the U.S. port operations "a temporary setback for us. It has maybe stopped outgrowth ... in the U.S. market for a temporary period," he added, speaking at company headquarters in the bustling container port of Jebel Ali, some 25 miles from Dubai's center. "We were disappointed, but again the government supports us."

Sharaf said the company was in the process of finalizing the sale of the U.S. port interests, being handled by Deutsche Bank and New York law firm Sullivan and Cromwell, but gave no firm date for completion.

The company said in mid-March that the divestment of operations at the ports of Baltimore, Miami, New Jersey, New Orleans, New York and Philadelphia would be completed in four to six months.

Asked if the controversy will have any impact on free-trade talks between the United States and the UAE, which resumed in Abu Dhabi, Sharaf said: "I am not a government official...but as far as we are concerned, it will have not impact." The talks, which were launched in March 2005, were postponed in March at the height of the ports row with officials on both sides saying it was unrelated.

UAE Economy Minister Lubna al-Qasimi said on April 25, that although her government was "dismayed" at the U.S. reaction to the deal, there was no damage to the political relationship with Washington. She said her country should have done a better public relations job in pitching the transaction in the United States. "We did not explain ourselves in the U.S.," she said.

But despite the U.S. setback, the P&O acquisition catapults DP World to the ranks of the world's three largest container-port operators. The company has managed to transform itself within seven years to a global player operating in 12 countries. It employs 10,000 people worldwide. Still an unlisted firm, its turnover is unknown.

## Norwegian shipping tycoon takes Cypriot citizenship to avoid taxes

John Fredriksen, the richest man in Norway, and one of the biggest shipowners in the world, has become a citizen of Cyprus in order to avoid paying Norwegian income taxes.

Fredriksen's move came after Norway changed its tax laws to require Norwegians who reside abroad and who are in the country an average of 90 days a year over three years to pay income tax. Previously Norwegians living outside the country could reside in Norway for up to six months without paying taxes.

Fredriksen, who just bought a \$52 million house in London, controls tankers, containerships and other marine assets worldwide.

Commenting on Fredriksen, Norway's Labor Party Prime Minister Jens Stoltenberg said, "It hasn't crossed my mind to adjust the tax system so that John Fredriksen can avoid taxes, for it is exactly people like John Fredriksen that should pay."

## NOL profits dip 40% in first quarter '06

Neptune Orient Lines (NOL), the parent company of American President Lines, reported this month a 40 percent drop in net profit for the first quarter of 2006.

"Our lower net profit reflects the continued pressure of high fuel costs and rates in some key trades," company chief executive David Lim said in a statement. Lim noted that bunker costs were \$77 million higher than a year ago.

NOL posted a first quarter net profit of \$120 million, down from \$195 million last year and below the \$164 million in the fourth quarter of 2005.

Ron Widdows, CEO of APL, said the objective of cutting \$100 million in costs for 2006 is on track with savings of \$21 million achieved in the first quarter. Widdows added that the business environment for the line industry is anticipated to be "challenging" over the next year.

## Coast Guard issues notice for "acceptable" waterfront ID

The U.S. Coast Guard this month issued a notice informing the maritime community of acceptable identification credentials for access to U.S. waterfront facilities. Operators of waterfront facilities are to restrict access to their facilities to persons with such acceptable credentials, which include: (1) a merchant mariner document; (2) an armed forces identification card; (3) a federal law enforcement credential; (4) ID credentials issued to public safety officers; (5) a state-issued commercial driver's license with hazardous materials endorsement issued after May 31, 2005; (6) a state-issued driver's license or identification card or a personal identification issued by the individual's employer, union, or trade association, or a passport or commercial driver's license issued by Canada or Mexico (for non-employees of the facility, excluding longshore workers); and (7) facility-issued employee identification cards, a state-issued driver's license, or a personal identification issued by the individual's employer, union, or trade association, provided that the individual has been properly screened and has not been determined a threat (for employees of the facility and for longshore workers).

Facility operators, longshore unions, and long-term contractors are also required, within the next 30 days, to provide the Transportation Security Administration (TSA) with personal identifying information regarding each facility employee or longshore worker seeking to use as an identification credential, a facility-issued employee ID card, a state-issued driver's license, or a personal ID issued by the individual's employer, union, or trade association.

TSA will screen the submitted names for threats to national security (but will not conduct a criminal records check). The names will also be screened to determine immigration status. Individuals believed to pose a security risk will be notified and provided an opportunity to challenge the determination. Individuals found, after such opportunity, to present a security challenge will not be allowed access to waterfront facilities. This announcement is effective as of April 28, 2006.

## National archives celebrates maritime month

The National Archives will celebrate Maritime Month in May. Using federal records, the National Archives will highlight America's rich maritime history through special events, presentations, exhibits, and films at various National Archives facilities across the nation.

Subjects include Civil War records; U.S. Navy and U.S. Coast Guard logs, muster rolls and photo records; maritime

records in the diplomatic archives; merchant vessel searches; the Battle of Midway; overseas activities in World War II; the Panama Canal; the Mississippi River; Custom House records; light-houses and early maritime records.

For details, check the Archives Maritime Month web page at [www.archives.gov/calendar/maritime-month](http://www.archives.gov/calendar/maritime-month).

## End of alliance with APL causes profit loss at Matson Navigation Company

Matson Navigation Company a subsidiary of the Alexander & Baldwin (A&B), experienced a 38 percent decline in operating profit in the first quarter of 2006, due primarily to the end of its ten-year alliance in the Guam/East Asia trade with American President Lines.

"We expect the gap between the loss of APL-related earnings and earnings generated by our new Guam and China services to moderate toward the second half of the year," said Allen Doane, president and chief executive of A&B.

A&B said revenue from Matson increased six percent from \$206.2 million because of its China service, improved yields and increases in its bunker-fuel surcharge, which it implemented due to a 64 percent increase in fuel costs. However, Hawai'i automobile volume fell 11 percent because of competition from Pasha Hawai'i, while Hawai'i container volume was up one percent.

Doane, who previously forecast lower full-year earnings due to Matson's transition, said he was pleased with the first-quarter results. "We continue to benefit from strategies the company has undertaken in the past several years that are materially reducing, on a consolidated basis, the 2006 impact of Guam and China," Doane said. "Our outlook for 2007, while still formative, is positive."

In other Matson news, the company announced on May 12, that it is raising its fuel surcharge for its Hawai'i and

Guam/Commonwealth of Northern Mariana Islands services from 18.5 to 21.25 percent, effective June 4, 2006. The company also announced that due to the extreme volatility of the world oil market in recent months, it has decided to suspend its quarterly review process and resume adjusting its fuel surcharge based on sustained trends.

"Fuel prices are a subject of concern for virtually everyone today," said Dave Hoppes, senior vice president, ocean services. "With bunker fuel prices hitting unprecedented record highs, transportation companies have been particularly negatively impacted. Fuel consumption is an unavoidable and significant component of our operating costs, with every dollar increase per barrel adding over two million dollars in annual expenses. In the past month alone, bunker fuel prices have risen 16 percent. Given the dramatic spikes in fuel prices in recent months, Matson has decided to suspend its quarterly review program for fuel surcharges. When the program was implemented in April 2005, the operating environment was far more conducive to planning and determining our quarterly adjustments. With the current world situation, we need to have the flexibility to respond to steep fluctuations in bunker fuel prices as merited. We will continue to monitor fuel prices and make adjustments, upward or downward, accordingly."

# Nuclear weapons detection scanners may be installed at American ports within a few years

The recent cancellation of a Dubai company's deal to take over several U.S. ports has stirred anxiety over the larger, more haunting question: Could terrorists sneak a nuclear weapon or radioactive "dirty bomb" into a U.S. port, such as one in the San Francisco Bay Area?

According to an article in the May 9 issue of the *San Francisco Chronicle*, for several years, scientists at Lawrence Livermore National Laboratory and other national labs have been struggling to prevent that possibility by developing new super-scanners to do what no existing scanner can: detect with 100 percent reliability a nuclear weapon concealed within one of the roughly 10 million huge cargo containers that enter the United States every year. Of crucial importance, they want one that can do all of that without generating so many false alarms that port cities are repeatedly thrown into panic and international commerce grinds to a halt.

The *Chronicle* article explains: The scientists say they've made very good progress. If all goes well, the U.S. Department of Homeland Security plans to field-test prototypes of the scanners — hopefully by next year — at its desert laboratory under construction near Las Vegas. The Radiological and Nuclear Countermeasures Test and Evaluation Complex, as the lab will be called, is being built at the Nevada Test Site, where the United States detonated nuclear test weapons until 1992, and is expected to be completed by September.

With luck, the winning type of scanner or scanners could be installed in U.S. ports within a few years. Experts say a typical busy port will probably have more than one type of scanner to increase the chances of spotting a bomb.

Over the past two years, researchers at Lawrence Livermore have made significant progress in developing a scanner that emits neutron beams to scan cargo containers. Other national labs are

developing scanners that employ different techniques.

"I think we've got something that works," said Dennis Slaughter, a top scanner developer at Lawrence Livermore.

Until the super-scanners are in place, U.S. ports are not totally helpless to stop a hidden terrorist bomb. Since the September 11 terror attacks, the government has pushed hard to equip and train officials at Oakland and other U.S. cargo ports with X-ray scanners and other gadgets that can detect radiation from nuclear bombs, their fissionable components (uranium or plutonium), or radioactive "dirty bombs," composed of materials such as americium.

Slaughter recalled a visit to the Port of Oakland when "all of the (radioactivity) scanners went off simultaneously." They had sensed radioactivity from "a big container labeled 'Cobalt 60' on the outside." As it turned out, it was a legal shipment — from Shanghai to Toronto — of a radioactive element used in medical scanners and therapies. In other words, it was a false alarm — exactly the kind of incident that developers of the new scanners hope to avoid.

Officials and experts also want a scanner that can't be fooled by terrorists, something they worry about with today's security systems. For one thing, cargo containers are huge: Weighing up to 27 tons, they're the truck-size objects, stacked like shoe boxes, atop the freighters that cruise daily into San Francisco Bay. Inspectors couldn't possibly examine each one physically.

Even if they could, containers' contents are so densely, irregularly packed-French wine here, South Korean tennis shoes there — that any machine scanning them detects all kinds of confusing signals. Some product components, such as wood, are rich in hydrogen atoms, which tend to absorb neutrons and, thus, might confuse a neutron scanner or accidentally shield a hidden bomb.

Still, "at international seaports, every cargo container should be both passively and radio graphically scanned," said Vayl Oxford, director of the Domestic Nuclear Detection Office at the Department of Homeland Security, in testimony before a Senate committee on March 28.

The potential horrors defy the imagination, say experts. "A nuclear attack by terrorists against the United States has the potential to make the terrorist attacks of September 11, 2001, look like a historical footnote," warns a report by the Council on Foreign Relations, an East Coast think tank.

The report points out that "a 6-foot-long improvised nuclear device could easily fit inside a 40-foot-long standard shipping container, probably the delivery vehicle of choice for many nuclear terrorists." Yet "the U.S. government has yet to elevate nuclear terrorism prevention to the highest priority," the report claims.

Nonetheless, in interviews, scanner scientists at several U.S. national labs sounded upbeat about their research progress since the 2001 terrorist attacks. Slaughter and his colleagues, including Rick Norman, a pioneer in the field, are now working with a General Electric Co. subsidiary to build a prototype neutron scanner. They hope to have the project

far enough along to submit it in the next year or so to the Nevada scanner competitions, where it will compete against alternate scanners being developed at the other national labs. A refined descendant could be scanning cargo imports at U.S. ports starting in 2009. The cost — not yet determined because the devices are still being developed — would be paid by Homeland Security.

The Livermore-GE neutron scanner should be "not a fundamentally new technique, but it's a big step ahead. ... It will enable us to find a far smaller needle in the haystack, so to speak-and to find it faster" than existing scanners, said Joe Krisciunas, program manager for security programs at GE Global Research in Niskayuna, N.Y.

Other scanners are being developed elsewhere by researchers including Chris Morris of Los Alamos National Laboratory in New Mexico and James Jones of Idaho National Lab in Idaho.

Morris and his colleagues have developed a scanner that indirectly detects hidden bombs by taking advantage of natural background radiation known as cosmic rays, which are high-speed subatomic particles continually raining down from the sky. When cosmic rays penetrate Earth's atmosphere, they bash atoms and generate subatomic by-products such as muons, which zip through solid matter. By scanning how many muons pass through various parts of a container, the Morris device can detect suspiciously dense materials inside cargo containers.

For example, it can detect sheets of lead that terrorists might have placed around uranium to shield it from detection so that inspectors' handheld radiation detectors can't sense the element's natural radioactive emissions. A bomb shielded in that manner would be visible to Morris' scanner.

"If a person has a nuclear weapon surrounded with lead, we'll see it" in less than a minute, Morris said.

Clever terrorists might try other options, like shipping a bomb aboard an oil tanker. Jonathan Medalia, of the Congressional Research Service at the Library of Congress, wrote in a February 2005 report titled "Nuclear Terrorism" that neutron scanners would have trouble detecting a bomb aboard an oil tanker because "neutrons sent into the oil and any (neutrons) produced by fissioning of uranium (in a concealed bomb) would be absorbed ... or scattered by the hydrogen atoms in crude oil, and the large volume of oil would attenuate any gamma rays produced, defeating this form of detection."

Experts told *The Chronicle* they're reluctant to discuss the oil tanker problem for fear of giving terrorists any ideas. One top expert who asked not to be identified said he believes the problem is technically solvable, "and we're working on it."

But will it be solved in time?

As Morris points out, even a small nuclear weapon could cause a disaster akin to the destruction of the World Trade Center in 2001.

"It's a scary thought — and someday it's going to happen," Morris said. "All you can do is to make it less probable. If you make the problem go from (a probability of) once every 10 years to once every 1,000 years, that's a good thing."

## SUP Honor Roll

Voluntary contributions from the membership to the following funds:

### Organization/ General Fund

Bob Anderson .....	20.00*	Takayuki Asai .....	25.00
Paul Barbour .....	20.00	Mike Binsky .....	20.00
Lee Dancer .....	50.00	Calvin Browning .....	25.00
Ed Drake .....	20.00	George Castege in memory	
John Drolla .....	50.00	of Frank Castige .....	100.00
Diane Ferrari .....	80.00*	Joseph Castege in memory	
Brent Fitzgerald .....	10.00	of Frank Castige .....	100.00
Monte Kalama .....	20.00	Cal Cunningham .....	25.00
Gary McDevitt .....	40.00	Lee Dancer .....	20.00
Joseph McShane .....	100.00	John Hamann .....	25.00
Whitey Secrest .....	50.00	William Henneberry .....	15.00
Ralph Senter .....	20.00*	Henry Holzberg .....	25.00
Bruce Thompson .....	20.00	James Kumis .....	25.00
Patrick Weisbarth .....	20.00	Joseph McShane .....	50.00
		William O'Connor .....	25.00
		William Ofsthus .....	50.00
		Barbara Shipley .....	25.00

\*In lieu of dues increase.

### Political Fund

Karl Andersen in memory	
of Erik Pettersen .....	50.00
Dave Connolly .....	50.00
Lee Dancer .....	50.00
John Drolla .....	50.00
Dan Gabaree .....	60.00
Thomas Gustin .....	80.00
John Hamann .....	20.00
Tim Hill .....	60.00
Jan-Peter Johnsson .....	20.00
Monte Kalama .....	50.00
David Larsen .....	100.00
Gunnar Lundeberg .....	100.00
Joseph McShane .....	50.00
William Ofsthus .....	100.00
Danilo Perez .....	30.00
Emmanuel Rezada .....	30.00
Greg Schauf .....	20.00
Ralph Senter .....	100.00
Martin Smith .....	15.00

### West Coast Sailors

### Dues-Paying Pensioners

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

## U.S. targets North Korea ship register

The United States has bolstered economic sanctions against North Korea by making it illegal for an American citizen or company to own, lease, operate or insure any ship flagged by the pariah nation.

The Department of Treasury's Office of Foreign Assets Control issued the amendment in early April and it came into effect on May 8. It does not apply to foreign subsidiaries of U.S. companies.

All U.S. economic sanctions against North Korea apply to U.S. citizens and permanent residents wherever they are in the world as well as all people and organizations—including local offices of foreign companies—physically located in the United States. According to a Washington source, this provision implies that the U.S. subsidiary of a non-U.S. protection and indemnity club would be in breach of the law if it insured North Korean ships although the head office might do so.

The Treasury Department's guidelines prescribe criminal penalties for violating the sanctions of up to 10 years in prison, \$1 million in corporate fines and \$250,000 in individual fines.

The announcement cuts back on President Bill Clinton's 1999 decision to ease sanctions in order to improve relations with

North Korea. However, some experts see it as a relatively minor matter not necessarily related to the present government's stand on North Korea's alleged nuclear and terrorist links. A news report from East Asia suggested Washington wanted to "investigate" the North Korean register and "make the list public".

The motivation was said to be to staunch the flow of cash into North Korea through registration fees paid by ship-owners. The United States was asking South Korea, Australia and New Zealand to cancel any North Korea registrations, the report said.

According to the Lloyd's Marine Intelligence Unit database, North Korea has 470 ships on its register.

Deep sea fishing vessels and trawlers seeking to circumvent international treaties on salmon interception and driftnet fishing by registering in North Korea could be another target of the tightened U.S. law, according to experts. The Washington expert said the Treasury Department's normal policy was to make sanctions and amendments effective immediately or even retroactively. He surmised that the month allowed in this case could plausibly be to allow U.S. companies with North Korean-registered ships to "back out" in time to avoid a breach of the law.

## New credentials for maritime workers

*continued from page 1*

efficient to convince TSA of the need for a waiver, then the individual will be issued a "Notification of Permanent Disqualifying Offense." At this point the individual would have the right to appeal.

TSA proposes that the program be entirely funded by user fees with costs estimated to be between \$105 and \$139 per person. The TWIC would utilize Smart Card technology and include the individual's photo, name, and biometric information and would include multiple fraud protection measures. The program is expected to cover 750,000 individuals initially but would grow over time to cover many more. Port facilities and vessels would be required to implement the TWIC into their existing access control systems and operations, purchase and utilize card readers, and update their approved security plans.

The advance copy is not TSA's actual proposal. That will be published in the *Federal Register* as a Notice of Proposed Rulemaking (NPRM) on May 22, 2006. Public hearings will be held in Newark, New Jersey; Tampa, Florida.; St. Louis, Missouri; and Long Beach, California, in late May and early June.

**In a related rulemaking, the Coast Guard plans to issue its own proposal on a new mariner credential and describe how it fits into the development of the TWIC. That proposal is expected to become available at the same time as the TSA NPRM. Until the Coast Guard document is published in the *Federal Register* the details are uncertain, but it appears that the proposal is for the TWIC to replace the z-card (Merchant Mariner's Document) and for a new consolidated Merchant Mariner Credential (MMC), possibly issued in certificate form, to replace the STCW. The MMC will cover all endorsements, licenses, etc., and the TWIC will be the primary document for identification and security clearances. Mariners will be able to renew their MMC's by mail, but will be required to visit an enrollment center to apply for a TWIC.**

The TWIC has been in the regulatory pipeline since the passage of the Maritime Security Transportation Act of 2002, but it has been hampered by indecision, vendor problems and technology testing. Partly as fall-out from the Dubai Ports World debate, the Department of Homeland Security put the rulemaking on a fast track. After the publication of the NPRM, the public has 45 days to comment. After the final rule is issued, TSA is planning between 12 and 18 months for implementation.

**Commenting on the proposed TWIC, SUP President Gunnar Lundberg stated, "As we did in the commentary and hearings leading up to the regulatory implementation of the MTSA, the Sailors' Union will post comments to the docket and participate in the public meetings.**

**"In addition to the changes in the treatment of criminal records, of immediate concern to merchant mariners is the cost, which will disproportionately impact lower income workers. Moreover, the security threat assessments and background checks are by this rule mandated by the government because it is responsibility of the government to the keep the nation's ports safe from terrorist attack. Accordingly, the cost of that enterprise should be borne by the government. Furthermore, the TWIC card and the associated background checks are new government-imposed conditions of employment that will benefit employers; therefore employers should fund the TWIC if the government refuses. There are obvious privacy concerns, including the use of the TWIC in employment-related matters. Additionally, although the streamlining of mariner documents is welcome, the timing of new documents and the integration of the different and multiple expiration dates could add to the already burdensome renewal process. We urge the TSA to defer to the special status of merchant mariners, according them the respect that their proven reliability deserves."**

## California board approves port smog plan

The California air resource board on April 20, unanimously approved a plan for reducing the state's port pollution. The plan, modeled in large part on the Port of Los Angeles' No Net Increase task force, proposes rolling back pollution levels from the movement of freight to at least 2001 level by the year 2010.

It is estimated the plan would cut the number of premature deaths statewide caused by emissions from trucks, trains, ships and other cargo-handling equipment to 880 annually in 2020, down from 2,400 in 2005, even as cargo volume triples. About half of the deaths are in the region which includes the Ports of Los Angeles and Long Beach.

The cuts would come through a board combination of stricter regulations, financial incentives, pollution-trading programs and other measures. The \$6 billion to \$10 billion cost of the program would be borne primarily by supply-chain stakeholders including shipping lines, terminal operators, trucking companies and retailers/importers.

Among other measures, the board plan seeks to make the use of state ports by vessels dependent on their burning low-sulfur fuel. While environmental and community groups criticized the plan as not aggressive enough, representatives of railroads, shipping lines and other port-related businesses are calling for the board to allow trading of pollution credits and other flexible measures in developing specific pollution-reduction strategies to meet the goals set by the plan.

## Port Security Bill *continued from page 1*

zona), who offered an amendment prior to the final vote on the bill that would have eliminated what he called a "redundant" \$400 million homeland security grant program for port security.

**Following the vote, House Democratic Whip Steny Hoyer (D-Maryland) said that "I simply do not understand why House Republicans refuse to join Democrats in demanding that 100 percent of the shipping containers destined for the United States be scanned for radiological, biological and chemical agents before being loaded onto ships bound for our ports. If the United States of America can put a man on the moon and send exploration rovers to Mars, then surely we can devise a practical process to check all containers coming into our country."**

Congressman Dan Lungren (R-California), a co-author of the legislation along with Representative Jane Harman (D-California), said, in regard to 100 percent screening, that "we would all hope for that day," but said it "wasn't feasible" with the current technology. He says better equipment is needed that will scan faster.

Republican Hal Rogers (R-Alabama), though, said the bill "safeguards our ports without disrupting commerce," and Democrat Bill Pascrell (D-New Jersey) called the bill "a step in the right direction."

Young said port security should not be a partisan issue. "This legislation meets the security needs of our nation in a timely manner," Young said. "A lot of what is in this bill is already being implemented through the Maritime Transportation Security Act. The ports are more secure than what people are saying and than what we read in the newspapers, but we can do much better. The question we are faced with is how do we secure our ports and still continue to maintain our flow of commerce. Without commerce this county will fail."

### The following are the provisions of H.R. 4954

- Requires the Department of Homeland Security (DHS) to deploy nuclear and radiological detection systems at 22 U.S. seaports by the end of FY07, which will cover 98 percent of incoming maritime containers, and to establish standard operating procedures for examining containers;
- Provides \$400 million per year in risk-based funding through a dedicated Port Security Grant Program to harden U.S. ports against terrorist attacks.
- Sets deadlines for DHS implementation of the Transportation Worker Information Credential (TWIC) program, a biometrically-enhanced identification card for access to secure seaport facilities; in the interim, requires DHS to conduct terrorist watch-list and immigration status checks of all port employees with access to secure areas within 90 days of enactment;
- Requires the Secretary to enhance port security coordination between federal, state, local, and private sector partners by establishing an integrated network of virtual and physical command centers;
- Requires the Secretary to establish port security training and exercise programs to ensure that our nation's first responders, longshoremen and port management possess the skills necessary to prevent, prepare for, respond to and recover from threatened or actual acts of terrorism, natural disasters, or other emergencies.
- Requires the Secretary to develop protocols for resuming trade after a transportation security incident through planning, improved government and private sector coordination, and prioritization of vessels;
- Requires DHS to establish a secure communications system to provide and receive threat information to and from the private sector related to supply chain security;
- Fully-funds the recently-established Office of Domestic Nuclear Detection at DHS to coordinate the Federal Government's global nuclear detection architecture and carry out research and development; Requires DNDO to conduct operational testing of next-generation nuclear and radiological detection systems and a deployment timeline for completing installation of such equipment at all U.S. seaports;
- Codifies the recently-established Office of Policy at DHS, which will improve the consistency of policy and regulatory development across the Department and include a Director of Cargo Security Policy.

## ESU Office Assignments

For the month of June, Tom Thompson will be in the Seabrook office and Leo DeCastro will be in the Benicia office.

# ESU NEWS

MAY 2006

Official Publication of the Exxon Seamen's Union

## Contract talk: Local transportation

The Union will present on a recurring basis articles dedicated to providing the members information that will aid them in gaining a better understanding of the labor agreement between SeaRiver Maritime and the Exxon Seamen's Union (an affiliate of the Sailors' Union of the Pacific, AFL-CIO).

### Subject: Local Transportation

Contractual Language: Article IX, Section 4, Paragraph A-G (Ground Transportation pages 30-31)

In most circumstances a member has a contractual right to receive a taxable payment of twenty dollars or a non-taxable reimbursement of up to fifty dollars for local transportation when joining or departing a vessel. There are some situations however, where only the twenty-dollar payment is applicable and the contract should be read carefully to avoid misinterpretation.

Paragraphs C and D of Article IX on page 30 of our contract books refer to the most common situation which is, when a member is sent to join a vessel that is located outside his home base or departs a vessel that is located outside his home base. In these situations the member will receive twenty dollars for transportation from his doorstep to the airport nearest his home when joining a ship and twenty dollars for transportation from the airport closest to his home to his doorstep when he departs a ship. These twenty dollar payments are taxable and listed as "Marine Misc Pay" in the "payments" section on the upper left hand side of our pay vouchers. If in either of the above cases the transportation costs exceed twenty dollars a member is entitled to submit receipts for reimbursement up to fifty dollars. This is provided for in paragraph E which states in part, "...if the ground transportation exceeds \$20, the employee will be entitled to be reimbursed for reasonable actual cost up to a maximum of \$50 upon the submittal of proper receipts." This provision is most commonly used when one takes a taxi or an airport shuttle or rents a car to go to or from the airport.

When ground transportation is required for an employee to transfer between vessels the same twenty dollars taxable and up to fifty dollars with receipts provision applies and is stated in Paragraph F. The Union is not aware however, of this situation ever having occurred. If a member were to find himself in the highly unlikely situation where he is required to transfer from one vessel to another and the company has not provided him with transportation to do so, it is recommended he contact the Union for assistance in making satisfactory travel arrangements.

Paragraphs A and B pertain to joining and departing a vessel that is in one's home base. These paragraphs read as follows: "When joining (departing) a vessel from (to) paid leave in the employee's home base, \$20 for ground transportation shall be paid via payroll as taxable." This means for example, that if you live in Baytown and the ship you are joining is docked at ExxonMobil Baytown you will be given twenty dollars taxable for getting yourself to the ship. You will also be entitled to twenty dollars taxable to get yourself to your house in Baytown if you depart the ship to paid leave in Baytown. Unfortunately, a member is not entitled to the reimbursement of up to fifty dollars in this situation.

Paragraph G states that when the company provides ground transportation from the vessel to the airport or from the airport to the vessel and the member chooses to use this transportation he will not be entitled to any local transportation payment or reimbursement. Although members are not entitled to any payment when they use company provided ground transportation between the vessel and the airport, Paragraph G does allow for the crewmember to "opt out" of the company provided service and instead provide his own transportation and accept the \$20 taxable paid via payroll. This provision may be of use to a member who does not wish to go directly to the airport when traveling to paid leave. It is important to note that this "opt out" language does not provide for reimbursement up to \$50 with receipts. This same paragraph does go on to provide however, that if the company provided transportation is unavailable within (1) hour after the requested time of departure, a member can then arrange for his own transportation and be eligible for the \$50 reimbursement with receipts.

When submitting receipts for reimbursement the accepted procedure is to notify Fleet Manning **prior** to traveling to or from the vessel. Reimbursements will not be posted to payroll until Fleet Manning has received the verifying receipts. In the event an individual does not inform Fleet Manning prior to travel and a \$20 reimbursement is paid via the payroll system, only the remainder of the payment (up to \$30) will be paid as a non-taxable reimbursement. Reimbursements will only be paid with verifying documentation; phone calls and individual statements will not be accepted. The member is responsible for the delivery of his receipts and documentation to Fleet Manning. It is appropriate to request that the Master forward the documentation to the proper Fleet Manning coordinator via the vessel's company mail or by U.S. mail.

## Reid Decker thanks the membership

Fleet Chef Reid Decker has sent a note to the ESU office asking that his warmest thanks be sent to all those members who sent cards, flowers and prayers at the recent passing of his mother Joyce. Enclosed in the note was a photograph of the flowers sent by the ESU Board on behalf of the membership. Reid is currently sailing aboard the *S/R Galena Bay*.

## Secretary Treasurer Leo DeCastro back at work in the ESU Seabrook office on May 2



### Leo DeCastro returns to ESU Board

After having returned to the ocean fleet for nearly a year and a half, AB Leo DeCastro was voted back on the ESU executive board on April 17. Leo received the most votes in the special election for Secretary Treasurer that was held as a result of Bob Knight's resignation from that position for health reasons last fall. The ESU Constitution and By-laws stipulate in Article V section 4A "if a vacancy occurs in a Union Executive Board office position due to resignation or for other reasons and more than one year remains of the unexpired term, the Executive Board shall call a special election to fill the vacancy".

The election for Secretary Treasurer fielded three very qualified candidates that, besides Leo included former board members Charlie Pollard and Pat Campbell. The results as announced by the American Arbitration Association in New York and which were mailed to each ship showed Leo having received 49 votes or 39.2 percent of the votes cast, Charlie with 43 votes or 34.4 percent and Pat with 33 votes or 26.4 percent. On the same ballot Michael Harrison won the contest for Deck Trustee by receiving more votes than Frank Omalia. The Deck Trustee position became available when Pat Campbell resigned to run for Secretary Treasurer. The ESU membership heartily thanks all the candidates for stepping up to run for these important positions.

Leo assumed office in Seabrook on May 1, less than two weeks after the votes were counted. He hit the ground running with an ESU/management communications meeting the very next day and a visit to the *S/R Wilmington* soon after. Leo will be completing Bob Knight's original term of office that ends on December 31 2007. Another full-term election for this position will be held toward the end of 2007.

The Secretary Treasurer position carries with it many important duties as outlined in our Constitution and By-laws. The Treasurer is responsible for keeping all the financial books and membership rolls and keeping those records up to date. He prepares a financial statement annually and provides a copy of that statement to the Executive Board and to each ship for the rank and file to review. He is responsible for maintaining the grievance filing system in the office and making sure the status of each grievance is denoted. The Secretary Treasurer is also in charge of all union elections. His duties include certifying that each candidate is qualified to run, notifying the prospective candidates of the appropriate cut-off dates and making the arrangements for the election with the Triple A.

Leo is 40 years old and lives with his wife Janet in Southern California. Members will recall that Janet formerly worked at SeaRiver as a mate in the ocean fleet. The ESU wishes him well in his new term in office and welcomes him back to the ESU board.

## Another grievance settled

The ESU has accepted a company proposal to resolve grievance 2006-02, which was filed as a result of a licensed officer doing unlicensed work onboard the *Kodiak* in March of this year.

By agreeing to pay the Pumpman five hours of overtime for this infraction, the Union and SeaRiver put to rest another issue in a string of amicable settlements reached since the beginning of the year.

The grievance arose from an incident on the *Kodiak* where a Chief Mate insisted on replacing a butterfly valve in the pumproom himself while the Pumpman was assigned to other work. The Union has held that the valve replacement was work that is "customarily required only of unlicensed personnel" and a violation of Article XII Section 19 when the Chief Mate performed this work himself. The ESU hopes this settlement discourages other such incidents in the future. We continue to feel optimistic however, with the positive new dialogue and spirit of compromise that has developed in union-company relations of late.

## ESU News

## ESU alarmed over "undetermined status"

The ESU Board is currently spending a great deal of time and effort negotiating with the company and conferring with our lawyer on a practice the ESU finds objectionable. We have already filed two grievances on related instances of the same practice and a third is pending. What is happening is that in some cases our members have gone to company physicals or have seen their own doctors and have discovered some health problem such as blood in the urine or another abnormality. SeaRiver is then sending them letters saying they cannot be assigned to a vessel until the medical department can assess their being fit for duty and then, instead of putting them on sick leave (short term disability), they

keep them on paid leave until it is used up. After their paid leave has expired they put them off pay ("undetermined status" they're calling it) until the evaluation of their fitness for duty has been completed. The company so far has rejected our grievances on the grounds (they contend) that the matters are ones concerning the short term disability provision of the benefit plan and that the benefit plan is not subject to the grievance process (Article XVIII Section 1 page 74). A very recent court ruling on a related case may yet influence how these cases are decided, but in the meantime the ESU Board in conjunction with our attorney is looking into our legal alternatives on this important issue.

## New Ship Representative appointed to the S/R American Progress

Chuck Bell has been appointed as the new Ship Representative on the *S/R American Progress*. The position came open for the second time in less than a year after the sudden and unexpected resignation of John Munich in late April. The position was vacated the first time when Eddie Caldwell, who was elected in the fall of 2004 quit the company in late 2005. John has informed the ESU that he will be out due to health reasons for the unforeseeable future. He had just been appointed in January and had made only one trip on the *American Progress* as Ship Rep. before going out sick. Chuck was chosen from the same list of candidates who had put their names in the hat the first time when John was appointed. They included, Don Hatch, Billy Wayne Kendrick, Rowen Mallet, Waverly Moore, Don Picou, Tim Williams and Martin Sanderson. Tim Williams was appointed Ship Rep. on the *Kodiak* at the same time John Munich was appointed to the *American Progress*. The decision was a difficult one as all the candidates were well qualified but Chuck won out based on several factors including his past experience as Ship Rep. on the *Progress*. Members will recall Chuck had done a fine job as Ship Rep. on the *Progress* earlier when he served in that capacity from 2002 thru 2004. The ESU thanks John, Chuck and all the members who have stepped forward and volunteered to serve their union.



The engine gang aboard the *S/R Long Beach* on April 16, 2006. From left: QMED Dave Pope, Pumpman Jeff Straley, and QMED Chuck Carroll.

## S/R American Progress and S/R Galena Bay return to the Gulf Coast

On April 22, the *S/R American Progress* docked in Nederland, Texas, completing her journey from the West Coast where she had been sent along with the *S/R Galena Bay* to help move San Joaquin Valley Crude from the ExxonMobil Torrance, California Refinery. Both ships were sent to Torrance, which is an industrial suburb of Los Angeles in late February of this year.

The hydrocracker unit at that refinery was shut down for about two months effecting production capabilities and, therefore, making it necessary to move excess crude to other facilities. The *American Progress* and the *Galena Bay* filled that roll by each taking several loads from Torrance to different docks in the San Francisco Bay area. By mid May the *American Progress* was back in the Gulf of Mexico preparing to move a load of flush oil between Houston and Baton Rouge to facilitate tank cleaning before returning to the cross-gulf gasoline trade.

The crew has had a rough go of it after having sat in Panama for nearly ten days awaiting transit and then being denied shore leave at Sun Oil in Nederland due to draconian security measures. Hopefully things will be back to normal

once she gets back into the Beaumont to Fort Lauderdale run.

At the time of writing, the *S/R Galena Bay* had just arrived into Balboa, Panama on her way back to Texas. She was scheduled to transit the canal on May 15, and then arrive into the Houston area on or around May 21. According to company sources she is now approaching the end of her tenure as a SeaRiver vessel. The ship is not owned by SeaRiver but on long-term bare boat charter from Overseas Shipping Group (OSG) and it appears they now want her back.

SeaRiver officials have indicated that the former *Chesapeake Trader* will be returned in the very near future. Just how soon is still uncertain but when asked by an ESU board officer, a SeaRiver manager said it would most likely be "sooner rather than later". Asked how the loss of this ship might affect manning and sea tours the ESU was told it should not have too great of an effect as the *Sierra* was due to be crewed up in Singapore soon and that would help alleviate any manning surplus caused by the loss of the *Galena Bay*. The ESU will keep the members informed on this subject as developments arise.

## Ship reports

## S/R American Progress

A board officer visited the vessel on May 8, at the ExxonMobil Dock in Baytown. Newly appointed Ship Representative Chuck Bell reported everything going well (see related article this issue). The current plans were for the vessel to take on a load or two of flush cargoes before cleaning tanks and returning to her Texas to Florida gasoline run.

## S/R Baytown

The *Baytown* was alongside the Amorco Dock in Martinez when a board officer visited her on May 10. Regular Ship Rep. Joe Bernavich was onboard and reported everything running smoothly. Her trip to the yard in Singapore has been delayed until one or two more trips to Valdez were completed. With the long trans Pacific voyages coming up the calls for e-mail and internet access were again renewed. Nearly all other major U.S.-flag shipping companies provide this service to their crew but not SeaRiver. The union continues to work this long-standing issue.

## S/R Galena Bay

The *Galena Bay* had just arrived into Balboa Panama as the *ESU News* went to press. AB Rudy Benavides filling in as Temp. Rep called to report that shore leave was granted and no major beefs. The crew has been tank cleaning since her departure from LA/Long Beach. She is expected into Texas some time around May 21. It looked like she will be returned to OSG soon after that. The crew wished to thank Kurt Kreick and Wilbert "June Bug" Jackson for doing an excellent job stepping up last month.

## Kodiak

The *Kodiak* continues in her regular Valdez to Puget Sound trade. Regular Ship Rep. Timothy William is onboard and staying in touch with the ESU offices via his personal e-mail. An issue involving who gets the dayworker position when four QMEDs are assigned was resolved onboard. What code to use when QMEDs brush paint on watch was also addressed.

## S/R Long Beach

Ship Rep. Joe Graca reports that everything is running routinely on the *Long Beach*. The ship continues her Valdez to LA to San Francisco Bay run. She was due into Long Beach on May 17, where a significant crew change was scheduled.

## Sierra

Work has begun on the extensive re-fitting of the *Sierra* in Singapore. At the time of writing only engineers were assigned but company sources indicate unlicensed crewmembers maybe sent as soon as early June. The ESU hopes to get Steward Trustee Joe Pereira over there in the beginning to help insure the galley gets fitted out properly. Thor Floreen will be ship's rep. when the ship comes out.

## S/R Wilmington

The vessel was visited at the ExxonMobil Dock in Baytown, Texas on May 5. Bob Ross was filling in as Temporary Ship Representative and reported everything going well. The vessel continues in her regular routes between the Gulf and East Coast. The crew was staying busy as usual.

## Exxon Valdez "reopener" hearings held in Alaska

Alaska Attorney General David W. Márquez has been conducting hearings to discuss the criteria for the "reopener" clause of the 1991 *Exxon Valdez* oil spill settlement agreement and to obtain public input on natural resource injuries and ideas for restoration projects.

In a 1991 civil settlement, Exxon agreed to pay \$900 million over a 10-year period ending in 2001. A "reopener" provision created a window from 2002 to 2006 in which the state and federal governments could claim up to an additional \$100 million. Exxon Mobil has said the company has paid the compensation it owes and the company's studies show that Prince William Sound is healthy, robust and thriving. The reopener provision in the settlement expires September 1, and the state and federal governments must file a claim 90 days before that date. To claim the money, the governments have to prove that a population, habitat or species had suffered loss or decline in the area of the spill, and that loss can be linked to the spill.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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

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

## Panama unveils canal expansion plan

The Panama Canal Authority (ACP) on April 24, unveiled its plan to double the canal's capacity at a cost of \$5.25 billion by 2025.

Panamanians will decide, through a referendum that could take place before the end of the year, on the fate of the project, which includes the construction of a new lane with two or three-step locks.

"We aim to be at the center of global trade and become a great maritime hub," ACP board chairman Ricaurte Vasquez said as he submitted the project to Panama's President Martin Torrijos.

If the referendum is approved in 2006, construction for the project will begin in 2007. The execution of the project will last up to eight years, between 2007 and 2014. ACP plans to fund the expansion by gradually increasing the tolls over the next 20 years depending on the market segment and adjustment in inflation.

Administrator and Chief Executive Alberto Aleman Zubieta confirmed that the tolls could double by 2025 and could increase at an average of 3.5 percent a year. A provisional external financing of \$2.3 billion will be used during the period of construction and paid off by 2025, by which time the current capacity will be doubled. Canal authorities said they will continue to consult with customers on the future toll pricing system and "will take into account their specific needs." Built by U.S. engineers a century ago, the ca-

nal uses a series of parallel locks 108 feet wide to move ships from the Atlantic to the Pacific on a 50-mile route that rises to 105 feet above sea level at its highest. In 2005, 13,000 ships passed through, paying \$1.2 billion to Panama in canal fees and for maintenance and other services.

The canal, which the United States returned to Panamanian control on December 31, 1999, handles about five percent of international trade each year, the United States remains the number one user of the route, followed by the South American countries as a group and China.

The idea of widening the canal is popular among Panama's 2.8 million people, with polls saying about 55 percent favor expansion, 19 percent oppose it and the rest are undecided.

Critics say the project will be too expensive and is risky because of uncertainties about the growth of maritime trade and the world's economy. Fernando Manfredo, a former administrator of the canal, argues there are better ways for Panama to bolster its role in shipping. "Our most important natural resource is not the canal, but our geographic position," Manfredo said. He favors building a megaport on the Pacific shore, where the big ships would transfer loads to small vessels that would carry them through the canal and on to ports on the Atlantic. He says there are only about 300 ships too large for the canal.

## China faces mariner shortfall

China has admitted it is facing a serious shortage in the supply of ships' officers as expansion of its own fleet is outstripping demand. Despite 10,000 graduating each year from the country's 76 maritime colleges, officials say they are still 13,000 short and will have to boost recruitment by getting engineering students to switch to seafaring and by targeting young people in rural areas in western rather than eastern China.

There are around 130,000 officers in China's total seafarer population of 500,000, Liu Gongshen, deputy director-general of the Maritime Safety Administration, told a forum in Shenzhen. The newly-trained seafarers will be deployed on China's own ships before being made available to foreign owners who currently employ around 40,000. However, Efthimios Mitropoulos, secretary general of the International Maritime Organization, told the forum the English language skills of Chinese seafarers would have to improve.

A study last year by Dr. bin Wiu of the Seafarers International Research Center in Cardiff, United Kingdom, found wages for skilled Chinese seafarers were soaring, with rises of 20 percent for senior officers. He also identified a new class of seafarer in "freemen" (shihui chuanyuan in Chinese), self-employed officers independent of state-controlled shipping companies or manning agencies.

The latest manpower report by the International Shipping Federation estimated total demand for officers, including backup, in 2005 at 476,000 against supply of 466,000, leaving a shortage of 10,000 or two percent. The report forecast that by 2015 demand for officers would increase to 499,000 against a projected supply of 472,000, a shortfall of 27,000. It also listed China's "active supply" of seafarers at 42,709 officers and 79,504 unlicensed "ratings", compared with 46,359 and 74,040 respectively, for the Philippines, the world's leader in supplying mariners globally.

## Fake captain collared in the Philippines

The fight against ship-crewing scams which have rocked the shipping industry recently has seen some success with the arrest on April 11, of a suspected fake ship captain in the Philippines.

The Provincial Anti-Illegal Task Force (PAITF) caught the suspected ship-recruitment fraudster in a sting operation at a fast-food restaurant in Bacolod City on Negros Occidental.

Jose Rene Blanco, a 44-year-old Filipino, stands accused of posing as a captain of a ship in order to lure potential seafarers into the promise of a job at sea. When the suspect was arrested, he had passports and documents of many of his victims together with a sum of cash paid as retainers for non-existent jobs.

One victim of Blanco's schemes had been tricked into paying a \$390 processing fee to secure employment on a ves-

sel, only for the job never to materialize.

The government agency had been trailing Blanco, a native of the area, for some time and a previous attempt to apprehend him with a sting operation had failed only when the suspect failed to appear at the agreed location. The arrest recalls numerous incidents in which international shipping companies have been unwittingly embroiled in internet scams.

One fake cruiseship company, Starline Cruises, offered attractive job opportunities at sea on board cruise vessels. Interested parties were invited to pay a handling fee upon application for a job which then never existed. Another bogus company, Canadian Cruiseline, which appeared to be based in Malaysia, claimed to operate three cruiseships whose names closely followed those of a genuine cruise outfit Seabourn Cruise Line.

# Welfare Notes

May 2006

Diabetes is a chronic condition that occurs when the pancreas does not produce enough insulin or when the body cannot effectively use the insulin it produces. Hyperglycemia and other related disturbances in the body's metabolism can lead to serious damage to many of the body's systems, especially the nerves and blood vessels.

Diabetes has become one the major causes of premature illness and death mainly through the increased risk of cardiovascular disease. Diabetes is also a leading cause of blindness, amputation, and kidney failure.

People with type 1 diabetes require daily injections of insulin to survive. People with type 2 diabetes can sometimes manage their condition with life style measures alone, but oral drugs are often required, and less frequently insulin, in order to achieve good metabolic control.

Although the onset of type 1 diabetes typically occurs in childhood, it may also first occur in adults. People with a family history of type 1 diabetes are at an increase risk. Blood tests may also identify those at high risk.

Adults and children who are overweight or obese and are physically inactive have an increased risk to develop type 2 diabetes.

Studies have shown that many complications of diabetes can be prevented or delayed. Lifestyle changes can help. A healthy diet consisting of eating more fruits and vegetables and less sugar and saturated fats can help in controlling weight. Physical activity is important. Thirty minutes of moderate exercise a day five times per week promotes good health. Smoking cessation is also highly recommended. For more information, please consult your physician.

### SUP Welfare Plan

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## AFL-CIO and Change to Win agree to coordinate election year efforts

AFL-CIO President John Sweeney and Change to Win Chair Anna Burger announced May 9, that they have reached a tentative agreement on a plan for coordination of member mobilization activity for the 2006 election year.

"The entire labor movement is united by the desire to make working people's issues the country's priorities this election year, and we are taking all the necessary steps to effectively coordinate our efforts toward this end," said Sweeney and Burger.

The AFL-CIO and Change to Win will create a National Labor Coordinating Committee (NLCC) to be chaired by Gerald McEntee, AFL-CIO political committee chair and president of the American Federation of State, County and Municipal Employees, and vice-chaired by Edgar Romney, secretary-treasurer of Change to Win and executive vice president of UNITE HERE. Political directors and staff from the organizations will work in close collaboration on every aspect of the program, and the organizations will share the costs of joint activities.

As part of the agreement, Change to Win releases its affiliates to participate in state and local central labor bodies, and AFL-CIO President Sweeney will recommend to the AFL-CIO Executive Council that the United Farm Workers be eligible to participate in state and local bodies.

"Change to Win" is comprised of the Service Employees International Union (SEIU), UNITE HERE, United Food & Commercial Workers, International Brotherhood of Teamsters, Carpenters, Labors and the United Farm Workers, who disaffiliated from the AFL-CIO last year.

## Record of SUP Shipping April 2006

	Hdqs	.....	Seattle	.....	Wilm	.....	Hono	.....	Total
Bosun	5	.....	1	.....	2	.....	0	.....	9
Maint. Man	3	.....	0	.....	0	.....	3	.....	6
A.B. Dayworker	0	.....	0	.....	2	.....	3	.....	5
A.B.	4	.....	10	.....	10	.....	1	.....	25
O.S.	0	.....	1	.....	1	.....	1	.....	3
Standby	18	.....	15	.....	38	.....	42	.....	113
<b>TOTALS</b>	<b>30</b>	.....	<b>27</b>	.....	<b>53</b>	.....	<b>50</b>	.....	<b>160</b>





# SUP President's Report

May 8, 2006

## FOREIGN MARINER PROVISION IN COAST GUARD BILL

As reported last month, the onerous provision to allow an unlimited number of foreigners to perform maintenance and repair work aboard U.S.-flag vessels in the international trades was struck from the Coast Guard and Maritime Transportation Act (H.R. 889) by conferees from the Senate Commerce, Science and Transportation Committee and the House Transportation and Infrastructure Committee after intense lobbying by the SUP, MEBA and many other maritime Unions. This issue was reported on in full in last month's *West Coast Sailors*.

However, the bill has not yet passed Congress. To ensure that Maersk Line and other shipowners were not attempting to circumvent the process and reinsert the provision, your secretary was in Washington, D.C., on May 1, 2 and 3, and met with various members of Congress and their staffs to confer on the issue. Apparently, Maersk and its cohorts have dropped their assault on U.S. merchant mariners—at least in this session of Congress. The only objections to the Conference Report on H.R. 889 is a provision dealing with energy producing windmills on Nantucket Sound in Massachusetts. It is assumed that this problem will be resolved and the bill will pass.

While in Washington, also met with the following:

### Maritime Administration

Met with Julie Nelson, Acting Deputy Maritime Administrator, to discuss projected reductions of the Ready Reserve Force fleet from 58 to 34 vessels. On behalf of the Union, told Administrator Nelson the deactivation of the RRF vessels *Cape Fear* and *Cape Florida*, managed by Patriot Contract Services, and possibly the deactivation of the *Meteor* and *Comet*, managed by Matson, would hurt the West Coast pool of trained mariners by reducing job opportunities. While sympathetic, Ms. Nelson said the move to reduce the RRF originated with the Defense Department's U.S. Transportation Command (TRANSCOM), not MarAd.

**In a related development, Congressman Neil Abercrombie (D-Hawai'i) introduced on May 2, an amendment to the National Defense Authorization Act for Fiscal Year 2007 (H.R. 5122) that would direct the Secretary of Defense in consultation with the Secretary of Transportation to submit a report to Congress by no later than March 1, 2007, describing a five-year plan for maintaining the Ready Reserve Force. The amendment also calls for maintaining the RRF at 58 vessels until 45 days after the report is submitted.**

Also discussed with Administrator Nelson the possibility of RRF vessels operating in support of the Federal Emergency Management Agency (FEMA) in case of national disasters such as Hurricanes Katrina and Rita. Ms. Nelson said that the proposal is under discussion by the Bush Administration.

### Military Sealift Command

Met with Rear Admiral Robert D. Reilly, Jr., Commander of the Military Sealift Command, and his staff at the Washington Navy Yard. Rear Admiral Reilly relieved Vice Admiral David Brewer as head of the MSC, in March.

Explained to Admiral Reilly the necessity of maintaining a diverse mariner pool when MSC awards contracts. While the Admiral stated that MSC does not consider the Union affiliations of companies submitting bids, he did acknowledge that it was an important factor that should be considered vis-a-vis the mariner pool. Your secretary also recounted the loss of the LMSR contract by Patriot to AMSEA, as a case in point. Admiral Reilly was not aware that the Government Accountability Office (GAO) issued a statement that said the contract should have remained with Patriot.

The issue of foreign riding gangs was also discussed. While Admiral Brewer was a proponent of using foreigners to perform maintenance and repair work in government vessels, Admiral Reilly stated that he would

review the new provisions of the Coast Guard bill and that MSC and contractors that operate its vessels would comply with the law.

While in Washington, also attended an event honoring Congressman Abercrombie, who has been a champion of the U.S. merchant marine for the nearly two decades he has represented metropolitan O'ahu. Had the opportunity to discuss maritime and labor issues with Senator Daniel Inouye (D-Hawai'i), Senator Daniel Akaka (D-Hawai'i), Representative John Larson (D-Connecticut), Representative Marty Meehan (D-Massachusetts), Representative Richard Neil (D-Massachusetts), Representative Gene Taylor (D-Mississippi) and Representative Don Young (R-Alaska) who were also in attendance as well as representatives of APL, Matson and the Marine Resources Group, the parent company of Foss.

## CHEVRON SHIPPING COMPANY

The SUP received good news on May 5, when representatives of Chevron notified the Union that the company has entered into a long-term bareboat charter agreement with Seabulk International, Inc., a subsidiary of SEACOR Holdings, Inc., to operate three U.S.-built, Double Eagle-class tankers in the Jones Act trades. Chevron also indicated that it has an option for a fourth vessel.

The first vessel, the *Seabulk Mariner*, built in 1998, is expected to be delivered to Chevron in the first quarter of 2007. The *Seabulk Courage*, built in 1999, is scheduled for delivery in the first quarter of 2008 and the *Seabulk Energy*, built in 1999, in the first quarter of 2009. The charters for each vessel is for nine years with options to extend. The Newport News Shipyard-constructed vessels are double-hulled and have no mandatory retirement date under the provisions of the Oil Pollution Act (OPA) of 1990.

Chevron intends to continue operating its gas turbine tankers (*Arizona Voyager*, *Colorado Voyager* and *Washington Voyager*) at least through the delivery of the new vessels and possibly beyond. A study on the future of these vessels, built in the mid-1970's at Portland's Swan Island Shipyard, will be conducted by the company later this year. Since these tankers are also double-hulled, there is no OPA mandated phase-out date.

The *Seabulk Mariner* is designed to carry both crude and/or refined petroleum products. The 46,069 deadweight ton vessel is 601 feet, 5 inches in overall length, with a beam of 105 feet, 8 inches. At 98 percent capacity, she can carry 342,040 barrels of oil in seven pairs of cargo tanks. The other vessels are of similar design and capacity.

In accordance with the 2004-2007 collective bargaining agreement with Chevron, the Sailors' Union will crew all three unlicensed departments in the vessels. It is anticipated that the Union and the company will meet in the near future to discuss manning scales for the ships.

## MATSON NAVIGATION COMPANY

In response to the Sailors' Union's request (see the April *West Coast Sailors*) that Matson meet to discuss the recent incidents aboard the *Matsonia*, where several sailors were severely injured enroute to Honolulu in late December, and the death of Brother William McAndrew in the *Moku Pahu* last month, the parties met at company headquarters in Oakland on May 5.

Representing the SUP were Vice President Dave Connolly and your secretary. Matson's representatives were Captain Gary Fleeger, Senior Vessel Manager; Paul Londynsky, Vice President of Safety, Quality & Environmental Affairs; Tom Percival, Offshore Labor Relations Manager, and Dale MacGillivray, Labor Relations Manager.

As the membership knows, the company is obligated under Section 9 of the General Rules of the collective bargaining agreement to maintain safe gear and working conditions. But as all realize, going to sea for a living is an inherently dangerous occupation where

safety can sometimes fall through the cracks.

The Union at the outset of the meeting expressed its concern that the incidents might indicate a fleet-wide lack of attention to safety issues. As expected, Matson declined to accept this assertion but did acknowledge the need for a more comprehensive understanding of the importance of safety. To that end, the company renewed its commitment to maintaining a safe working environment and vowed to implement new, as well as existing, practices and procedures to further that objective.

Specifically, Matson has initiated a new policy of assigning additional personnel to monitor sea conditions in any situation where sailors are assigned to work in heavy weather on deck in light of the *Matsonia* incident. The modified Stokes litter, that was used in the *Matsonia*, has now become standard equipment throughout the fleet. The so-called "Stryker" chair, which facilitates the transport of incapacitated personnel up and down ladders, etc., will also be in every vessel. Medical supplies in all vessels have been overhauled and enhanced, for example, with advanced pain medications.

While the company refused, at this time, to provide the SUP with the documents related to the incidents, it was agreed that once the Coast Guard completes its investigations, the parties would meet again to review the "lessons learned."

All hands need not be reminded that it is not only a company's obligation to maintain safe gear and working conditions, but every sailor's personal responsibility to work in a safe manner, report immediately any and all deficiencies to those in command through the delegate and to the Union and to refuse to jeopardize life and limb if directed to perform a task where safety is absent.

In other Matson news, the company reported that the *m/v Maunalei*, currently under construction at Aker Philadelphia Shipyard, is projected to be delivered around June 30. However, after the vessel is delivered, her galley will be retrofitted for cafeteria-style feeding which will take approximately 30 days. It is estimated that the gang will be called in late July and that her first port of call on the West Coast will be Oakland.

## AMERICAN PRESIDENT LINES

An April 11, and 25, Vice President Dave Connolly and your secretary, met with Brian Constable, Chief Operating Officer of APL Maritime Ltd., Norman O'Shaughnessy, Director of Operations & Labor Relations, and labor consultant Jerry Carbiener to discuss issues related to standby work in Seattle and the company's desire to employ SUP riding gangs to accomplish specific projects in the fleet. No conclusion was reached on these issues and anticipate further meetings.

The Union was also informed definitively that the C-10 class vessels *Presidents Jackson*, *Polk* and *Truman* will resume calling Seattle. The ships will rotate on a 42-day basis and will only call two ports on the West Coast: Seattle and Vancouver, British Columbia. The *President Adams*, currently shuttling between East Asia and the Middle East, is slated to be deployed to the East Coast in late July. The *Adams* is covered under SUP Shipping Rule #8 regarding "shuttle ship" vessels now, and when she starts running off the East Coast.

## SUP WELFARE PLAN

The skyrocketing costs of health care in this country continue to put pressure on the funding status of the SUP Welfare Plan.

Plan Administrator Michelle Chang, relying on information provided by Plan actuary and consultant Kirsten Schaffer of the firm of Rael & Letson, has informed the Plan Trustees that there is an ongoing deficit in the Regular Account of the Plan. This account carries the burden of paying for medical premiums for active members and their dependents.

As the membership will recall, part of the dispute

## President's Report continued

with Matson in 2005 over the previous deficit, resulted in the company agreeing to pay the Plan over \$1 million. In return, the Union Trustees (Dave Connolly and your secretary) reluctantly agreed to a change in eligibility requirements for Plan benefits for active members which was intended to stop the funding shortfall on an ongoing basis. As part of its obligation to the Plan, American President Lines also made a lump sum payment to the Plan of \$1,468,564 in September of last year.

Despite the aggressive nature of those changes, and the payments that were made, the outrageous cost of health care continues to put pressure of the Plan. Given the situation, more steps must be taken to reduce costs to stem the negative tide. The other unpalatable course is to cut benefits.

The Union Trustees have repeatedly warned the employer Trustees (Tom Percival for Matson and Bob Stevens for APL) of their responsibility to properly fund the Plan to cover benefits. The Union Trustees have also directed the Plan to cut expenses in every area and to make other improvements. Recently, Plan staff has been reduced, and cash flow processes have been improved.

However, the cost of monthly premiums to the Plan's health care providers (Kaiser, Health Net, ULLICO, etc.) are more than \$50,000 per month in the aggregate with more increases on the horizon. ULLICO, in particular, has experienced enormous increases, especially for the cost of dependent care.

Accordingly, the Trustees will meet in early June to discuss options to keep the Plan and the benefits it provides on an even keel. Among the possibilities suggested by the consultant are increased co-pays, deductibles, etc.—all which, out

of necessity, have been implemented by other Union Trust plans across the country, facing the same funding problems.

If these issues are not confronted now they will only get worse, ultimately resulting in more drastic measures. In the meantime, the membership should recognize that the high-quality benefits provided by the SUP Welfare Plan come at a price, and that price is not fixed. To protect those benefits, future changes to the structure of the Plan are unavoidable.

Will keep all hands fully informed.

## HOLIDAYS

All SUP halls will be closed on Monday, May 29, in observance of Memorial Day, a holiday under all SUP contracts.

All SUP halls will also be closed on Monday, June 12, in observance of Kamehameha Day, which this year falls on Sunday, June 11. Due to the holiday, the Headquarters' meeting will be held on Tuesday, June 13.

In accordance with the Matson agreement, Kamehameha Day is a paid holiday for all company vessels at sea (except for the *Manukai*, *Manulani*, *Maunawili* and *Moku Pahu*) and all members employed under the Maintenance and Extra Maintenance agreements. If the *Manukai*, *Manulani*, *Maunawili* or *Moku Pahu* are in a Hawai'i port on June 12, the holiday is observed as per the ILWU Local 142 agreement.

## ACTION TAKEN

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

Gunnar Lundeberg

## American President Lines named best TransPacific carrier by industry group

Global container transportation leader APL has been named the Best Shipping Line—Transpacific at the 20th Asian Freight & Supply Chain Awards (AFSCAs).

The annual awards are organized by leading shipping and logistics publication *Cargonews Asia*. The awards, which are based on readers' votes, recognize the outstanding achievers in all major transportation and logistics sectors in Asia, Europe, the Middle East and North America. APL and sister company APL Logistics were finalists in a total of four categories.

Before casting their votes, the 12,500 *Cargonews Asia* readers are asked to consider a range of criteria, including schedule integrity; effectiveness of IT; efficiency; comprehensive port calls on the trade; and competitiveness of freight rates for service delivered.

Collecting the award at a gala ceremony in Kuala Lumpur, APL's Vice President for the Transpacific trade, Eric Eng, said: "I'm proud to be receiving this award on behalf of everyone at APL. It shows that our transportation solutions continue to meet and even exceed our customers' expectations in what is an increasingly challenging operating environment."

APL previously won the Best Shipping Line—Transpacific Award in 2003 and was named best Intra-Asia shipping line at the 2004 AFSCAs.

## Flag-of-convenience tanker ordered to leave country

A Marshall Islands-flagged tanker was ordered to leave Port Canaveral, Florida, last month after a U.S. Coast Guard inspection team found a multitude of safety violations aboard.

The *Aral Wind* had just come alongside at Tanker Berth 1 at the South Cargo Piers when the Coast Guard team boarded on April 20. A spokesman for the agency said they found that the vessel did not have valid compliance certificates and that high-level gas alarms in the ship's holds, explosive gas meters and the ship's oil discharge monitoring system had all been disabled. The inspectors also encountered benzene levels "exceeding those

determined safe for Coast Guard personnel" and in accordance with policy, disembarked the vessel.

The United Product Tankers-operated vessel was immediately issued a Captain of the Port order to leave Port Canaveral on April 22. The vessel will not be allowed to return to the United States until it meets minimum safety and environmental standards.

The 17,430-dwt *Aral Wind*, built in 1988, is owned in New York City by Eastwind Maritime. The ship has been inspected by the Coast Guard on four other occasions since 2002 with no detentions or violations noted.

# Vice President's Report

May 2006

## To support a journal which shall voice the sentiments of the seafaring class

That eloquent line from the SUP Constitution, listed in the Preamble as one of the essential aims of the Union, is packed with powerful relevance today: it deserves closer examination.

**To support...** There are many forms of support. You can support by donating labor, or by promoting and distributing. You can support by the dissemination of a message or by defending that message from attack. But when this language was crafted in the 1880's, the context clearly indicates that the form of support most necessary was financial support. The same is true today. The earliest members and founding fathers of the SUP had no way of knowing that American politics would become completely dominated by money, but they clearly saw money as critical to the ability to fight in ways that were then available, which was to persuade voters to support maritime reform legislation by exposing the brutality common at sea through a printed journal. Political action is also necessary today, and the necessary support is also financial. If the language were crafted today the Preamble might read "To support a journal and political action fund..."

**A journal...** Known then as the *Coast Seamen's Journal*—"For the Seafaring People of the World"—and becoming the *West Coast Sailors* in the 1930's, there can be no doubt that this is the specific commission of the Union's official organ and record of information, news and opinion. It is interesting that with all the media outlets available today, a newspaper "by seamen, of seamen, for seamen" is still just as relevant today. That's because trustworthy sources so dedicated to the issues of working mariners are extremely rare. And there is reason for that: much of the maritime press is directed at or produced by shipowners.

**Which shall voice the sentiments...** The word "sentiments" is here used less in the sense of "a thought colored by or proceeding from emotion," often associated with or leading to sentimentality, and more in the older sense of a "specific view or notion based on personal experience, i.e. opinion." To "voice the sentiments," then, is to necessarily view the world through the eyes of seamen.

**Of the seafaring class.** The daring *coup de grace* of the sentence. What is the seafaring class? Mostly we hear about the middle- or upper class, sometimes the working class. And the concept of the working class was well-understood by seamen in the late 19<sup>th</sup> century, so the use of that term was familiar and available. But the earliest members and founding fathers of our Union consciously avoided using it, choosing instead to ascribe to seaman a class all their own. Later on, the Industrial Workers of the World would famously carve up the occupations of the world and assign international unions to them all, most notably, I.U. 510 for all workers engaged in marine transportation including dockworkers. But the earliest members and founding fathers of the SUP were more specific—the seafaring class. Obviously they wanted to distinguish themselves from the great mass of workers, declaring their calling distinct from occupations. No mere trade, theirs was a way of life, same as it is today.

But there is much more than that in the phrase. The Hungarian philosopher George Lukacs, refining and expanding on Karl Marx, argued in *History and Class Consciousness* that awareness of class is not some individual psychological consciousness, but rather a mental achievement that is built into each social class. The class that is in power then forces its awareness of class, or lack thereof, on the other classes in the form of ideology, or false consciousness. The dominant ideology, it should be no surprise, today as it has been throughout most of history, is that of the very wealthy. It is in their interest to deny class consciousness and to assert that all moral, political and social values are based on the individual alone, and that by the virtues of self-reliance anyone can succeed at anything. Lukacs said that the proletariat or the working class was the only class capable of attaining true class consciousness because of its specific position to understand the falseness of all ideology.

To declare the existence of the seafaring class is to understand that the game is rigged, that false consciousness was oppressing seamen. The awareness of class was something they had earned, something they had won. "To support a journal which shall voice the sentiments of the seafaring class" is a bold, proud statement of a self-aware group of seamen who saw themselves on the cutting edge of all workers: "the lookout of the labor movement," as the SUP was once called. In that statement it is evident that they understood that the political, economic and ideological deck was stacked against them, but knowing that would not prevent them from taking up, as Hamlet said, arms against a sea of troubles.

In this election year, we would do well to build on our recent political victories, make contributions to the SUP Political Action Fund, and follow the example of our departed brothers.

## Ships Checked

**Cape Jacob:** delegate Mike Henderson. Ship leaving Japanese ship yard for usual deployment. Kudos to bosun Dale Gibson and the gang for changing out all the running rigging and every block, sheave and shackle.

**APL Philippines:** delegate John Kerlin. OT disputes presently pursued by Wilmington Agent. Repair problems, as well as C/M attitude problem, brought to the attention of the Company.

**APL China:** delegate Dave Sylstra. Clarification on the use of foreign labor.

**Colorado Voyager:** delegate Rocky Zwieba. Researched available launches for Kelly Pt. cleanup in Portland at the request of the delegate. In at Oleum, no beefs.

**Cape Gibson:** delegate Danny Foster. Ship hired standby's for cosmetic improvements before RIMPAC exercises. This is important work that the government will readily outsource. It requires dedicated hard-working sailors: please do not take these jobs if you are not ready to work.

**San Francisco Bar Pilots:** delegate Louie Urbano. Training program development underway with the help of operators. With Frank Walsh and Roy Bradshaw on the binnacle list, continuous training is more important than ever.

**Foss Maritime Company:** co-delegates Mike Worth and Tom Tynan. These delegates continue to devote vast amounts of personal time and effort representing the membership.

Dave Connolly

# SUP Branch Reports

## Seattle

April 17, 2006

Shipped the following during the period: 2 Boatswains shipped to 1 relief and 1 return, both jobs went to A-cards; 6 Able Seaman billets filled and taken by 2 A-cards to returns, 3 B-cards to returns and 1 B-card to a steady; 1 Utility to Chevron shipped to a B-card; and 9 standbys shipped to 7 A-cards and 2 B-cards.

Registered during the period: 7 A cards for a total of 23; 6 B cards for a total of 26; 2 C cards for a total of 5.

### Ships checked

*Kauai* and *Manoa* in twice with little or no trouble. The *Maui* activated after several weeks lay-up and we reshipped most of the gang to return.

President Gunnar Lundberg attended the April Seattle Branch meeting and presented his report. We had a packed house with both active and retired members coming from all points within Washington, Idaho and Oregon. After reading his report, the president then fielded and answered questions from the membership. Many of the questions that were asked concerned the Unions' efforts in defeating the "Foreign Mariner Provision" in Congress and the current state of the Pension Plan. After answering these questions to everyone's satisfaction, a motion was made by Randy Coady to give the president a "vote of confidence" for his tireless efforts on behalf of the membership. This was immediately seconded by Tony Jones and then passed unanimously.

During the month, I have attended the Puget Sound Area Maritime Security Committee; the King County Labor Council's Executive Board and delegates meetings; the Washington State Labor Council's political action Round Table meeting.

I represented the SUP in the King County Labor Council's COPE (Committee On Political Education) interviews with Congressman Jay Inslee; Congressman Adam Smith and Congressman Jim McDermott who all pledged continued support for the Jones Act. We also interviewed and educated many Washington State legislators on working family issues and the importance of "Organized Labor" within the maritime industry and how that relates to the economy of Washington State.

The Sailors' Union stood in solidarity with the International Brotherhood of Teamsters Local 174 at a rally in Tukwila in support of sanitation workers and their fight for family wage jobs and affordable health care against the Allied Waste Management Company.

Vince O'Halloran, Branch Agent

### SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 721:

**Robert Darcy**, 66, Book No. 18274, joined SUP in 1994.

**Dean Smith**, 67, Book No. 7445, joined SUP in 1957, 30 years seetime.

**Bruce C. Thompson**, Book #3276, joined SUP in 1967, 25 years seetime.

## Wilmington

April 17, 2006

Shipping during the period: 2 bosuns, 10 ABs, 4 ABD, 1 OS, and 80 standbys for a total of 97 jobs shipped.

Registration: 34 A cards, 41 B cards, 8 C cards and 3 D cards.

### Ships checked

*Thailand, China, Matsonia, Manulani, APL Singapore, APL Philippines, Mahimahi, President Truman, R.J. Pfeiffer, President Jackson, Manukai, and President Polk.*

Attended the funeral of Jack Dalton. Jack will be remembered for his foresight and humble spirit that created years of employment for many sailors. The day of the funeral, there was peace and calm. The sun was warm and the air was cool, as it drifted in from the sea. We were all touched by the testimonies of Jack's son and daughter. Via con Dios, Bro.

Visited many ships and found harassment and back stabbing mates doing sailors work.

Brothers, I am requesting that you read the Preamble in your book at your next Union meeting.

Paul Calais, Branch Agent

### Bulk carrier sinks off South Africa—27 sailors feared lost

Efforts to find the survivors of the St. Vincent & Grenadines registered bulk carrier *Alexandros T*, which sank 280 miles off Port Elizabeth, South Africa on May 3, were called off on May 10.

The crew of the 17-year-old 171,875 deadweight ton vessel was comprised of four Greeks, 24 Filipinos, four Romanians and one Ukrainian. Rescued were five Filipinos and one Romanian mariner. The remaining 27 members of the crew are assumed to have drowned.

The *Alexandros T* sailed from Ponta Da Maderia, Brazil, on April 14, bound for China loaded with 155,000 tons of iron ore. It had diverted to Cape Town with the intention of conducting a vessel inspection. However, on May 3, the vessel sent out a distress call over 300 miles off Port Alfred on the Eastern Cape coast.

The vessel's operator, Overseas Marine Enterprises of Greece, says it contracted salvors but the vessel's situation deteriorated rapidly. Lying 300 miles off Port Elizabeth, well beyond the reach of rescue helicopters, it says Captain Blismas Banagiotti ordered the ship abandoned.

The *Alexandros T* had been inspected several times for deficiencies. A U.S. Coast Guard report filed in Norfolk, Virginia, in November 2003, said it appeared the vessel had been "neglected". The cause of the sinking remains unknown as the *West Coast Sailors* goes to press.

## Honolulu

April 17, 2006

During the month of March, dispatched the following: 2 bosuns, 1 bosun relief, 4 ABW, 2 ABD, and 1 OS. These jobs were filled by 5 A members and 5 B members. Also shipped 54 standby jobs taken by 13 A members, 20 B members, and 21 C members, for a total of 64 jobs shipped.

During the month of March, registered the following: 5 A members, 7 B members, 4 C members, and 1 D registrant. To date, registered are: 14 a members, 15 B members, 7 C members, and 6 D registrants, for a total of 42 members registered.

### Ships checked

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

On April 19, attended the Hawai'i Ports Maritime Council meeting. Discussed the importance of the re-election of U.S. Senator Dan Akaka for the maritime trades and to stress to our membership the magnitude of this election. We all want Ed Case out of here! Also waiting for a final list of 2nd Congressional District candidates for council review as to their stand on the Jones Act/Passenger Services Act.

Jim Savage was transferred out of the Rehab Hospital to a private apartment. Still has extensive rehabilitation to continue and is improving.

Had a special "Minute of Silence" for Brother Billy McAndrew at our branch meeting. His wife and children stopped by the hall later that week. Sad times.

Mike Duvall, Branch Agent

### Crowded field vies for vacated Hawai'i Congressional seat

One-fifth of the 25-member Hawai'i State Senate is running for the 2nd Congressional District seat to be vacated by Representative Ed Case.

On May 5, Senator Clayton Hee (D-Kahuku-Kaneohe) joined the race that already includes Senators Ron Menor (D-Mililani), Colleen Hanabusa (D-Nanakuli-Makua), Gary Hooser (D-Kauai) and Bob Hogue (R-Kaneohe-Kailua).

Other politicians running include state Representative Brian Schatz (D-Tantalus-Makiki) and former Republican Representative Quentin Kawanakoa.

The Democrats will face each other in Hawai'i's September 23 primary election to then face the winner of the Republican primary to fill the seat for the rural Oahu-neighbor island district.

## San Francisco Business Agent

May 8, 2006

Visited and paid off the following ships:

**Kauai**— Jon Goodwin, delegate: Island run. No disputes on lashing cargo this trip. Made twice.

**Lurline**— John Gabourel, delegate: Car and van carrier on the Island. Good gang, no disputes. Made twice.

**Mahimahi**— Charlie Duke, delegate: Island run; new captain and mates finally running smoothly. No disputes.

**Manoa**— Jose Angeles, delegate: No disputes. Paid disputed time for carpenter work.

**Maui**— Rhonda Benoit, delegate: Van carrier on Island run. First trip out of yard; no disputes; running smoothly.

**APL China**— Dave Sylstra, delegate: Clean pay off and sign-on.

**APL Korea**— Diane Ferrari, delegate: Voyage pay off and sign-on. In good shape. No disputes.

**APL Thailand**— Louis Frazier, delegate: Voyage pay off and sign-on. No disputes; good gang; new relief bosun.

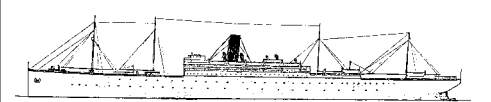
Also worked in the front office.

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As a former Branch Agent in Wilmington, attended the funeral of Jack Dalton. There was a good SUP turn out, including Agent Paul Calais, Tom Riley, Ernie Jalomo, Harry Naeole, Tom Larkin, Duane Nash, Mike Freng and many others. Pall bearers were Jack's son, brother Steve, Mark Hurley, Dave Kaupiko, Keith Miller and Garry Gelfgren.

It was thanks to Jack that LA/LB standby program is what it is today. His work ethic and professionalism will, hopefully, stay with us for many years to come. Jack got along with and was respected by sailors. He will be missed. Thanks for everything, Jack.

Bill Berger



## Dispatcher's Report

Headquarters—April 2006

Deck	
Bosun .....	5
Carpenter .....	0
MM .....	3
AB .....	4
OS .....	0
Standby .....	18
Total Deck Jobs Shipped .....	30
Total Deck B, C, D Shipped .....	3
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. ...	30
Total B, C, D Shipped-All Depts. ...	3
Total Registered "A" .....	74
Total Registered "B" .....	68
Total Registered "C" .....	9
Total Registered "D" .....	3

### Bush extends tax cuts for the wealthy

On May 17, President Bush signed legislation that will cut taxes by \$70 billion.

Passed by the Republican-controlled Senate and House, the bill according to AFL-CIO President John Sweeney is President Bush's latest gift to the rich. "While those making more than \$1 million a year will receive a whopping \$42,000 in tax breaks, a family making \$40,000 and \$50,000, the cuts will mean a cut of \$46," Sweeney added.

"The Republican tax cuts do little for middle-class American families, and widen the gulf between the rich and poor," said Representative Steny Hoyer (D-Maryland).



# California Labor Federation, AFL- CIO Endorsements for the June 6 Primary Election

## U.S. Senate

**Dianne Feinstein**



## State Assembly

- |   |   |
|---|---|
| 1. Patty Berg                           | 41. Julia Brownley                            |
| 2. No endorsement                       | 42. Dual: Mike Feuer;<br>Abbe Land            |
| 3. Mickey Harrington                    | 43. Frank Quintero                            |
| 4. Rob Haswell                          | 44. Anthony Portantino                        |
| 5. Doris Matsui                         | 45. Kevin deLeon                              |
| 6. Pamela Torliatt                      | 46. Fabian Nunez                              |
| 7. Noreen Evans                         | 47. Karen Bass                                |
| 8. Lois Wolk                            | 48. Anthony Willoughby                        |
| 9. Dave Jones                           | 49. Mike Eng                                  |
| 10. Jim Cook                            | 50. Hector de la Torre                        |
| 11. Mark DeSaulnier                     | 51. Open                                      |
| 12. Open                                | 52. Mervyn Dymally                            |
| 13. Mark Leno                           | 53. Ted Lieu                                  |
| 14. Loni Hancock                        | 54. Betty Karnette                            |
| 15. Terry Coleman                       | 55. Warren Furutani                           |
| 16. Sandre Swanson                      | 56. Tony Mendoza                              |
| 17. Cathleen Galgiani                   | 57. Ed Hernandez                              |
| 18. Mary Hayashi                        | 58. Charles Calderon                          |
| 19. Gene Mullin                         | 59. Chris Lancaster (R)                       |
| 20. Alberto Torrico                     | 60. Van Tamom                                 |
| 21. Ira Ruskin                          | 61. Nell Soto                                 |
| 22. No endorsement                      | 62. Dual: Jeremy Baca;<br>Wilmer Amina Carter |
| 23. Joe Coto                            | 63. No endorsement                            |
| 24. James Beall, Jr.                    | 64. Paul Rasso                                |
| 25. No endorsement                      | 65. Rita Ramirez-Dean                         |
| 26. Kenneth Goeken                      | 66. Laurel Nicholson                          |
| 27. John Laird                          | 67. Ray Roberts                               |
| 28. Ana Ventura-Phares                  | 68. John Paul Lucas                           |
| 29. No endorsement                      | 69. Jose Solorio                              |
| 30. Nicole Parra                        | 70. Mike Glover                               |
| 31. Juan Arambula                       | 71. Charlie La Chance                         |
| 32. No endorsement                      | 72. John MacMurray                            |
| 33. No recommendation                   | 73. Kimberly Clark                            |
| 34. No endorsement                      | 74. Roxana Folesca                            |
| 35. Pedro Nava                          | 75. No endorsement                            |
| 36. Dual: Bo Bynum;<br>James Ledford(R) | 76. Lori Saldana                              |
| 37. Ferial Masry                        | 77. Chris Larkin                              |
| 38. Lyn Shaw                            | 78. George Gastil                             |
| 39. Richard Alarcon                     | 79. Mary Salas                                |
| 40. Lloyd Levine                        | 80. Steve Clute                               |

## State Constitutional Offices

**Phil Angelides  
for Governor**



## U.S. House of Representatives

- |   |                                    |
|---|------------------------------------|
| 1. Mike Thompson                          | 28. Howard Berman                  |
| 2. No endorsement                         | 29. Adam Schiff                    |
| 3. Bill Durston                           | 30. Henry Waxman                   |
| 4. Charlie Brown                          | 31. Xavier Becerra                 |
| 5. No endorsement                         | 32. Hilda Solis                    |
| 6. Lynn Woolsey                           | 33. Diane Watson                   |
| 7. George Miller                          | 34. Lucille Roybal-<br>Allard      |
| 8. Nancy Pelosi                           | 35. Maxine Waters                  |
| 9. Barbara Lee                            | 36. Jane Harman                    |
| 10. Ellen Tauscher                        | 37. Juanita Millender-<br>McDonald |
| 11. Pete McCloskey (R)<br>Jerry McNerney  | 38. Grace Flores                   |
| 12. Tom Lantos                            | 39. Linda Sanchez                  |
| 13. Fortney "Pete" Stark                  | 40. Florice Hoffman                |
| 14. Anna Eshoo                            | 41. Open                           |
| 15. Mike Honda                            | 42. No endorsement                 |
| 16. Zoe Lofgren                           | 43. Joe Baca                       |
| 17. Sam Farr                              | 44. Louis Vandenberg               |
| 18. Dennis Cardoza                        | 45. David Roth                     |
| 19. T.J. Cox                              | 46. Jim Brandt                     |
| 20. Jim Costa                             | 47. Loretta Sanchez                |
| 21. No endorsement                        | 48. Steve Young                    |
| 22. No endorsement                        | 49. Jeeni Criscenzo                |
| 23. Lois Capps                            | 50. Francine Busby                 |
| 24. Jill Martinez                         | 51. Bob Filner                     |
| 25. Roberto Rodriguez                     | 52. John Rinaldi                   |
| 26. Dual: Cynthia Matthews<br>Russ Warner | 53. No endorsement                 |
| 27. Brad Sherman                          |                                    |

**Lieutenant Governor**  
John Garamendi

**Insurance Commissioner**  
Cruz Bustamante

**Attorney General**  
Dual: Jerry Brown, Rocky Delgadillo

**Secretary of State**  
Debra Bowen

**Treasurer**  
Bill Lockyer

**Controller**  
Triple: John Chiang, Joe Dunn, Dario Frommer

**Superintendent of Public Instruction**  
Jack O'Connell

**Board of Equalization**  
District 1 Betty Yee  
District 2 No endorsement  
District 3 No endorsement  
District 4 Dual: Judy Chu, Jerome Horton

## State Senate

- |   |   |
|---|---|
| 2. Pat Wiggins  | 20. Cindy Montanez                                |
| 4. Paul Singh   | 22. Gil Cedillo                                   |
| 6. Darrell Steinberg  | 24. Gloria Romero                                 |
| 8. Dual: Mike Nevin;<br>Leland Yee                          | 26. Mark Ridley-Thomas                            |
| 10. Triple:<br>Ellen Corbett;<br>John Dutra;<br>Johan Klehs | 28. Jenny Oropeza                                 |
| 12. Wiley Nickel  | 30. Rudy Bermudez                                 |
| 14. No endorsement  | 32. Dual: Joe Baca, Jr.;<br>Gloria Negrete-McLeod |
| 16. Dean Florez   | 34. Tom Umberg                                    |
| 18. No endorsement  | 36. Mark Hanson                                   |
|   | 38. No endorsement                                |
|   | 40. Denise Ducheny                                |

## California Ballot Propositions

- 81. YES** — California Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2006
- 82. YES** — Preschool Education. Tax on incomes over \$400,000 for individuals; \$800,000 for couples. Initiative Constitutional Amendment and Statute

# CALIFORNIA RESIDENTS: VOTE JUNE 6