



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXI No. 5



SAN FRANCISCO, CALIFORNIA

Friday, May 23, 2008

## TWIC deadline shifted to April 15, 2009

The Department of Homeland Security announced on May 2, that the final compliance date for U.S. merchant mariners and maritime workers to obtain a Transportation Worker Identification Credential (TWIC) has been shifted to April 15, 2009. The previous compliance date was September 25, of this year.

The seven-month extension of the TWIC requirement is a direct result of the problems encountered rolling-out this program which included uneven service at TWIC Enrollment Centers resulting in the delay of issuance of the document. If the compliance date had not been changed, thousands of maritime workers could have been prevented access to marine facilities.

However, owners and operators of marine facilities located within the Coast Guard Captain of the Port Zones Boston, Northern New England and Southeastern New England will need to comply by October 15, 2008. According to the Coast Guard, additional compliance ports will be announced with the agency giving 90 days notice prior to enforcement.

With the publication of this issue of the *West Coast Sailors*, the TWIC Enrollment Centers that are open and operational are listed on page 9.

## USCG proposes identification documents for American and foreign merchant mariners

The U.S. Coast Guard proposed on May 14 (*Federal Register*) to require each crewmember on a foreign commercial vessel enroute to a U.S. port or place or at a U.S. port or place and each crewmember on a U.S. commercial vessel arriving from a foreign port or place to carry and present on demand an acceptable identification when in U.S. navigable waters.

Acceptable identification for

this purpose means a passport; a U.S. Permanent Resident Card; a U.S. merchant mariner's document; a U.S. Transportation Worker Identification Credential (TWIC); or a Seafarer's Identification Document (SID) issued in accordance with International Labor Organization (ILO) Seafarers' Identification Documents Convention (revised), 2003 (ILO 185).

The crewmember may secure the identification with the master, so long as it can be presented on demand. The vessel operator would be required to ensure that crew members are in compliance. Violations may subject the mariner and the vessel operator to civil penalties. In addition, control measures may be taken against the vessel. These requirements, if implemented, would apply even if the crewmember never departs the vessel while it is in the United States. If the crewmember intends to go ashore in the United States, all of the current immigration requirements (particularly the U.S. visa requirement) will apply. Comments on the proposal must be submitted by July 14, to the Department of Transportation in Washington, D.C.



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## Labor presses U.S. Senate for passage of World War II mariner benefits bill

Legislation that would provide long overdue compensation to U.S. merchant marine veterans of World War II remains bottled-up in the Senate Veterans' Affairs Committee; "The Belated Thank You to the Merchant Mariners of World War II Act" (S.961).

The bill would established a Merchant Mariners Equity Compensation Fund to pay a monthly benefit of \$1,000 to certain veterans of the U.S. merchant marine who served between December 7, 1941, and December 31, 1946. Included are those who served in the Army Transport Service and the Naval Transport Service.

The legislation passed the House of Representatives unanimously last July as H.R. (House Resolution) 23. Introduced in the Senate in March 2007, by Senator Ben Nelson (D-Nebraska), the bill remains stalled in the Veteran's Committee chaired by Senator Daniel Akaka (D-Hawai'i) who has not declared his position.

A hearing was held on the legislation on May 7, with Bush Administration representatives testifying against, and Congressman Bill Filner (D-California), Chairman of the House Veteran's Committee, testifying in favor. The bill was originally introduced in Congress by Representative Filner.

Accordingly, maritime labor sent the following letter to Senator Akaka on May 14:

**Dear Chairman Akaka:**

*On behalf of the undersigned American maritime labor organizations, and the active and retired members we represent, we are writing to ask that you and your Committee mark-up and favorably report S. 961, the "Belated Thank You to the Merchant Mariners of World War II Act of 2007" as soon as possible. This legislation, introduced by Senator Ben Nelson, authorizes certain benefits to individuals who served our Nation as members of the United States-flag merchant marine*

*during World War II. To date, this legislation has been co-sponsored by a bipartisan group of 59 Senators. Its companion bill, H.R. 23, passed the House of Representatives under suspension on July 30, 2007.*

*During its consideration of H.R. 23, the House Committee on Veterans' Affairs made changes to the legislation that would, among other things, reduce its overall cost. For example, the House-passed bill eliminated the payment of benefits to survivors' spouses. Secondly, it is no longer self-funded. It sets up a Merchant Mariner Equity Compensation Fund and leaves it to Congress to later determine funding within its spending caps. Finally, those who have received benefits under the Servicemen's Readjustment Act of 1944 (PL 78-346) are not eligible for benefits under H.R. 23.*

*We support these changes as necessary to address existing budgetary constraints, and as a means to expedite and facilitate the enactment of this legislation. Consequently, we strongly urge you to consider S.961 at your Committee's next legislative mark-up session so that S. 961/H.R. 23 can be sent to the Senate for its consideration. In so doing, you will be telling all the American merchant mariners who together suffered one of the highest rates of casualties in World War II that they are not forgotten.*

*As General of the Army, Allied Expeditionary Forces in Europe, Dwight David Eisenhower stated, "When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine." Fleet Admiral Chester W. Nimitz, Commander-in-Chief, Pacific Theater, said that "The Merchant Marine... has repeatedly proved its right to be considered as an integral part of our fighting team."*

*General of the Army Douglas MacArthur, speaking of the merchant seamen who sup-*

*ported the liberation of the Philippines, stated that, "With us they have shared the heaviest enemy fire. On these Islands I have ordered them off their ships and into foxholes when their ships became untenable targets of attack. At our side they have suffered in bloodshed and death... They have contributed tremendously to our success. I hold no branch in higher esteem than the Merchant Marine Service."*

*Finally, President Franklin Roosevelt eloquently and accurately summed up the contributions of America's World War II merchant mariners, telling the country and the world that they "have written one of its most brilliant chapters. They have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and most dangerous job ever taken." In fact, when President Franklin Roosevelt signed the GI Bill in 1944, he recognized the service and valor of America's mariners, stating that: "I trust Congress will soon provide similar opportunities to members of the merchant marine who have risked their lives time and time again during war for the welfare of their country."*

*We believe that it is time to do what President Roosevelt hoped would be done, and to fully acknowledge the service of America's World War II merchant mariners by providing them with the benefit called for in this legislation. Again, on behalf of the undersigned American maritime labor unions, we ask that you mark-up and favorably report S. 961, and to bring S. 961 to the Senate for its consideration.*

*We ask that you include this statement in your Committee's hearing record on this legislation and we look forward to working with you and your staff for the enactment of S. 961.*

*continued on page 4*

# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED MARCH 31, 2008

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 14, hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$997,236.87
Political Fund .....	\$5,780.00
Strike Fund .....	\$1,293,730.99
Total Cash & Investments 1st Qtr. 2008 .....	\$2,296,747.86

### GENERAL FUND

Income:	
Dues, Initiation, Assessments .....	\$111,997.80
Interest .....	28,370.05
Donations - <i>West Coast Sailors</i> .....	2,260.00
Tanker & Joint Committee, Hiring Hall .....	80,574.11
Advertising & Promotion .....	160.00
Miscellaneous Income, Reimbursements, Fines .....	1,037.99
Reimbursed Administrative Expenses .....	10,666.64
Field Expense .....	321.85
Contributions - General Fund .....	2,465.10
Total Income .....	\$236,853.54

### Expenses:

Auto & Travel .....	\$568.50
Accounting (Audit) .....	4,000.00
Rent .....	16,683.28
Postage, Printing & Office .....	7,074.38
Telephone & Telegraph .....	3,859.89
<i>West Coast Sailors</i> Publishing Expense .....	6,454.71
Per Capita .....	13,486.54
Salaries & Payroll Taxes .....	215,238.90
Office Workers' Pension .....	7,098.00
Insurance .....	28,889.75
Field Expense .....	3,819.92
Committee & Neg., Conference & Convention .....	4,438.61
Investment Expense .....	2,181.01
Advertising & Promotion .....	550.00
Officials Pension .....	1,986.00
Contributions .....	585.00
Flowers .....	1.01
Legal .....	16,233.74

Election .....	10,181.42
Filing Fee .....	238.00
Subscription .....	2,474.62
Total Expense .....	\$346,043.28

### BUILDING CORPORATION

Income:	
Assessments .....	\$2,804.00
Rents .....	116,917.64
Building Utilities & Service Reimbursement .....	912.47
Total Income .....	\$120,634.11

### Expense:

Building Services & Utilities .....	\$35,858.99
Repairs & Maintenance .....	1,412.90
Salaries & Payroll Taxes .....	14,400.57
Pension .....	319.20
Filing Fee .....	455.00
Accounting (Audit) .....	2,000.00
Meeting .....	110.48
Legal .....	57,990.00
Insurance .....	5,157.85
Total Expense .....	\$117,704.99

### POLITICAL FUND

Income:	
Contributions .....	\$4,780.00
Interest .....	.60
Total Income .....	\$4,780.60

### Expense:

Contributions .....	\$1,750.00
Total Expense .....	\$1,750.00

Net Income 1st Quarter. .... \$ (102,230.02)

/s/William Berry	/s/Romaine Dudley
/s/Kaj Kristensen	/s/Paul Fuentes
/s/Arthur Thanash	/s/Robert Copeland

*ACTION BY THE MEMBERSHIP May 12, 2008. 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.*

## Seattle MTD Person-of-the-Year awarded



SUP Seattle Branch Agent Vince O'Halloran chairs the May meeting of the Puget Sound Port Maritime Council of the Maritime Trades Department, AFL-CIO in Seattle. O'Halloran serves as president of the Council. The meeting was highlighted by the awarding of the Maritime Person-of-the-Year Award to Rich Berkowitz of the Transportation Institute and a Maritime Lifetime Achievement Award to John "Swede" Swanson.

In attendance from left to right were: MM&P Inshore Vice President Mike Murray, MM&P Pacific Coast Vice President Don Marcus, SIU-A&G Tacoma Branch Agent Joe Vincenzo, IBU National Secretary-Treasurer Terri Mast, MEBA Seattle Branch Agent Karol Kingery, "Swede" Swanson, Brother O'Halloran, Gordon Baxter (Plumbers & Pipefitters), Rich Berkowitz, Mike Garvey (Saltchuck), Bill Cole (Alaska Tanker Company), and Tom Johnson (Maersk Line).

### Timely Reminder

**Third quarter 2008 dues are due and payable now!**

#### SUP Constitution: ARTICLE VI: DUES AND INITIATION FEE

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

The initial installment of One Hundred Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

## Final Departures

**James Kumis**, Book No. 3128. Born in New York in 1923. Joined SUP in 1947. Died in New York, New York, April 9, 2008. (Pensioner)

**Henry Kennedy**, Book No. 2584. Born in Washington in 1924. Joined SUP in 1944. Died in Washington, March 8, 2008. (Pensioner)

**Robert Perasso**, Book No. 3824. Born in California in 1917. Joined SUP in 1966. Died in Davis, California, April 20, 2008. (Pensioner)

**Donald Heath**, Book No. 5733. Born in California in 1927. Joined SUP in 1950. Died in Texas, December 23, 2007. (Pensioner)

**Joseph Staniec**, Book No. 6237. Born in California in 1927. Joined SUP in 1950. Died in Australia, January 27, 2008. (Pensioner)

**Walter Klatt**, Book No. 2068. Born in Washington in 1918. Joined SUP in 1934. Died in Oregon, April 29, 2008. (Pensioner)

**Ivar Thorbjornsen**, Book No. 3269. Born in Norway in 1937. Joined SUP in 1965. Died in Mississippi, March 5, 2008. (Pensioner)

**Gil Roxas**, Book No. 3115. Born in the Philippines in 1924. Joined SUP in 1955. Died on March 27, 2008. (Pensioner)

**Frank Fellows**, Book No. 1598. Born in Washington in 1919. Joined SUP in 1936. Died in Green Valley, Arizona, May 7, 2008. (Pensioner)

**Daniel Kauer**, Book No. 3175. Born in Pennsylvania in 1955. Joined SUP in 2001. Died in California, May 9, 2008.

## West Coast Sailors

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**Gunnar Lundeberg,**  
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(415) 764-4987

## SUP Meetings

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

	Hdq.	Branch
June	9	16
July	14	21
August	11	18
September	8	15
October	14*	20
November	10	17
December	8	15

\*Tuesday

## Farm bill passes Congress with U.S.-flag provision intact

Congress overwhelmingly passed the farm bill (H.R. 2419) "The Food, Conservation & Energy Act of 2007" by veto-proof margins of 318-106 in the House of Representatives on May 12, and by 81-15 in the Senate the following day, maintaining the key provision of P.L. (Public Law) 480 Food for Peace Program intact requiring that food aid be transported in U.S.-flag ships.

However, proposals by some in Congress to cut U.S. food assistance programs in favor of new initiatives under which cash, not food, would be sent to areas in need under the sometimes misnomer "local and regional purchases" has many supporters.

In a letter to Senator Joseph Biden, Chairman of the Senate Foreign Relations Committee, the Maritime Food Aid Coalition—comprised of American Cargo Transport Corp., American Maritime Congress, American Maritime Officers, Masters, Mates and Pilots, Liberty Maritime Corp., Maersk Line, MEBA, Maritime Institute for Research and Industrial Development, SUP, SIU, Sealift, Inc., Tosi Maritime Consultants, Transportation Institute and United Maritime Group—pointed out the value of P.L. 480.

"Saving lives for over 50 years, the P.L. 480 Food for Peace program is the workhorse of humanitarian assistance the world over. The program has endured for many reasons. Sharing their abundance with those in need overseas appeals to the generosity of the American people. Shipped from the Heartland to ports overseas in vessels flying the American flag, donated American commodities stamped "Gift from the American people" act as ambassadors, spreading goodwill toward our country and helping to address some of the root causes of international terrorism.

P.L. 480's longevity is also due in large part to the broad-based support from the many sectors of the economy it stimulates. Americans working on farms, in food processing, domestic inland transportation, ports, and the U.S. Merchant Marine, as well as many Americans in the broader U.S. economy, benefit from the direct and economic ripple effects of the program, and have helped ensure its sustained political support. Foreign purchase would cut the link between the American people, their economy, and P.L. 480, eliminating crucial support at a time when competition for budget dollars is already acute.

Experience shows that foreign purchase drains support for food aid programs and results in an overall drop in aid levels. In 1996, the European Union ("EU") passed a law leading to local food aid purchases. The result has been a decrease in EU donations. The overall food security budget line decreased from approximately a half billion euros in 1997-98 to 412 million in 2005. Andrew Natsios, former AID Administrator and the President's Special Envoy for Sudan, cautioned against relying too heavily on cash transfers for foreign purchases: "Relying on cash food aid will not work," he said. "Look at the numbers from Europe: After the Commission and member states began moving to cash, their contributions fell by 40 percent." He has also noted that their food aid has "declined really significantly from 4 million tons a year to 1.4 million tons a year"—a 60 percent decrease.

The broad appeal of donating American commodities has allowed Food for Peace to thrive over the last 50 years. Converting this uniquely successful program into a pure welfare program, whereby American taxpayers are asked to commit to a direct wealth transfer with no corresponding benefit for the American economy, may very well undercut its support just as it undercut support in Europe.

The United Nation's World Food Program (WFP) has also found local supply to be unreliable. Without functioning contractual enforcement and regulation, traders can and do simply walk away from contracts to take advantage of better opportunities. Perhaps more disturbing, they have been found to withhold available grain while people starve in order to take advantage of expected increases in price as the food emergency festers. Lastly, there have been numerous accounts of sellers adding stones and other foreign matter into grain sold to WFP by weight. To counter these risks, purchasing agents must institute costly quality checking and supplier evaluation programs, further eroding any local purchase price advantage with an unwieldy administration to recreate the U.S. regulatory environment that is already bundled into safe, reliable, high-quality American commodities donated through Food for Peace.

The potential unreliability of supplies for local purchase initiatives has come to the forefront in part because of the recent global run-up in food prices. Numerous nations more proximate to humanitarian operations than the U.S. have imposed food export restrictions, disrupting emergency relief efforts dependent upon local purchase. Furthermore, nations imposing export restrictions have included not only importers such as Egypt, Mali, Niger, Burkina Faso, Sudan, Ethiopia, and Tanzania, but also traditional exporters such as Kazakhstan, Russia, China, India, Pakistan, Vietnam, Pakistan, Bolivia, Vietnam, and Argentina. All of this serves to underscore the importance of a reliable, in-kind food donation program such as Food for Peace acting as the guaranteed safety net that it has been for the last 50 years.

Proponents of foreign purchase promise great things but little is said about its risks. Sending USAID into a developing country with millions of dollars to spend raises the specter of corruption and market manipulation. Aid agencies already experience a certain degree of "shrinkage" in the commodities they distribute. Consider the panoply of purchase fees, taxes, duties, and import licenses imposed upon rich donor countries when they arrive, lining the pockets of politicians, bureaucrats, and businessmen while cutting into the purported cost savings of foreign purchase.

Market manipulation is another serious problem. WFP routinely pays over-market, both because its massive demand spikes prices in smaller local/regional markets, and because traders know they can take advantage. Following the European move to local purchase in 1996, a study by the Ethiopian Ministry of Economic Development and Cooperation found that the aid agencies were charged 12 percent over prevailing market purchases. The Ministry concluded that the likely result was

Farm bill passed Congress continued on page 10

## Maritime Unions urge Congress to repeal tax for domestic vessels

*The Honorable Max Baucus, Chairman*

*Committee on Finance*

*United States Senate*

*Washington, DC 20510*

*Dear Mr. Chairman:*

*We are writing on behalf of the undersigned American maritime labor and U.S.-flag shipping organizations to ask your help and support on an issue that is extremely important to the U.S.-flag shipping industry. Specifically, we are asking that your Committee act to amend the Internal Revenue Code of 1986 to exempt the waterborne transportation of cargo between American ports from the Harbor Maintenance Tax (HMT). As you may be aware, the HMT is imposed on cargo entering a U.S. port from an overseas market, and then assessed again on the same cargo when it moves by water along our coasts to other American ports. This application of the HMT which results in the dual or multiple taxation of waterborne cargo does not apply to cargo moving domestically by truck or rail. Consequently, this application of the HMT discourages the transportation of domestic cargo by water and impedes the development of a U.S. short sea shipping and marine highway system and should be eliminated.*

*The American maritime labor and shipping organizations we represent believe very strongly that the establishment of a short sea shipping industry should be encouraged and supported by our government. The utilization of commercial vessels for the carriage of cargo along our coasts will be a cost-effective, efficient, and environmentally-sound way to supplement and complement the rail and truck traffic that is already pushed to capacity on most major transportation corridors. A short sea shipping transportation network will offer shippers another means to transport the ever-increasing volumes of imported cargo expected to move in interstate commerce between American ports in the coming years. Most importantly, moving this cargo by ship will not add to the congestion that plagues our nation's surface transportation systems.*

*The current implementation of the HMT serves as a significant economic disincentive to the development of this short sea shipping transportation system. Since the payment of the HMT is the responsibility of the shipper of the cargo the multiple taxation of waterborne cargo under the HMT discourages shippers from considering the use of vessels and, consequently, has discouraged industry from committing vessels to these trades.*

*We would note that Congressman Elijah Cummings has introduced legislation relating to the application of the HMT which we strongly endorse. His bill, H.R. 1499, would exempt from the HMT the movement of intermodal cargo by vessel between ports on the coasts of the United States, and between ports on the Great Lakes. The enactment of such legislation will, as we have stated, ease landside congestion, increase the use of environmentally and economically efficient merchant vessels, and create new seafaring and shipbuilding employment opportunities for American maritime workers. According to Congressman Cummings, the Congressional Budget Office has reviewed HR 1499 and has scored this legislation as reducing revenues by less than \$500,000 over ten years. We appreciate your consideration of our request and stand ready to work with you and your colleagues to achieve the enactment of this important legislation.*

*Sincerely,*

*Thomas Bethel, President, American Maritime Officers*

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

*James Henry, President, Transportation Institute*

*Donald Keefe, President, Marine Engineers' Beneficial Association*

*Gunnar Lundeborg, President, Sailors' Union of the Pacific*

*Karen Myers, Legislative Director, American Maritime Officers Service*

*James Patti, President, Maritime Institute for Research and Industrial Development*

*Anthony Poplawski, President, Marine Firemen's Union*

*Brian Schoeneman, Executive Director, American Maritime Congress*

*Michael Sacco, President, Seafarers International Union*

## Matson profits soar in first quarter

SUP-contracted Matson Navigation Company, a subsidiary of Alexander & Baldwin, posted nearly \$16 million in operation profit in the first quarter of 2008, which is historically the company weakest quarter. The company made money despite a more challenging economic climate in Hawai'i and a 60% increase in average fuel costs from a year ago.

Lower Hawai'i volume was offset by improvements in yields and cargo mix, and other cost reduction initiatives. The China service continued to grow and the company expects to realize gains in its annual contract rates in the next few months.

Alexander & Baldwin's net income for the first quarter was \$42.1 million compared to \$24.7 for the same period in 2007.

This month, Matson also received performance awards from General Motors and Toyota.

Matson received General Motors' 2007 Supplier of the Year award for its significant contributions to GM's global product and performance achievement.

Matson was also the recipient of two awards from Toyota. The Quality Award recognizes Matson for meeting Toyota's damage percentage requirements, as well as implementing a comprehensive damage prevention program that included a col-

Matson profits soar continued on page 10

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

- Joseph Castege ..... 100.00
- Timothy Patricio ..... 30.00
- Andy Simkanin ..... 25.00

## West Coast Sailors

- Walter Arndt ..... 25.00
- Robert Bacon ..... 20.00
- Don Bohle ..... 25.00
- Robert Booth ..... 25.00
- Calvin Browning ..... 40.00
- George Castege ..... 100.00
- Walter Connors ..... 25.00
- James Eggleston ..... 50.00
- David Fadoul ..... 25.00
- Sylvan Frankel ..... 25.00
- John Gugich ..... 30.00
- Herman Hallman ..... 25.00
- John Hamann ..... 25.00
- Mark Hargus ..... 20.00
- Kim Hoogendam ..... 25.00
- Isnin Idris ..... 25.00
- Steve Itson ..... 20.00
- James Kawasaki ..... 25.00
- James Kula ..... 25.00
- Armando Martinez ..... 25.00
- John Masterson ..... 25.00
- William Ofsthus ..... 50.00
- John Perez ..... 25.00
- Ray Ramirez ..... 20.00
- Arthur Rogers ..... 25.00
- Edward Sabo ..... 25.00
- Carl Schou ..... 30.00
- Chester Sherry ..... 10.00
- Andy Simkanin ..... 25.00
- William Smith ..... 25.00
- Kai Sorensen ..... 25.00
- Eugene Souza ..... 25.00
- Leo Surmeian ..... 25.00
- Chester Williams ..... 25.00

## Political Fund

- Scott Carson ..... 20.00
- Berit Eriksson ..... 100.00
- David Fadoul ..... 50.00
- Mark Hargus ..... 20.00
- Roberta Garcia ..... 30.00
- Richard Goen ..... 20.00
- Isnin Idris ..... 25.00
- Marcelo Javier ..... 20.00
- Gunnar Lundeborg ..... 100.00
- Raoul Macalinao ..... 20.00
- Virgilo Managbanag ..... 10.00
- William Ofsthus ..... 100.00
- Dimitri Seleznev ..... 30.00
- Andy Simkanin ..... 25.00
- Colin Walker ..... 20.00

## Dues-Paying Pensioners

- Robert Copeland Book #4763
- 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 Lulich Book #4062
- Stanley Lane Book #4106
- James K. Larsen Book #4055
- John McKeon Book #6456
- Keith Miller Book #6497
- Joseph Napier Book #2299
- John Pedersen Book #3834
- John Perez Book #3810
- Alex Romo Book #3193
- Cliff Rouleau Book #3144
- Ralph Senter Book #7323
- Richard Sexton Book #6986



# SUP member earns kudos



James Buster displays his certificate and plaque given to him by Matson Navigation Company for his outstanding work in the *Cape Jacob*.

## World War II mariner benefit bill continued from page 1

Sincerely,

- Thomas Bethel, President, American Maritime Officers*
- Timothy Brown, President, International Organization of Masters, Mates & Pilots*
- Donald Keefe, President, Marine Engineers' Beneficial Association*
- Gunnar Lundeborg, President, Sailors' Union of the Pacific*
- Anthony Poplawski, President, Marine Firemen's Union*
- Michael Sacco, President, Seafarers International Union*

SUP members and friends of the merchant marine are urged to call the following members of the Senate Veteran's Affairs Committee who have not indicated their support for S.961:

- Senator Daniel Akaka (D-Hawai'i) ..... 202-224-6361
- Senator James Webb (D-Virginia) ..... 202-224-4024
- Senator Jay Rockefeller (D-West Virginia) ..... 202-224-6472
- Senator Richard Burr (R-North Carolina) ..... 202-224-3154
- Senator Larry Craig (R-Idaho) ..... 202-224-2752
- Senator Johnny Isakson (R-Georgia) ..... 202-224-3643
- Senator Lindsay Graham (R-South Carolina) ..... 202-224-5972
- Senator Roger Wicker (R-Mississippi) ..... 202-224-6523

In addition, the following members of the Senate have not signed on as co-sponsors of "The Belated Thank You to the Merchant Mariners of World War II Act"— call and urge their support:

- Senator Lamar Alexander (R-Tennessee) ..... 202-224-4944
- Senator Wayne Allard (R-Colorado) ..... 202-224-5941
- Senator John Barrasso (R-Wyoming) ..... 202-224-6441
- Senator Evan Bayh (D-Indiana) ..... 202-224-5623
- Senator Robert Bennett (R-Utah) ..... 202-224-5444
- Senator Joseph Biden (D-Delaware) ..... 202-224-5042
- Senator Jim Bunning (R-Kentucky) ..... 202-224-4343
- Senator Robert Byrd (D-West Virginia) ..... 202-224-3954
- Senator Thomas Carper (D-Delaware) ..... 202-224-2441
- Senator Saxby Chambliss (R-Georgia) ..... 202-224-3521
- Senator Tom Coburn (R-Oklahoma) ..... 202-224-5754
- Senator Bob Corker (R-Tennessee) ..... 202-224-3344
- Senator Mike Crapo (R-Idaho) ..... 202-224-6142
- Senator Jim DeMint (R-South Carolina) ..... 202-224-6121
- Senator Elizabeth Dole (R-North Carolina) ..... 202-224-6342
- Senator John Ensign (R-Nevada) ..... 202-224-6244
- Senator Michael Enzi (R-Wyoming) ..... 202-224-3424
- Senator Russ Feingold (D-Wisconsin) ..... 202-224-5323
- Senator Judd Gregg (R-New Hampshire) ..... 202-224-3324
- Senator Chuck Hagel (R-Nebraska) ..... 202-224-4224
- Senator Tom Harkin (D-Iowa) ..... 202-224-3254
- Senator Orrin Hatch (R-Utah) ..... 202-224-5251
- Senator Amy Klobuchar (D-Minnesota) ..... 202-224-3244
- Senator Herbert Kohl (D-Wisconsin) ..... 202-224-5653
- Senator Jon Kyl (R-Arizona) ..... 202-224-4521
- Senator Carl Levin (D-Michigan) ..... 202-224-6221
- Senator Richard Lugar (D-Indiana) ..... 202-224-4814
- Senator John McCain (R-Arizona) ..... 202-224-2235**
- Senator Mitch McConnell (R-Kentucky) ..... 202-224-2541
- Senator Harry Reid (D-Nevada) ..... 202-224-3542
- Senator Jeff Sessions (R-Alabama) ..... 202-224-4124
- Senator Richard Shelby (R-Alabama) ..... 202-224-5744
- Senator John Thune (R-South Dakota) ..... 202-224-2321
- Senator George Voinovich (R-Ohio) ..... 202-224-3353

**Make the call! Get this bill passed!**

# Federal court pulls coastwise trading rights of U.S.-flag tanker due to foreign retrofit

Judge Leonie Brinkema, of the federal court in Alexandria, Virginia, ruled on April 21, the conversion of the 51,000-dwt *Seabulk Trader* (built 1983, rebuilt 2007) in a Chinese shipyard made it ineligible for the endorsement for intra-U.S. trade.

Under the Jones Act, only vessels with the coastwise endorsement may trade between two U.S. ports. Foreign-built ships, as well as ships whose conversions are deemed foreign rebuilds, are not eligible for the endorsement.

In her 29-page opinion, Brinkema says that there is enough to sink the coastwise trading endorsement just in the Coast Guard's ruling that the conversion was acceptable under the Jones Act because it did not involve a major component, since it involved a "separable part". "The Coast Guard's reliance on a separable/inseparable distinction bears a striking resemblance to its previous use of a structural/non-structural distinction, which was soundly rejected," Brinkema wrote. She said owners could skirt the rule simply by having components added piece-by-piece.

In 2005, Seacor's unit Seabulk Energy Transport consulted with the Coast Guard before converting the *Trader* into a double-hull vessel at the Chinese yard.

The Coast Guard had responded that it did not constitute a foreign rebuild of foreign installation. After the *Trader* was built, the Coast Guard issued a certificate to the same effect. But the Shipbuilders Council of America filed the lawsuit against the Coast Guard to have the vessel effectively thrown out of the Jones Act. Other U.S.-flag owners such as Overseas Shipholding Group and Crowley Maritime have joined up as plaintiffs. The plaintiffs argued that the Coast Guard abused its discretion in allowing the ship to trade under the Jones Act after the conversion in China.

In her decision, Brinkema also rejected the way the Coast Guard based its reasoning on the amount of steel added to the ship aboard, as well as the agency's ruling that ballast tanks were "reconfigured" rather than installed. U.S. law requires domestic installation of segregated ballast tanks. "The Coast Guard's determination that the *Seabulk Trader's* segregated ballast tanks had not been 'installed' foreign lacked any evidentiary foundation," the judge said.

Judge Brinkema's ruling may have an impact in an ongoing case in the same court over Matson Navigation Company's conversion of the 3,027-teu *Mokihana* (built 1983, rebuilt 2007).

# California Labor Federation



## June 3, 2008 Primary Endorsements

**As passed by delegates to the Pre-Primary Convention of the California Labor Federation on April 8, 2008.**

### CONGRESS

#### District

1. Mike Thompson (D)
2. No endorsement
3. Bill Durston (D)
4. Charlie Brown (D)
5. Doris Matsui (D)
6. Lynn Woolsey (D)
7. George Miller (D)
8. Nancy Pelosi (D)
9. Barbara Lee (D)
10. Ellen Tauscher (D)
11. Jerry McNerney (D)
12. Jackie Speier (D)
13. Pete Stark (D)
14. Anna Eshoo (D)
15. Mike Honda (D)
16. Zoe Lofgren (D)
17. Sam Farr (D)
18. Dennis Cardoza (D)
19. No endorsement
20. Jim Costa (D)
21. Larry Johnson (D)
22. No endorsement
23. Lois Capps (D)
24. Dual: Mary Pallant (D)  
Jill Martinez (D)
25. No endorsement
26. Dual: Russ Warner (D)  
Cynthia Rodriguez Matthews (D)
27. Brad Sherman (D)
28. Howard Berman (D)
29. Adam Schiff (D)
30. Henry Waxman (D)
31. Xavier Becerra (D)
32. Hilda Solis (D)
33. Dianne Watson (D)
34. Lucille Roybal-Allard (D)
35. Maxine Waters (D)
36. Neutral
37. Laura Richardson (D)
38. Grace Napolitano (D)
39. Linda Sanchez (D)
40. Christina Avalos (D)
41. Pat Meagher (D)
42. Ed Chau (D)
43. Joe Baca (D)
44. Bill Hedrick (D)
45. Julie Bornstein (D)
46. Debbie Cook (D)
47. Loretta Sanchez (D)
48. Steven Young (D)
49. Robert Hamilton (D)

50. Nick Leibham (D)

51. Bob Filner (D)
52. Mike Lumpkin (D)
53. No endorsement

#### State Senate

1. No endorsement
3. Carole Migden (D)
5. Lois Wolk (D)
7. Mark DeSaulnier (D)
9. Dual: Wilma Chan (D)  
Loni Hancock (D)
11. Joe Simitian (D)
13. Elaine Alquist (D)
15. No endorsement
17. No endorsement
19. Hannah Beth Jackson (D)
21. Carol Liu (D)
23. Lloyd Levine (D)
25. Mervyn Dymally (D)
27. Alan Lowenthal (D)
29. No endorsement
31. No endorsement
33. No endorsement
35. No endorsement
37. Arthur Bravo Guerrero (D)
39. Christine Kehoe (D)

#### State Assembly

##### District

1. Wesley Chesbro (D)
2. Paul Singh (D)
3. Mickey Harrington (D)
4. No endorsement
5. Dan Leahy (D)
6. Jared Huffman (D)
7. Noreen Evans (D)
8. Mariko Yamada (D)
9. Dave Jones (D)
10. Alyson Huber (D)
11. Tom Torlakson (D)
12. Fiona Ma (D)
13. Tom Ammiano (D)
14. Triple: Nancy Skinner (D)  
Tony Thurmond (D)  
Kriss Worthington (D)
15. Joan Buchanan (D)
16. Sandre Swanson (D)
17. Cathleen Galgiani (D)
18. Mary Hayashi (D)
19. Neutral (D)
20. Alberto Torrico (D)

21. Ira Ruskin (D)
22. Dual: Dominic Caserta (D)  
Paul Fong (D)
23. Joe Coto (D)
24. Jim Beall (D)
25. Taylor White (D)
26. John Eisenhut (D)
27. Bill Monning (D)
28. Anna Caballero (D)
29. No endorsement
30. Fran Florez (D)
31. Juan Arambula (D)
32. No endorsement
33. Robert Cuthbert (D)
34. Desmond Farrelly (D)
35. Pedro Nava (D)
36. Linda Jones (D)  
Jim Ledford (R)
37. Ferial Masry (D)
38. Carole Lutness (D)
39. Felipe Fuentes (D)
40. Bob Blumenfield (D)
41. Julia Brownley (D)
42. Michael Feuer (D)
43. Paul Krekorian (D)
44. Anthony Portantino (D)
45. Kevin DeLeon (D)
46. John A. Perez (D)
47. Karen Bass (D)
48. Mike Davis (D)
49. Mike Eng (D)
50. Hector De La Torre (D)

51. Curren Price (D)
52. Isadore Hall (D)
53. Ted Lieu (D)
54. Dual: Bonnie Lowenthal (D)  
Tonia Reyes-Uranga (D)
55. Warren Furutani (D)
56. Tony Mendoza (D)
57. Ed Hernandez (D)
58. Charles Calderon (D)
59. Don Williamson (D)
60. No endorsement (D)
61. Norma Torres (D)
62. Wilma Amina Carter (D)
63. Jonathan Abraham (D)
64. No endorsement (D)
65. Carl Wood (D)
66. Grey Frandsen (D)
67. Steve Blount (D)
68. No endorsement
69. Jose Solorio (D)
70. No endorsement
71. No endorsement
72. John MacMurray (D)
73. No endorsement
74. No endorsement
75. No endorsement
76. Lori Saldana (D)
77. No endorsement
78. Mary Block (D)
79. No endorsement
80. Dual: Greg Pettis (D)  
Manuel Perez (D)

## VOTE June 3

### State Ballot Propositions

#### Proposition 98-California Property Owners and Farmland Protection Act

The California Labor Federation opposes this deceptive initiative by wealthy landlords to abolish rent control under the guise of 'eminent domain'. The California Property Owners and Farmland Protection Act aims to eliminate laws that require developers to set aside a certain amount of affordable housing for working families. It would also jeopardize laws that require the fair return of rental deposits, and eliminate regulations that require 30 or 60 day notices before landlords can displace renters.

The wealthy landlords who are sponsoring this bill want voters to believe their measure is about eminent domain reform, but in reality, the bill contains hidden agendas that would eliminate renter's rights. The landlords are spending millions to get their measure on the ballot, because they stand to reap tens of millions of dollars in higher rents from hard-working families and retirees.

We hope that voters understand that this dishonest scheme would eliminate rent control and tenant rights. We encourage union members and allies to vote "NO" on this untruthful initiative on the June 2008 ballot.

- 98 Would eliminate rent control ----- No  
 99 Protection against "eminent domain" ----- Yes

## ESU Office Assignments

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

# ESU NEWS

MAY 2008

Official Publication of the Exxon Seamen's Union

## SeaRiver to hire more entry level seamen

SeaRiver Maritime has told the ESU it has plans to hire up to 15 new entry level Maintenance Seamen in the near future. The company is soliciting resumes now and intends on holding interviews for the positions by early June. Job offers will be made by late June and the corresponding new hire orientation class is planned for sometime in early August. It is hoped that a significant number of the new hires will then be sent to the fleet upon completion of the orientation class in mid to late August.

The team handling the hiring this time is made up of Fleet Manning Coordinator Ms. Helen Wright and Mr. Paul Matejowsky. Paul is a former mate in the ocean fleet. According to them, ideal candidates will possess an entry level (ordinary seaman, wiper, food handler) Merchant Mariner Document (MMD) without qualified rating endorsements such as AB or QMED, although applicants who have an MMD with qualified ratings will be considered on a case-by-case basis. Unlike the last two new hire groups, the company will not be looking at applicants who do not already possess a MMD. Those who have already obtained a TWIC or at a minimum, have already pre-enrolled for a TWIC will be preferred over those who have not. Interested parties can fax their resume with any qualifications, work history, references and personal information to Ms. Helen Wright at (713) 656-1958 or they can mail their resume to her in care of Fleet Manning, SRM-EMB 4.077B, PO Box 1512, Houston, TX 77251-1512. Helen's phone number is (713) 656-2786.

As of September 2007, the monthly pay for Maintenance Seamen (base pay plus SSHOT) began at \$2,743 and increased to \$2,996 after 3 years. The regular overtime rate is currently \$14.25 per hour. It is expected (but not certain) that SeaRiver and the ESU will reach a new agreement by the conclusion of contract negotiations in early June which will likely result in an increase in these numbers. New pay increases are normally effective September first. The number of overtime hours available to an MS varies according to many factors including the particular ship, route, weather and supervisor but usually is at least 20 hours and sometimes more than 60 hours per 2 week pay period. The Maintenance Seaman is normally assigned to day work with cross-departmental job responsibilities but may be assigned to a watch schedule if necessary. Paid time off is accrued at a rate of 24 days off per 30 days worked. Being that SeaRiver is a wholly owned affiliate of Exxon Mobil Corporation, employees receive most of the same benefits that any Exxon Mobil employee receives including disability, retirement and savings plans. Various medical and dental options are offered through the company's benefits plan as well.

Recently the MS rolls have dwindled significantly as a result of attrition and promotions and with several more retirements expected by the end of this year the shortage could become even worse. The ESU is optimistic this addition of up to fifteen new Maintenance Seamen will help head off the inevitable problems which would result if the pool of Maintenance Seamen were to shrink any further.

## Taxicabs accused of overcharging seamen at Baytown refinery

The ESU has received multiple reports alleging that unscrupulous cab drivers are extorting exorbitant fares from both American and foreign seamen at the Exxon Mobil Baytown refinery in Texas. According to the reports some cabbies are demanding a flat rate of \$20.00 each way *per occupant* for the short ride between the South Gate and the shopping areas on Garth Road. In the reports we have received, drivers for Baytown Express Cab Company were most often accused of this price gouging.

The ESU has been in touch with Baytown City Clerk, Ms. Kaythie Darnell about this matter. Her office is the one which issues taxicab permits within the city of Baytown. Ms. Darnell has advised us that local regulations require cab drivers to use the meter and that the practice of demanding flat rates is illegal. She recommended that if our members encounter this overcharging again, they should make note of the cab driver's name, cab number and the time and date of the infraction and then call her office at (281) 420-6588. If upon arrival at your destination a cab driver demands a flat rate, you should demand a receipt from him or her as well. If the driver then refuses to give you a receipt, call the Baytown Police Department.

As a labor organization the ESU strongly supports the right of all workers including cab drivers to earn a decent living, but finds reprehensible those who would side step government regulations and exploit fellow working men and women in order to reap excessive profits. Taxicab meter drop, mileage and extra passenger rates in Baytown are similar to the rates normally charged in other cities in the Southeast Texas area. In light of rapidly increasing gasoline prices, which are borne by the cabbies, the ESU encourages our members to tip an appropriate amount to those drivers who do use the meter and provide fair and honest service.

## REMINDER

### Contract negotiations resume June 2

The ESU Board will be in Galveston, Texas for contract negotiations the week of June 2, 2008. While in Galveston we will be remotely checking the answering machines in both the Seabrook and Benicia offices regularly but ask that all members refrain from calling the offices during that week unless it concerns an urgently important matter.

## TWIC compliance date rolled back

### Deadline for reimbursement remains June 1

The U.S. Department of Homeland Security (DHS) announced on May 2 that the new compliance date for the TWIC card program will be April 15, 2009, which is a change from the original deadline of September 25, 2008. According to a press release on the DHS website, the seven month extension was the result of collaboration between the DHS, port officials and industry, and realigns the enrollment period with the original intent of the TWIC final rule. Almost simultaneously with the DHS announcement an email was sent to the fleet from the SeaRiver office announcing the change and reminding all employees that while this extension is welcome it should not deter individuals from getting their TWIC cards as soon as possible. As an incentive for everyone to get their TWIC in a timely fashion the cut off date for reimbursement of TWIC application fees will remain June 1, 2008.

TWIC was established to serve as an identification program for all US merchant mariners and personnel requiring unescorted access to secure areas within a port. The DHS claims the program is progressing steadily and has already opened more than 100 fixed enrollment centers and dozens of mobile sites nationwide. More than 250,000 workers had enrolled by May 1 and thousands more are being processed each week. Enrollment began at the Port of Wilmington, Delaware in October 2007.

Even though the compliance date has now been extended the ESU still highly encourages everyone to enroll as soon as possible. Pre-enrollment can be done online at [www.tsa.gov/twic](http://www.tsa.gov/twic). Pre-enrollment allows individuals to fill out some forms in advance and to schedule a time to appear in person at an enrollment center to complete the full application process. Persons who do not pre-enroll and have not scheduled an appointment can still walk in but will be seen on a first come first serve basis only during those times when no appointments have been scheduled.

## Change in savings plan cash withdrawal process

Effective May 1, 2008, the process for taking cash withdrawals from the ExxonMobil Savings Plan will change. Currently, if a participant requests a cash withdrawal, he or she needs to ensure that sufficient Common Assets are available to fund the withdrawal. This often resulted in a two step process requiring the participant to sell indexed funds (Equity Units, Extended Market Units, International Equity Units, Bond Units, and Balanced Fund Units) and/or ExxonMobil stock to buy Common Assets before requesting a cash withdrawal.

Beginning May 1, 2008, participants will no longer be required to sell other investments (indexed funds or ExxonMobil stock) if there are insufficient Common Assets to fund a withdrawal. Instead, cash withdrawals will be funded from the After-Tax Account as follows: Common Assets will be liquidated up to the withdrawal amount requested. If there are insufficient Common Assets to fund the withdrawal, then indexed funds will be sold on a pro-rata basis across all indexed funds in that account. If, after liquidating indexed funds, there is still insufficient cash to fund the withdrawal, then shares of ExxonMobil stock will be sold, from a high to low cost basis, to make up the remaining amount.

How will withdrawals be taxed? A

withdrawal may consist of tax-paid and/or tax-deferred amounts. A withdrawal from your General Account is treated as a withdrawal from your tax-paid balance in that account and is tax-free to you. A withdrawal from your After-Tax Account is prorated between tax-paid and tax-deferred balances you have in the account. The portion of an After-Tax Account withdrawal attributable to your tax-paid balance is tax-free to you. The remainder is taxable as ordinary income. An additional 10% tax applies to the taxable portion of most withdrawals you receive prior to the date you attain age 59 1/2, with some exceptions. It is important to seek advice from a tax professional before making a withdrawal decision.

If you are considering a cash withdrawal, we strongly encourage you to review the additional details provided in the Frequently Asked Questions and to speak with a CitiStreet Customer Services Representative for specific information regarding your account and how your withdrawal will be funded. Additionally, a revised Summary Plan Description (SPD) for the ExxonMobil Savings Plan was made available on [exxonmobilfamily.com](http://exxonmobilfamily.com) and the Savings Plan Web site on May 1, 2008. If you have questions regarding these changes, please contact CitiStreet at 1-877-XOM-401K (1-877-966-4015).

## DLC Class in Vallejo, CA



Attending the Dangerous Liquid Cargo class from May 12 through May 16, 2008 at the Ramada Inn in Vallejo, California, are (from left): Rowan Mallet, Harley Thomas, Walter Figueroa, Aaron Roberts, Phil Francia and Curtis Dixon.

ESU News

Richard Scott and Rex Jett promoted to Able Seaman

In an email to the fleet dated May 9, 2008 SeaRiver Fleet Services manager Ron Floyd announced that effective May 16, 2009, Richard Scott and Rex Jett were to be promoted to Able Seaman. Rick and Rex were both previously on the AB list before being demoted to MS in April of 2005 as a result of the surplus created when the *S/R Mediterranean* was re-flagged and transferred to the International Fleet. At that time both Rick and Rex had the choice of taking the lay-off allowance as provided in Article XI of our contract or taking demotion down to Maintenance Seaman. Both chose to remain with the company and take the demotion to MS. With these two promotions, all individuals who were demoted at that time have now been re-promoted to their former ratings. There will now be 73 names on the AB seniority list

which is one greater than the 72 required by the 2.0 manning factor specified in our contract. It is still expected however, that even with the extra name on the list, there will be more promotions to AB in the not too distant future because of anticipated retirements and transfers to other departments. There will most likely soon be promotions to all other ratings as well as the Fleet Chef, Cook, Pumpman and QMED lists are also all at the minimum 2.0 level and several retirements are expected in those ratings as well. These promotions, while most welcome, will continue to exacerbate the acute shortage of Maintenance Seamen however. To help relieve this shortage the company intends to move up the interviewing and subsequent hiring date of a new group of Maintenance Seamen within the next few months (see related story this edition).

S/R Kodiak



Crewmembers at coffee time aboard the Kodiak in San Francisco Dry Dock on May 9, 2008 are (in back standing from left): Domingos Dalomba, John Weaver, Joel Mitchell, Wilbert Jackson, Eric Bush and Tim Williams. In front sitting are (from left): Derek Whittaker, Pavel Mika and Jim Byrd.

Ship reports

S/R American Progress

An ESU Board officer visited the ship on May 17, at the Exxon Mobil facility in Beaumont, Texas. The members were briefed on the status of the contract negotiations which resume on June second. AB Mike Harrison is filling in as Temp Rep while Rudy Benavides is on paid leave and reports no beefs. The *Progress* continues trading between Beaumont and Fort Lauderdale.

S/R Baytown

The *Baytown* was last visited at the ExxonMobil dock in Baytown, Texas on May 10, 2008. Regular Ship Representative Joe Bernavich was there and reported everything running smoothly. There have been some complaints about the taxi service in Baytown which the Board has taken to the city administration (see related article this edition). The *Baytown* continues in the Texas to Florida gasoline trade.

Kodiak

The *Kodiak* was visited by a Board Officer on May 9 at San Francisco Dry Dock. Members were briefed on recent happenings around the fleet and on the upcoming second round of contract negotiations. The crew was in good spirits and reported at lot of work getting done. Captain James gave the visiting ESU officer a tour of the house highlighting the improvements being made in the crew's mess, crew's lounge and crew's laundry. Eleven new recliners have been ordered for the rec. room. Regular Ship Rep Tim Williams is still onboard and Joe Pereira and Joel Mitchell are doing a fine job feeding everyone well at lunchtime. Currently it is expected the yard period will be completed sometime around the end of May.

S/R Long Beach

An Executive Board officer visited the ship May 8 at Valero in Benicia, California. Regular Ship Rep. Wayne Dymont was there and reported everything running well. Rick Scott was happy to learn of his promotion to AB. Robin Robinson is stepping up to Cook and by all reports she is doing a great job (see photo). There is continuing frustration over shipboard internet access. It now appears that excessive company controls may degrade the service to essentially useless. The *Long Beach* continues on her regular Valdez to Long Beach to San Francisco route.



Stepping up to Cook onboard the S/R Long Beach on May 8, is AB Robin Robinson. Robin is currently number one on the Cook Promotion List.

Sierra

The *Sierra* continues trading between Puget Sound and Valdez as usual. The ESU thanks Waverly Moore for filling in as Temp Rep. We are happy to see that MS Rozrick Purvis has joined the fleet and has signed up for the ESU. We welcome Roz and thank him for his support. AB Greg Reardon has been in touch with the ESU offices and reports all is well. No beefs.

S/R Wilmington

An Executive Board member visited the vessel on April 25 at the ExxonMobil dock in Baytown, Texas. Regular Ship Rep. Jeff Harris was on board and reports no beefs. The vessel recently loaded cargo at Sun Oil in Nederland, TX where the terminal still refuses to allow merchant seamen to cross their property to go ashore. The Union is working on the problem and has been in touch with the facility's security department, the US Coast Guard office in Port Arthur and SeaRiver management seeking remedy. This year's Coast Guard Appropriations Bill, if signed by the President in its present form, will require terminals to provide free transportation across their property to seamen for shore leave.

Coast Guard centralization nearing completion

As was originally reported in the January 2007 edition of the *ESU News* the US Coast Guard is relocating its mariner documentation functions from the local Regional Exam Centers (RECs) to a single centralized facility in Martinsburg, West Virginia. In an update, released last month the Coast Guard reported that as of April, 2008 ten RECs had already made the transition and the

remaining seven RECs are expected to make the transition by the end of September. This means that by October 2008 all merchant mariner credential transactions will be conducted under the new centralized system. Below is a chart of the seventeen RECs and their transition dates. Note that the first ten locations have already shifted their merchant mariner evaluation functions to West Virginia:

REC	Transition Date
New Orleans	Completed May 2007
Anchorage	Completed May 2007
Juneau	Completed May 2007
Baltimore	Completed September 2007
Toledo	Completed February 2008
St. Louis	Completed February 2008
Memphis	Completed March 2008
LA/Long Beach	Completed March 2008
Seattle	Completed April 2008
San Francisco	Completed April 2008
New York	May 2008
Portland, OR	May 2008
Charleston	June 2008
Honolulu	June 2008
Miami	July 2008
Houston	August 2008
Boston	September 2008

None of the current seventeen RECs will close but most offices will have their staff size reduced, and the Coast Guard says the smallest RECs will actually have some personnel added in order to operate more effectively. Under centralized operations mariners will now submit their credential applications to what the Coast Guard refers to as the new "storefront" RECs for an initial review. REC staff members will then assume the roll as mariner advocates and assist the mariner through the application process. They will review the mariner's application to en-

sure it is ready for evaluation and will then forward the application to the NMC in West Virginia for processing. The Commanding Officer of the NMC will be the final decision-maker with respect to the issuance and denial of all mariner credentials.

The RECs will still be responsible for administering examinations, fingerprinting applicants, verifying identity, collecting fees, answering questions concerning credential requirements and conducting audits of training courses in their geographic areas.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President John Straley  
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 Engine Trustee William Ackley  
 Steward Trustee Kurt Kreick

## SUMMARY ANNUAL REPORT FOR SUP WELFARE PLAN, INC.

This is a summary of the annual report of the SUP Welfare Plan, Inc., EIN 94-1243666, for the year ended July 31, 2007. The annual report has been filed with Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of SUP Welfare Plan, Inc. has committed itself to pay certain medical, dental and death claims incurred under the terms of the plan.

### INSURANCE INFORMATION

The plan has contracts with Health Net, Kaiser Foundation Health Plan of the Northwest, Private Medical-Care, Inc., Kaiser Foundation Health Plan, Inc., Dental Health Services Inc., Group Health Cooperative, Bluecross Blueshield of Louisiana, Guaranty Assurance Company, Pacific Union Dental, MHN Services, The Union Labor Life Insurance Company, Delta Dental of California, UnitedHealthCare and The United States Life Insurance Company in the City of New York to pay certain medical, dental, and death claims incurred under the terms of the plan. The total premiums paid for the plan year ending July 31, 2007 were \$3,565,204.

### BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$14,047,370 as of July 31, 2007, compared to \$14,923,776 as of August 1, 2006. During the plan year, the Plan experienced a decrease in its net assets of \$876,406. This decrease included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$5,747,298 including employer contributions of \$4,880,260, participant contributions of \$53,004, realized gains of \$45,106 from the sale of assets, earnings from investments of \$738,797 and other income of \$30,131.

Plan expenses were \$6,623,704. These expenses included \$950,998 in administrative expenses and \$5,672,706 in benefits paid to participants and beneficiaries.

### YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, upon request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of five percent of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, Inc., who is the plan administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 764-4990. The charge to cover copying costs will be \$30.00 for the full report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 730 Harrison Street, Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year in the United States; \$30 per year international.

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**450 Harrison Street**

**San Francisco CA 94105**



## Welfare Notes

May 2008

### Keep Us Informed

Please be sure to keep the Plan Office informed of the following changes:

- New Address
- Dependent Changes (marriage, divorce, or children to be added)

### 19-year Old Dependent Children

19-year old dependent children are not eligible dependents with the SUP Welfare Plan. There is no extension of coverage for students. Eligibility/Coverage terminates in the month following the 19<sup>th</sup> birthday. When your child reaches the age of nineteen, you will receive a COBRA notice advising you that you can continue coverage by making self-payments to the plan. By law, the COBRA rates are 2% over the premium payment currently covering your dependent. When your dependent reaches the age of 19, it would be in your best interest to check out the cost of School Plans and Individual Plans for your dependent. School Plans and Individual Plans are generally less expensive and should provide adequate coverage in most cases. Be sure to check on limitations for pre-existing conditions if there is an ongoing health problem.

### Unfit For Duty & Eligibility

If you are Unfit for Duty, your eligibility for coverage may be extended; however, you must inform the Plan office of your Unfit for Duty status with documentation from your attending physician. Periodic updates of your status should be submitted if your disability continues.

Please check with the Plan office if you have any concerns about your eligibility. If your eligibility terminates, you must work 120 mandays within a 12 month period to become eligible again. Once you regain your eligibility, you must also enroll in a plan to be covered.

Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)

Patty Martin [martinpatty59@sbcglobal.net](mailto:martinpatty59@sbcglobal.net)

Virginia Briggs Claims [vbriggs80@sbcglobal.net](mailto:vbriggs80@sbcglobal.net)

Michael Jacyna Eligibility [mjacyna67@sbcglobal.net](mailto:mjacyna67@sbcglobal.net)

Training Rep., Berit Eriksson: 415-957-1816 or [berittrainrep@sbcglobal.net](mailto:berittrainrep@sbcglobal.net)

SUP Welfare Plan

730 Harrison Street, #415, San Francisco, CA 94107

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

## SUMMARY ANNUAL REPORT FOR Andrew Furuseth School of Seamanship Training Plan

This is a summary of the annual report of the Andrew Furuseth School of Seamanship Training Plan, EIN 30-0162507, for the year ended July 31, 2007. The annual report has been filed with the Employee Benefit Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$688,989 as of July 31, 2007 compared to \$537,983 as of August 1, 2006. During the plan year, the plan experienced an increase in its net assets of \$151,006. The plan had total income of \$412,461 including employer contributions of \$406,025, earnings from investments of \$6,065 and other income of \$371.

Plan expenses were \$261,455. These expenses included \$97,795 in administrative expenses, and \$163,660 in benefits paid to participants and beneficiaries.

### YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Andrew Furuseth School of Seamanship Training Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94105, telephone (415) 764-4990. The charge to cover copying costs will be \$2.25 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.



# Transportation Worker Identification Credential (TWIC) Enrollment Centers as of May 2008

To obtain a TWIC, mariners may visit the following enrollment centers or to simplify the process and save time, you can pre-enroll online at [www.tsa.gov/twic](http://www.tsa.gov/twic) or call 1-866-347-8942. The enrollment process requires applicants to visit an enrollment center to provide biographic information, sign a disclosure form, provide the necessary identity verification documents, provide a complete set of fingerprints, sit for a digital photograph and pay the enrollment fee. For a complete list of disqualifying crimes and offenses, visit [www.tsa.gov/twic](http://www.tsa.gov/twic).

<p><b>Alabama</b> 250 North Water Street <b>Mobile</b></p> <p><b>Alaska</b> 619 E Ship Creek Avenue <b>Anchorage</b> 3200 Hospital Drive #202 <b>Juneau</b> KPD Shelikof Facility 405 Marine Way <b>Kodiak</b></p> <p><b>California</b> 301 East Ocean Boulevard Suite 500 <b>Long Beach</b> 2000 Marina Vista Dr. <b>Martinez</b> 1830 Embarcadero Ave. #104 <b>Oakland</b> Oakland Maritime Support Services 11 Burma Road <b>Oakland</b> 2102 W. Vineyard Avenue <b>Oxnard</b> 13201 San Pablo Ave. #300 <b>Richmond</b> 1025 W. Laurel St., Ste. 103 <b>San Diego</b> 500 Sansome Street, Suite 202 <b>San Francisco</b> 1931 North Gaffey St. Ste B <b>San Pedro</b></p> <p><b>Connecticut</b> 75 Crystal Ave <b>New London</b></p> <p><b>Delaware</b> 1 Hausel Road <b>Wilmington</b></p> <p><b>Florida</b> Port Everglades Badging Ofc. 1030 Taylor Rd. <b>Dania Beach</b> 955 Tallyrand Avenue <b>Jacksonville</b> Habana Plaza (rear) 3125 Riviera Drive <b>Key West</b> 975 North America Way <b>Miami</b> c/o Manatee County Port Authority 3604 Reeder Road <b>Palmetto</b> 707 Mullet Road Suites 117/118 <b>Port Canaveral</b> 2051 Dr. Martin King, Jr. Blvd., Suite 303 <b>Riviera Beach</b> 2604 E. 7th Avenue <b>Tampa</b></p> <p><b>Georgia</b> Georgia Power Plant McManus 1 Crispen Island Drive <b>Brunswick</b></p>	<p>5214 Augusta Road <b>Garden City</b></p> <p><b>Hawai'i</b> Kahului Shopping Center 65 West Kaahumanu Ave. Unit 14 <b>Kahului, Maui</b> 970 Kele Street, Suite 102 <b>Lihue, Kauai</b> Hilo Hawaiian Hotel 71 Banyan Drive <b>Hilo</b> 1347 Kapiolani Boulevard Suite 204 <b>Honolulu</b></p> <p><b>Illinois</b> 8741 South Greenwood Dixon Building <b>Chicago</b> 111 W. Washington Street Ste. 346 <b>East Peoria</b> 1635 W. First Street <b>Granite City</b> Three Rivers Safety Council 1615 W. Jefferson Street, Suite TWIC <b>Joliet</b></p> <p><b>Indiana</b> 200 Russell Street, Suite 110 <b>Hammond</b> Suite 37C 3602 Northgate Court <b>New Albany</b></p> <p><b>Kansas</b> Commerce Plaza 1, 7th Floor 7300 West 110th Street <b>Overland Park</b></p> <p><b>Louisiana</b> Safety Council for Louisiana Capital Area 8180 Siegen Lane <b>Baton Rouge</b> 1340 W. Tunnel Blvd. Suite 550 <b>Houma</b> 700 W. McNeese Street <b>Lake Charles</b> LaPlace Shopping Center 1933 West Airline Hwy. <b>LaPlace</b> 512 Roderick Street <b>Morgan City</b> Port Fourchon Harbor Police 108 A.O. Rappelet Road <b>Port Fourchon</b> 170 James Drive East Suite 104 <b>St. Rose</b></p> <p><b>Maine</b> 163 Hildreth St. North <b>Bangor</b> 236 Oxford Street, Suite 12 <b>Portland</b></p> <p><b>Maryland</b> 2200 Broening Highway Suite 220 <b>Baltimore</b></p>	<p>213 W. Main Street Suite 204C <b>Salisbury</b> 3225 Old Washington Road Suite 2106 <b>Waldorf</b></p> <p><b>Massachusetts</b> 28 Damrell Street, Suite 104 <b>Boston</b> 300 Tremont Street, Unit #5 <b>Carver</b></p> <p><b>Michigan</b> 200 W. Erie Street, Suite 1 <b>Calcite</b> DeRay Mechanical 667 S. Post Street <b>Detroit</b> 863 North Pine Road <b>Essexville</b> 430 S. Water Street. <b>Marine City</b> 800 East Ellis Road, Suite 122 <b>Norton Shores</b> Amer. Inn of Silver City 120 Lincoln Ave <b>Ontonagon</b> 511 Ashmun St. <b>Sault Ste. Marie</b> 396 N. State St. <b>St. Ignace</b> 1020 Hastings St., Suite 105 <b>Traverse City</b></p> <p><b>Minnesota</b> 1310 Port Terminal Road <b>Duluth-Superior</b> Holiday Inn, 1500 Hwy 71 <b>International Falls</b> 34 13th Avenue, NE <b>Minneapolis</b> 2161 University Avenue <b>St. Paul</b></p> <p><b>Mississippi</b> 800 Dr. Martin Luther King, Jr. Blvd. <b>Greenville</b> 1223 30th Avenue <b>Gulfport</b> Ergon Refining 227 Industrial Drive <b>Vicksburg</b></p> <p><b>New Jersey</b> 89 Beuning Street, Suite G <b>South Hackensack</b></p> <p><b>New Hampshire</b> 30 Mirona Road <b>Portsmouth</b></p> <p><b>New York</b> 102 Smith Boulevard <b>Albany</b> 2680 Grand Island Blvd Suite 9 <b>Grand Island</b> Whitehall Ferry Terminal 4 South Street, Room 210 <b>New York</b> One East 2nd St. <b>Oswego</b></p>	<p>800 West Ave. Suite 323 <b>Rochester</b> Howland Hook Marine Term. 241 Western Avenue <b>Staten Island</b></p> <p><b>North Carolina</b> 311 Atlantic Beach Causeway <b>Atlantic Beach</b> 5704 Oleander Drive, Suite 107 <b>Wilmington</b></p> <p><b>Ohio</b> 4830 State Road <b>Ashtabula</b> 8044 Montgomery Road, Suites 754,755 <b>Cincinnati</b> 3100 E 45th Street, Suite 226 <b>Cleveland</b> 401 Broadway Avenue, Suite D Office B <b>Lorain</b> 444 W. Perkins Avenue Suite 102 <b>Sandusky</b> Star Center, One Maritime Pl. 720 Water Street <b>Toledo</b></p> <p><b>Oklahoma</b> 5350 Cimarron Road <b>Catoosa</b></p> <p><b>Oregon</b> 7025 North Lombard Suite 100 <b>Portland</b></p> <p><b>Pennsylvania</b> 601 Upland Ave., Suite 120D <b>Marcus Hook</b> Philadelphia Regional Port 3460 North Delaware Avenue <b>Philadelphia</b> 701 North Point Drive Suite 104 <b>Pittsburgh</b></p> <p><b>Rhode Island</b> 17 Virginia Avenue Suite 105 <b>Providence</b></p> <p><b>South Carolina</b> 4600 Goer Drive, Suite 112 <b>North Charleston</b></p> <p><b>Tennessee</b> 5959 Shallowford Road, Ste 427 <b>Chattanooga</b> 3865 Viscount Avenue Suite 2 <b>Memphis</b> 3200 West End Avenue Suite 510 <b>Nashville</b></p> <p><b>Texas</b> Ford Convention Center Tyler Room 5155 IH-10 So. <b>Baumont</b> 1000 Foust Road <b>Brownsville</b></p>	<p>7433 Leopard Street <b>Corpus Christi</b> 6000 Broadway Suite 103 <b>Galveston</b> West Gulf Maritime Assoc. 1717 Turning Basin <b>Houston</b> 621 W. Main Street <b>LaPorte</b> Brazos Mall Suite 1039 100 Hwy 322 West <b>Lake Jackson</b> 3800 Highway 365 Suite 123 <b>Port Arthur</b> 411 West Main St. <b>Port LaVaca</b> 301 Highway 146 N. <b>Texas City</b> 1750 FM 1432 <b>Victoria</b></p> <p><b>Virginia</b> 814 Greenbrier Circle Suite F <b>Chesapeake</b> 11815 Fountain Way Suite 300 Rm 359 <b>Newport News</b></p> <p><b>Washington</b> 8327 Summit Park Road Suite D <b>Anacortes</b> Port of Everett Marina Marina Conference Center 404 14th Street <b>Everett</b> Fraternal Order of Eagles AERIE #1 205 Carson Avenue South <b>Seattle</b> 5009 Pacific Highway East Suite 17 Fife Business Park <b>Tacoma</b></p> <p><b>West Virginia</b> Tri-State Fire Academy 4200 Ohio River Road <b>Huntington</b></p> <p><b>Wisconsin</b> 425 South Military Avenue <b>Green Bay</b> 3073 South Chase Avenue Suite 620 Building 28 Floor 1 <b>Milwaukee</b></p> <p><b>Puerto Rico</b> Prima Piso, Salon de Conferencias Ave. Santiago de los Caballeros final Edificio Turismo <b>Playa Ponce</b> Navy Frontier Base, Suite 1 408 Ave. Fernandez Juncos <b>San Juan</b></p>
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## SUP Training Representative's Report

As the Andrew Furuseth School of Seamanship Training Representative I would like to let you know what it is I do on behalf of the membership at the SUP Training Benefits office. My main duty is to help members keep up with their training and certification requirements as well as helping with their document renewal processes. I work with members to find the appropriate training facility, arrange for travel, book lodging and any other service that may be necessary. I also work with government and industry groups in developing maritime workforce education policy. The SUP is a leader in promoting labor friendly policies that addresses the training and education needs of the unlicensed mariner.

Since coming onboard in January of this year I have attended several events that addressed the need for support for maritime workforce development. To remain a strong and vital Union the SUP has a need for well trained and motivated new members. With the costly U.S. Coast Guard certification requirements created since the implementation of the STCW Convention it is important that we work with government agencies towards creating federal and state support and funding programs for the entry level mariner all the way to the hawesepiper.

Early April I attended a Ship Operations Cooperative Program, kindergarten through high school maritime awareness and education conference at MM&P's Maritime Institute of Technology and Graduate Studies in Maryland. Many school districts in major ports across the country are interested in partnering with the maritime industry to create awareness of our industry and the well paying jobs within both shore based or water based employment. At the high school level some districts are implementing maritime skills training programs which may provide future mariners for our industry. The SUP has long supported one of the most successful of these maritime technologies schools at Mar Vista High School in Imperial Beach, California.

I have addressed the need to inject maritime workforce development issues into the discussion surrounding intermodal transportation policy development at venues such as the Maritime Transportation System National Advisory Committee, the California Maritime Transportation System Advisory Committee and at East San Francisco Bay port development meetings. It seems that the training needs of the workers within the intermodal system is the often overlooked when these discussions are held. We need to have a presence at these venues so that the voice of labor and our concern for the workforce training and education needs of the workers within these systems is heard.

Berit Eriksson, Andrew Furuseth School of Seamanship  
450 Harrison Street, San Francisco, CA 94105  
Phone: 415-957-1816; Fax: 415-371-1593; Cell: 206-551-1870

## Hayes/Waters Training Class



Graduating from the Hayes/Waters Training Class, at the Training Resources Ltd., (TRL) in San Diego, California, are from left: Yvette Bell (SUP), Dennis Belmonte (SUP), Ryan Hughes (MFOW), Chris Roblee (SUP), Carlos Perez (MFOW), Mark Relojo, Joel Heath, and Jose Duran (all SUP).

## Somalia pirates seize Jordanian ship

Somali pirates hijacked a Jordanian ship carrying sugar to Mogadishu, Somalia, on May 17, in the latest in a string of attacks off Somalia's lawless coast, the head of a seafarers association said.

Andrew Mwangura of the East Africa Seafarers Assistance Program said the attack occurred early in the morning. The pirates seized the ship not far from Mogadishu, Somalia's capital, and were taking it north, he said.

Alaa al-Batayneh, Jordan's minister of transportation, said about a dozen crew members from Pakistan, India, Tanzania and Bangladesh were aboard the ship, according to Petra, the Jordanian news agency.

Contact with the ship, *Victoria*, was lost at 8:00 A.M. local time when the ship was 35 miles off the Somali shore, the agency quoted Batayneh as saying. He said Jordanian authorities were coordinating efforts with the Danish Embassy in Mogadishu to try to release the ship and its crew. Denmark has an agreement with Jordan to protect Jordanian-flagged vessels passing Mogadishu or anchored off it. The *Victoria* was leaving India heading to Mogadishu, carrying 4,000 tons of sugar in an aid shipment, Batayneh said. Batayneh ordered Jordan's marine authorities to issue a warning to ships carrying the Jordanian flag, to avoid Somalia's coast.

## Farm bill passes Congress continued from page 3

windfall profits to grain traders without passing on any benefits to farmers, and the expenditure of scarce resources that could have been used to create other benefits. In the end, the Ministry found that the cost of local commodities was only "slightly below the landed imported cost of comparable quality grain." Similarly, a recent review of WFP's local purchase program in Uganda revealed that a small group of bidders conspired to rig bids and manipulated prices for aid commodities. This was made easier by the tight oligarchical nature of traders having the wherewithal to meet tenders locally—even in a relatively developed market with a decade of local purchase history such as Uganda.

Our coalition believes that the debate regarding foreign or "local" purchase proposals has not been informed by a balanced view of their potential risks. Their basic premises of increased efficiency, effectiveness, and speed of delivery remain unproven. Then, are also serious potential problems with corruption, accountability, profiteering, quality, reliability, safety, market disruption, and loss of a visible symbol of American generosity when our nation's foreign policy and national security already face daunting global challenges.

Above all, these proposals represent a risk to the entire U.S. food aid program and thus to recipients in need around the globe. There is no substitute for the current U.S. food aid program. We provide one-half of the world's food aid, 60 percent of WFP's total food resources, and three times the level of all EU food aid.

American food aid programs have endured because they appeal to a wide cross-section of interests. In-kind food aid provides jobs and stimulates economic activity at home while feeding the hungry overseas, and the domestic constituency has been an invaluable ally in the efforts of the Congress to sustain and increase food aid. When the EU discontinued in-kind food aid, donations dropped dramatically, proving that there is no constituency far sending cash welfare payments overseas. Today our nation's vital security requirements and other pressing domestic priorities demand every dollar in the available budget. We are concerned that cash aid, with no constituency to fight for it and competing with other pressing national priorities, would simply melt away, leading to an overall decline in much-needed international humanitarian assistance."

## Matson profits soar continued from page 3

laborative working relationship between both companies. The Outstanding Achievement Award honored Matson for its role in successfully providing sailing and delivery priorities for Toyota's roll out program for its new "Tundra" model with auto dealers in Hawai'i and Guam, in order to coincide with release dates on the U.S. Mainland.

Recent enhancements to Matson's auto carriage service include the re-entry of the *m/v Mokiha* following modification work that involved adding a new auto garage. The new design increased Matson's Hawai'i roll-on/roll-off (ro-ro) capacity by over 30,000 autos per year and features a fully enclosed garage. The fleet enhancement is part of a multi-phase program commenced in 2003 that provides Matson's auto customers two essential service features: frequency of service and ro-ro-capacity. In addition to the modifications to the *Mokiha*, Matson has also invested in an above-deck garage for its *S.S. Lurline*, made shoreside facility improvements and developed a new information technology platform for auto shipments.

## El Nino may have helped Magellan cross the Pacific

The phenomenon known as El Nino, which has puzzled climate scientists in recent decades, may have assisted the first trip around the world nearly 500 years ago. Explorer Ferdinand Magellan encountered fair weather on November 28, 1520, after days of battle through the rough waters south of South America. From there his passage across the Pacific Ocean may have been eased by the calming effects of El Nino, researchers speculate in a new study.

When El Nino occurs, the waters of the Equatorial Pacific become warmer than normal, creating rising air that changes wind and weather patterns. The effects can be worldwide, including drought in the western Pacific and more rain in Peru and the west coast of South America. Tree ring data indicate that El Nino was occurring in 1519 and 1520 and may even have begun in 1518.

After passing through the strait later named for him, Magellan sailed north along the South American coast and then turned northwest, crossing the equator and eventually arriving at the Philippines, where he was killed in a battle with natives. Magellan was seeking the so-called spice islands, now part of Indonesia, and his course took him north of that goal. But the route may have been dictated by mild conditions and favorable winds during El Nino, anthropologists Scott Fitzpatrick of North Carolina State University and Richard Callaghan of the University of Calgary in Alberta propose in a new study of his trip. Their research is summarized in the journal *Science* and is scheduled to be published in full in the August *Journal of Pacific History*. They were studying early exploration trips and were struck by the fact that Magellan sailed unusually far north, Fitzpatrick explained.

## Record of SUP Shipping

April 2008

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	6	2	2	1	11
Maint. Man	7	0	0	2	9
A.B. Dayworker	0	0	5	4	9
A.B.	9	12	6	4	31
O.S.	4	2	1	1	8
Standby	19	17	51	50	137
<b>TOTALS</b>	<b>45</b>	<b>33</b>	<b>65</b>	<b>62</b>	<b>205</b>



# SUP President's Report

May 12, 2008

## U.S. COAST GUARD

Participated in a meeting organized by the Masters, Mates and Pilots with Coast Guard Commandant Thad Allen on April 24, at Coast Guard Headquarters in Washington, D.C. Other participants included MFOW President Anthony Poplawski, SIU-AGLIWD/NMU Executive Vice President Augie Tellez, IBU President Alan Cote, MM&P President Tim Brown, MEBA President Don Keefe, AMO President Tom Bethel, ARA Secretary-Treasurer Cal Young, MM&P Executive Assistant to the President Mike Rodriguez, and MEBA attorney Nils Djusberg. In addition to Admiral Allen the Coast Guard was represented by Rear Admiral William Baumgartner, Judge Advocate General; Rear Admiral Brian Salerno, Assistant Commandant for Marine Safety, Security and Stewardship; and Rear Admiral James Watson, Director of Prevention Policy.

The key issue which prompted the meeting was the implementation date of the Transportation Worker Identification Credential (TWIC) and its impact on mariners. The Unions strongly questioned the September 25, 2008, deadline for obtaining the document given the delays experienced at many Enrollment Centers across the nation. The Unions also emphasized that if the September deadline remained firm, the normal functioning of the U.S. merchant marine could be jeopardized. Admiral Allen stated categorically that the Coast Guard would not allow a "train wreck" to occur and that he would take action on this issue. As a result of this meeting, as well as other meetings across the country, the Department of Homeland Security—of which the Coast Guard is part of—announced on May 2, that the final TWIC compliance date will be April 15, 2009.

The discussion on TWIC also touched on the appeal and waiver process, the absence of card readers and the practicality of vessel security escort rules.

Marine medical standards were also an issue with the Unions voicing strong opposition to the stringent requirements that have been circulated. The Coast Guard suggested forming a medical advisory committee, including maritime labor, to analyze the issue.

Shore leave for mariners was also discussed given regulations and practices implemented by many marine terminals. The Unions asserted that going ashore is a right not a privilege and that other nations could take retaliatory action against American mariners if the United States restricted shore leave for foreign mariners. Admiral Allen responded that he has directed his Captains of the Port to address this issue.

At the conclusion of this productive meeting, Admiral Allen stated that in conjunction with General Norton Schwartz, Commander of the United States Transportation Command, and Maritime Administrator Sean Connaughton he is planning a national event to address maritime issues, and requested the Unions to participate.

## MATSON NAVIGATION COMPANY

In accordance with Article XVII of the SUP Constitution, a Negotiating Committee shall be elected at today's Headquarters meeting to bargain with Matson. The Committee will turn-to tomorrow to review proposals submitted by the membership in preparation to caucus with the MFOW and SIU-Marine Cooks Negotiating Committees and ultimately to bargain with the company.

At the request of the SUP, MFOW and SIU-Marine Cooks (which comprise the SIU-Pacific District), met with representatives of Matson on May 1, at the company's headquarters in Oakland to schedule bargaining dates and discuss other issues related to the process. The Unions were represented by MFOW President Anthony Poplawski, SIU-AGLIWD/NMU West Coast Vice President Nick Marrone and your secretary, Captain Jack Sullivan, Vice President, Operations & Offshore Labor Relations; Captain Gary Fleeger, Marine Superintendent; Tom Percival, Manager, Off-

shore Labor Relations; and Dale MacGillivray, Manager, Labor Relations, attended for the company.

It was agreed by the parties that negotiations will begin on May 28, at SUP Headquarters with approximately 17 meetings scheduled up to and including the current agreements expiration date of June 30. The contracts to be bargained include the General Rules of the Offshore and Intercostal Agreement in conjunction with the MFOW and SIU-Marine Cooks, SUP Work Rules of the Offshore Agreement and the SUP Maintenance and Extra Maintenance Agreements.

As the membership will recall the Unions bargained in good faith in 2002 a three-year agreement that covered all liner vessels in the offshore trades including the *m/v Manukai* then under construction at Kvaerner (now Aker) Philadelphia Shipyard. However, with the ink still wet on that agreement, Matson in 2003 threatened to run a double-breasted operation with the Kvaerner ships unless all Matson's seagoing Unions—except the SIU-Marine Cooks—made concessions.

The SUP and MFOW fought this cynical, Union-busting maneuver until two things occurred: First, reliable maritime sources confirmed that Keystone Shipping, Interocean Uglund Management Corporation, and Marine Transport Lines were prepared to buy the Kvaerner ships (*Manukai*, *Maunawili*, *Manulani* and eventually the *Maunalei*) and time-charter them back to Matson. Those companies have collective bargaining agreements with the SIU-AGLIWD/NMU and the AMO; and secondly, after filing unfair labor practice charges with the National Labor Relations Board on March 12, 2003, and being forced into arbitration, the arbitrator ruled on April 14, 2003, that although the Kvaerner ships were referenced in the 2002 Agreement, Matson did not own the ships and, therefore, were not covered by the 2002 Agreement. In addition, the MM&P, MEBA and ARA had already negotiated concessionary agreements with Matson.

Having taken the company to the brink without the right to strike since the 2002-2005 agreement was in full force and effect, it was the choice of the SUP and MFOW to either walk off the end of the pier and accept the eventual demise of Matson as a contracted employer or to bargain for our survival. The only reasonable and logical option was to bargain. With a gun at our collective head, concessions were made to Matson that the company found "acceptable".

Under the terms of the April 17, 2003 settlement, the length of the Agreement for the Kvaerner ships began on July 1, 2003 and terminates on June 30, 2013. This year, by June 15, the SUP and MFOW are slated to meet to negotiate wages and wage-related items for the remainder of the Agreement from July 1, 2008, through June 30, 2013. In the event the parties fail to reach agreement by June 15, the issue will be submitted to arbitration under Section 10 of the General Rules.

The 2002-2005 agreement covering the *Kauai*, *Lihue*, *Lurline*, *Mahimahi*, *Maui*, *Manoa*, *Matsonia*, *Mokihana* and *R.J. Pfeiffer* was extended until June 30, 2008, with the proviso that the parties would meet prior to June 15, 2005, to negotiate wages, etc. for those vessels plus the Maintenance and Extra Maintenance agreements for 2005, 2006 and 2007. This was accomplished, but not without the SUP being forced to prepare for strike action because Matson refused to pay \$1,000,000 owed to the SUP Welfare Plan. The company eventually buckled and agreed to pay. The last payment of \$250,000 with interest is due on July 1.

With the preceding as background the SUP and MFOW were recently informed that the SIU-Marine Cooks agreement with Matson for all liner vessels—including the Kvaerner ships—terminates on June 30.

At the meeting with Matson, the Unions reminded the company that the SIU-Pacific District (SUP, MFOW, SIU-Marine Cooks) was certified by the NLRB in 1954 as the bargaining agent for the unlicensed deck, engine and steward departments in all company vessels and, therefore, all Unions must have a common contract expiration date for all liner vessels and that date should be June 30, 2008. While Captain Sullivan acknowledged that bargaining would be "easier" if there was a common expiration date which the Unions concurred with, Sullivan stated that he would take the Union

proposal under advisement and respond in a timely manner. As of today's meeting, Matson has not responded.

Given the contentious collective bargaining relationship, the Unions have experienced over the past five years, the membership should be prepared for any contingency.

## HOLIDAYS

All SUP halls will be closed on Monday, May 26, in observance of Memorial Day, a holiday under all SUP contracts.

All SUP halls will also be closed on Wednesday, June 11, in observance of Kamehameha Day, a holiday under the Matson Offshore Agreement covering all vessels except the *ITB Moku Pahu*, and those working under the Maintenance and Extra Maintenance Agreements. If the *Moku Pahu* is in an Hawai'i port on June 11, the holiday is observed as per the ILWU Local 142 agreement.

## ACTION TAKEN

Election of Matson Negotiating Committee: Rich Reed, Paul Fuentes, Art Thanash, Bill Berry, and Noel Itsumaru.

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

Gunnar Lundeberg

## Vice President's Report

May 2008

### Back to work

As many members know, I was recently hospitalized for an invasive Group A Streptococcal infection that led to Streptococcal Toxic Stress Syndrome, bi-lateral pneumonia, Acute Respiratory Distress Syndrome, among other things. My symptoms were mostly mild and flu-like, but even before I arrived at the emergency room of a local hospital my immune system had freaked out and made septic my blood: internal organs were being shutdown. Before I knew what I had I was in a coma and so I didn't have to confront my demise until much later. But doctors advised my wife to notify family and friends: this condition came with an extremely high mortality rate.

Obviously, I was lucky to survive, and to recover without permanent organ damage is something of a miracle. I credit the indispensable help of my family, but I also survived because of the SUP. Of course, it was Union-generated health insurance that paid for the professional care. And while I was out, all of the agents of the Union covered my job, allowing me to fully concentrate on recovery. From the membership came waves of support as dozens of encouraging cards, emails, calls and voicemails wished me well and pledged to help in any way. Most of all, the critical purpose of our work—the sense of things left unfinished—had a vital medical value. Seven days after admission, for example, I emerged from the coma in a drug-induced stupor and couldn't understand why I wasn't working, asking for my phone before I could speak. Being part of the SUP is a rare privilege and while I slowly learned how to breathe, eat, sleep and walk again, the prospect of getting back to the business of our Union sustained me.

### Ships Checked

The following ships include reports on visits made in March, April and May:

**APL Singapore:** Delegate Jimmy Alarcon. Tying up and letting go on watch after 1700 and before 0800 is payable in the amount of no less than 1 hour—continuous time thereafter in half-hour increments.

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# SUP Branch Reports

## Seattle

April 21, 2008

Shipped during the period: 2 Boat-swains filled by two A members; 13 Able Seaman berths filled with 6 A members; 5 B members and two C members—4 of these jobs were to Navy ships; an Ordinary Seaman to a Navy bottom; 13 standbys filled by 6 A members, 3 B members, 3 C members and one D registrant.

Registered during the period: 15 A cards for a total of 23; 13 B cards for a total of 27; 4 C cards for a total of 8.

### Ships Checked

Matson Navigation Company vessels the *Maui*, *Kauai* and *Manoa* all called in Seattle with little or no problems. The Matson MSC ammunition carrier *Cape Jacob* called in the Puget Sound to discharge cargo before heading down to the Portland shipyard. Good gang on here. This ship has been overseas for several years and returned with a clean payoff. From all reports the Navy will continue to run this ship for another five years.

The *President Polk* called in New York with an all Seattle gang. There seems to be an ongoing disregard for Section 11(g) aboard this vessel. During docking and undocking the bridge management team is making a steady practice of calling out sailors and ordering them to turn-to immediately and telling them to back up the overtime. As a steady practice this does not exhibit good seamanship and will certainly result in injury to the crew. The Union has informed the company to cease this action immediately.

The SUP participated in the USCG's Puget Sound Area Maritime Security Training Exercise Program's table top exercise. This exercise is discussion based involving a Transportation Security Incident scenario. This combines local emergency first responders and law enforcement agencies with labor, tug operators, pilots, and other members of the maritime community. All in all the USCG is doing very well in attempting to get all the players together. The only sour note was the Pacific Maritime Association representative spewing anti-labor propaganda when he remarked that if a terrorist incident were to happen "labor would disappear for a week, you wouldn't get them back for a week". This kind of rhetoric brings nothing to the table and was soundly rebutted by a towing company representative who stated, "I am an employer and if and when an emergency happens, labor will step right up."

I attended the King County Labor Council meetings; the Puget Sound Harbor Safety Committee meeting; a Seattle Freight Advisory Committee meeting and an Alaska Way Viaduct Advisory Council meeting. Many of these meetings occur in the early evenings. We gladly welcome any members who would like to "get involved" in these committees or the Labor Council meetings.

Vince O'Halloran  
Branch Agent

Support the  
SUP Political Fund

## Wilmington

April 21, 2008

Shipped during the period: 1 bosun, 9 ABs, 3 ABDs, 1 OS and 65 standbys for a total of 79. Registration: 41 A cards, 28 B cards, and 6 C cards.

### Ships Checked

*Maunawili*, *Singapore*, *China*, *Korea*, *Manulani*, *Thailand*, *Mahimahi*, *Matsonia* and *Philippines*.

Attended harbor coalition meetings to set up the Labor Day parade. Also marched with the Los Angeles County Federation of Labor on a three-day, 28-mile walk from Hollywood to the Docks, making our Union many new friends and allies. Los Angeles is a Union territory and we let the politicians know it. The winning voting block is not called the women vote or the black vote/white vote or Rasa/Asian vote. Get it straight democrats, the winning voting block is the working class tax-payers vote. Brothers, we need another candidate like J.F.K. Someone who is not scared or paid off; correct, not politically correct. Had the opportunity to talk with Senator Mark Ridley Thomas. Senator Thomas is a Robert F. William's a pro constitution man and a part of our labor movement.

Our Wilmington hall was run by the MFOW agent during the march. He also made calls on ships and collected dues. Many thanks, Bro. Was also the fourth month we held labor history education Friday. On the last Friday of the month, we show pro labor videos with soda and snacks. Brothers, if we do not study history, we are subject to repeat it.

Trouble on the *Pfeiffer*. It seems that the company might want to use some popcorn lawyer trick to force us into negotiating for things we already have. I am in contact with the crew in the *Pfeiffer*. To the company I say let's take pride in our practice of good faith bargaining. This is not the days of the crimps. We are honorable on both sides.

As always yours in struggle,  
Paul Calais, Branch Agent

## Honolulu

April 21, 2008

During the month of March, dispatched the following: 3 bosuns, 1 bosun relief, 5 ABWs, and 2 ABW reliefs. These jobs were filled by: 8 A members and 3 B members. Also shipped 50 standby jobs filled by 4 A members, 22 B members, 23 C members and 1 D registrant, for a total of 61 jobs shipped.

During the month of March, registered the following: 6 A members, 7 B members, 1 C member and 1 D registrant. To date, registered are: 10 A members, 15 B members, 9 C members and 1 D registrant for a total of 35 members registered.

### Ships Checked

*Manukai*, *Matsonia*, *Lurline* through to China shipyard, *Manoa*, *Maunalei*, *Manulani*, *R.J. Pfeiffer*, *Mokihana*, *Mahimahi* and *Maunawili*. All with few or no beefs. Chevron *Mississippi Voyager* shoreside in barge (Barbers Point) harbor. No disputes, good gang. New vessel run scheduled. Paint and Rigging gang running smooth with Monte Kalama as bosun.

On April 16, attended the Hawai'i Ports Maritime Council meeting. The agenda was the election of council officials, Hawai'i state harbor issues (noise), and the TWIC enrollment backlog. ILWU Brother Rick Decosta addressed the issue of the HTH Corp. Pacific Beach Hotel boycott. Will have a heavy picket presence here during the Japanese Gold Week holiday.

On May 3, attended the funeral of Freddy Funakura, a Honolulu Seamen's Home trustee. A retired operation manager for T. Davies but a good friend of waterfront Union labor. Old school and a good guy. Aloha, Freddy!

On May 6, picketed the Pacific Beach Hotel. Would like to thank Dave Mercer and John Lindsey for their time on the line. Remember to boycott the Pagoda Hotel as well.

Mike Duvall, Branch Agent

## San Francisco Business Agent

May 12, 2008

**Kauai**— Ray Ramirez, delegate: Full gang from Seattle. No disputes; in good shape.

**Lurline**— George Simpeir, delegate: Will be in the shipyard in China for two months or longer. Crew returns to San Francisco, Sunday, April 27.

**Mahimahi**— Mike Arceo, delegate: No disputes; running smoothly. Made twice.

**Manoa**— John Peterson, delegate: First voyage in Oakland since the shipyard. Back on the Oakland/Honolulu/Seattle run. No disputes. Made twice.

**Mokihana**— John Hamann, delegate: Dispute still on the hydraulic auto hatch ramp. No end to this problem.

**APL China**— Mike Dirksen, delegate: Voyage payoff; in from Wilmington. Running smoothly; no disputes.

**APL Thailand**— Kris Skorodinski, delegate: Voyage payoff in from Orient. No disputes; good gang.

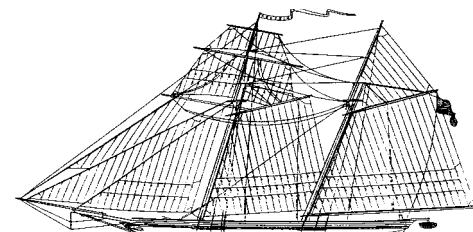
**Mississippi Voyager**— Tim Patricio, delegate; Rich Reed, bosun: In from Hawai'i at Long Wharf going on coast run for awhile.

**Washington Voyager**— In at Long Wharf. Will be going to shipyard in Oregon for a month. Crew to remain onboard.

**President Truman**— Jesper Pfeil, delegate: Paid off in Staten Island. Investigated engine room emergency in the Malacca Strait. Overtime claim for work in this situation not payable, otherwise, clean ship.

Worked in the front office.

Bill Berger



## Vice President's Report *continued from page 11*

**USNS Hayes:** Delegate Barbara Shipley. Visited the ship in Port Canaveral, FL. First mission a major success as the on-board sponsor commended the crew. Crew working hard to deal with internal conflict. Intense and complex operational duties.

**USAV Worthy:** Delegate Shane Lono. Crewed joined in Kwajalein for usual mission.

**President Truman:** Delegate Jesper Pfeil. In at Howland Hook, NYC. Lodging claim taken up with the Co. Anchor seating incident investigated—Captain has ultimate responsibility for secure retrieval. Second call-out within original minimum payable as continuous time. Gunnar Lundeberg made this ship on next arrival in NYC.

**Mississippi Voyager:** Delegate Tim Patricio. Visited this ship at RLW with William Berger and found her in good shape. Earlier problem of lost wages due to "banking hours" in advance of expected operations resolved.

**Colorado Voyager:** Delegate Jenn Corner. Steady on the run from Richmond to Portland. As SF Business Agent Berger previously reported, company agreed to pay restriction to ship overtime in Martinez because oil terminal refused to arrange shuttle. Freedom to go ashore is a universally recognized right of sailors.

**Manukai:** Delegate Robert Morgan. Sailors assigned to the gangway security watch in China are responsible for tending the gangway during the watch.

**Cape Jacob:** Delegate Mike Henderson. In at Indian Island, Puget Sound and then paid off and laid up at Portland shipyard. Clarifications on ammo pay, shuttle ship rules on returning to the Coast, and foreign security teams working in U.S. ports.

**San Francisco Bar Pilots:** Delegates Steve Ross and Louie Urbano. Operators demonstrating remarkable skill in adapting to the safe handling of a much different replacement run boat while the *Golden Gate* is in the yard.

**Foss Maritime Company:** Delegates Mike Worth, Tom Tynan and Mel Jackson. Company drug and alcohol policy and respirator policy under final review.

Dave Connolly

## Dispatcher's Report

Headquarters—April 2008

Deck	
Bosun .....	6
Carpenter .....	0
MM .....	7
AB .....	9
OS .....	4
Standby .....	19
Total Deck Jobs Shipped .....	45
Total Deck B, C, D Shipped .....	10
Engine/Steward	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
Total E&S Jobs Shipped .....	0
Total E&S B, C, D Shipped .....	0
Total Jobs Shipped - All Depts. ...	45
Total B, C, D Shipped-All Depts. .	10
Total Registered "A" .....	65
Total Registered "B" .....	57
Total Registered "C" .....	5
Total Registered "D" .....	16