



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXX No. 5



SAN FRANCISCO, CALIFORNIA

Friday, May 25, 2007

## Mississippi Voyager joins Chevron's U.S.-flag fleet with Sailors' Union aboard in all unlicensed departments



The *Mississippi Voyager* is pictured on May 3 departing the Richmond Long Wharf enroute on her maiden voyage to Barber's Point, O'ahu. In the background are Angel Island to the left and the Tiburon Peninsula to the right separated by Raccoon Strait. The towers of the Golden Gate Bridge and San Francisco can be seen in the far distance. Photo courtesy of Chevron Shipping Company.

Ending more than thirty years of declining tonnage under its house flag, Chevron Shipping Company embarked on a new era in its long history as its newest tankship—the *Mississippi Voyager*—loaded refined product at Richmond Long Wharf and sailed for Barber's Point, Hawai'i. The ship, like all U.S.-flag Chevron ships, is repre-

sented by the SUP in all three unlicensed departments.

Chevron took official delivery of the ship on March 10 in Cascade General Shipyard in Portland. After an extensive retrofit, which included major engineering repairs, the ship arrived in San Francisco on May 1 for a renaming ceremony, sparkling with entirely new coatings, rigging, and gear. A redesigned company logo, long absent from Chevron ships, was boldly painted on her stack. It seemed

to symbolize the confident resurgence of the Chevron U.S.-flag Jones Act qualified tanker fleet, and a new found dedication to the trade and its mariners. "Those of us who have been around awhile," said Capt. Walter Eaton, "take considerable pride in the colors on that stack."

The *Mississippi Voyager* (ex-*SeaBulk Mariner*) is a 46,069 deadweight-ton Double Eagle class double hull tanker, built in 1998 in Newport News Ship-

yard. The sophisticated multi-purpose tanker is designed to carry a broad range of specialty chemicals, crude and/or refined petroleum products. Because of its double hull, she has no retirement date



AB and delegate Earl Eastmark, AB Jennifer Corner and AB David Ibarra at San Francisco's Pier 80 on the boat deck of the *Mississippi Voyager*.



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

## Non-resident foreigners allowed to work on Hawai'i cruiseships

A provision in the massive National Defense Authorization Act for Fiscal Year 2007 passed in the dying days of the Republican-controlled 109th Congress, has capsized nearly a century of maritime law regarding citizenship requirements for merchant mariners in U.S.-flag vessels.

The special interest legislation promulgated by Norwegian Cruise Line America (NCLA) saw the light of day with the pub-

lication of an Interim Rule by the U.S. Coast Guard in the April 24 issue of the *Federal Register*.

The Interim Rule amends Section 8103 of Title 46 (United States Code), allowing NCLA—a subsidiary of Hong Kong-based Star Cruises Ltd.—to employ non-resident aliens in the steward's department in the three large passenger vessels it operates in the Hawai'i cruise trade.

Current law under Title 46 requires that unlicensed seamen

on documented vessels of the United States must be of the following status: citizens of the United States; lawful permanent residents of the United States; or foreign nationals enrolled at the United States Merchant Marine Academy (King's Point). No more than 25 percent of such unlicensed seamen may be lawful permanent residents.

Under the defense bill, also

*continued on page 3*

under the Oil Pollution Act of 1990. Initially, she will carry refined product from the company's Richmond and El Segundo refineries for Hawai'i via Barber's Point offshore mooring.

The ship is the first of four double-hulled tankers to come under a long-term bareboat charter under a deal with SEACOR Holdings, the parent company of SeaBulk. The *Seabulk Pride*, *Seabulk Artic*, and *Seabulk Energy* are all slated to join the Chevron U.S.-flag fleet over the next three years. At 14,000 horsepower, these double-hull tankers deliver an impressive operational speed of 17 knots.

# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED MARCH 31, 2007

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 11, 2007, hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$941,114.31
Political Fund .....	\$2,585.64
Strike Fund .....	\$1,293,730.99
Total Cash & Investments 1st Qtr. 2007 .....	\$2,237,430.64

### GENERAL FUND

Income:	
Dues, Initiation, Assessments .....	\$105,388.15
Interest .....	27,615.81
Donations - <i>West Coast Sailors</i> .....	3,745.40
Tanker & Joint Committee, Hiring Hall .....	71,604.01
Advertising & Promotion .....	675.00
Miscellaneous Income, Reimbursements, Fines .....	1,358.26
Reimbursed Administrative Expenses .....	7,999.97
Field Expense .....	331.59
Contributions - General Fund .....	2,060.00
Total Income: .....	\$220,778.19

### Expenses:

Auto & Travel .....	\$347.00
Accounting (Audit) .....	2,000.00
Rent .....	16,101.46
Postage, Printing & Office .....	7,895.61
Telephone & Telegraph .....	3,966.24
<i>West Coast Sailors</i> Publishing Expense .....	8,794.49
Per Capita .....	17,030.65
Salaries & Payroll Taxes .....	204,937.59
Office Workers' Pension .....	7,098.00
Insurance .....	26,745.87
Field Expense .....	2,381.04
Committee & Neg., Conference & Conv. .....	6,671.97
Investment Expense .....	1,374.32
Advertising & Promotion .....	610.00
Officials' Pension .....	610.65
Legal .....	2,921.83
Contributions .....	236.00

Flowers .....	289.80
Subscription .....	3,588.46
Total Expense: .....	\$313,600.98

### BUILDING CORPORATION

Income:	
Assessments .....	\$3,060.00
Rents .....	116,311.56
Bldg. Utilities & Service Reimbursement .....	2,274.00
Total Income: .....	\$121,645.56

### Expense:

Building Services & Utilities .....	\$31,578.03
Repairs & Maintenance .....	192.28
Salaries & Payroll Taxes .....	13,262.99
Pension .....	122.13
Legal .....	870.00
Filing & License Fees .....	455.00
Insurance .....	5,078.39
Total Expense: .....	\$51,558.82

### POLITICAL FUND

Income:	
Contributions .....	\$4,650.00
Interest .....	.54
Total Income .....	\$4,650.54

### Expense:

Contributions .....	\$4,700.00
Office .....	0.00
Total Expense: .....	\$4,700.00

Net Income 1st qtr. .... \$ (22,785.51)

/s/Arthur Thanash  
/s/Rafael Cooper  
/s/Romaine Dudley

/s/Kaj E. Kristensen  
/s/Terry Lane

*ACTION BY THE MEMBERSHIP May 14, 2007. 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.*

## Coast Guard establishes mariner website

The Coast Guard launched a website this month to provide merchant mariners with real-time information on the status of pending mariner credential applications. Merchant mariners can check the status of application packages throughout the verification and approval process by logging on to <http://homeport.uscg.mil>, clicking on the Merchant Mariners tab and then clicking on Merchant Mariner Application Status.

When application information is entered, Homeport will display the information submitted with the application package and current application status information. Mariner credentials that have already been issued will be displayed in Homeport as "issued" for a 120-day period. Mariners who need additional information after visiting the website can request additional information by telephone or email.

## Southern California Congresswoman dies

Pro labor and pro maritime Representative Juanita Millender-McDonald died on April 21, in Carson, California.

The six-term Congresswoman represented California's 37<sup>th</sup> Congressional District which includes Compton, Long Beach and parts of Los Angeles.

At the time of her death, Representative Millender-McDonald was Chairwoman of the House Committee on House Administration and a member of the Transportation and Infrastructure Committee's Coast Guard and Maritime Transportation Subcommittee. The California Labor Federation has endorsed Laura Richardson to replace Millender-McDonald.

## Final Departures

**Abram Levintohl**, Book No. 4056. Born in Hawai'i in 1926. Joined SUP in 1945. Died in Grass Valley, California, April 9, 2007. (Pensioner)

**Howard Bittinger**, Book No. 4954. Born in California in 1926. Joined SUP in 1943. Died in California, April 20, 2007. (Pensioner)

**Arthur Flemming**, Book No. 2204. Born in Massachusetts in 1930. Joined SUP in 1951. Died in Canoga Park, California, April 29, 2007. (Pensioner)

**Arthur Sawyer**, Book No. 6549. Born in Montana in 1918. Joined SUP in 1945. Died in Bellingham, Washington, April 30, 2007. (Pensioner)

**Stanley Robles**, Book No. 3191. Born in California in 1933. Joined SUP in 1989. Died in San Francisco, California, May 8, 2007. (Pensioner)

### SUP meetings 2007

	Hdq.	Branch
June	12*	18
July	9	16
August	13	20
September	10	17
October	9*	15
November	13*	19
December	10	17
*Tuesday		

## The San Francisco Pilot Trainee Program opening

The Board of Pilot Commissioners for San Francisco, San Pablo and Suisun Bays is accepting applications for the Pilot Trainee Program. Minimum requirements include: USCG License, Master, 1600 tons with unlimited radar endorsement. Experience: Two years command on vessels over 1600 tons and/or towing vessels engaged in ship assist or towing vessels with combined GRT of 1600 tons within the last five years. One year's experience must be within the last three years.

For details and other requirements, go to [www.calregs.com](http://www.calregs.com), Title 7, Sections 213 and 214.

Obtain further information and application from [www.pilotcommision.org](http://www.pilotcommision.org) or write to Board of Pilot Commissioners, Pier 9, Suite 102, San Francisco, CA 94111.

Telephone: 415-397-2253, fax 415-397-9463, email: [pilots@earthlink.net](mailto:pilots@earthlink.net).

Applications must be received by June 15, 2007.

Written examination administered at California Maritime Academy, Vallejo on August 13, 2007. Simulator examination administered to successful candidates August 16, and 17, 2007.

## West Coast Sailors

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**Gunnar Lundeberg,**  
President/Secretary-Treasurer  
**Teresa Anibale, Editor**

### BRANCH OFFICES

**Seattle, WA 98106**  
2414 SW Andover St. (206) 467-7944  
Bldg. F, Ste. 105 FAX: (206) 467-8119  
**Wilmington, CA 90744**  
533 N. Marine Ave. (310) 835-6617  
FAX: (310) 835-9367  
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## Japanese mariners die in cargo hold

The master and chief engineer of a Japanese general cargo ship were confirmed dead on April 23, after they collapsed in the hold of their vessel at Shimonoseki in western Japan. Both are believed to have died from lack of oxygen or had been overcome by toxic fumes on the 498 gross ton *Chivo Maru No. 25*, according to the local office of the Japan Coast Guard. The Japan-flagged vessel is owned and operated by Koho Kaiun of Komatsushima Tokushima Prefecture.

The Japanese Coast Guard is investigating the incident.

## New U.S.-flag Suez Express Service formally announced by APL

Although the C-10 type containership *President Adams* has operated off the East Coast for several months, American President Lines formally unveiled its new weekly Suez Express Service this month.

The new 56-day run will call Newark, Charleston, Savannah, Norfolk then cross the Atlantic, through the Mediterranean and the Suez Canal to Jebel Ali, Dubai (United Arab Emirates). From there the vessels will call Port Kelang, Malaysia and Singapore. Homebound—leaving Singapore—Columbo, Sri Lanka is called then it's an 18-day voyage back to Newark.

The weekly service will utilize a U.S.-flag vessel every other week. The *President Polk* is expected to enter the service in late July followed by the *Presidents Jackson* and *Truman* in two-week intervals.

The *Adams*, *Polk*, *Jackson* and *Truman* are enrolled in the Maritime Security Program (MSP) and are crewed on deck by the Sailors' Union. The other five U.S.-flag vessels operated by APL under MSP will remain in the trans-Pacific trade.

## Somali pirates back with a vengeance

Somali pirates have been active this month, reports the International Maritime Bureau (IMB).

On May 14, the Qatar-flagged *Ibn Yunus* was chased by pirates in speed-boats and fired upon with machine guns and grenade launchers 180 nautical miles off the Somali Coast. None of the crew were injured, although the vessel's house caught fire and was damaged in the grenade attack. The 28,828 dwt general cargo vessel, enroute from Durban to Jebel Ali in the Persian Gulf, took evasive action and managed to shake off its pursuers.

The following day (May 15,) pirates seized two South Korean fishing vessels according to the South Korean Foreign Ministry. The Korean-owned, Tanzanian-flagged trawlers *Mavuno I* and *Mavuno II* are reported to have been hijacked in position 1.2 degrees N. Latitude and 49 degrees East Longitude, 210 nautical miles from Mogadishu, Somalia

which enroute from Mombasa and Yemen. At least 30 crew members from the vessels, including four South Korean nationals, are presumed to be kidnapped. The crew also includes Indian, Chinese and Vietnamese nationals. As the *West Coast Sailors* goes to press, no ransom demand has been received.

All the previous five piracy incidents recorded in the region so far this year, have taken place within 12 nautical miles off the coast, Noel Choong, head of the IMB's Piracy Reporting Center in Kuala Lumpur, said. This could have serious implications as commercial ships in the trade lane might be at risk," he pointed out. Choong added that "warlords" in strife-torn Somalia might be staging a comeback in terms of raiding merchant ships for booty and ransom. Coalition maritime forces in the area have been alerted. The IMB has also urged the interim government in Somalia to take preventive measures.

## British and Dutch maritime Unions discuss full merger

Initial moves have been launched to create a cross-border seafaring Union. Last October, the British, National Union of Marine Aviation and Shipping Transport Officers (NUMAST) and the Dutch Union, Federatie van Werknemers in de Zeevaart (FWZ) formed the Nautilus federation as Nautilus UK and Nautilus NL. Discussions have now begun with members of both organizations that could lead to a full merger by 2009.

Nautilus UK General Secretary Brian Orrell stressed at the biennial general meeting of Nautilus UK in Liverpool this month "that the motivation came, not from any financial pressure, but from the need to tackle declining membership that will inevitably lead to reduction in influence in a global industry."

The two Unions already work closely together on vessels operated by Stena, Holland America, P&O Northsea and Maersk. Both coordinate activities regarding fatigue and hours of work as well as coordinating efforts with the International Maritime Organization (IMO) and the International Transport Workers' Federation (ITF).

Orell said that four other European Unions, together with one in Canada and another in New Zealand, expressed interest in joining Nautilus.

At the biennial meeting, Orell lashed out at British shipowners and the government in the "scandalous lack of investment in the recruitment, employment and training of British seafarers." Under the British tonnage tax program enacted in 2000, there has been a 300% increase in ships under the "red duster". But Orell points out that only 58% of the officers and 40% of the unlicensed crew in British-flagged ships were British nationals. "Too many operators are using the flag to run flag-of-convenience operations," Orell declared. "If they are not committed to employment and training, why are they using our register."

## National Maritime Day Proclamation

by President George W. Bush

America has a proud maritime history, and the United States Merchant Marine has played a vital role in helping meet our country's economic and national security needs. On National Maritime Day, we honor merchant mariners for their dedication to promoting commerce and protecting our freedom.

During times of peace, the U.S. Merchant Marine helps ensure our economic security by keeping the oceans open to trade. Ships operated by merchant mariners transport goods across our Nation's waterways and on the high seas around the world to connect American businesses and consumers with valuable foreign markets and commodities. The skill and expertise of merchant mariners facilitates trade and helps to strengthen our economy.

In times of war, the Merchant Marine is the lifeline of our troops overseas. By carrying critical supplies, equipment, and personnel, merchant mariners provide essential support to our Armed Forces and help advance the cause of freedom. Today, merchant mariners are supporting operations in Afghanistan and Iraq, and their devotion to duty is a tribute to the generations of men and women who have served our Nation with courage and determination in every conflict in America's history. On this day, and throughout the year, America is grateful for their service.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, has designated May 22 of each year as "National Maritime Day," and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance.

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2007, as National Maritime Day. I call upon the people of the United States to mark this observance by honoring the service of merchant mariners and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this eighteenth day of May, in the year of our Lord two thousand seven, and of the Independence of the United States of America the two hundred and thirty-first.

## Foreigners on U.S. cruiseships

*continued from page 1*

known as the John Warner Act, which was passed by the House of Representatives 398-23 and with the unanimous consent of the Senate and signed by President Bush on October 17, 2006, the Coast Guard is directed to issue U.S. Merchant Mariner Documents to non-resident aliens to work on NCLA's vessels.

These non-resident aliens are required to have a U.S. Government security check of the relevant domestic and international databases, as appropriate, or any other national security-related information or database.

Only foreigners that have been employed, for a period of at least one year, on a passenger vessel, including a foreign-flag cruise vessel, under common ownership or control of Norwegian Cruises/Star Cruises are eligible for employment in NCLA's U.S.-flag Hawai'i fleet.

Non-resident aliens may only work for an aggregate period of 36 months of actual service on all authorized (over 70,000 gross tons) large passenger vessels combined. Once this 36-month period has been reached, the U.S. Merchant Mariner's Document becomes invalid and Norwegian Cruises must return it to the Coast Guard. Then, apparently, it's back to the company's foreign-flag vessels.

Only 25 percent of each of NCLA's U.S.-flag vessels can be comprised of foreigners and they are prohibited from working in any job with the authority to receive stores or provisions; allowing unescorted access to restricted spaces on the vessel; with security-related responsibilities; or with any operationally critical shipboard duties.

What is behind Norwegian cruise's move to replace American mariners with foreigners: money.

NCLA claims that high crew costs and increased competition from foreign-flag cruiseships has directly contributed to the decrease in the profitability of their U.S.-flag fleet. By dumping its American steward's department the company estimates it can reduce labor costs by approximately \$5 million to \$10 million annually.

According to NCLA, the annual turnover rate for U.S. unlicensed mariners working as "hospitality staff" (steward's department) on its Hawai'i vessels has been as high as 200 percent, suggesting—again according to NCLA—"The undesirability by U.S. licensed mariners to work in hospitality positions under the five months on and one month off crew shift conditions." NCLA told the Coast Guard the overall turnover rate for unlicensed (including deck and engine personnel) is 110 percent. The unlicensed deck and engine departments are represented by the SIU-Atlantic, Gulf, Lakes and Inland Waters District, while the steward's department is represented by an SIU affiliate.

Wages, hours, and working conditions for the foreign mariners aboard NCLA's U.S.-flag remains an open question. While the company has told the Coast Guard it intends to honor its current steward's department collective bargaining agreement, the Coast Guard's Interim Rule does not require NCLA to extend current labor agreements to non-resident alien mariners. According to the Coast Guard, "the collective bargaining agreement between the affected owner and the Union will determine non-resident alien compensation and pay."

Although the United States is a signatory to the International Labor Organization's Merchant Shipping (Minimum Standards) Convention of 1976, the defense bill passed by Congress does not mandate the Norwegian Cruises pay the non-resident aliens the same prevailing wages as the U.S. crew.

Since the Interim Rule went into effect the day it was published, the Coast Guard anticipates that it will issue U.S. Merchant Mariner Documents to approximately 600 to 800 non-resident aliens within the first year of the rule. By the end of the second year of the rule it will issue an additional 900 to 1,200 documents "to support non-resident alien crew shift change and reserve. After this two-year implementation period, NCLA intends to maintain an average annual full complement of 1,500 to 2,000 onboard, shift, and reserve non-resident alien crewmembers under this rule."

The Coast Guard will accept comments on the Interim Rule (Docket #: USCG-2007-27761) until July 23, 2007. SUP President Gunnar Lundeberg said the Union will submit comments as the rule sets a dangerous precedent that places the jobs of all American mariners in jeopardy."

# SUP Honor Roll

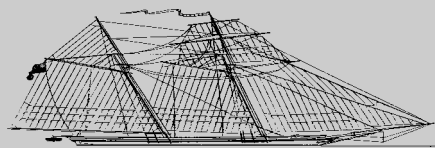
Voluntary contributions from the membership to the following funds:

Organization/ General Fund	Political Fund
Abe Acosta ..... 20.00	Abe Acosta ..... 20.00
James Bailey ..... 20.00	Knud Andersen ..... 200.00
Billy Bell ..... 25.00	Billy Bell ..... 25.00
Don Cushing ..... 100.00	William Berger ..... 100.00
Mike Duvall ..... 20.00	Brendan Bohannon ..... 20.00
Alexander Earle ..... 20.00*	Dave Connolly ..... 100.00
Erik Finneman ..... 50.00	Jennifer Corner ..... 20.00
Duane Hewitt ..... 20.00	Don Cushing ..... 100.00
Monte Kalama ..... 20.00	Mike Freng ..... 40.00
Peter Leo ..... 80.00*	Dan Garbaree ..... 25.00
Gabriel McDonald ..... 20.00	Peter "Tatoo" Gardiner in memory of Jim Duff ..... 50.00
Robert Morgan ..... 45.00	Bert Genita ..... 10.00
Waleed Nasser ..... 20.00	Joseph Ginez ..... 20.00
Vince O'Halloran ..... 130.00*	John Hamann ..... 20.00
Edwin Pastolero ..... 20.00	Timothy Hill ..... 20.00
Mitchell Roseveare ..... 30.00	Mark Hurley ..... 20.00
Andy Simkanin ..... 30.00	David Ibarra ..... 40.00
John Svane ..... 20.00	Noel Itsumaru ..... 10.00
Tulilo Tautala ..... 20.00	Monte Kalama ..... 50.00
Carl Turner ..... 50.00	Brandon Keopuhiwa ..... 30.00
Francis Walsh ..... 25.00	Norman Kurtz ..... 30.00
Pat Weisbarth ..... 40.00	Tom Larkin ..... 20.00
Will Williamson ..... 20.00*	Gunnar Lundeborg ..... 100.00
	Deck Officer <i>Mahimahi</i> ..... 100.00
	Michael McLavy ..... 200.00
	Keith Miller ..... 20.00
	Vince O'Halloran ..... 100.00
	John Perez ..... 25.00
	Jesper Pfeil ..... 20.00
	Knut Rasmussen ..... 35.00
	Jon Rose ..... 50.00
	Dmitri Seleznev ..... 30.00
	Ralph Senter ..... 120.00
	Andy Simkanin ..... 30.00
	Tulilo Tautala ..... 10.00

\*In lieu of dues increase.

## West Coast Sailors

Abe Acosta ..... 20.00
Walter Arndt ..... 25.00
Billy Bell ..... 25.00
Red Bell ..... 20.00
Calvin Browning ..... 40.00
George Castege in memory of Frank Castege ..... 100.00
Joseph Castege in memory of Frank Castege ..... 100.00
Erik Finneman ..... 50.00
Barry Fisher ..... 10.00
Gloria Hamann ..... 25.00
Henry Holzberg ..... 25.00
Brandon Keopuhiwa ..... 30.00
Armando Martinez ..... 25.00
John Masterson ..... 25.00
Michael Pfleeger ..... 40.00
Andy Simkanin ..... 25.00
Eugene Souza ..... 25.00
Carl Turner ..... 25.00
Wayne Turner ..... 5.00
Richard Walsh ..... 10.00
Roy Yates ..... 50.00



## Dues-Paying Pensioners

Rafael Cooper	Book #4687
Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
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
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430

## Baja California rail link to U.S. derailed

The future of the proposed Punta Colonet port in Baja California, Mexico, has been thrown into doubt by Union Pacific's (UP) decision not to build a rail link from it to the United States. The railway company had originally formed a partnership with Hutchison Port Holdings to build the port and railroad.

UP media information director James Barnes said this month that the two companies "for strategic reasons have currently elected not to participate as a consortium for the project. UP will continue to monitor the bid process for the project. At this time, UP is suspending its study of a route for a new rail line in Yuma County, Arizona, or Imperial County, California" (the two possible routes to link up with the main U.S. rail system).

Hutchison could not be reached for comment, but a San Diego newspaper report said the company might team up with another rail partner. Punta Colonet is being touted by the Mexican government as an alternative to Long Beach/Los Angeles.

## New Foss bunkering barge



The newest Foss double hull barge leaving the shipyard in Orange, Texas, this month, for San Francisco Bay where she will be crewed by the SUP.

## Tanker collides with Vietnamese cargoship

One person has been killed and seven are missing from a Vietnamese ship after it collided with a gas carrier near the mouth of the Saigon River, May 15. The Marshall Islands-registered *Gas Shanghai* slammed into the Vietnamese cargo ship *Hoang Dat 36*, according to Vietnamese state media. The *Hoang Dat 36* sank nearly an hour after the incident while the *Gas Shanghai* is being detained by Vietnamese authorities. The body of a local seafarer was recovered two hours after the incident and rescuers were still searching for seven others who are reported missing. The Vietnamese vessel was said to be carrying 2,000 tons of tin sheets from Jakarta with 16 Vietnamese seafarers aboard, had been preparing to anchor when the accident happened. Eight of those seamen swam to shore.

## Three killed in engine room blast

Three crewmembers of the passenger-cargo ship *Butuan Bay* were killed and 12 other suffered injuries after an explosion ripped through the engine room. The 4,048 gross ton vessel was carrying 513 passengers bound for Ozamiz City. The blast occurred when the ship was departing Cebu pier 4 on May 15, at 1930 hours. Casualties include the second engineer and two apprentice cadets. Among the injured were four crew members and eight passengers, a Philippine Coast Guard officer in Cebu said. The blast plunged *Butuan Bay* into darkness. The 1989-built ship is owned by Carlos A Gothong Lines. The Coast Guard has not revealed details pending investigations, but has ruled out terrorist involvement. The incident has been described as an accident.

## Japan extends ban on North Korean ships

The Japanese government has extended its ban on calls at its ports by North Korean-flagged ships for six months more from April 14. A decision on the sanction, which was imposed after North Korea tested ballistic missiles last October, was made at a cabinet meeting in Tokyo on April 10.

While progress has been made to restrict North Korea's nuclear program at six-nation talks, Japan is bolstering its defenses against possible missile threats from North Korea, and the extension of the ban reflects its continuing unease with Kim Jong II's activities.

The Japan Coast Guard (JCG) has continued to police the flag-based port entry ban and is also investigating alleged breaches of the accompanying restrictions on importing North Korean products. The eleven-man crew of the Chinese-flagged reefer cargo ship *Hai Xing 3*, arrested at Shimonoseki on February 22, are alleged to have falsified records of a port call that were subsequently reported to the JCG. The Chinese claimed that they had loaded their cargo of 55 tons of clams bound for Japan at Dandong in China, but the JCG believes the cargo was in fact loaded at the North Korean port of Haeju. Criminal charges have also been brought against Toen Boeki, the Japanese company believed to have ordered the shipment.

## Bomb hoax delays foreign-flag cruiseship in Long Beach

U.S. Coast Guard and police bomb experts searched Carnival Line's *Paradise* at Long Beach on April 20, after a bomb threat —the second received by the cruise line within a month. Nothing was found following the latest threat, which was phoned in to Carnival's reservation center as the 70,390 gross ton, 2,634 passenger ship was turning around in port.

A Coast Guard spokesman said the vessel was searched for 90 minutes, delaying its departure by 30 minutes. The vessel was escorted out of the harbor by a Coast Guard cutter and an armed police boat.

The incident involving the *Paradise* closely resembles the case of Carnival's 70,367 foot, 2,634 passenger *Sensation*, which was targeted by a bomb threat on March 29, as it was turning around in Port Canaveral. In that incident, a phone threat was received by Carnival at 3:45 P.M. saying that a bomb would explode at 5:00 P.M.. After thoroughly searching the vessel, authorities concluded that call was a hoax and are now seeking to identify the perpetrator.

In the post 9/11 era, bomb hoaxes carry severe penalties: in 2003, 20-year-old passenger Kelley Ferguson was sentenced to two years in prison after planting notes claiming a bomb was aboard the *Legend of the Seas*.

## Labor and business in Britain unite for mariner jobs

Shipowners in the United Kingdom and the country's two leading maritime unions have teamed up in an unprecedented combined effort to lobby for more British seafarer jobs. The Chamber of Shipping, plus the National Union of Rail, Maritime and Transport Workers (RMT), which represented unlicensed mariners, and Nautilus UK, which represents licensed personnel, sent a joint letter to Shipping Minister Stephen Ladyman over last month, setting out proposals designed to promote the employment of both British officers and unlicensed "ratings".

Although all three have been urging the government to take action that would improve the appeal of seafaring careers and lift employment levels, this is the first time they have drawn up a single proposal.

Until recently, there were some differences between the chamber and Unions about how to achieve the shared goal of increasing British seafarers numbers, but those have now been resolved, the parties said. Individual pledges by leading UK shipowners helped persuade the Unions to work with the chamber on a fresh approach to Ladyman, said Nautilus UK spokesman Andrew Linington.

All three are calling for an expansion of training assistance, backed up by what are termed formal voluntary commitments by major UK-based shipowners. That helped persuade Unions to drop their demands for mandatory training requirements. "We are confident those commitments will deliver the outcome we are looking for," said Linington.

Employers and Unions realized that a fresh collective appeal to the government was necessary after failing to make any progress either individually or bilaterally over the last couple of years. Ladyman signalled that he needed to see consensus before responding to industry calls for more help on training and employment.

At issue is the UK tonnage tax scheme that was introduced in 2000, and which has proved hugely successful in attracting more ships to the British flag. Under the scheme, shipowners are also required to make commitments to training. But whether it has lived up to expectations on British seafarer employment is debatable.

Nautilus UK, has repeatedly expressed concern about cadet numbers in recent years. That led to calls for funds to be made available to cover the cost of training junior officers as well as cadets, in order to help with the cost of providing jobs for newly qualified personnel.

Some shipowners covered by the UK tonnage tax scheme were concerned about the possibility of some mandatory requirement to employ junior officers on ships entered into the UK tonnage tax scheme, but the compromise on formal voluntary commitments has found favor on both sides.

Details of the revised submission to Ladyman have not been disclosed. Neither have the names of those shipowners that have given specific individual pledges to support an expanded training program. But Maersk, which operates on the largest UK-registered fleets and has a large cadet training program, has backed Nautilus UK in the past over efforts to update the tonnage tax scheme and help ensure an adequate supply of British nationals on UK-operated ships.

## Koreans begin shipbuilding in Subic Bay, Philippines

Hanjin Heavy Industries (Manila) officially began construction of ships at its new Subic Bay shipyard last month with the switching-on ceremony of steel plate cutting machine. Hanjin Philippines president Jeong Sup Shim said the ceremony marked the building of a 4,300-teu order from Dioryx Maritime of Greece.

Already lined up for construction are five sisterships of the same size that all are due for delivery in 2009. About 4,000 workers have already been employed during the pre-operation and construction phase, and once the yard begins full operation it will create 20,000-30,000 jobs in indirect employment, the Subic Bay Metropolitan Authority (SBMA) said in a statement.

With the training programs Hanjin conducts for the Filipinos, coupled with the experience of the South Korean shipbuilding, SBMA said "the project would introduce the Philippines as the new shipbuilding hub in Asia and the Pacific."

## The Ugly Face of Union-Busting

by Tula Connell

Jen Jason started out in the Union movement with an internship at the AFL-CIO Organizing Institute and later put the skills she learned to work for UNITE HERE, a Union that represents primarily textile and hotel workers. But in the middle of a Union organizing campaign, Jason left to become an anti-Union management consultant, working for Cintas, whose workers she ostensibly was organizing. Seems she could make a lot more money—her firm made \$225,000 the first year she set it up. And she certainly makes a lot more than the laundry workers at Cintas, who are paid between \$7 and \$9 an hour.

In the high-paid world of Union-busting, Jason is a small fry. The so-called "Union avoidance" industry is at minimum, a \$4 billion-a-year business. But Jason is the modern face of Union-busting. At the turn of the 20th century, Union-busting took the form of Pinkertons inciting riots on picket lines so the government would have a reason to bash heads and break up strikes. At the turn of the 21st century, the practice is just as ugly—only much more subtle.

John Logan, a professor in the Industrial Relations Department at the London School of Economics and Political Science, has analyzed this booming U.S. business and found that more and more employers are hiring anti-Union consultants with less and less concern about doing so. Logan finds that until the 1970s, Union-busting consultants were relatively few—only about 100 firms in the 1960s, compared with more than 10 times that number in the mid-1980s. Further, writes Logan:

**Most employers were cautious about hiring consultants and attending Union avoidance seminars. In the late 1970s, one consultant recounted that a decade earlier: "Employers used to sneak into [Union avoidance] seminars...They were as nervous as whores in church. The posture of major company managers was, 'Let's not make the Union mad at us during the organizing drive or they'll take it out at the bargaining table.'" That mindset changed dramatically in the 1970s and 1980s...when most employers no longer believed in the inevitability of Unionization and shed their inhibitions about recruiting consultants, attending Union avoidance seminars, and fighting organizing campaigns.**

**American Rights at Work, a workers' advocacy group, describes Union-busters this way:**

**Unionbusters operate under the radar intentionally. They often provide material and instructions behind the scenes while the employer's management and middle-management/supervisory staff carry out the actual communications with workers. In this way, the Unionbuster does not deal directly with employees and, as a result, may avoid having to disclose financial reports about such activity to the U.S. Department of Labor. The Unionbuster's name or firm is not used or referenced in the anti-Union materials distributed to employees, further masking the Unionbuster's involvement in orchestrating the anti-organizing campaign. More importantly, the anti-Union company is rarely called on to divulge that it hired a Unionbuster or reveal the specifics of such expenditures. [W]ithout a paper trail, Unionbusters are hard to detect, underreported and not in the public eye.**

One of the largest such firms, Labor Relations Institute (LRI), offers a "Guaranteed Winner Package." If the corporation doesn't "win"—that is, smash workers' efforts to form a Union—it doesn't pay. An LRI promo states:

If your organization purchases an LRI Guaranteed Winner Package and the Union becomes certified, Labor Relations Institute will refund the full cost of the package.

Some 82 percent of employers hire high-priced Union-busting consultants, according to American Rights at Work. Further, when employers are faced with organizing campaigns:

- 30 percent fire pro-Union workers.
- 49 percent threaten to close a worksite when workers try to form a Union, but only 2 percent actually do.
- 51 percent coerce workers into opposing Unions with bribery or favoritism.
- 91 percent force employees to attend one-on-one anti-Union meetings with their supervisors.

**Chirag Mehta and Nik Theodore at the Center for Urban Economic Development, share an example that illustrates how quickly support for Unionization can erode when a management consultant is involved: As soon as the employer found out the Union was involved, they flew in their consultants. They had the consultant working in the nursing home for five straight weeks. We had 35 workers out of 43 who signed cards when we filed for an election. In the last week before the election, we had only 28 workers. Then, on the Monday night before the election, we had a meeting and no one showed up. We lost the election two days later by a landslide, 29 to 12.**

But even if employees beat the odds and join to form a Union, it doesn't mean they'll get one. Just ask Christopher Bloncourt, a telecommunications technician for Verizon Business. Bloncourt and his co-workers, who troubleshoot phone circuits for corporate clients such as Bank of America, IBM and Microsoft Corp. in the New York metropolitan area, sought to form a Union in 2006. Bloncourt became an outspoken leader in support of the Union. Soon, he says, it seems he was singled out and his manager was scrutinizing his every move. Worse: A senior manager flew in from Pennsylvania to meet one-on-one with him. Bloncourt says his stomach was constantly turning under the pressure because:

You feel like you're going to be fired. It's a horrible, horrible, horrible feeling.

Bloncourt says the company not only sought to send him a message—management meant to warn all workers. The company held several mandatory anti-Union meetings trying to scare the workers, while telling them the Union just wanted their money and predicting the Union would force them out of strike. Break rooms were littered with anti-Union literature.

Despite the pressure, the workers signed majority verification cards authorizing the Union as their bargaining agent. But Verizon refuses to recognize the workers' choice to form a Union. The vote at Verizon happened less than a week after the Employee Free Choice Act passed the House on March 1, which, if law, would level the playing field for employees seeking to form Unions.

On hand to oversee the card count at Verizon were three co-sponsors of the Employee Free Choice Act—Senator John Kerry and Representatives Stephen Lynch and John Tierney, all Democrats from Massachusetts, and Massachusetts Lt. Governor Tim Murray. Even though this high-power panel verified that 57 percent of the eligible workers signed cards saying they want a Union, current labor law means Verizon can ignore workers' wishes. And that's exactly what the company is doing.

The Employee Free Choice Act would require that employees recognize a Union after a majority of workers signed cards indicating their desire to form a Union. In addition, workers would still be able to choose to form a Union through the longer National Labor Relations Board election process.

Verizon already had reneged on an earlier agreement to voluntarily recognize the freedom of employees to Union representation when a majority of workers indicated their support. When the company took over MCI in 2005, it inherited a Unionized workforce and it's determined to stomp out any further Unionization. And under current labor law, the company can do it all legally.

**As Logan points out: Arthur Mendelson, a leading consultant in the field, explained, "Management can do so much within the confines of the law to combat Unionism that they need not and should not break the law."**

**After all, under current labor law, the only thing corporations have to lose is their employees.**

Source: AFL-CIO

## Support the SUP Political Fund

## ESU Office Assignments

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

# ESU NEWS

MAY 2007

Official Publication of the Exxon Seamen's Union

## Union office elections around the corner

The ESU reminds everyone that in the fall of this year five ESU Executive Board and two Ship Representative positions come up for election. The offices of Vice President, Secretary Treasurer, Deck, Engine and Steward's Dept. Trustee and the Ship Representative spots on the *S/R Long Beach* and *S/R American Progress* are all up for election. Nomination forms for these positions are due into the ESU Seabrook office by October 1, which is now only four months away. The election will be held by mail from mid October through mid December 2007.

To be eligible for an Executive Board position including Trustee, a candidate must be a member in good standing and have at least two years of continuous service with the company. He or she must possess a valid driver's license and have been a member of the ESU for at least one year. Candidates for Executive Board positions must also obtain 25 signatures from members in good standing on their nomination forms. Ship Representative candidates are required to have just 15 signatures. A complete list of all the requirements can be found in Article V of our Constitution and Bylaws. It is a good idea that nomination forms be sent to Seabrook via certified mail with return receipt requested as forms received after October 1, are ineligible.

Once a nomination form is received it will be reviewed and if all is in order the candidate's name will be placed on the ballot. The ballots will be then sent out to the membership around October 15. To ensure fairness and oversight the ballots, once marked by the voter, are then mailed to and counted by the American Arbitration Association in New York, which is among the oldest and most reputable organizations of its kind.

Candidates for ESU primary Executive Board positions need to be capable of performing the duties associated with the job. The ESU is a modern operation that uses all the office equipment found in any office environment today. A significant amount of documents are generated in the form of business letters and email and therefore at least a basic level of computer skill is needed to perform the necessary duties. It is also essential that the Secretary Treasurer be familiar with or be able to learn how to use computer accounting software. The ability to write clearly is necessary for the production of the *ESU News*, which is written monthly by the Executive Board members in office.

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

## Two ESU members have books published

Current and former ESU members Winston Howerton and Bud Yost have recently authored books, which are now available through publishing houses and online booksellers.

Winston Howerton who currently sails as AB in the ocean fleet has penned the book *What Would Bubba Do? Volume I: Caustic Wisdom from the Middle Class Archives*. It is by all accounts a very funny book with humorous insights into our common American culture. Winston has told the *ESU News* that he wrote the entire first draft of the book while doing an 80-day tour on the *S/R Long Beach*. He had been keeping notes of ideas for the book for 2 to 3 years before he actually began writing it and it took him another year and a half to complete all the editing and rewrites. Winston says his notes came from the ideas that came to him while standing bow and bridge watches and even while grinding away with his favorite needle gun. Reviewers have described *What Would Bubba Do?* as "...a politically scalding 'self-help' guide which sets its double barreled sites on American culture as seen from the middle-class...it runs a comedic riot over topics ranging from immigration to dieting, to gun control, air travel, Elvis, Las Vegas, and a host of others". This writer found Winston's observations in the chapter entitled *Nostalgia* particularly funny and familiar. Every SeaRiver sailor is guaranteed to recognize something in it and is sure to be amused by a sailor's wit and wisdom imparted as only Winston can do.

SUP Able Seaman and former ESU President Bud Yost has also written a book, this one of a more serious nature. Titled *Hard Core* it is the true story of being a paratrooper and US Army ranger in the 1960's. The book is an autobiography that tells the story of survival and hardship endured by Bud and all the soldiers who served with him in the 502<sup>nd</sup> Airborne Infantry during the Vietnam era. In it Bud describes how in his three tours of combat he advanced through the ranks from sergeant to captain serving in every position within an Airborne rifle company from Fire Team Leader to Company Commander. He tells of how out of necessity he was forced to shoot a Bengal tiger that threatened him and his men and how he was awarded the Distinguished Service Cross for valor. The DSC is our nation's second highest military award surpassed only by the Congressional Medal of Honor. The book contains many little known facts about the early years of the Vietnam War including descriptions of the leadership, equipment, tactics, and training, which were from the World War II era. It took Bud two years to write the book after having been encouraged to do so by those with whom he had served. The catalyst was a reunion he attended in Atlanta where fellow soldiers he hadn't seen in over 40 years encouraged him to tell their story.

*Hard Core* is published by RoseDog Books. Both *What Would Bubba Do?* and *Hard Core* are available through Amazon and Barnes and Noble.com.

## ESU accepts safety and environmental awards



ESU President Kevin Conroy accepts the Safety Excellence Award from ExxonMobil Vice President for Refining and Supply Denny Houston at a ceremony held in Houston on April 16.

At a ceremony held in the Petroleum Club at the Exxon Mobil building in downtown Houston on April 16, ESU President Kevin Conroy accepted the Exxon Mobil Safety Excellence award from Exxon Mobil Executive Vice President for Refining and Supply Denny Houston. Mr. Houston who is on the SeaRiver board of directors is the direct link between SeaRiver Maritime Inc. and its parent company Exxon Mobil Corporation. Mr. Conroy accepted the safety award on behalf of the ESU, all ocean fleet employees and SeaRiver Maritime as a whole. At the same ceremony Ocean Fleet Chief Engineer Joe Tame accepted the Environmental Excellence award on behalf of the company and all its employees. Also in attendance was Exxon Mobil Marine Coordinator and former captain in the ocean fleet, Jack Buono.

These awards were in recognition of the outstanding performance in the fields

of safety and environmental protection demonstrated by SeaRiver in 2006. It was with pride that the ESU helped accept the awards as it recognizes the great contributions of all the unlicensed members who day in and day out work efficiently in the often perilous maritime environment while at the same time maintaining an ever improving record and consciousness of safety and environmental stewardship. It further demonstrates the value of teamwork and cooperation and the good things that come from them.

Once again these honors underscore what the ESU has been saying all along, that our members are performing at the very highest level of professionalism within the industry. If it were not for the exceptional standard of performance at which the rank and file consistently operate these prestigious recognitions of excellence would not be attainable. Congratulations to everyone.

## SeaRiver still accepting applications for entry level

As reported in our April edition, SeaRiver is anticipating hiring approximately eight to 10 Maintenance Seamen in the near future and as the *ESU News* goes to press applications are still being accepted. Fleet Manning has told the ESU that ideal candidates will possess an entry level Merchant Mariner document *without* endorsements although those who have an MMD with endorsements and those without a MMD may also be considered on a case-by-case basis. It is currently planned that interviews will be held in June and that the new hire orientation will begin some time in July.

Starting September 1, 2007, monthly pay (base pay plus SSHOT) for Maintenance Seamen begins at \$2,743 and increases to \$2,996 after three years. The regular overtime rate is \$14.25 per hour. The number of hours of overtime available to an MS varies according to many factors including the particular ship, route, weather and supervisor but is usually at least 20 hours and sometimes more than 60 hours per two-week pay period. Paid time off is accrued at a rate of 24 days per 30 days worked. The Maintenance Seaman is normally assigned to day work with cross-departmental job responsibilities but may be assigned to a watch schedule when necessary. For full details, interested candidates should contact Marsha Shorts in Houston at 1-877-290-1422 extension 2.

## ESU News

## Unlicensed now attending Confined Spaces course

In early May, ESU members Tim Williams and Jerry Patterson attended the Confined Space Rescue course in College Station, Texas. This course was originally designed for fleet officers but as a result of talks between the ESU and SeaRiver management it is now opened to unlicensed employees as well. It is currently the intention to first run through primarily Pumpmen, as they are the unlicensed who work in tanks most often and later to send other unlicensed as well.

The Confined Space course lasts five days and is held at the world-renowned fire training facility at Texas A&M University Extension in College Station. As with the DLC class, the course has been tailored specifically to SeaRiver and the company's particular needs. It was jointly developed by SeaRiver and Texas A&M and is instructed jointly by Bill Schaefer, senior SeaRiver deck officers and instructors from Texas A&M.

The course is a combination of classroom as well as field training. The first two days cover safe confined space entry and the last three days are made up of rescue techniques. Field exercises utilize the same entry and rescue equipment used in the SeaRiver Fleet. The classroom training places emphasis on gas laws and the hazards of petroleum products. Additionally, there are classroom exercises on the tying of rescue knots as well as patient "packaging". The group participates in mock rescue situations, which are patterned after real and potential shipboard rescue scenarios. These exercises are lead by a senior deck officer who has previously attended the course and who serves as trainer and facilitator. As part of a continuous improvement process, feedback from the participants will be used to modify and improve future classes.

Both SeaRiver management and the ESU are confident that the fundamentals of this course will contribute positively to the role our members play in the tanker industry and that it will further enhance our position as a leader in the field of safety. Two more Confined Space courses are scheduled this year. The next one is to be held on October 15 through 19 and again on December 3 through 7. For questions or to request to attend one of these courses contact Kharon DeLaney at (713) 656-2203.

## Exxon Mobil raises dividend to 35 cents per share

On April 25, Exxon Mobil Corporation announced it would raise the quarterly cash dividend rate 9.4 percent, from 32 cents to 35 cents per common share. The company will pay the dividend June 11 to shareholders of record May 14. Not including this increase the dividend has already risen nearly 40 percent over the past five years.

## Ship reports

### S/R American Progress

An ESU officer boarded the vessel on May 3 at the ExxonMobil dock in Beaumont, TX. Regular Ship's Rep. Chuck Bell was back onboard and reported no problems. Reid Decker keeping everybody well fed. It was asked that new retirement booklets be sent to the ship. The *Progress* is due for dry-dock later this year but the work has not yet been awarded to any particular shipyard.

### S/R Baytown

A Board officer visited the *Baytown* at anchor in Long Beach, CA, on May 5. The vessel is currently on her way to the yard in Portland Oregon for modifications needed to possibly enter into a new trade route. Frank Omalia is filling in as Ship Representative and reports no beefs. The ship is in beautiful shape thanks to a great job by the deck crew.

### Kodiak

The *Kodiak* continues to trade between Valdez and Puget Sound. AB Tony Curtis filling in as Ship Representative while Tim Williams is attending the Confined Spaces course and the Ship Rep. Conference in the Houston area. One member called in to ask about retirement seminar dates and procedures. No reported beefs.

### S/R Long Beach

The *Long Beach* was due out of dry-dock on May 8 and is scheduled to continue final repairs alongside the dock and at anchor until approximately

May 18. It is anticipated that she will make a round trip or more between Middle Eastern ports and Japan before returning to US waters. Persian Gulf ports require replacing spectra lines with wires. Pat Campbell is filling in as Ship Representative while Joe Graca is on paid leave. Pat reports all running well.

### Sierra

The vessel continues trading between Valdez, Alaska and Cherry Point and Anacortes in Washington State. QMED Oiler Earl Doucet filling in as Temp. Rep and has been in touch with the union offices via cell phone. Earl reports everything is running smoothly. The ship has been transiting to and from Alaska at a slow bell recently as other companies repay for trips we made for them last year.

### S/R Wilmington

An ESU officer boarded the vessel on May 10, while she was docked at ExxonMobil in Baytown, TX. John McCarthy doing a great job filling in for Jeff Harris. Several items from the minutes of the *Willy's* last ESU meeting were discussed at the recent Ship Rep. Conference. The crew held a retirement ceremony last time north-bound to bid farewell to Ron Vanshur who left the ship for the last time in New York. She continues to trade between Gulf and East coast ports with occasional trips to San Juan and Guayanilla Puerto Rico.

## Steve Wilson retires after 17 years



Steve Wilson (center sitting) receives a "Silver Piston" Award and other mementoes and gifts from the officers and crew of the S/R Long Beach at his retirement ceremony on that vessel's recent trip to Singapore.

Stephen Wilson, Pumpman, has elected to retire after 17 years of Company service effective May 1, 2007. Steve began his career with Exxon Shipping Company in April 1990 first sailing aboard the *Exxon Jamestown* as Maintenance Seaman and later as Oiler. He was promoted to Oiler on December 27, 1990 and subsequently to the former position known as Maintenance Operations Assistant in September of 1991.

During his early career, Steve sailed on numerous vessels within the fleet as both Oiler and MOA. He also holds a license as 3<sup>rd</sup> assistant engineer and sailed in that capacity on the *Exxon Baytown* and *Exxon North Slope*. Steve began stepping up to Second Pumpman and Pumpman in the mid 1990s and was eventually promoted to the Pumpman's ranks. His final tour was aboard the *S/R Long Beach* where he helped prepare that ship for her recent shipyard period in Singapore. On the trip over the entire crew held a farewell ceremony for Steve at which time he was presented with a custom made "Silver Piston" commemorative plaque and various other souvenirs and mementoes of his time at Exxon Shipping Company and SeaRiver (see photo).

When Steve joined the ESU he already had many years of experience working on crew boats and supply boats where he sailed in just about every capacity from deckhand to Captain. During this time, he was able to hone his mechanical and electrical skills which served him well over the years. Steve has owned shrimp and fishing boats and currently owns his own boat, *The Last Resort*.

He has always been proud of the fact that while he may not have been the most senior member of any ship's crew he was generally the most seasoned. Steve points to the fact that he retired as the "oldest" member of the ESU and has sailed on 15 of the 19 ships that were in the fleet during his career.

We all heartily thank Steve for his years of loyalty to the ESU. We wish him and Maxine many years of good health and smooth sailing in their retirement.



Pumpmen Tim Williams (l) and Jerry Patterson at the Confined Space Course in College Station, Texas in May.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

1320 5th Street, Suite A  
Seabrook, TX 77586  
Tel (281) 474-2430  
Fax (281) 474-2463  
E-Mail: esusea@sbcglobal.net

P.O. Box 792  
Benicia, CA 94510  
Tel (707) 746-5713  
Fax (707) 746-7859  
E-Mail: esuben@sbcglobal.net

President Kevin Conroy

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Michael Harrison

Engine Trustee William Ackley

Steward Trustee Joe Pereira

## SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS' MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund. The value of Plan assets, after subtracting liabilities of the Plan, was \$(291,971) as of June 30, 2006, compared to \$(216,505) as of July 1, 2005. During the Plan year, the Plan experienced a decrease in its net assets of \$75,466. During the plan year, the plan had total income of \$533,248 including employer contributions of \$507,132, earnings from investments of \$266 and other income of \$25,850.

Plan expenses were \$608,714. These expenses included \$500,362 in administrative expenses and \$108,352 in benefits paid to or for 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 SIU Pacific District Seafarers' Medical Center Fund, 730 Harrison St., Suite 400, San Francisco, CA 94107, (415) 392-3611. The charge to cover copying costs will be \$2.75 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 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, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

## New system installed on Dutch ship to reduce engine emissions

A new cutting-edge emissions reduction system using seawater has been installed about Holland America Line's *Zaandam* in Seattle with a view to broader maritime sector applications.

The new system —installed during a recent drydock before *Zaandam*'s departure to Vancouver on April 22— is a seawater scrubber system developed by BP subsidiary Krystallon. According to the company president Stein Kruse, subsequent studies and modifications to the new system could "dramatically change not only the cruise industry but the entire maritime industry by reducing ship engine emissions".

The Krystallon system utilizes the natural chemistry of seawater to remove virtually all sulphur oxide as well as significantly reduce particulate matter emissions, treating the seawater renders the sulphur oxides harmless via conversions to sulphates and neutral salts.

The overall price-tag for the new Krystallon system exceeds \$1.5 million, with costs being partially offset by \$300,000 in assistance from the Environmental Protection Agency/West Coast Collaborative, plus \$100,000 from the Puget Sound Clean Air Agency, with additional support provided by the Port of Seattle, Port of Vancouver, Environment Canada, BC Ministry of Environment, BC Clean Air Research fund and Krystallon itself.

<b>Record of SUP Shipping May 2007</b>									
	Hdq	.....	Seattle	.....	Wilm	.....	Hono	.....	Total
Bosun	3	4	1	1	9				
Maint. Man	7	0	0	3	10				
A.B. Dayworker	0	0	3	4	7				
A.B.	10	10	10	5	35				
O.S.	2	1	1	2	6				
Standby	9	18	65	30	122				
<b>TOTALS</b>	<b>31</b>	<b>33</b>	<b>80</b>	<b>45</b>	<b>189</b>				

## Welfare Notes

May 2007

### Money Purchase Pension Plan & 401(k) Plan

Just a reminder in reference to the new investment options in the Money Purchase Pension Plan and 401(k) Plan that the Investment Choices Selection Form is available for quickest processing online at [www.masterplanretirement.com](http://www.masterplanretirement.com) or by phone call to MasterPlan Customer Service at 800-547-4334. Paper forms are processed by MasterPlan every Friday and are available at the Union Halls, Plans Office and on board ships.

You may make changes to your investment portfolios at any time. Forms may be submitted by mail to: MasterPlan Services, P.O. Box 1800, Portland, OR 97207, by fax Attn: MasterPlan Services, Trade Execution at 503-241-8148 or scanned forms may be e-mailed to [masterplan@dpanet.com](mailto:masterplan@dpanet.com).

No action is necessary for either plan if you do not wish to make changes in your investment accounts.

### Dental Plan Name Change Announcement

United HealthCare acquired Pacific Union Dental as of April 1, 2007. Active participants who have been enrolled with Pacific Union Dental are now covered under United HealthCare Pacific Union Dental.

Participants do not have to make any changes and the plan remains the same. If you have not yet received a new identification card from United HealthCare Pacific Union Dental, please contact the SUP Welfare Plan office.

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)

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

Training Representative Terry O'Neill 415-957-1816 /

[terenceo@gmail.com](mailto:terenceo@gmail.com)

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

## SUMMARY ANNUAL REPORT FOR ANDREW FURUETH 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, 2006. 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 \$537,983 as of July 31, 2006 compared to \$318,495 as of August 1, 2005. During the plan year, the plan experienced an increase in its net assets of \$219,488. The plan had total income of \$481,523 including employer contributions of \$436,524, earnings from investments of \$3,908 and other income of \$41,091.

Plan expenses were \$262,035. These expenses included \$121,396 in administrative expenses, and \$140,639 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 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.



## Snakehead on trial

A man accused of being part of a gang that smuggled 22 Chinese stowaways to the United States last year has gone on trial in Shanghai. Zhang Hua, 37, from eastern China's Fujian province, told Shanghai No. 1 Intermediate People's Court this month that he only followed orders given by the alleged ring leader, Chen Youxiong. Chen and four other defendants, including Zhang's girlfriend Li Hong, will be tried later. All five have been charged with people trafficking.

The stowaways, 18 men and four women, were discovered by U.S. officials in Seattle on April 5, 2006, in a 40-foot container that had been unloaded from a boxship operated by China Shipping Container Lines. Inside, officers found 600 bottles of water, 200 packets of biscuits, dozens of blankets and saws for the illegal immigrants to use to cut them way out of the box once they arrived in the United States. They also found air holes had been cut into the box and three portable fans powered by car batteries which helped keep the group cool.

Zhang said he only agreed to take part in people trafficking "because I wanted money". He added: "I just did what Chen told me to do and he didn't allow me to ask questions."

Zhang said he met Chen and another alleged gang member Cai Yihao in a U.S. prison in 1999 after the three were caught trying to enter the country illegally. They teamed up after they were repatriated to launch a people smuggling business in the United States. Chen is alleged to have charged each of the stowaways \$35,000 for the trip with an up front payment of \$2,000 with the balance payable when they arrived.

## Fire damages *Cutty Sark*

A spectacular fire caused heavy damage to the clipper ship *Cutty Sark* on May 21, adding millions to the cost of restoring one of Britain's proudest maritime relics. The cause of the blaze was under investigation, but within hours officials responsible for the graceful 19th-century sailing ship said they were determined to carry on with a four-year restoration project.

"At the moment we are treating the fire as suspicious, as we would do any fire of this scale and importance," Police Inspector Bruce Middlemiss said. Surveillance cameras showed several people in the area at the time the fire started, but there was no indication that any had been involved in igniting the fire.

The ship is the world's only surviving example of an extreme clipper, regarded as the ultimate development of a merchant sailing vessel. Most of the original hull

*continued on page 12*

## World War II merchant mariners benefit legislation receives Congressional hearing

After several years of lobbying by the maritime community and veterans groups, a bill to provide long overdue help for merchant mariners who sailed in World War II, has had its day on the Hill. Representative Bob Filner (D-California) and Senator Ben Nelson (D-Nebbraska) introduced identical versions of a bill, in the House and Senate respectively, that would provide \$1,000 per month, tax-free, to World War II merchant mariners or their widows. The bill, called the Belated Thank You to the Merchant Mariners of World War II Act of 2007, would also grant them veteran status boosting their monthly credit by \$160, thus increasing their monthly Social Security check. The Filner bill is numbered H.R. 23 and the Nelson bill is S.961.

Filner's newly designated position as Chairman of the House Veterans Affairs Committee helped bring about the hearing, the first one since Filner first introduced the bill in 2004. Four panels of witnesses delivering testimony before the Committee included Nelson, former Secretary of Transportation Norman Mineta, and Veterans Affairs Under Secretary for Benefits Admiral Daniel L. Cooper. Also testifying were Bruce Felknor, author of Merchant Marine History 1795-1950, representatives from Merchant Marine veterans associations and U.S. Merchant Marine combat veterans among others.

Merchant Mariners suffered a higher fatality rate than any other branch of the Armed Forces. Despite this, the U.S. Merchant Marine was not included in the 1944 G.I. Bill of Rights. In 1988, they were finally granted veteran status, but some portions of the G.I. Bill have never been made available to merchant mariners and the lost benefits can never be recouped. While it is impossible to make up for over forty years of unpaid benefits, H.R. 23 will acknowledge the service of the veterans of the Merchant Marine and offer compensation, said Chairman Filner. A wrong has existed for too long and it must be corrected.

Former Transportation Secretary Mineta's testimony before Chairman Filner's committee gave, in the opinion of Congress analysts, the proposed legislative a significant boost. Mineta's testimony follows:

"Mr. Chairman,

It gives me great pleasure to share with you some of my thoughts on this important legislation. As the former Secretary of Transportation, my duties included the oversight of our nation's Maritime Administration which also involved the Ready Reserve Fleet and the United States Merchant Marine Academy - both institutions critical to the strategic security of the United States.

Through my work with the Maritime Administration and the Academy, I have come to know and respect America's Merchant Marine and our nation's mariners. No finer example could be given of their historical selfless service to our country than their great sacrifices during World War II.

The organization "American Merchant Marine at War" provides concise and compelling evidence of the Merchant Marine vets in World War II. It is notable that 243 American merchant mariners were killed by the Axis Powers even before the attack on Pearl Harbor in December of 1941. Merchant Mariners (men and women) were among the first prisoners of war in Europe and Asia and throughout the war, many lost their lives in prison camps. Many more suffered the brutal conditions of forced labor and enslavement in enemy concentration camps.

When World War II started, there were some 55,000 merchant mariners. With the need for thousands more mariners, the U.S. Maritime Service soon raised the ranks of mariners to more than 200,000. Proudly, the Merchant Marine was America's first racially integrated service.

During World War II, as part of their sea training experience, thousands of cadet midshipmen from the United States Merchant Marine Academy served in all maritime theaters of war aboard hundreds of merchant vessels. 142 of these cadet midshipmen were killed in battle or in battle related actions, earning Kings Point the sole right to carry a "Battle Standard" for no other federal service academy has ever sent its cadets or midshipmen into harms way re-

sulting in loss of life.

From the moment an American merchant ship left port in all theaters of war, it was subject to brutal attacks from the enemy. Together with their Navy guns crews, merchant mariners were assigned to battle stations on merchant vessels and fought the enemy from the sea or air. Merchant vessels actually successfully sank many enemy submarines and vessels and shot down numerous aircraft. In 1942, as a student, Cadet Midshipmen O'Hara from the U.S. Merchant Marine Academy was serving aboard the S.S. Stephen Hopkins when it was attacked by two German surface raiders. The crew of the Stephen Hopkins fought gallantly and sunk one of the raiders. Later, as the fight continued, the gun crew was killed in action. Cadet O'Hara continued to fight on and was able to fire the last five shells from his vessels guns resulting in the sinking of the second enemy ship. Sadly, he lost his life in this heroic action, but in the process, he saved many of his crew members.

Merchant Mariners losses in World War II were staggering. More than 1500 American Merchant vessels were sunk supporting the war effort. With 1 in 26 merchant manners killed in action, the American Merchant Marine suffered a significantly higher casualty rate than any of America's services.

Consider the words of Fleet Admiral Chester Nimitz when he said: "Our Navy, our Army and the aircraft of both would have been helpless to pound the enemy into defeat overseas had it not been for the steady stream of personnel and equipment brought by the ships of our merchant marine."

The Commandant of the Marine Corps during the War, Lt. General Alexander A. Vandegrift, noted: "The Merchant Marine participated in every landing operation by the Marine Corps during World War II, from Guadalcanal to Iwo Jima."

And finally, General MacArthur wrote, "With us they have shared the heaviest enemy fire. I have ordered them off their ships and into fox holes when their ships became untenable targets of attack. At our side, they have suffered in bloodshed and in death. I hold no branch of service in higher esteem."

In 1944, the GI Bill of Rights was signed; a bill that recognized the sacrifices of the armed forces in World War II and provided lifetime benefits to help those who served during the War. Unfortunately, Merchant Mariners were not included in this legislation nor were their sacrifices recognized.

It is a curious fact that in so many battles at sea where merchant mariners fought hand in hand with their Navy gun crews assigned to their merchant vessels—only the Navy crews received recognition and benefits from the GI Bill. Merchant Mariners wounded or killed in the very same action did not even receive recognition for their same sacrifices.

When President Roosevelt signed the GI Bill, he noted: "I trust Congress will soon provide similar opportunities to members of the merchant marine who have risked their lives time and time again during the war for their country."

In fact, a "Seaman's Bill of Rights" was introduced in 1945 and 1947. This Bill would have provided similar benefits to the GI Bill, including, various loan programs, funding for education, and disability benefits." This legislation was never enacted.

H.R. 23 and its companion S. 961 offer America a unique opportunity to right a historical wrong—indeed to offer a "belated thank you" to those merchant mariners who served in World War II.

America is a nation that endeavors to thank its citizens who have been called to serve their nation but sometimes we have made mistakes in overlooking all those who have served. Clearly without the incredible service of America's Merchant Marine and the tens of thousands of mariners who sailed into harms way to deliver the equipment and supplies that won the war, America and the world might be a very different and dark place.

Time is running short to finally thank the Merchant Mariners of World War II. Let us not squander this opportunity."

### Mr. Berger

From the dairy land of Wisconsin  
there came a strapping lad  
His name was Billy Berger  
and he was destined to be bad.

He grew up hard and he grew up fast  
But he was a tough young bird and built to last.

He may be the oldest working Union official  
in the whole U.S. of A.  
and he had many of fights in his hay day.  
Now he's old and gruff and can be mean  
and he's really not a Chief Mates dream.

There was Jimmy and Shanty and Ole Kaj, too  
then there was young Billy Berger one of a few.  
He always has been a Dapper Dan  
with his slacks and sweaters and cool sports coats.  
His big feet encased in the latest style  
and he'd always have that old Berger smile.

He's a lot older now, no signs of slowing down  
he always was a winner wherever he went.  
A Union official through and through  
just call old Berger, he knows what to do.  
So Happy Birthday you old son-of-a-gun  
and may your legend "continue to run".

Tom Larkin #4065  
m/v Mahimahi



# SUP President's Report

May 14, 2007

## PATRIOT CONTRACT SERVICES

The SUP and the MFOW were contacted last month by Patriot Contract Services regarding providing mariners for the Massachusetts-based Woods Hole Oceanographic Institution. Woods Hole operates a fleet of research vessels and small craft "to develop and communicate a fundamental understanding of the processes and characteristics governing how the oceans function and interact with the Earth as a whole".

On April 26, Patriot submitted a Memorandum of Understanding to the SUP and MFOW, based on the agreement the company has with the MEBA to provide relief engineers for Woods Hole. The following day, after further discussion with Patriot, MFOW President Anthony Poplawski and your secretary signed the memorandum subject to membership approval. The memorandum expires on September 30, which coincides with the expiration of the agreement between Patriot and Woods Hole.

The Memorandum is a basic crewing services agreement similar to the *USAV Worthy* agreement ratified in February.

Wages and wage-related items under this agreement based on a 40-hour week are as follows:

Job	Daily Wage	Hourly OT Rate	Health/Welfare Contr. Per Day	Training Contr. Per Day
AB Ordinary Seaman	\$76.94	\$21.35	\$42.33	\$0.53
Gen'l. Vessel Asst.	\$72.47	\$19.81	\$42.33	\$0.53
	\$71.47	\$19.81	\$42.33	\$0.53

It is assumed by Patriot that Woods Hole will want to renew their agreement in September, which will give the Unions an opportunity to review wages, etc.

While it is not anticipated that the Woods Hole agreement produce a great deal of employment in the short-term, this agreement, like that for the *Worthy*, hopefully will generate long-term results.

Therefore, recommend membership ratification on the Memorandum of Understanding with Patriot.

## TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL

As reported in last month's *West Coast Sailors* the implementation of the highly touted Transportation Worker Identification Credential (TWIC) has been delayed and continues to be delayed as of today's meeting.

The Department of Homeland Security's Transportation Security Administration (TSA) continues to assure Congress that the TWIC will be ready before all transport workers will be required to have one on September 30, 2008.

As previously reported, the SUP and the rest of seagoing maritime labor continue to press for combining the TWIC and the new Merchant Mariners Credential (MMC) into one document.

## MERCHANT MARINER CREDENTIAL

As reported to the membership a year ago, the Coast Guard published a Notice of Proposed Rulemaking on May 22, 2006, entitled Consolidation of Merchant Mariner Qualification Credentials. The purpose of which was to replace the Merchant Mariner's Document (MMD) with a Merchant Mariner Credential (MMC).

The notice included a 45-day comment period with public hearing in Newark, Tampa, St. Louis, and Long Beach. The Sailors' Union submitted comments to the Coast Guard (see the June 2006 *West Coast Sailors*)

and Vice President Dave Connolly gave the Union's views on the regulatory changes at the Long Beach hearing on June 7, 2006.

During the 45-day period, the Coast Guard received hundreds of requests to extend the comment period as the Transportation Security Administration had unveiled its plans for the Transportation Workers' Identification Credential (TWIC) during the same time frame. The Coast Guard rejected the requests to extend the comment period, but instead on January 25, 2007, issued a Supplementary Notice of Proposed Rulemaking regarding the MMC. The notice addressed the comments received during the initial 45-day comment period, and proposed changes to the regulatory text based on those comments.

After a thorough review of the supplementary notice by the SUP, MFOW, MM&P, MEBA, SIU-A&G and AMO, the Unions on April 26, submitted the following joint statement to the Coast Guard. It should be noted that Brother Connolly drafted the document and finalized it after getting input from the other Unions. The letter reads as follows:

**The presidents of six maritime organizations submit these comments on the Supplemental Notice of Proposed Rulemaking (SNPRM) regarding the Merchant Mariner Credential (MMC). Organized labor has already supplied commentary to the docket individually. It still remains for us to collectively emphasize certain points of particular importance to our members.**

As background, we remind the Coast Guard that this rulemaking comes in the context of substantial changes in mariner credentialing. Regulatory changes related to the International Standards of Training, Certification, and Watchkeeping (STCW) have stressed the skilled labor pool, and the future impact of the Transportation Workers' Identification Credential (TWIC) and the Coast Guard's new physical evaluation standards are likely to put further pressure on available supply of qualified mariners. Since the TWIC is a pre-requisite for the MMC, we think SNPRM's expected August 2008 effective date is too soon. At minimum, it should become effective only after the TWIC implementation is complete in September 2008. But since the full effect of the TWIC on the regulated population might not be felt for many months, we urge the Coast Guard to delay the implementation of the MMC for at least one year after TWIC implementation.

We also recommend that the MMC as proposed should be redesigned to include a biometric identifier so as to become compliant with all relevant international conventions, especially International Labor Organization Convention No. 185 (ILO C-185). Such a modification would allow the MMC to serve as the Seafarers Identity Document under ILO C-185, important to U.S. mariner shore leave in foreign ports and for which the TWIC will not suffice.

We note that in the SNPRM, the Coast Guard indicates a willingness to work toward incorporating the MMC information onto a TWIC, so that eventually mariners would end up with one credential for everything. While such an eventuality might be considered ironic (given the comparatively simple alternative of modifying the current merchant mariner document), we acknowledge and appreciate the logic behind it. It makes sense to have mariners carry a single document verifying both identification and qualifications. In absence of a single document, we think it also makes sense to allow the alignment of expiration dates at the mariner's option to reduce the cost and hassle of renewal.

We further request the Coast Guard to consider eliminating from the MMC the application requirement of self-disclosure of criminal history. Requiring applicants to list all convictions, or anything that could have led to a conviction, over an unlimited retrospective period is unnecessary and unfair. The memory of the particulars of a criminal proceeding in the distant past—especially given the Coast Guard's broad definition of conviction—is often imperfect. And since the TWIC will now add a new criminal background check to existing checks, and

since all applications now undergo these checks, the Coast Guard needs neither self-disclosure nor its expansive definition of conviction to ensure the safety and suitability of the mariner. The advent of the MMC is an opportunity to remove self-disclosure, or to narrow the definition of conviction if it remains. "A final judgment of guilty in a criminal proceeding" should serve as sufficient replacement.

A similar opportunity exists in the credentialing policy relating to the National Driver Register (NDR). The Coast Guard presently requires self-disclosure of all NDR information over an unlimited look back. The National Driver Register Act of 1982, however, clearly limits that look back to three years. (Title 49 USC 30305(b)(5)) The three year limit on the NDR lookback is further confirmed in 46 CFR 12.02-4(d). Therefore, it appears the Coast Guard requirement for an unlimited look back on all convictions therefore runs counter to the intent of Congress. When combined with the broad interpretation of conviction described above, the overall effect is an unfair disadvantage for mariners who fail to disclose information not relevant to the application.

Because the MMC comes to us during an especially active period in maritime regulation, and where other initiatives will have considerable influence on mariners, we recommend caution in this rulemaking. At the same time, the MMC represents an opportunity to make the mariner credentialing system more transparent, predictable, and fair.

Sincerely,

Thomas Bethel, President,  
American Maritime Officers  
Timothy Brown, President, International  
Organization of Masters Mates and Pilots  
Ron Davis, President,  
Marine Engineers Beneficial Association  
Gunnar Lundeberg, President,  
Sailors' Union of the Pacific  
Anthony Poplawski, President,  
Marine Firemen's Union  
Michael Sacco, President,  
Seafarers International Union of North America

As a follow-up to the joint Union statement, MFOW President Poplawski and Connolly participated in a teleconference of the Merchant Marine Personnel Advisory Committee (MERPAC) on April 30, to further discuss recommendations for the proposed rulemaking. MERPAC has recommended to the Coast Guard many of the same changes suggested by maritime labor. Whether the Coast Guard will adopt those recommendations remains to be seen.

Will continue to monitor this important issue and keep the membership fully informed.

## ANTHRAX IMMUNIZATION

The Military Sealift Command (MSC) last month officially resumed its anthrax vaccination program for civilian mariners and contract mariners sailing in MSC vessels and for mariners sailing in Ready Reserve Force (RRF) vessels under MSC operational control.

According to the Maritime Administration, the anthrax vaccination will be mandatory for personnel between the ages of 18 and 65, unless exempted for medical or administrative reason. Mariner subject to vaccination, but refusing vaccination will not be eligible for employment on MSC vessels or vessels under MSC operational control. During RRF vessel activation, all crew members will be met by a qualified medical team for screening and inoculations at the loading port.

The SUP-contracted RRF vessel *Cape Jacob*, operated by Matson Navigation Company, is under MSC operational control as part of Maritime pre-positional Ship Squadron 3 (MPSRON3) and operates near Guam, Saipan and the Korean Peninsula. According to Captain Tom Stapleton, Matson's Program Director for Government Services, it is mandatory that contract mariners aboard naval assets attached to this squadron

*continued on next page*

## President's Report continued

receive the inoculations, except for those classified by MSC health screeners as "medically not eligible."

It is important for members seeking employment aboard the *Cape Jacob* or any forward-deployed RRF ships to note that Article I, Section 3.K. of the SIU-Pacific District MOU covering RRF vessels states: "**Any unlicensed crewmember who refuses to comply with such immunization directive(s) shall be removed from the vessel at his own expense as soon as possible, but not later than the next port unless otherwise authorized by MarAd/MS, and shall be replaced with personnel who either have the required immunization or will comply with the policy/directive(s).**"

### MARITIME ISSUES

Due to various issues of concern to the membership, was in Washington, D.C. from May 1, through May 3.

Met with various members of Congress and senior staff members, including Speaker of the House Nancy Pelosi (D-San Francisco) to discuss the following:

#### Maritime Security Program

President Bush's budget sent to Congress once again (for the second year in a row) does not fully fund the Maritime Security Program (MSP). The budget request is for \$154.45 million for Fiscal Year 2008, which was the same for Fiscal Year 2007. Full funding is for \$156 million. This is the amount authorized by Congress in 2005 to fully support the continued operation of the maritime security fleet of 60 U.S.-flag, U.S.-crewed militarily useful commercial vessels, including the nine vessels crewed on deck operated by American President Lines.

In conjunction with the other seagoing maritime Unions, your secretary called on several members of the Senate to urge full funding.

Leading the battle for full funding are Senators Barbara Mikulski (D-Maryland) and Gordon Smith (R-Oregon). To date they have been joined by Democratic Senators Daniel Akaka (Hawaii), Barbara Boxer (California), Maria Cantwell (Washington), Ben Cardin (Maryland), Tom Carper (Delaware), John Kerry (Massachusetts), Mary Landrieu (Louisiana), Mark Pryor (Arkansas), Jack Reed (Rhode Island) and Ron Wyden (Oregon) and Republicans Trent Lott (Mississippi), Lisa Murkowski (Alaska) and David Vitter (Louisiana).

#### Transportation Worker Identification Credential

Called on several members of the House Homeland Security Committee regarding issues associated with the implementation of TWIC and urged them to support seagoing maritime labor's position that the TWIC and the Merchant Mariner Credential (MMC) be combined into one document and that the so-called "user fees" for these documents be dropped. Also urged that members support Congressman Steven LaTourette's (R-Ohio) bill (The Merchant Mariner Credentials Improvement Act of 2007 — H.R. 1605). Details of this bill were in April's *West Coast Sailors*.

#### World War II Mariners Bill

Contacted members of the House and Senate to support The Belated Thank You to the Merchant Mariners of World War II sponsored in the House by Congressman Bob Filner (D-California) and in the Senate by Ben Nelson (R-Nebraska).

#### Non-Resident Alien Mariners

On April 24, was shocked to read in the *Federal Register* that under the National Defense Authorization Act for Fiscal Year 2007, which passed on September 29, 2006, Norwegian Cruise Line U.S.-flag ships in the Hawaii trade were given permission to employ non-resident alien mariners in the steward's department. Discussed this issue with members of Congress from Hawaii who could not adequately explain why this was allowed to occur. This is a dangerous precedent regarding citizenship requirements in U.S.-flag vessels and the SUP will submit comments to the Coast Guard on this matter. An article on the issue will be in this month's *West Coast Sailors*.

### CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, AFL-CIO, participated in the Executive Council

meeting on April 30, in Los Angeles.

The primary focus of the meeting was the crisis in out-of-control health care costs and insurance rates. Currently there are four separate health care reform proposals in the State's legislative hopper sponsored by Assembly Speaker Fabian Nunez (AB 8), Senate President pro Tem Don Perata (SB 48), Governor Schwarzenegger and Senator Sheila Kuehl (SB 840/SB 1014). Only Senator Kuehl's provides for universal health care for all Californians, which in the judgment of your secretary, is the only way to solve the health care crisis not only in California but nationwide.

To stop the astronomic rise in health care prices and ease the increasing burden that those costs put on California's working families, the Executive Council urgently called for the adoption of the following cost containment measures in bills now pending before the California Legislature:

1) Require insurers and hospitals to report cost, utilization, and quality data to insurance purchasers. Require pharmacy benefits managers to disclose to potential clients any contractual relationships they have with pharmaceutical companies. To make the best use of this information, the State must also strengthen its capacity to collect and analyze these data.

2) Open the State's existing prescription drug purchasing pool to include enrollees in any new state administered-health care pool, additional government purchasing entities, employers and union trust funds.

3) Establish a system of State oversight and regulation of the premium, co-pay, deductible and co-insurance rates charged for health insurance in California.

4) Create a public insurance option, like the State Compensation Insurance Fund in workers' compensation, to compete with private sector insurance plans.

### SUP ELECTION INFORMATION

**The biennial election of SUP officers and referendum on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2007, and will conclude on January 31, 2008.**

**Although nominations for elective office will not occur until September, the membership is reminded that in accordance with Article XXVII of the SUP Constitution, proposed Constitution and Shipping Rule changes must be submitted, in writing, to any Headquarters or Branch meeting by June.**

**Resolutions submitted will be referred to a Committee on Constitution elected at the June coastwise meetings. The Committee, as per the Constitution, will consist of three members from Headquarters and one member elected at the Seattle, Wilmington and Honolulu Branch meetings.**

### HOLIDAYS

All SUP halls will be closed on Monday, May 28, in observance of Memorial Day, a holiday under all SUP contracts.

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

In accordance with the Matson agreement, Kamehameha Day is a paid holiday for all company vessels at sea or in port (except for the *Manukai*, *Maunawili*, *Manulani*, *Maunalei* and *Moku Pahu*) and all members employed under the Maintenance and Extra Maintenance agreements. If the *Manukai*, *Maunawili*, *Manulani*, *Maunalei* or *Moku Pahu* are in a Hawaii port on June 11, the holiday is observed as per the ILWU Local 142 agreement.

### ACTION TAKEN

M/S to approve Woods Hole MOU. Carried unanimously.

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

Gunnar Lundeberg

## Vice President's Report

May 2007

### Maritime Transportation System National Advisory Council

Since Gunnar Lundeberg and I were appointed to the Maritime Transportation System's National Advisory Council, I traveled to Chicago this month at government expense to attend the meeting. The MTSNAC is a chartered council charged to advise the Secretary of Transportation, via the Maritime Administration, on matters relating to the nation's system of ports, waterways, and their intermodal connections. Membership includes a broad representation of the maritime industry including, ports, shippers, carriers, industry associations, and unions. Chief among the goals of the Council is to spur Congressional investment in the aging U.S. maritime infrastructure much as other initiatives have funded highway construction. With waterborne cargo volumes expected to triple in the next ten years, and when even seemingly minor problems cause enormous disruptions, the System is a train-wreck waiting to happen. As mariners are all-too-aware, most Americans have little understanding of maritime transportation. Raising the awareness of the national importance of ships and shipping, even if it includes many other port-state players, can only help us in the long run — especially if Congress agrees to invest in ships, ports, and waterways. It is also useful to us to better understand the precise role we play in the international supply chain. As we have repeatedly argued on Council: qualified mariners are critical components of the transportation system and worthy of dedicated resources.

#### Ships Checked

**Manulani:** Call from Honolulu Branch agent Mike Duvall on clarification of return rights for injured or unfit seamen. The rules are (Shipping Rule 41) that anyone getting off a ship with a legitimate sickness or injury that is confirmed by a doctor with an UFFD and then subsequently recovers his health and possesses an FFD, then that person is entitled to return to the ship on its first return to the port in question and provided that there is a vacancy in the same position.

**President Adams:** delegate Kris Skoronski. Delayed sailing investigated and determined no good when watches are not broken. Malfunctioning coffeemaker will be replaced first by the coffeemaker in Officer's mess and eventually by a new machine that is on order.

**Mississippi Voyager:** delegate Earl Eastmark. Checked out this fine ship on arrival in San Francisco for re-naming ceremony after outfitting in Portland. Able Seamen Jennifer Corner and David Ibarra (see photo on page 1) have demonstrated outstanding seamanship in the extremely difficult conditions of shipyard overhaul.

**Cape Jacob:** delegate Sam Scott. Investigating (again) watchstanding in port and overtime issues. Anthrax immunizations will commence in the near future. All *Cape Jacob* mariners must comply with the immunization order unless medically exempt. Along with MFOW President Poplawski, the SUP successfully deleted replacement travel cost from the Company policy regarding those who refuse the shots. However, anyone refusing the shot and not medically exempt is responsible for the cost of his/her re-patriation.

**McArthur:** delegate Bill Essolstrom. Made this maritime security support vessel in San Diego with MFOW President Anthony Poplawski. Crew demonstrated in classic fashion SUP superiority in seamanship. Reliefs shipped from Wilmington, San Francisco, and Seattle.

**USS Potomac:** This museum ship in Oakland, once the Presidential yacht of Franklin D. Roosevelt, was recently issued a new Certificate of Inspection from the Coast Guard that will require two able seamen for each cruise. Working with the Board of Governors to reach an understanding that will provide a reliable source of qualified personnel and new Bay Area standby work for members.

**USAV Worthy:** delegate L.J. Benson. This SUP ship tracked multiple missile tests off Kauai with a full SUP/MFOW crew and paid off in Kwajalein a clean ship. Recognized by the Company to be the best professional seamen they've ever encountered, this is an excellent example of our growth capability and opportunity.

**San Francisco Bar Pilots:** delegates Louie Urbano and Steve Ross. Details of compensation for working on scheduled days off worked out with the Pilots.

Also worked in the front office of SUP Headquarters.

Dave Connolly

# SUP Branch Reports

## Seattle

April 16, 2007

Shipped during the period: 3 Boatswain jobs filled by 2 A members and 1 B member; 5 Able Seamen jobs shipped to 2 A's, 2 B's and 1 C member; 2 Ordinary Seamen shipped to 1 B and 1 C member; and 29 standbys went to 7 A's and 22 B's.

Registered the following: 8 A cards for a total of 17; 8 B cards for a total of 22; 3 C cards for a total of 8.

### Ships checked

APL ships *Presidents Polk*, *President Truman* and *President Jackson* all back from the Far East with little or no trouble. Matson ships *Manoa* and *Kauai* in twice and running smoothly.

I attended the King County Labor Council meetings and the Puget Sound Harbor Safety Committee meeting.

The SUP participated in the Puget Sound Area Maritime Security Committee's exercise drill for reopening a port area during a Department of Homeland Security (Red) MARSEC 3 condition which calls for all port facilities to be evacuated and all vessel movements stopped. The Sailors' Union was a key stakeholder in the planning and execution of this exercise. It was remarkable for an area the size of the Puget Sound to have all the various representatives of industry and labor joining together to plot what ships get priority to move first based on how fast facilities are able to bring back their work force and restart operations. Ships carrying milk and medicine to Alaska and Hawai'i were given strong consideration; as were energy carriers and refinery needs. In the end it was about tugs, pilots and the mariners and maritime workforce that makes it all happen.

Along with the Marine Firemen, the IBU, and the ILWU, attended a fundraiser for U.S. Senator Patty Murray. Senator Murray is the Chairman of the Transportation and Housing and Urban Development Subcommittee on the Committee on Appropriations and she has long been a supporter of a strong United States Merchant Marine.

As a point of information for members with prior service in the military, Senator Murray was fighting and demanding increased spending on veterans' medical benefits and hospitals long before the Republicans were exposed last month for decreasing funding for veterans during a time of war and subjecting the returning wounded to third-rate facilities and conditions.

Vince O'Halloran, Branch Agent

**Cutty Sark** *continued from page 9*  
had survived since the ship was built for the tea trade of the 1800s. *Cutty Sark* had been closed to visitors since last year for a \$50 million renovation.

*Cutty Sark* left London on its first voyage on February 16, 1870, proceeding around Cape Hope to Shanghai three and a half months later. The ship made only eight voyages to China in the tea trade, as steam ships replaced sail on the high seas. Measuring 280 feet in length, the ship weighed 979 U.S. tons and its main mast soared 152 feet above the main deck. The ship was used for training naval cadets during World War II, and in 1951 it was moored in London for the Festival of Britain. Shortly afterward, the ship was acquired by the Cutty Sark Society.

## Wilmington

April 16, 2007

Shipping for the period: 3 Bosuns, 13 ABs, 6 ABDs, and 76 standbys.

Registration: 41 A class, 33 B class, and 6 C class.

### Ships checked

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

Attended many functions of our brother Unions creating the bonds of solidarity. Where as the only true vote of the working man is the general strike.

I met with the MTD to talk over and find ways to challenge the constitutionality of federal labor laws.

Brothers, it is with great regret that we lost MM&P janitor Brother Abe Holmes. All who knew him will miss his uplifting spirit.

I got a call from Mike France, he just got out of surgery. He was in good spirits and joked about running for Union office.

As always, brothers, take pride in your work and consider what I said about taking classes in locksmithing and all work done by a joiner at sea. Brothers it's time to get out of the janitorial mode. Finally read our preamble and live by it.

Yours in struggle,

Paul Calais  
Branch Agent

## SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 670:

**Ismael J. Belleza**, 77, Book No. 5702, joined SUP in 1968, 34 years seetime.

**Lee R. Dancer**, 61, Book No. 2470, joined SUP in 1984, 20 years seetime.

## Honolulu

April 16, 2007

Shipped during the month of March the following: 5 ABWs, 1 ABW return, 2 ABDs and 3 ABD reliefs. These jobs were filled by: 7 A members, 3 B members, and 1 C member. Also shipped 46 standby jobs filled by 5 A members, 13 B members 23 C members and 5 D registrants, for a total of 57 jobs shipped.

Registered during the month of March 7 A members, 10 B members, and 2 D registrants. To date, registered are: 14 A members, 23 B members, 9 C members and 3 D registrants for a total of 49.

### Ships checked

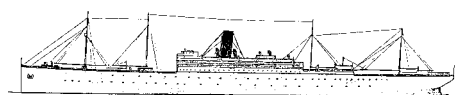
*Mahimahi, Manoa, R.J. Pfeiffer, Matsonia, Lurline, Kauai, Maunalei, Manulani, Maui, Manukai, and Maunawili.* All with few or no beefs. Paint & Rigging gang running smoothly with Monte Kalama as bosun.

In last month's report, I forgot to thank Michelle Chang, SUP Plan's Administrator and Todd Smithpeter, Master Plan Advisor for their March 22 presentation on the Money Purchase Pension Plan (MPP) and the 401(k) Plan self direction alternatives. Large turnout at the hall; the members were pleased with the information. We also boarded the *m/v Mahimahi* and stopped at the Paint & Rigging loft.

On April 3, attended a meeting at the ILWU hall to discuss the Employee Free Choice Act and TWIC issues with Senator Dan Akaka. TWIC program still in limbo in Hawai'i.

On April 18, attended the Hawai'i Port Maritime Council meeting. Much local support to rebuff proposed California container tax bill. Also an issue with the IBEW on working with non-Inion personnel on government-contracted mission vessels out of Pear Harbor.

Mike Duvall  
Branch Agent



## San Francisco Business Agent

May 14, 2007

Visited and paid off the following ships:

**Kauai**— David Shands, delegate: In from Seattle. Squared away dispute on two minimums for dayworkers. Also had a problem with lashing van after departure from dock. Section 19: Cargo must be secured including lashing of cargo van before leaving the dock or anchorage for sea.

**Lihue**— Don Cushing, delegate: Van and cattle carrier. No problems. Going to lay up for one trip, crew returning on May 8.

**Lurline**— Robert Morgan, delegate; Remoni Tufono, relief bosun. Clarification on port prep and for the man at the wheel when on hand steering shall be relieved after one hour. Paul Fuentes, returning as Bosun.

**Mahimahi**— Brian Burns, delegate: Run to Islands. Very good shape and good SUP crew. No disputes.

**Manoa**— Tom Koppel, delegate, Jan-Peter Johnsson, relief bosun: No disputes. Good shape, made twice.

**APL China**— David Reinking, delegate: Voyage pay off. No disputes; in good shape.

**APL Philippines**— Lou Frazier, delegate, Bob Burns, bosun: No problems; Bob always runs a good ship.

**APL Singapore**— Joe Moniz, delegate: Voyage pay off. No disputes. Chief Mate's few remarks to the crew about the SUP, not very favorable.

**APL Thailand**— Herbert James, delegate: Voyage pay off. The usual problem with the Chief Mate; the gang doesn't like to work overtime for him.

All hands are reminded to comply with Section 17 of the SUP Work Rules regarding sanitary work in sailor's quarters.

Also worked in the front office.

Bill Berger

## Nautical Lore

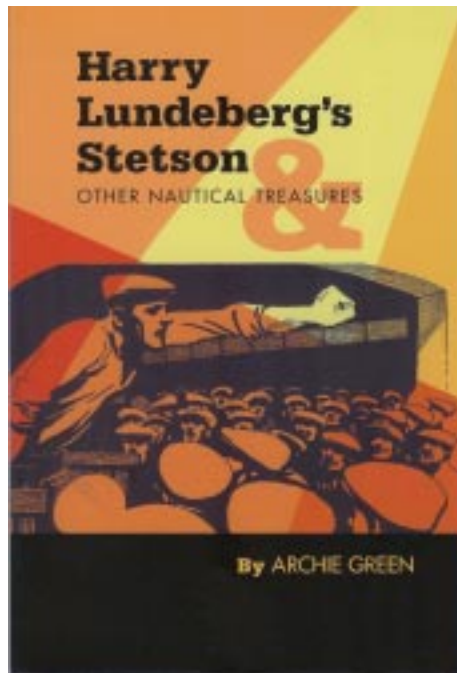
### Harry Lundeberg's Stetson... A new book on nautical lore & legend

A book that is sure to interest those who go to sea for a living, those who are arm-chair sailors and those who are interested in working-class culture, is available from the Sailors' Union.

Written by distinguished labor folklorist Archie Green, *Harry Lundeberg's Stetson & Other Nautical Treasures*, focuses on a variety of nautical expressions and cultural artifacts with a West Coast bent.

*Harry Lundeberg's Stetson & Other Nautical Treasures* is \$25.00 (including postage and shipping) and can be obtained from:

Sailors' Union of the Pacific  
450 Harrison Street  
San Francisco, CA 94105



## Dispatcher's Report

Headquarters—May 2007

Deck	
Bosun .....	3
Carpenter .....	0
MM.....	7
AB .....	10
OS .....	2
Standby .....	9
Total Deck Jobs Shipped .....	31
Total Deck B, C, D Shipped .....	11
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. ...	31
Total B, C, D Shipped-All Depts. .	11
Total Registered "A" .....	84
Total Registered "B" .....	64
Total Registered "C" .....	7
Total Registered "D" .....	6