



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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583

SAN FRANCISCO, CALIFORNIA

Friday, February 23, 2007

Transport Worker ID card

Contractor selected, enrollment dates set

The Transportation Security Administration (TSA), part of the Department of Homeland Security, announced late last month that Lockheed Martin Corporation had been awarded a contract worth at least \$70 million to produce Transportation Worker Identification Credentials (TWIC).

The TWIC was formulated to enhance port security by requiring all workers with unescorted access to secure areas of vessels and maritime facilities to successfully complete a security threat assessment and carry the biometric (TWIC) credential.

Under the terms of the contract, Lockheed Martin will establish enrollment centers within close proximity of port facilities, where applicants will provide certain biographic information and fingerprints to conduct a security threat assessment and produce the biometric credential. The threat assessment, conducted by the Transportation Security Administration, includes a check of criminal history, immigration, and intelligence databases. Once a worker successfully completes the threat assessment process, Lockheed Martin will issue the credential to the worker.

On February 16, the Maritime Administration released a list of sites and tentative dates for TWIC to be issued. In addition to the fixed sites listed below (the exact location of which were not available as the *West Coast Sailors* went to press), Lockheed Martin expects that approximately 40% of its TWIC stations will be mobile. The sites and tentative dates are as follows:

West Coast Ports: Seattle, April 30; Oakland, May 14; Los Angeles/Long Beach, May 21; San Francisco, October 22; Juneau, Alaska, some time in October.

East Coast Ports: Wilmington, Delaware, March 26; New York, April 21; Miami, April 23; Philadelphia, April 24; Marcus Hook, Pennsylvania, May 14; Camden, New Jersey, May 22; Norfolk, May 22; Baltimore, May 29; Jacksonville, June 11; Savannah, June 25; Chester, Pennsylvania July 2; Charleston, July 23; New Castle, Delaware, August 8; Penn Manor, Pennsylvania, August 13.

Gulf Coast Ports: Houston, April 21; New Orleans, May 7.

Hawai'i Ports: No date has yet been scheduled.

The final rule for the TWIC program, which describes the enrollment process, disqualifying crimes, fees and other requirements for workers, port owners, and operators, was published in the

Federal Register on January 25. (See the January *West Coast Sailors* for details.) The rule has been available on the TSA and United States Coast Guard (USCG) websites since January 1, 2007, and becomes effective on March 26, 2007.

Along with the final rule, the USCG published a Supplementary Notice of Proposed Rule Making (SNPRM) for the Consolidation of Merchant Mariner Credentials which will work in tandem with the TWIC.

The fee for obtaining a TWIC will be \$137.25 and will be valid for five years. This amount is below the estimate of \$139 to \$159 that the federal government had anticipated charging

TWIC continued on page 2

Major regulatory changes at international STCW meeting

IMO Sub-Committee initiates new competences and seetime requirements for unlicensed mariners

Another round of changes in maritime credentialing is officially on the horizon. In London during the third week of January, the International Maritime Organization (IMO) convened its annual meeting of the Maritime Safety Committee's Sub-Committee on Standards in Training, Certification and Watchkeeping (STCW), known as STW 38.

Seventy-eight nations, two associate members (the Faroe Islands and Hong Kong) and twenty-one non-governmental organizations, participated in the meeting. The Sailors' Union was represented by Vice President Dave Connolly, as an advisor to of the United States delegation. The agenda was loaded with topics relevant to American merchant seamen, particularly unlicensed mariners.

Although the new regulations

will probably not come into effect in the United States until 2011 or 2012, there is little doubt that they are coming. The United States is a signatory to the international treaty on STCW and so the changes will be implemented, although it remains to be seen how the Coast Guard interprets the documents for the drafting of domestic regulation.

Most significantly, a new set of competences for ratings (unlicensed mariners) together with new sea service requirements will eventually create the most significant changes to the underlying requirements for able seamen and qualified members of the engine department since at least World War II. Also, the training record book will be restored as a requirement documenting these new competences.

Another agenda item, Measures to Enhance Maritime Se-

curity will create new security responsibilities and require new security training for those with security related duties. Security familiarization training will eventually be required for all mariners. And although all present mariners will fall under certain grandfather provisions, able seamen and engine department personnel will only be able to maintain their credentials on future renewals if they can demonstrate one year of seetime in the last five, just as required by the present system for revalidation of Basic Safety Training. The meeting also reviewed the principles of safe manning with special relationship to the issue of maritime fatigue which yielded interesting results. The following paragraphs describe these issues in detail.

STCW 38 continued on page 7



Photo: Steve Stallone, editor, *The Dispatcher*

Solidarity on the San Francisco waterfront

The SUP is front and center at ongoing demonstrations in support of the Inlandboatmen's Union of the Pacific and the Masters, Mates & Pilots in their struggle to gain recognition from anti-Union Hornblower Yachts on the Alcatraz ferry run. Pictured from left are SUP members, Tom Koppel, Terry Lane (packing the SUP banner), and Frank Riley, Jr. of ILWU Local 34 carrying his Union's banner.



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SUP Quarterly Finance Committee Report

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

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 8, 2007, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$963,781.66
Political Fund	\$2,703.80
Strike Fund	\$1,293,730.99
Total Cash and Investments 4th Qtr. 2006	<u>\$2,260,216.45</u>

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$84,741.25
Interest	31,018.12
Donations - <i>West Coast Sailors</i>	2,285.00
Tanker & Joint Committee, Hiring Hall	79,682.80
Advertising & Promotion	2,130.00
Miscellaneous Income, Reimbursements, Fines	1,747.90
Reimbursed Administrative Expenses	8,000.01
Field Expense	338.34
Contributions - General Fund	<u>1,645.00</u>
Total Income:	<u>\$211,588.42</u>
Expenses:	
Auto & Travel	\$444.20
Accounting (Audit)	2,500.00
Rent	15,837.64
Postage, Printing & Office	10,516.66
Telephone & Telegraph	3,851.48
<i>West Coast Sailors</i> Publishing Expense	7,298.07
Per Capita	11,723.80
Salaries & Payroll Taxes	181,374.33
Office Workers Pension	6,946.80
Insurance	36,900.39
Field Expense	1,627.25
Committee & Neg., Conference & Conv.	4,761.25
Investment Expense	1,422.33
Advertising & Promotion	1,190.00
Officials Pension	97.29
Legal	<u>5,314.40</u>

Subscription	<u>867.05</u>
Total Expense:	<u>\$292,672.94</u>

BUILDING CORPORATION

Income:	
Assessments	\$2,428.00
Rents	91,740.80
Bldg. Util. & Service Reim.	<u>1,749.67</u>
Total Income:	<u>\$95,918.47</u>
Expense:	
Building Services & Utilities	\$28,931.91
Repairs & Maintenance	24,175.60
Salaries & Payroll Taxes	13,229.84
General Tax	11,937.41
Legal	2,210.39
Accounting (Audit)	2,000.00
Insurance	<u>19,124.13</u>
Total Expense:	<u>\$101,609.28</u>

POLITICAL FUND

Income:	
Contributions	\$3,665.00
Interest	<u>.23</u>
Total Income	<u>\$3,665.23</u>
Expense:	
Contributions	\$2,200.00
Office Expense	<u>13.00</u>
Total Expense:	<u>\$2,213.00</u>

Net Income 4th Qtr.	<u>\$ (85,323.10)</u>
/s/Volkert Lolie	/s/Don Bohle
/s/Arthur Thanash	/s/Romaine Dudley
/s/Trevelyn Motlow	

ACTION BY THE MEMBERSHIP February 13, 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.

Final Departures

James Bilk, Book No. 4852. Born in California in 1922. Joined SUP in 1943. Died in California, December 24, 2006. (Pensioner)

Fred Hartford, Book No. 5761. Born in Pennsylvania in 1924. Joined SUP in 1952. Died in California, December 5, 2006. (Pensioner)

Stanley Tokish, Book No. 3012. Born in Pennsylvania in 1921. Joined SUP in 1945. Died in San Pedro, California, January 7, 2007. (Pensioner)

Elia Balistrieri, Book No. 5618. Born in Wisconsin in 1921. Joined SUP in 1957. Died in Daly City, California, January 12, 2007. (Pensioner)

Alfred Lillibridge, No. 18353. Born in Connecticut in 1941. Joined SUP in 2000. Died in Ismer, Turkey, September 18, 2006.

Salamon Valentine, Book No. 853. Born in Arizona in 1927. Joined SUP in 1954. Died in Corning, California, January 24, 2007. (Pensioner)

George Ramos, Book No. 2197. Born in California in 1913. Joined SUP in 1935. Died in Long Beach, California, January 24, 2007. (Pensioner)

Guiseppe D’Orio, Book No. 2547. Born in Italy in 1920. Joined SUP in 1947. Died in New York, January 28, 2007. (Pensioner)

Luther Wilkerson, Book No. 3350. Born in Texas in 1926. Joined SUP in 1947. Died in Kosse, Texas, January 22, 2007. (Pensioner)



Editor’s Note: For those who want to receive the *West Coast Sailors* in a more timely manner, subscriptions **via first-class mail** are now available (one-year intervals only) for \$25 per year.

TWIC continued from page 1

for the credential. The fee includes the cost for threat assessment, program management, card production and issuance.

Workers with current, comparable background checks including the hazardous materials endorsement on a commercial driver’s license, the Free and Secure Trade (FAST) credential,

Former NMU president dies

Shannon Wall, President of the old National Maritime Union of America from 1973 through 1990, died in Sequim, Washington, on February 2.

and the merchant mariners’ document (MMD), will pay a discounted fee of \$105.25.

Once workers have had ample opportunity to enroll and receive TWIC cards, the Department of Homeland Security will establish a deadline for workers to possess a TWIC. In any event, on September 25, 2008, all workers requiring unescorted access to secure areas will require a TWIC.

West Coast Sailors

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SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2007:

	<i>Hdq.s.</i>	<i>Branch</i>
March	12	19
April	9	16
May	14	21
June	12*	18
July	9	16
August	13	20
September	10	17
October	9*	15
November	13*	19
December	10	17

*Tuesday

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Got the Jet Blues? Fly Union instead

Uh-oh. Nice guy airline JetBlue got itself in a tub of icy water this month when its tightly-wound, just-in-time operation came unraveled. Amid freezing conditions, JetBlue managed to strand thousands of passengers on runway tarmacs, and left many more—some for days—in the hellish limbo where unwanted fliers wait, patiently or not.

Blue has offered up nonstop public contrition, millions of dollars in compensation and a hastily assembled passengers' bill of rights. All well and good. But it won't be enough to stop the next disaster, because under its leatherette seats, personal LCD screens and smartly attentive staff, JetBlue is a cheapskate, Union-hating, understaffed operation. There is no slack for emergencies because people already work as long as possible, and there are no planes in reserve.

This is not to say that JetBlue is so different from other airlines. The company's Chairman, CEO and founder, David Neeleman, learned the business at Southwest, which also squeezes out every dollar. And the older "heritage" airlines are trying the best they can to emulate the Southwest-JetBlue model. But most of the airlines, including Southwest, remain Union, and employees are sometimes able to work human-scale hours.

The funny thing is, Neeleman styles himself as something of a progressive, and does all he can to make JetBlue a good-guy company. To find out how good, I went to BuyBlue (no relation), a website that reveals how blue companies are—as in blue state, red state—and urges readers to reward the good ones. Actually, BuyBlue doesn't say very much about JetBlue: one positive news story (on their willingness to disinfect the drinking water), one negative story (in 2002, the airline gave five million passenger records to a Defense Department contractor). But the site does note that airline officers gave twice as much to Democrats as to Republicans. And, 23 percent of JetBlue stock is owned by one of the world's richest liberals, George Soros.

So, JetBlue joins the ranks of other forward-looking, Union-busting companies, like Whole Foods, Microsoft and Powell's Books. All talk a good game of social justice, but all of them fought Unionization as hard as Wal-Mart ever did. Powell's eventually signed a Union contract, but not Microsoft, not Whole Foods and not JetBlue.

It's not an accident. Let's hear what Mr. Neeleman had to say about Unions to the San Francisco Chronicle:

Q: "Would you resist a labor-organizing effort at JetBlue?"

A: "We would. I love American history, and I've studied it. I understand we had a big need for Unions in this country. You basically had unscrupulous people who were building companies on the backs of their people without giving them health care and without giving them other benefits. They made them take on hazardous jobs and work long hours.

Fly Union continued on page 4

Pilot boat captain drowns after vessel capsizes and sinks

Shortly after noon on Saturday, January 20, in Galveston, Texas, the pilot boat *Galtex* capsized while breaking away from the side of the outbound offshore support vessel *Sanco Sea*. *Galtex* had just completed the disembarkation of the Galveston pilot, Captain William R. Kern III, in heavy seas approximately one mile east of the Galveston south jetty, in the vicinity of Galveston Channel entrance buoys 5 & 6. The pilot boat *Texas*, outbound with two Galveston/Texas City pilots aboard, heard the *Sanco Sea* report the capsizing and rushed to the scene, arriving in less than five minutes, and began searching for survivors. *Texas* was joined by the Houston pilot boat *Bayou City*, *Sanco Sea*, and other vessels.

Captain Kern was spotted on the surface after enduring almost a half hour trapped inside the capsized pilot boat. He was rescued by the pilot boat operator of the *Texas* and two fellow pilots, and was immediately rushed to the dock for transport by ambulance to hospital. Shortly after Captain Kern was recovered, the *Galtex* sank. The *Bayou City* and the other vessels stood by the location searching for the missing pilot boat operator George Robert Frazier. After transferring Captain Kern to the ambulance, *Texas* returned with additional pilots and pilot boat operators to resume the search for Frazier. Coast Guard vessels and a helicopter joined the search, but darkness and worsening sea conditions eventually caused the search to be suspended until the following morning.

On Sunday, divers from T&T Marine recovered the body of Frazier shortly after 1300 from inside the sunken pilot boat.

Captain Kern was released from the hospital at about the same time. He had suffered minor injuries. George Robert Frazier had been employed as a pilot boat operator by the Galveston/Texas City Pilots for almost twenty years. He is survived by his wife Syri, his mother, father and two brothers.

Poplawski re-elected MFOW President/Secretary-Treasurer

In a two-month secret, mail-in ballot election, that concluded this month, Anthony Poplawski was re-elected, without opposition, as President/Secretary-Treasurer of the Marine Firemen, Oilers, Watertenders & Wipers Association (MFOW).

Other MFOW incumbents re-elected were Vice President Bill O'Brien, Seattle Port Agent, Mike Carr, Wilmington Port Agent Bob Bugarin and Honolulu Port Agent Bonny Coloma.

Kudos for SUP gang



Pictured in the photo at APL's Middle Harbor Terminal are from left: Bosun Norman Kwak, Tom Dougherty, Tony Huertas, and John Thompson.

In the February issue of American President Lines *Global Gateway Central* newsletter, the SUP shoregang at the company's Middle Harbor Terminal in Oakland got rave reviews in an article by Eddie Wong.

Wong writes:

"Have you ever wondered why those export reefers are always clean and smelling fresh? The residual stinking moldy smell from yesterday's shipment has now been replaced by fresh and crisp pine scent. Was it Deodorizer? Pine Cleaner? The answer is all of the above – thanks to the Sailors' Union of the Pacific.

"The Sailors' Union of Pacific does all the behind-the-scene work for keeping the reefers sparkling clean. Norman Kwak, the SUP bosun (foremen) and his three dedicated crew members start at 7:00 A.M. daily at the terminal wash rack area. The sound of high pressure water jets bouncing off of the reefer metal walls signifies the start of a work day and in-

stantly the whole terminal reefer area becomes lively and energetic.

"All reefers are cleaned in the wash rack area which consists of two steam pressure washers. Electric motors generate the needed 170 PSI pressure, and the diesel-fueled boiler generates steam. Many people asked about gas vs. diesel boilers. The reason diesel is used is because of safety concerns. Gas-related incidents can be more detrimental to personnel and the facility.

"The wash rack is capable of cleaning up to four reefers at one time. On a typical day, 20 to 36 reefers go through their wash rack area. Norman and his crew will first suit up in rain gear, then they jet spray every inch of the reefer inside and out with their 170 psi steam pressure spray nozzles. Pine cleaner will then be used to clean the floors followed by a good rinse. This procedure results in a perfume scented reefer that is ready for the next shipment."

Stronger Unions mean a strong U.S. middle class:

Employee Free Choice Act introduced in Congress

Polls tell us that 58% of eligible workers would join a Union if they could, yet Union membership in the private sector plummeted to 7.4% in 2006, a record low.

What explains this yawning gap? The fact that, for many Americans, joining a Union has become a risk rather than a right. According to the 2005 National Labor Relations Board's annual report, 31,358 people were disciplined or fired for Union activity. The result has been a chill on Union organizing.

The Employee Free Choice Act (H.R. 800), introduced in Congress on February 5, by Representative George Miller (D-California) with 233 cosponsors, seeks to create a thaw. What the act does is simple: It allows workers to form a Union if a majority of employees in a workplace sign up for one, short-circuiting an employer-dominated campaign and an additional vote. It also provides meaningful penalties for violating workers' rights and ensures that collective bargaining will result if workers choose a Union.

Shrinking Union membership affects everyone. Unions paved the way to the middle class for millions and pioneered benefits such as paid pensions and health insurance. Now labor's sliding numbers are contributing to the squeeze on the middle class. During a period of robust economic growth and record corporate profits, only those at the very top of the heap are enjoying a higher standard of living. -

Worker productivity jumped by a record 20% between 2000 and 2006, yet real wages (pay adjusted for inflation) edged up an anemic 2%. Meanwhile, fewer workers are getting employer-based health insurance or pensions. Even Alan Greenspan, before retiring as chairman of the Federal Reserve Board, told Congress in 2005 that he found growing inequality of income and wealth in the U.S. "very disturbing."

In 1935, Congress passed the Wagner Act guaranteeing workers' right to organize and bargain collectively. It was immediately hailed as labor's Magna Carta. Since then, amendments, court rulings and NLRB administrative decisions have turned the act on its head, serving to throttle rather than encourage a free and

H.R. 800 continued on page 15

Virginia pilot lost at sea after fall from ladder

On February 4, while attempting to board the U.S.-flag *Energy Enterprise* from the pilot vessel *Big Stone 5*, at Cape Helopen at the mouth of Delaware Bay, Captain Lynn Deibert fell from the pilot ladder and after an exhaustive search by the Coast Guard, is presumed dead.

Captain Deibert, 52, was a member of the Chesapeake Federal Pilots Association based in Virginia Beach, Virginia.

Witnesses said Caption Deibert was wearing a life jacket but not a survival suit when he fell. Seas at the time of the accident were six feet with winds of 20-25 knots.

As the *West Coast Sailors* goes to press, Captain Deibert's body has not yet been recovered.

Nine sailors die when ship sinks

A South Korean general cargo ship sank in heavy seas near the Japanese port of Nagoya on February 14. A Japanese Coast Guard rescue patrol managed to pick up two of the 11 seafarers on the 3,600-dwt *Zenith Light*, but three life rafts were empty. The crew was comprised of four Koreans, two Indonesians and five Burmese. A spokesman said the ship had asked for a tug to be sent out as it was taking on water but contact was lost soon after.

Reports indicate seas at 20-feet and winds of approximately 66 knots. *Zenith Light* was owned and operated by Dae Ho Shipping in Busan, South Korea. It was carrying 3,000 tons of steel products from Japan for Pohang.

Sea Tigers attack supply ship

Sri Lanka's navy on January 21, fought off a Tamil Tiger rebel attack on a cargo ship that had brought food for the northern Jaffna peninsula. Two rebel Sea Tiger boats, including a suicide craft, were sunk in the battle with navy patrol boats backed by ground attack aircraft.

The 2,517-dwt general cargo vessel *City of Liverpool*, managed out of Singapore, was leaving the Point Pedro open anchorage after unloading the cargo of flour when it was attacked by two clusters of 15-20 rebel boats. Navy patrol boats and aircraft immediately moved in to block the rebel attack, the navy said. The ship suffered slight damage to the hull when navy gunners on board blew up a Sea Tiger suicide boat at close quarters. The cargo ship's crew was evacuated and the vessel was later towed to the nearby Kankasanturai harbor for repairs.

Food is transported to Jaffna by sea as the rebels control the land route to the peninsula. The rebels are demanding that the government allow transport through territory it controls and have threatened to attack ships sailing to Jaffna. The rebel attack came two days after the fall of a key Sea Tiger base in Vakarai, on the east coast, near Batticaloa. The jungle base, from where the Sea Tiger posed a threat to merchant shipping on the Jaffna run, was taken by government troops in an attempt to deny the rebels access to the sea.

German skipper freed by Alabama judge

Captain Wolfgang Schroder's 11-month-long American odyssey has ended, as a U.S. federal judge in Alabama set him free on time already served.

U.S. District Judge, Ginny Granade, decided at the 59-year-old Captain Schroder's sentencing hearing on February 7, that the severity of his crime that caused the death of 46-year-old contract electrician Shawn Jacobs last March did not call for invoking the sentencing guidelines of 10 to 21 months.

This allowed Judge Granade to use her discretion and rule that Schroder's incarceration in the Baldwin County Corrections Center, since October 16, on grounds that he posed a "flight risk" was punishment enough. The felony would, however, remain on Schroder's record.

Seafarers' welfare advocates hailed the ruling, but for them the struggle has just begun. Douglas Stevenson, director of the Center for Seafarers' Rights at the Seamen's Church Institute of New York and New Jersey, said that the main objective for like-minded interests now would be to seek a repeal of the outdated U.S. seamen's manslaughter statute, dating back to 1838, which was instrumental in Schroder's plight. "The statute provides criminal sanctions for simple negligence," Stevenson said. "Normally, such cases are handled in civil court."

Schroder was in charge of the Zim Mexico III on March 2, last year, as it left Mobile port after being delayed in fog. On the bar pilot's recommendation he opted against ordering a tugboat, and turned the ship around in the Mobile River. However, the bow thruster failed, causing the ship to slam into the dock. A 196-foot crane toppled on impact, crushing Jacobs, who was inside the cab. A federal jury indicted Schroder in September under the seamen's manslaughter statute on a charge of simple negligence.

Judge Granade ordered federal marshals to take him into custody a few days after the trial, deeming him a flight risk because of his "worldwide contacts". The judge rejected a request for home confinement with electronic monitoring. Had the master been a U.S. citizen with ties to the local community, bail could have been arranged.

The maximum penalty on the manslaughter charge, which supposes gross negligence, could have been up to 10 years, but sentencing guidelines invoked by the judge earlier had suggested a maximum possibility of 21 months.

Rickmers Reederei, Schroder's employer, has already pled guilty to criminal charges, admitting it was vicariously responsible for the crime. Rickmers has been fined \$375,000 pursuant to an agreement with the US Attorney.

According to local press reports, Schroder appeared at the hearing in handcuffs and leg shackles. His attorney read a statement, which expressed the master's sorrow over the accident.

Fly Union *continued from page 3*

"We aren't one of those companies. We don't do that to our people.

"We don't want a third party who may or may not have our best interests in mind or our crew members' best interests in mind because they may be serving a Union of one of our competitors. They are trying to equalize us and take away our competitive advantage."

Neeleman could have been reading a script written by Jackson/Lewis, the Burke Group or any of hundreds of other "Union-avoidance" firms. But pay special attention to the key words in the last sentence: "equalize" and "competitive advantage." In short, "we don't want to pay them any more or let them work shorter shifts."

The airline industry is being pushed to the limit, and the fault certainly doesn't lie with Neeleman alone. But no airline entrepreneur will bargain with workers' organizations on an equality as long as they believe that success comes only by squeezing out every nickel.

When I started flying, airline fares were heavily regulated. Tickets were like legal tender and could usually be switched from one airline to another, since the cost was almost always the same. Were Americans less happy because air fares were somewhat higher than they are now? Did businesses complain because last-minute trips cost no more than ones booked three weeks in advance? Were pilots, crew and air traffic controllers more stressed because they brought home a living wage and worked limited hours?

Business will not take the first step in halting our dash toward a low-wage economy. David Neeleman and his peers would rather pay out \$30 million than lose his "competitive advantage" by treating workers as equals.

Unless we re-regulate our major industries and back our Unions, we will pay the price of breakdowns, plunging morale, more turnover. We are building more and more fragility into our society at a time when we will be tested by the rise of the developing world and by climate change. This is not security. This is pending disaster.

And the next time, it may not be an excruciating wait on a marooned plane. It could easily be a multi-plane pileup. And that's not competitive.

By Alec Dubro, www.TomPaine.commonsense

Company and captain charged in New York boat sinking that killed 20 passengers

U.S. authorities have laid criminal misdemeanor charges against both the captain and the cruise line owner of a tour boat that capsized in upstate New York in 2005, killing 20 elderly tourists.

Shoreline Cruises and Captain Richard Paris were both charged on February 5, with failing to have enough crew members aboard the *Ethan Allen* tour boat on October 2, 2005.

The 12-meter glass-enclosed boat was sailing on Lake George, about 200 kilometers south of the New York-Quebec border in the Adirondack mountains, when it flipped, dumping a boatload of seniors from Trenton, Michigan, into the chilly water.

Paris was the only crewmember aboard, but state navigation law required at least two for the 47 passengers onboard that day.

The day was clear and sunny, but investigators from the National Transportation Safety Board (NTSB) believe the boat was rocked by a wake from a passing boat or multiple boats.

The federal board last summer concluded the boat was dangerously unstable and should have carried only 14 passengers, even though the *Ethan Allen* was certified to carry 48 passengers and two crew members. Passenger capacity for the boat was calculated when it was manufactured in 1966, but modifications over the years made it less stable and capacity should have been slashed to 14 people, the NTSB reported.

Survivors and victims' families have filed multiple lawsuits in federal court against the boat operator, tour organizers and others.

Burial at Sea of Frederick Trench

January 7, 2007

Ceremony held by Captain Cooper, S.S. *Kauai*:

We are gathered here to pay our final respects to Brother Frederick Trench. Fred has departed us, and his final wish was to be buried at sea from his favorite ship to join the small brotherhood of men and women who go down to the sea in ships.

Fred was born on December 1, 1917, in New Jersey. He sailed on the dangerous "Murmansk Run" and during World War II and on many west coast and Matson ships through 2006. He died on January 4, 2007.

Fred was an American, A World War II, Korean War, and Vietnam War veteran who believed in God and was a great shipmate. I remember him as a good lookout and helmsman. Does anyone else have any words about Fred?

(Several of the crew member shared their thoughts of Fred. They spoke of his abilities as a seaman and his conscientious attitude. Even in his old age, he had a very keen eye as a lookout. They enjoyed his smile and his humor. He was a pleasure to sail with a good shipmate.)

Let us now observe a moment of silence for our departed brother, Frederick Trench. Captain Cooper then read "Sea Fever" by John Masefield.

I now consign the mortal remains of Frederick Trench to the deep to remain until the day of final judgment when the sea shall give up her dead.

Frederick Trench, into God's gracious mercy and protection, we commit you to the deep. Rest in Peace; 10:15 A.M., January 7, 2007, Latitude: 22-28 North, Longitude: 155-44 West, S.S. *Kauai* en route from Oakland to Honolulu. The crew of the S.S. *Kauai*: Captain Christopher Cooper, Chief Mate Dave Mules, SUP members John Peterson, Bosun, Charlie Schroeder, AB, Gib Wilson, AB, Greg Shauf, AB, Joe Ginez, AB, and Dusty Grobschmit, OS.

Congressional Democrats and Republicans named to maritime oversight committees

Members of committees of Congress that have oversight over various aspects of the U.S. Merchant Marine were appointed this month by their respective party leadership for the 110th Congress.

The Maritime Security Program and other maritime programs and policies affecting the national security of the United States will fall under the jurisdiction of the Seapower and Expeditionary Forces Subcommittee of the House Armed Services Committee. The Subcommittee is chaired by Democratic Congressman Gene Taylor (Mississippi) and includes Representatives Neil Abercrombie (Hawai'i), Rick Larsen (Washington), Madeline Bordallo (Guam), Brad Ellsworth (Indiana), Joe Courtney (Connecticut), Kirsten Gillibrand (New York) and Joe Sestak (Pennsylvania). The Republicans on the Subcommittee are Ranking Member Congressman Roscoe Bartlett (Maryland), Representatives Ken Calvert (California), Terry Everett (Alabama), JoAnn Davis (Virginia), Randy Forbes (Virginia) and Joe Wilson (South Carolina). The full House Armed Services Committee is chaired by Ike Skelton (D-Missouri).

The Subcommittee on Coast Guard and Maritime Transportation of the House Transportation and Infrastructure Committee will be chaired by Congressman Elijah Cummings (Maryland), and includes Democratic Representatives Gene Taylor, Rick Larsen, Corrine Brown (Florida), Juanita Millender-McDonald (California), Brian Higgins (New York), Brian Baird (Washington) and Tim Bishop (New York). Republicans on the panel will be led by Rank Member Steve LaTourette (Ohio), and will include Representatives Don Young (Alaska), Howard Coble (North Carolina), Wayne Gilchrest (Maryland), Frank LoBiondo (New Jersey) and Ted Poe (Texas).

The full House Transportation and Infrastructure Committee is chaired by Congressman James Oberstar (D-Minnesota). In the Senate the Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety of the Senate Committee on Commerce, Science and Transportation is chaired by Democrat Frank Lautenberg (New Jersey). The other Democrats on the Subcommittee are John Rockefeller (West Virginia), John Kerry (Massachusetts), Byron

Dorgan (North Dakota), Maria Cantwell (Washington), Mark Pryor (Arkansas), Thomas Carper (Delaware), Claire McCaskill (Missouri) and Amy Klobucher (Minnesota). The Ranking Member Republican is Senator Gordon Smith (Oregon). The other Republican members are John McCain (Arizona), Trent Lott (Mississippi), Kay Bailey Hutchison (Texas), Olympia Snowe (Maine), James DeMint (South Carolina), David Vitter (Louisiana) and John Thune (South Dakota).

The Commerce Committee's Subcommittee on Oceans, Atmosphere, Fisheries and Coast Guard is chaired by Senator Maria Cantwell. The other Democrats are Senators John Kerry, Barbara Boxer (California), Bill Nelson (Florida), Frank Lautenberg, Thomas Carper, and Amy Klobucher. The Republicans on the panel are Olympia Snowe (Ranking Member) and Senators Trent Lott, Gordon Smith, John Sununu (New Hampshire), James DeMint and David Vitter.

The Chairman of the full Commerce, Science and Transportation Committee is Senator Daniel Inouye (D-Hawai'i).

The House Homeland Security Committee's Subcommittee on Border, Maritime and Global Counterterrorism is chaired by Democrat Loretta Sanchez (California), and includes fellow Democrats Zoe Lofgren (California), Shelia Jackson-Lee (Texas), James Langevin (Rhode Island), Henry Cuellar (Texas), and Al Green (Texas). The Republican members are Mark Souder (Indiana), Bobby Jindal (Louisiana), David Reichert (Washington), Michael McCaul (Texas), and Gus Bilirakis (Florida).

The other House Homeland Security Subcommittee that impacts maritime is the Subcommittee on Transportation Security and Infrastructure Protection chaired by Congresswoman Shelia Jackson-Lee. Democrats are Edward Markey (Massachusetts), Peter DeFazio (Oregon), Eleanor Holmes (District of Columbia), Yvette Clark (New York), and Ed Perlmutter (Colorado). Republican members are Dan Lungren (California), Ginny Brown-Waite (Florida), Marshal Blackburn (Tennessee) and Gus Bilirakis.

The full House Homeland Security Committee is chaired by Congressman Bennie Thompson (D-Mississippi).

King's Point to train Liberian mariners

Liberia's Maritime Training Institute, located near Monrovia, will reopen in March according to a report in the *Inquirer* newspaper. The Institute is supported by Liberia's Bureau of Maritime Affairs and the U.S. Merchant Marine Academy. Between them they are revamping the Institute with the intention of increasing the number of Liberian seamen, the report said. The institute plans to run five classes a year with 30-45 students in each. John Morlu, Liberia's commissioner for maritime affairs, is reported to have praised the interest of the U.S. academy in helping to revamp the Institute.

It should be noted that the Merchant Marine Academy at King's Point, New York, is funded by millions of U.S. taxpayer dollars annually.

Frisco welcomes the Queen



Photo by Vetter Blanchard

Escorted by the pilot vessel *San Francisco* the *Queen Mary 2* steamed into San Francisco Bay on February 4. Thousands of spectators lined the Golden Gate headlands and the waterfront to welcome the largest vessel ever to call the Bay. At 151,000 tons and 1,131 feet long, the *QM2* came in on an ebb tide with an air-draft of 30 feet between the top of her stack to the bottom of the Golden Gate Bridge.

San Francisco Bar Pilot Tom Miller boarded the vessel 10 miles outside the Golden Gate from the SUP-crewed p/v *California*. The p/v *San Francisco*, crewed by SUP operators Roy Tufono and Louie Urbano, met the *Queen* at Mile Rock and with a boat full of dignitaries, and escorted her into the Bay.

Liverpool museum sounds an echo of the maritime disaster that time forgot

All interested in maritime history are familiar with the loss of the *Titanic* and *Lusitania*. But these two maritime tragedies are separated by a third, less well known but still terrible casualty.

It is for this reason that the Merseyside Maritime Museum in Liverpool has brought its exhibits on these two together with those relating to the loss of the *Empress of Ireland*. All three were Liverpool-registered, but the latter has rightly earned her sobriquet the forgotten Empress.

The manner of her loss in part accounts for that in the early hours of May 29, 1914, in thick spring fog on the St. Lawrence River, in a collision that came about arguably from the exercise of undue caution. The Canadian Pacific steamship, outbound from Quebec, had just dropped her pilot at Father Point. The Norwegian collier *Storstad*, steaming upriver and hugging the southern shore, was about to take on her pilot for the passage to Montreal. The majority of the *Empress'* passengers and both ships' crews were asleep as fog caused by the confluence of warm spring air and the meltwater-fed river closed in.

The master of the *Empress*, Henry Kendall, saw the *Storstad* and sounded

full astern but kept his ship on course, but at slow speed. The first mate of the *Storstad* swore that his lookout had seen a port light indicating a change of course and so turned to starboard and further away from the ship. In fact the course took the ice-strengthened collier full into the liner's side despite Kendall's desperate last-minute countermeasures.

Water poured through a 14-foot hole in the ship's side, causing a sharp list which brought more water through open portholes. Fewer than half a dozen lifeboats could be launched before the ship rolled on to its side with hundreds of passengers clinging to her hull. Just 14 minutes after impact, she sank, claiming 1,012 passengers and crew from a total of 1,477 on board.

Thrown from the bridge by the impact, Captain Kendall always blamed negligence by the *Storstad's* navigators and is reported to have greeted its master with "You have sunk my ship". But blame could not be established when questions surfaced over the operability of the liner's steering.

Most tragically, had both ships kept their speed and course constant, the collision could have been avoided. www.merseysidemaritimemuseum.org.uk.

Indian Unions oppose foreign mariners in Indian ships

India's two large seafarer Unions, the Forward Seamen's Union of India based in Kolkata and the National Union of Seafarers of India in Mumbai, say they will oppose moves by the government to attract foreign unlicensed seamen onto Indian ships as there is already an oversupply of Indian mariners.

The Unions are not convinced by arguments put forward by the Directorate General of Shipping that only foreign officers will be recruited because, they say, it will only be a matter of time before foreign unlicensed mariners are recruited as well.

The current shortage of officers, believed to be 25-30 percent, is blamed on the government's taxation policy. While Indian officers have to pay income tax according to the schedule of rates, foreign ship officers enjoy total exemption from tax. Industry sources have suggested that either officers serving on Indian-flagged vessels be exempted from payment of income tax or officers serving on foreign-flag vessels be brought under the income tax requirement.

“We should not overlook the tendency of war to abridge the means, and thereby at least enhance the price, of transporting productions to their proper markets. I recommend it to your serious reflections how far and in what mode, it may be expedient to guard against embarrassments from these contingencies, by such encouragement to our own navigation as will render our commerce and agriculture less dependent on foreign bottoms which may fail us in the very moments most interesting to both these great objects.”

**President George Washington
Second Annual Address to Congress
December 8, 1790.**

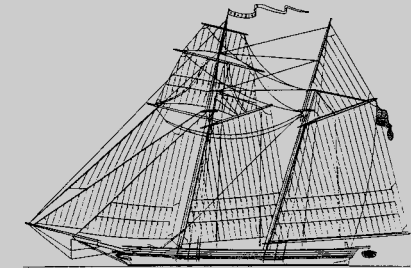
SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund	West Coast Sailors
Douglas Alexander 20.00	Douglas Alexander 20.00
Thaddeus Cahill in memory of20.00	Alfred Anderson 30.00
Mike Dirksen 40.00*	Melvin Armon 25.00
Mike Duvall 20.00	Donald Bohle 25.00
Sandy Earle 20.00*	Lyle Cavin 100.00
Kelly Eggers 80.00	Hugh Crandall 25.00
Lymel Gador 20.00	Mike Dirksen 50.00
Art Garrett 40.00	George Foster 100.00
John Hamann 30.00	Mike Fox 20.00
Duane Hewitt 20.00*	Tattoo Gardiner 20.00
Steve Itson 10.00	Brandon Keopuhiwa 30.00
Eli Lalich 80.00*	Francis Kim 25.00
Paul Monti 20.00	Eli Lalich 70.00
Rich Reed 20.00	Melvin Mate 30.00
Emmanuel Rezada 40.00	Paul Monti 20.00
James Savage 20.00	Duane Nash 20.00
Whitey Secrest 50.00	Earl Phillips 25.00
Robert Taylor 20.00	Milburn Pond 25.00
Pat Weisbarth 20.00	Roberti Ramirez 25.00
William Wood 20.00*	Derek Runyan 10.00
*In lieu of dues increase.	

Political Fund

Stephen Campbell 40.00
Mike Dirksen 50.00
John Ferguson 20.00
Tattoo Gardiner 20.00
Art Garrett 40.00
Kenneth Herzstein 20.00
Vern Johansen 10.00
James Kolm 50.00
Gunnar Lundeborg 100.00
Virgilio Managbanag 10.00
David Mercer 10.00
Paul Monti 40.00
Duane Nash 20.00
Miguel Palacios 30.00
Mike Parenteau 10.00
John Peterson 30.00
Michael Pfleegor 20.00
Rich Reed 50.00
James Savage 20.00
John Savage 20.00
Gregory Schauf 20.00
Richard Stinson 20.00
Eleanor Terrell in memory of Eugene A. Shultz 1000.00
Bill Timmerman 20.00
Miguel Valacios 45.00
Colin Walter 20.00
William Wood 50.00
Edward Zoobrick 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
John McKeon	Book #6456
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430

Sailor recognized for leadership



Bosun Mike Henderson was awarded Sailor of the Quarter aboard the SUP-contracted SS Cape Jacob for his inspiring leadership, knowledge, and excellent role model for all aboard. From left: Grady Byrd, the Maritime Administration’s Coordinator of the Region, BrotherHenderson, and Captain Tom Stapleton, Matson Navigation Company. The Jacob is a Ready Reserve Force vessel operated by Matson.

Gloucester man sentenced in vessel scuttling case

A Gloucester man was sentenced January 16, in federal court for towing his charter boat off the coast of Gloucester, Massachusetts, and sinking it in a commercial fishing area.

U.S. Attorney Michael J. Sullivan; Michael E. Hubbard, Special Agent in Charge of the Environmental Protection Agency’s Criminal Enforcement Division in New England; and William Schenkelberg, Special Agent in Charge of the Northeast Region of the U.S. Coast Guard Investigative Service, announced that Thomas W. Lukejord, Jr., 47, was sentenced by U.S. Magistrate Judge Judith Dien to one year of probation, a fine, restitution and a public apology, in connection with Lukejord’s conviction on one count of violating the Refuse Act.

Lukejord, the owner of the charter boat service in Gloucester, towed a 62-foot charter boat named the *Nicole Renee* to sea and sank it off the coast of Gloucester in approximately 100 feet of water. After removing fuel and other hazardous materials from the vessel, Lukejord pumped water into it using a bilge pump until it sank stern first. Lukejord had looked into disposing of the vessel properly, but chose not to incur the expense. The vessel sank in an area that is fished by commercial fishermen, thereby creating a navigational hazard.

In imposing sentence, Magistrate Judge Dien adopted the sentencing recommendation in the plea agreement filed in the case. In addition to serving one year of probation, Lukejord will pay a fine of \$2,000. Under the whistleblower provision of the Refuse Act, a portion of the fine will be paid directly to the individuals who reported the *Nicole Renee*’s sinking. Lukejord also will pay the Coast Guard \$1,928 in restitution, which equals the cost to the Coast Guard in responding to the sinking. Finally, as part of his plea agreement, Lukejord will publish an apology in the *Gloucester Daily Times* and the *Standard-Times* of New Bedford, the newspapers of the two largest fishing ports in the region.

A Good Read

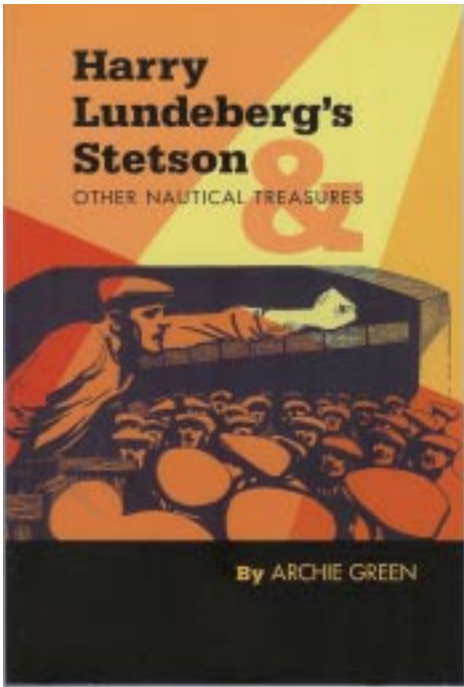
Harry Lundeborg’s Stetson... A new book on nautical lore & legend

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 Lundeborg’s Stetson & Other Nautical Treasures*, focuses on a variety of nautical expressions and cultural artifacts with a West Coast bent.

Harry Lundeborg’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



Record of SUP Shipping January 2007

	Hdqs.....	Seattle	Wilm	Hono	Total
Bosun	2	1	1	2	6
Maint. Man.....	4	0	0	0	4
A.B. Dayworker 0.....	0	0	4	3	7
A.B	4	8	6	6	24
O.S.	2	1	2	1	6
Standby	24	27	57	32	140
TOTALS	36	37	70	44	187

STCW 38 continued from page 1

Development of Competences for Ratings

While previous Conventions dealt mainly with the roles and responsibilities of watchstanders, it was agreed at STW 37 that no such standards existed for the non-watchstanding competences for unlicensed seamen in the deck and engine departments. Accordingly, STW 38 was authorized to set these standards in a new section of the STCW Code to be called A-II/5 and A-III/5 immediately following the existing A-II/4 (covering rating forming part of a navigational watch) and the existing A-III/4 (covering rating forming part of engineering watch.) An inter-sessional correspondence group was set up to begin the process. The major contributor to the group was the United States through the recommendations of the Merchant Marine Personnel Advisory Committee (MERPAC). As a result, the competences that were ultimately agreed on by the Sub-Committee, are very similar to those that are typical in the United States. There are seven broad areas of competency as follows:

- Contribute to berthing, anchoring and other mooring operations
- Contribute to the handling of cargo and stores
- Contribute to the safe operation of deck equipment and machinery
- Apply occupational health and safety precautions
- Apply precautions and contribute to the prevention of pollution of the marine environment
- Operate survival craft and rescue boats
- Contribute to shipboard maintenance and repair

Just as in the competency tables for rating forming part of a navigational watch, however, each broad category has many more specific descriptions of the necessary knowledge, the methods of demonstrating competence, and criteria for evaluating the competence. The problem, however, was not in the competency standards but in the minimum seetime requirements.

New seetime requirements

In order to understand the issue of seetime, it must first be understood that the present international document setting the standard for able seamen is the International Labor Organization’s Convention No. 74 (ILO 74) which was created in 1946. ILO 74 relied on previous Conventions, was therefore directly influenced by both Andrew Furuseth and Harry Lundeberg. The seetime provisions in ILO 74 are for thirty-six (36) months of qualifying seetime to be eligible for an able seamen rating. This thirty-six month period could be reduced to eighteen (18) months under certain circumstances. Since any revision to international maritime law must first take into account pre-existing law, a new chapter of the STCW Code governing AB’s could not be written unless and until ILO 74 was incorporated. Accordingly, the seetime provisions of ILO 74 were heavily influential during the seetime debate over a new A-II/5 and A-III/5.

It was clear from the outset that the new international names for Able Seamen and Qualified Member of the Engine Department or QMED (sometimes called motorman internationally which presented a gender problem) would become “Able Seafarer Deck” and “Able Seafarer Engine.” But the names were not as important as the requirements. **The Working Group was given a draft that made satisfaction of the watchstanding requirements primary and a pre-requisite before qualifying seetime could be earned toward able seafarer deck or engine (AB or QMED).** Indeed the starting point of qualifying seagoing service for able seafarer deck and engine was an item of much debate, with some delegations arguing that the starting point should only commence after satisfaction of the watchstanding requirements in II/4 and III/4. The delegation of the United States, supported by some others, proposed that seagoing service as a rating in any capacity in the deck or engine department should be credited for certification under the proposed new regulation II/5 and III/5.

The goal of the United States delegation here was to try to retain as much as the present system of sea service as possible, i.e., twelve months of seetime to qualify for Able Seamen (Special). Furthermore, **it was our firm belief that seetime for all ratings and qualifications should start the minute an Ordinary Seamen or Wiper boards the ship,** not two months later after he or she gains certification as a watchstander. Despite considerable support, that proposal failed in the working group. The delegation then proposed a variety of different options such as an immediate start of the seetime clock if the mariner is engaged in an integrated and documented training program. In this proposal, a seafarer could qualify as a rating forming part of a navigational watch after two months of seagoing service and subsequently obtain able seafarer deck certification with additional ten months seagoing service, totaling in all a period of twelve months. This too, failed in the working group.

The United States delegation was active in the defeat of a number of proposals that would have made it much more difficult and expensive for the American unlicensed seaman to go to work. Advanced Fire-fighting, for example, was proposed as a AB requirement by a number of countries and organizations. Additional bridge-watchkeeping and crowd/crisis management requirements duties were also defeated.

Summary

In the end, it was agreed that new international definition for a fully qualified deck rating will be “Able Seafarer Deck” which on an international level will replace the term Able Bodied Seaman (AB). In addition to the satisfaction of the seven major competences related to deck work, the seagoing service required shall be service as a rating forming part of a navigational watch for not less than 18 months, or not less than 12 months, and have completed “approved training.” This means that rating forming part of a navigation watch is a pre-requisite for the seetime clock will start for “able seafarer deck.” **In the best case scenario, then, an Ordinary Seamen will be eligible for an able seafarer deck rating only after 14 months of qualifying seetime.**

The new definition for a fully qualified engine room rating, which will replace the term Qualified Member of the Engine Department (QMED), is “Able Seafarer Engine”. The actual seagoing service required for certification should be not less than 12 months or, not less than 6 months and have completed approved training.

Finally, it was proposed and agreed by the Sub-Committee that training conducted during an on-board assessment program must be documented in Training Record Book (TRB) for both engine and deck ratings. So although it remains to be seen how the Coast Guard will interpret this, it appears that the TRB will return as a requirement in the years ahead.

The following is the actual language from the relevant IMO documents:

ANNEX 1

AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED

DEFINITIONS FOR NEW GRADES OF RATINGS

Definitions for able seafarer deck and able seafarer engine are:

1) *Able seafarer deck* means a rating qualified in accordance with the provisions of regulation II/5 of the Convention.

2) *Able seafarer engine* means a rating qualified in accordance with the provisions of regulation III/5 of the Convention.

ANNEX 2

AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED

Chapter II Master and deck department

New regulation II/5

Mandatory minimum requirements for certification of ratings as able seafarer deck

1) Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be duly certificated.

2) Every candidate for certification shall:

.1 be not less than 18 years of age;

.2 meet the requirements for certification as a rating forming part of a navigational watch;

.3 while qualified to serve as a rating forming part of a navigational watch, have approved seagoing service in the deck department:

3.1 not less than 18 months; or

3.2 not less than 12 months and have completed approved training; and

.4 meet the standard of competence specified in section A-II/5 of the STCW Code.

3) **Every Party shall compare the standards of competence which it required of Able Seamen for certificates issued before [date] with those specified for the certificate in section A-II/5 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.**

4) Until [date], a Party may continue to issue, recognize and endorse certificates in accordance with the provisions of the Convention* which applied immediately prior to the entry into force of this regulation.

5) Until [date], a Party may continue to renew and revalidate certificates and endorsements in accordance with the provisions of the Convention* which applied immediately prior to entry into force of this regulation.

6) **Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the deck department for a period of not less than 12 months within the last five years preceding the entry into force of this regulation for that Party.**

Chapter III Engine department

New regulation III/5

Mandatory minimum requirements for certification of ratings as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

1) Every able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kw propulsion power or more shall be duly certificated.

2) Every candidate for certification shall:

.1 be not less than 18 years of age;

.2 meet the requirements for certification as a rating forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room;

.3 while qualified to serve as a rating forming part of an engineering watch, have approved seagoing service in the engine department:

.3.1 not less than 12 months, or

.3.2 not less than 6 months and have completed approved training; and

.4 meet the standard of competence specified in section A-III/5 of the STCW Code.

3) Every Party shall compare the standards of competence which it required of ratings in the engine department for certificates issued before [date] with those specified for the certificate in section A-III/5 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.

4) **Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the engine department for a period of not less than 12 months within the last five years preceding the entry into force of this regulation for that Party.**

STCW 38 continued on page 11

ESU Office Assignments

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



FEBRUARY 2007

Official Publication of the Exxon Seamen's Union

ESU Board Officers and members participate in Safety Initiative meetings

Executive Board Officer's Leo DeCastro and Tommy Thompson, along with members Paul Clow (QMED) and Steve Hicks (AB) participated in a safety workshop held January 31, and February 1. The meetings were held at the Hilton Post Oak Hotel, in Houston, Texas. The ESU delegation was part of a larger "ad hoc" committee of oceangoing officers and shore-side managers that gathered to review and discuss issues related to personnel safety onboard SeaRiver vessels.

The meetings opened with welcoming remarks from SeaRiver's meeting facilitator; Rich Kessinger, Operations Manager; Stu McRobbie and SeaRiver Maritime President; Will Jenkins. The morning session of the opening day of meetings also included a detailed overview of 2006 safety related incidents and a review of fleet input gathered throughout the ocean fleet in advance, in preparation for the conference.

From mid-morning to mid-afternoon the attendees scrutinized all facets of the company's safety operations. Areas of discussion covered a large list of the various components that encompass the overall safety program. Among topics discussed and listed for further discussion during the meeting were contractor safety, employee involvement and recognition, shipyard safety, Loss Prevention System (NLI's, LI's and LPO's), communicating safety at various levels within the company and onboard vessels, training and administrative issues in reporting. Issues of particular concern to ESU members that have been conveyed to the Union were specifically discussed during this session, as well as throughout the two days of meetings.

The remainder of the afternoon was conducted in a "work shop" forum in which the attendees were divided into work groups tasked with prioritizing areas of concern from the list of issues formulated earlier in the day. ESU repre-

Safety Initiative attendees with the Sword of Honor



Front, L-R: Paul Clow (ESU), Bill Keller (Fleet Officer), Will Jenkins, (S/R President), Steve Hicks (ESU), Dave Reeder (Fleet Officer) Back, L-R : Leo DeCastro (ESU), Bill Skahan (Fleet Officer), John Harmon (Fleet Officer), John Haw (Fleet Officer), Tommy Thompson (ESU).

sentation was distributed equally between the work groups. The groups then set about not only identifying concerns, but discussing and offering specific recommendations to correct or improve the particular facet of the safety program.

The ESU contingent also represented the ESU members at a dinner that evening with other members of the safety initiative group, as well as other shore-side managers in recognition of SeaRiver's recent awarding of the Sword of Honor. The award, presented by the British Safety Council recognizes organizations that have implemented safety systems that are among the best in the world. SeaRiver is a multi-year recipient, and one of only 41 organizations selected in 2006, worldwide.

The following morning participants continued the prioritizing and recommen-

dation process. After which, groups worked on a formal presentation of issues that recommendations for improvement had been developed for. By mid-morning the presentations had been completed by the separate teams, and the findings of each team had been reviewed by the others.

A diversified group of office personnel and managers representing a variety of departments from the company, headed by company President, Will Jenkins attended a presentation of the groups work, findings and recommendations. After completion of the groups' presentations, the floor was open to questions and comments. In the coming weeks recommendations that have been adopted will be communicated to fleet personnel by the Safety Department.

Operations Manager Stu McRobbie offered the following statement concerning the scope of the meetings, "In late January, a group of SeaRiver fleet and shoreside personnel met in Houston, TX as part of an initial 2007 Safety Initiative Working Team. The group, made up of personnel representing all levels of the fleet and company, gathered in an effort to seek effective ways to improve upon SeaRiver's already pace-setting safe operating performance. The fleet participants generated working lists of safety and operating system processes which are either working very well and/or may be improved through changes to the systems.

One key area of focus included streamlining and improving components of LPS so that the system is less burdensome to use and less administratively time consuming. A second key area, among several, concentrated on methods for improving and clarifying lines of communication within the company. This includes communications regarding performance expectations and results, changing company business outlooks, more effective Marine Safety Notices/Lessons learned and expanded open feedback loops within the overall company.

The work of the group was all captured and documented for fleet dissemination and each item will be assigned and tracked for future resolution. Given the very effective and open nature of the Initiative Team, similar follow-up gatherings are being considered to help further progress our efforts regarding safe operations."

The ESU Executive Board extends its gratitude for all the hard work both Paul and Steve did in assuring that the represented employees safety concerns were expressed and addressed. Participation in cooperative initiatives such as these give unlicensed fleet employees a needed avenue to convey to management areas within the safety program that can better serve the ultimate goal... maintaining a safe work environment!

Record profits for ExxonMobil Corp. ...again!

ExxonMobil Corp., the parent company of SeaRiver Maritime announced February 1, 2006 that it had recorded for the full-year of 2006 a staggering and unprecedented \$39.5 billion in earnings. The record setting profits eclipsed the previous years (2005) \$36 billion, then the record net profit ever reported for a publicly held U.S. company.

A breakdown of the annual profit equates to approximately \$108 million dollars per day, \$4.5 million per hour, \$75 thousand per minute, or \$1,250 dollars per second. Critics of the oil company's enormous profits refer to claims that the earnings exceed what the federal government spends on public education (K-12) per year, and is roughly equivalent to the amount that Congress has appropriated to provide health care for some 6 million low-income children over the next 10-years.

The earnings announcement immediately brought criticism from some politicians and special interest groups that consider ExxonMobil's profits excessive. The company, sensitive to public perception of the announcement of such a large profits ran full-page ads in national newspapers explaining that in 2006 profits were not excessive and that much of them are reinvested in the discovery and exploitation of new energy sources to meet growing global demand. Also, company spokesman Kevin Cohen said, in defending ExxonMobil's profits, "Our revenues are large and they need to be large to support the huge investments we make to produce the energy our country and the world needs."

However cynics were not convinced, arguing that the company, flush with cash, spent \$19.9 billion for capital investment, but approximately \$25 billion dollars on

buying back its own stock shares. ExxonMobil's stock prices increased approximately 20 percent in 2006.

The Tax Foundation, a privately controlled non-partisan, non-profit think tank estimates that during 2006, ExxonMobil wrote checks to the U.S. government in the amount of \$100.7 billion dollars in taxes directly related to its profits and taxes at the pump. An amount two and a half times their net profit. The organization argues that the inevitable renewal of calls to penalize energy companies with windfall profits and special legislation that prohibits them from tax credits that others may take, is not advisable. The foundation believes that such responses, "will always hurt more than help because they ignore basic economics principals, specifically; that businesses do not pay corporate taxes... Ultimately, people have to pay them."

Many in the financial community predict that ExxonMobil's good fortune of exceeding year-to-year profit results may come to an end in 2007. Despite the record breaking numbers for 2006, the company reported a decline in fourth quarter earnings from the same period in 2005. The fourth-quarter decline reflects lower profits from ExxonMobil's refining and marketing operations and a sharp drop-off in natural gas and crude prices. The fourth quarter result marked the first time since the third quarter of 2002 that ExxonMobil had experienced a year-over-year quarterly earnings decline. A possible indication of more declines in the future.

ESU NEWS on the Internet

The ESU NEWS is also on the Internet. The newspaper is available at the Sailors' Union of the Pacific website. The website is www.sailors.org.

ATC’s “Alaska” crude tankers experience structural deficiencies

The Alaska Tanker Company (ATC) has encountered numerous construction related problems with their state-of-the-art crude oil tankers. The latest problems have necessitated the replacement of approximately 74 mooring bits aboard three of the four vessels that were delivered to ATC between 2004 and 2006. This latest serious construction flaw follows other problems that the company has encountered with some of the newest vessels in the U.S. merchant marine fleet. Other troubles have included cracked rudders and anchors that have went missing at sea.

It is being reported that in September of 2006 a mooring bit broke away from the bow deck of the *Alaskan Navigator* during mooring operations at the Valdez Marine Terminal in Valdez, AK. The iron bit was then pulled overboard, and into the water. Coast Guard reports indicate that there were no injuries as a consequence of the structural failure. A subsequent investigation by ATC determined that not only the failed bit on the vessel in question was defective, but that many others on three of the company’s vessels likely were substandard as well.

The “Alaska” class vessels, built at the National Steel and Shipbuilding Co. (NASSCO) in San Diego, CA had previously found its anchors on the modern vessels to be defective. A January 2007 press release by the company described the loss of the 16-ton anchors:

“In late December, the *Alaskan Frontier* and *Alaskan Navigator* lost anchors in heavy weather while transiting from Valdez, Alaska, to Long Beach, California. There were no injuries to the crew or harm to the environment in either incident. A subsequent inspection of the remaining anchor on each vessel revealed a material defect in each anchor. ATC is working with the ship’s manufacturer, NASSCO, to understand the anchor failure.”

The company took the vessels out of service and made the necessary anchor replacements. Prior to these structural integrity issues, two of the vessels required unscheduled down time to repair cracks in their rudders.

Built with safety in mind, the double-hulled vessels also incorporated dual rudders and engineering suites. The redundancies are intended to allow for safe operation of the vessels in the event of a system failure that would otherwise render a vessel unable to safely maneuver under its own propulsion.

ATC was created in 1999 by a partnership between Keystone Shipping Company, OSG Ship Management and BP Oil Shipping Company, USA. The consolidation allowed for BP to transport their Alaskan crude oil under the management of only one shipping company.

Ship reports

S/R American Progress

A Board Officer visited the vessel at the ExxonMobil Dock in Beaumont, TX, on February 15. The vessel continues to run between Beaumont and Port Everglades with Regular Ship Representative Chuck Bell on board. Chuck reports all is well on the “Progress”. The gang has been staying busy despite some delays due to weather.

S/R Baytown

Union visit conducted on January 28. ESU Ship Representative Joe Bernavich has been keeping in contact regularly with the Union. No beefs reported. Vessel is at press time in a “warm lay-up” status in Portland, OR. The ship spent several days in the Puget Sound area prior to its transit to Portland. The status is a result of low inventories at the Valdez Marine Terminal. It is expected that the vessel will be re-activated with the departure of the S/R Long Beach for a scheduled shipyard period, if not before.

Kodiak

ESU Board Officer visited the vessel January 16, at the Valero Dock in Benicia, CA. Ship Representative Tim Williams aboard. The ships trade has varied with loads being delivered to El Segundo, San Francisco and the Puget Sound region. Vessel scheduled for San Francisco Bay Area visit in late February, and Board visit is scheduled at that time. All is reported going well.

S/R Long Beach

Ship was visited by the ESU at the Valero, Benicia, CA, facility on January 26, and again on February 13. Past

ESU President Jerry Patterson served as temporary Ship Representative during Joe Graca’s absence. Joe returned from paid leave during the mid-February visit to the S.F. Bay Area. The Union thanks Jerry for his continued service to the Union. It is anticipated that the vessel will depart for a shipyard stay in Singapore during March.

Sierra

A ships visit was conducted on February 5, in Benicia, CA, at the Valero Dock. Thor Floreen is back on board and active in his duties as the Ship Representative. Executive Board questioned as to interim watch standing orders for the three QMED’s on the vessel assigned as day workers. Vessel continues on Valdez/Puget Sound ANS trade route.

S/R Wilmington

The vessel was visited at the ExxonMobil Dock in Baytown, TX, on February 3 and 5. John McCarthy was filling in as Temporary Ship Representative and reported everything going well. The vessel continues operating in her regular route between the gulf and east coast. Thanks to John McCarthy for filling in for Regular Ship Representative Jeff Harris. The crew worked efficiently and professionally in conjunction with the U.S. Coast Guard to evacuate a crewman in medical distress by helicopter from the vessel in mid-February. The Union has been in contact with the crewman, and he is recovering well. He is appreciative of the help he received and extends his thanks to Captain Bill Skahan, and the entire crew of the Wilmington.

2007 training schedule released

The training schedule for the remainder of 2007 has been released. The schedule reflects courses in Basic Firefighting (BFF), Advance Firefighting (AFF), Advance Engine Operations (AEO), Advance Deck Operations (ADO), Dangerous Liquids Cargo (DLC) and Confined Spaces (CSL3). The number of, and dates of courses are dependent on participation and are very much subject to change. Additional courses may be added if needed.

Firefighting courses are held at Texas A&M, College Station, Texas will continue to be scheduled, with those that have not attended in the last five years or more given priority to the training dates. Members will be able to choose either the two-day Basic Firefighting course, or in most cases, the Advance Firefighting course that will run from Tuesdays through Friday’s for the weeks that the course is offered.

Pumpmen will now find more billets open to them to attend the Confined Space, Entry and Rescue course. There has, to date been limited opportunities for Pumpman to attend this course. The course is mandatory for officers to attend and the majority of them have now completed the training, allowing for more Pumpmen to attend in 2007 and beyond. The ESU, as reported in the November 2006 issue of the *ESU News/WCS* anticipates phasing-in the Able Seamen into the Confined Spaces training courses as soon as 2008, as Pumpmen interested in the training complete the course. Following the Able Seamen’s initial participation in this course, it is expected that Maintenance Seamen will then begin to filter into the training sessions.

Basic Firefighting

April 9-10 and 30-May 1
June 11-12
August 13-14
September 17-18
October 15-16
November 5-6
December 3-4

Advance Firefighting

March 27-30
April 17-20
May 22-25
June 19-22
August 21-24
September 25-28
October 23-26
November 13-16
December 11-14

Advanced Engine Ops.

April 21-22
September 22-23

Advanced Deck Ops.

April 28-29
September 29-30

Dangerous Liquids

April 23-27
September 24-28

Confined Spaces

April 30-May 4
October 15-19
December 3-7

Future training courses are presently being developed for all ratings. Steward Department Trustee Joe Pereira has taken the lead in the creation of more onboard training for his department. The Union is hopeful of such training in the department commencing by mid-year. Additionally, new courses for both the Deck and Engine Departments, focusing on “hands-on” basic job skills are also being formulated as the AEO and ADO courses near completion by all wishing to participate in them.

As always, the Union encourages all members to participate in courses available to them. For questions or to request to be included in an upcoming course, contact Kharon Delaney at SeaRiver.

#1 Able Seamen, Ruark retires

Able Seaman George Ruark has elected to retire effective February 1, 2007 with over 33 years of service with the company. George was hired as a temporary employee in December, 1972, and his first vessel was the *Exxon Chester*, where he filled an Ordinary Seaman billet. During the early years of George’s long career he served on a number of vessels, including the *Exxon Boston*, *Exxon Gettysburg* and *Exxon Jamestown* as both the ratings of Messman and Ordinary Seaman.

In June of 1979, George was promoted to Able Seaman, sailing extensively on the *Exxon Boston* and *Exxon Jamestown* until those ships were retired in late 1989 and early 1994, respectively. Since that time, he has served on virtually every vessel in the Company’s fleet. George retires as the number one Able Seamen on the seniority list. Also, having joined the Union in February of 1973, George retires as the second longest active member of the ESU. Throughout the years of George’s membership in the union, he has remained a steadfast supporter and has frequently served as a temporary Ship Representative.

Always a good shipmate, members will truly miss George’s presence onboard the vessels. The Union extends its best wishes to George for a long, healthy and enjoyable retirement.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Kevin Conroy

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

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

SUP Money Purchase Pension and 401(k) Plans

PLAN ENHANCEMENTS

Effective April 1, 2007

SUP Money Purchase Pension Plan

Participants of the SUP Money Purchase Pension Plan will be allowed the option of fund selection in the same manner as presently allowed in the 401(k) Plan. Funds available are presented in the “New Fund Line-up” column of the Fund Offerings chart on the second page.

At present, participants who do not elect to change funds will remain in the Bank of America Stable Value B Fund where the Plan’s investments now lie.

Qualified Default Investment Alternative—In the coming months, the Department of Labor will finalize regulations concerning an appropriate default fund or funds for those participants who have not previously opted out of the Stable Value Fund. It is believed that the Model Portfolios outlined below will ultimately gain the DOL’s approval. Model Portfolios correlate age groups with appropriate levels of risk.

Age	Portfolio
20-30	Model Portfolio - Aggressive
30-40	Model Portfolio - Growth
40-50	Model Portfolio - Moderate Growth
50-60	Model Portfolio - Moderate
60-70	Model Portfolio - Conservative
70+	Fixed Income/Stable Value

Assuming that the Department of Labor approves Model Portfolios as expected, participants who have remained in the Stable Value Fund will be notified on June 1, of this year that their account funds will be defaulted in accordance with their age group to the appropriate Model Portfolio on July 1.

SUP 401(k) Plan

The fund line-up has been enhanced with a wider variety of fund options. In addition, some existing funds have been replaced in order to provide better performance.

Model Portfolios are a new offering in the 401(k) Plan. These portfolios have been created utilizing the individual funds in the Plan in accordance with the categories of risk and potentials for growth shown below.

Conservative: 80% Bonds, 20% Stocks

Moderate: 60% Bonds, 40% Stocks

Moderate Growth: 40% Bonds, 60% Stocks

Growth: 20% Bonds, 80% Stocks

Aggressive: 100% Stocks

SUP Money Purchase Pension Plan and 401(k) Plan Fund Offerings

Investment Style/Category	Current Menu of Fund Options	New Fund Line-up
Money Market	Columbia Cash Reserves Class Z	Columbia Cash Reserves Class Z
Stable Value	B of A Stable Value B	B of A Stable Value B
Short-Term Bond	No Option	Metropolitan West Low Duration Bond M
Intermediate-Term Bond	Dodge & Cox Income Fund	Dodge & Cox Income Fund
High Yield Bond	Columbia Conservative High yield Z	Goldman Sachs High Yield A
Large Value	No Option	Allianz Nfj Dividend Value D
Large Blend	Columbia Large Cap Index Z	Columbia Large Cap Index Z
Large Growth	Columbia Marsico Grth Z	Columbia Marsico Grth Z
Large Blend	Columbia Strategic Investor Z	Artisan Mid Cap Value
Mid-Cap Growth	Columbia Acorn Z	Columbia Acorn Z
Small Value	No Option	Northern Small Cap Value
Small Growth	No Option	Royce Value Plus Service
Foreign Large Value	No Option	Dodge & Cox Intl Stock Fund
Foreign Large Growth	Columbia Marsico Intl Opp A	Columbia Marsico Intl Opp A
Specialty-Real Estate	Columbia Real Estate Equity Z	Cohen&Steers Realty Shares
Conservative Allocation	No Option	Model Portfolio - Conservative
Conservative Allocation	Columbia Lifegoal Income&Grth A	Model Portfolio - Moderate
Moderate Allocation	Columbia Lifegoal Balanced Grth Z	Model Portfolio-Moderate Growth
Moderate Allocation	No Option	Model Portfolio - Growth
Large Blend	Columbia Lifegoal Growth A	Model Portfolio - Aggressive

Bold designates new or replacement fund

Meetings and Notifications

Meetings will be held at all SUP halls in March as follows:

Seattle, Monday, March 5, at 8:00 A.M.

Headquarters, Monday, March 12, at 8:00 A.M.

Wilmington, Monday, March 19, at 8:00 A.M.

Honolulu, Thursday, March 22, at 8:00 A.M.

Direct mailings in mid-March and June 1.

Notice in *West Coast Sailors* through July, 2007.

MasterPlan Contact Information

Director of Investment Advisory Services: Todd Smithpeter
Office Phone: (503) 802-2911 Mobile Phone: (503) 704-8550
E-mail Address: Todd.Smithpeter@dpanet.com

Welfare Notes

February 2007

A copy of the letter printed below was sent to all pensioners in January 2007. A follow-up letter to all those who did not respond will be sent this month.

It is necessary that the SUP Welfare Plan have a copy of the notice from Social Security indicating deductions are being made for Part B Medicare enrollment in order to continue reimbursing pensioners for this charge on the pension checks. A copy of the Social Security letter for the member and spouse must be received in our office by March 15, 2007. If the Welfare Plan does not receive a copy of a Pensioner’s Social Security letter, the Medicare Part B reimbursement will be stopped effective April 1, 2007.

COPY OF THE LETTER SENT BY THE SUP WELFARE PLAN

As you may know, Pensioners receiving the Pensioner’s Annual Medical and Hospital Allowance may use their allowance to be reimbursed their Medicare Part B Premiums for both you and your spouse.

In order to continue reimbursing your Medicare Part B (\$93.50), the SUP Welfare Plan is requiring you to submit the form you received from the Social Security Administration which states how much is being withheld from your Social Security check for Medicare Part B. **This information must be received by March 15, 2007.**

This information was recently sent to you from the Social Security Administration. **If you did not receive one or you have misplaced this information, you may contact the Social Security Administration at 1-800-772-1213 or go to your local office and request a BENEFIT STATEMENT.**

You may fax this information to our office at 415-778-5495.

Contact the SUP Welfare Plan office if you have any questions.

Michelle Chang, Administrator
mcsupsiupd@sbcglobal.net

Patty Martin: martinpatty59@sbcglobal.net
Virginia Briggs-Claims:
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Michael Jacyna-Eligibility:
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
SIU-PD Pension 415-764-4987
SIU-PD Supplemental Benefits 415-764-4991

SUPPORT THE
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Measures to Enhance Maritime Security

This agenda item was dominated by a paper by the United States calling for mandatory security familiarization for all mariners employed on a ship, and shoreside security training for all persons with security related duties.

The security familiarization shall include the ability to communicate with other persons on elementary security matters; understand the meaning and requirements of different security levels; report a security incident, etc. The Ship’s Security Officer will be the person designated to deliver this familiarization.

For mariners who have security related duties, which include able seamen, a shoreside training course will be required. The course was envisioned as a one-time requirement in an 8-hour class perhaps as an adjunct to Basic Safety Training. It remains to be seen how the Coast Guard interprets the requirement.

Review of Principles for Establishing the Safe Manning of Ships

Against a background of widespread and long-standing concern amongst maritime regulators, responsible shipowners, ship insurers, and trade unions, and with the recent addition of two exhaustive and conclusive studies on the topic, the problem of maritime fatigue was central issue at STW 38.

Background

Bringing this issue to the center of the attention of the international maritime community has been a long time coming. Indeed, in the United States, fatigue was understood to be the root cause of the of one of the worst environmental disasters in recent history, the 1989 grounding and spill of the *Exxon Valdez* on Bligh Reef in Prince William Sound. The National Transportation Safety Board determined afterwards that the probable causes included “the failure of the third mate to properly maneuver the vessel because of fatigue and excessive workload” and “the failure of the Exxon shipping company to provide a fit master and a rested and sufficient crew for the Exxon Valdez.” Despite this unambiguous language, the issue has not only not been addressed on a international regulatory level it has not stopped unscrupulous operators from doing the opposite in the United States, especially on so-called articulated tugs and barges known as ATB’s. Like ships, ATB’s now carry enormous amounts of oil while underpowered and undermanned because of their regulatory masquerade as a tug and barge. Because of the economic impact, this ATB example is microcosmic of the industry resistance to discussions on manning levels.

Since then the issue has been raised numerous times in international bodies such as the International Labor Organization and the IMO. Indeed the STCW Code address issues of fatigue via the minimum rest periods in Chapter A-VIII/1. That section requires a minimum of ten (10) hours rest in any 24 hour period. The period rest can be divided into no more than two periods, one of which must be six hours in length. Seventy (70) hours of rest are mandatory within a seven (7) day period. And the IMO Resolution A.890 lays out the principles of safe manning with respect to ship type and size and urges companies to man their ships safely and especially to consider peak workload situations in the preparation of their safe manning documents. SOLAS also addresses fatigue in its Chapter V/13. But because the mandatory requirements are loose and enforcement is looser, none of these instruments have been effective in fighting fatigue as confirmed by recent studies.

Fatigue is the primary cause of all maritime casualties

In November 2006, Cardiff University released the conclusions of its six years of research on seafarer fatigue. Among the highlights were the findings that one in four seamen said they had fallen asleep on watch, that nearly 50% of the seamen taking part in the study said they had working weeks of 85 hours or more, and that many had worked to the point of collapse. And despite seriousness of the issue, the study found that seamen had a tendency to under-record their working hours. “There is overwhelming evidence of the existence of maritime fatigue even though the industry has been reluctant to invest resources into monitoring or preventing it,” the research authors declared. Even though it acknowledged multiple sources for fatigue, the study unequivocally laid the blame on increased workload and longer working hours combined with decreased manning levels.

Most importantly, the Cardiff study proved beyond a shadow of a doubt what had been suspected for many years: that there is a strong association between fatigue and accidents. “Fatigue increases human error which not only increases the risk of collisions or grindings but also increases the risk of personal injury and injury to others.” Some estimates put fatigue-related causes at the root of 80% of all seagoing casualties. Other estimates are somewhat lower, but in any case there is no doubt now that fatigue is the single most important causal factor for maritime accidents.

Finally, the Cardiff study pointed out that the existing regulations on the prevention or management of fatigue have failed and that there is extensive evidence that they are frequently ignored. Existing regulations may have made it worse by making it harder to detect those situations in which fatigue may have played a role. In the end, the study called for more robust manning and more powerful regulation to enforce fatigue prevention, in particular by linking the guidance in IMO Resolution A.890 to a verifiable (and subject to audit) requirement in the International Safety Management (ISM) Code.

Manning calculator

If ever the stage was set for IMO action on fatigue, surely this was it. At the outset the International Congress of Free Trade Unions (IFCTU) proposed a broad approach to the problem that was transparent and objective and less subject to competitive pressures. A new annex to the existing Resolution A.890 was part of that approach. It would include details for how to calculate the appropriate manning level which would then be included in the ISM code and audited by port state control as part of the safety certificate. As United Kingdom and others added to the

concept, the so-called “manning calculator” would take into account ship size and purpose, cargo to be carried, method of maintenance, frequency of port calls, length of voyages, etc. It was also suggested that the calculator include the adequate number of crew to respond in a safe manner in the event of a complete automation failure. The United States added its own research paper urging a holistic but systematic approach including an examination of the current state of crew complements, the safety of the current state, assessment of existing regulation to identify gaps and to develop potential measures to address these gaps. Most importantly, the U.S. paper argued that the IMO should develop and implement modifications to IMO instruments (Resolution A.890). The U.S. position stopped short of prescribing mandatory manning levels, which turned out to be the entire focus of the discussion.

Shipowners, in the form of the International Chamber of Shipping (ICS), the International Shipowners Federation (ISF), the Baltic International Maritime CO (BIMCO) and their proxy flag states of especially Greece, the Bahamas, and Cyprus intervened immediately by urging an “holistic” approach to fatigue arguing that manning alone could not solve the problem. Their goal was to defend against the initiative to mandatory standards and deflect the effort to increase manning as a solution to fatigue as too singular in nature. It was a very different use of the term holistic than the meaning employed in the paper submitted by the United States. The shipowners further argued that Resolution A.890 was adequate, having been revised in 1999, and the effort for safe manning should focus on enforcing the provisions of what had already been done. As stated above, the problem with Resolution A.890 is that real enforcement methods are not provided. We understood, however, that it is a common strategy of the enemies of reform to invoke the claim that the proposed fix already exists and adding to it would be redundant and unnecessarily burdensome. Here is where the shipowners unveiled their concept of a “goal-based standard” rather than a prescriptive, mandatory method such as the union proposed “manning calculator.”

Goal based standards

The Secretariat referred these issues to a working group for resolution and a report back to the plenary body. In the working group it became clear that the concept of a “manning calculator,” (in other words a mandatory requirement), was too prescriptive for the shipowners and the idea was re-phrased as a “decision-making aid.” The shipowners were successful in the working group to redirect the sense of the body on safe manning away from mandatory standards in favor of “goal-based standards” which by definition removed mandatory requirements. The phrase “goal-based standards,” therefore is essentially a vote for the status quo and against reform, while still enabling the shipowners to claim they’ve addressed the issue. Such a cynical form of political cover, when mariners are exhausted to the point of collapse, when mariners are getting hurt and killed on the job for lack of sleep, and when ships and the environment of our oceans, ports and coastlines are routinely endangered, is neither unexpected nor acceptable. Bottom line considerations are amoral, but they will continue to drive international regulation on manning until another disaster forces the changes that the maritime unions have been pressing for since at least 2000.

Despite this disappointing conclusion, fatigue on ships is for the first time being widely recognized as a health and safety issue. And also for the first time, fatigue has been inextricably linked, on an official international basis, to manning levels. This is an important first step that must become the foundation for future action.

Comprehensive Review of the STCW Code for STW 39

Under this agenda item, various aspects of the STCW Code were proposed for review in the next Convention. There was an attack generated by Germany that would provide for review of “alternative certification” of non-officer members of the crew, such as able seamen, to perform certain watchkeeping tasks, such as standing a bridge watch alone under certain conditions. It was claimed that there is some “horizontal flexibility” in terms of interdepartmental duties aboard ships, so there should be “vertical flexibility” for to allow lesser qualified personnel additional duties. Referred to as either “down-scaling” or “de-skilling” by the unions, it was astonishing that the shipowners and their proxies would introduce such an idea at a time when there was so much attention on fatigue and manning. The unions were opposed to addressing fatigue and manpower issues with partial training for some ratings to handle excess officer workload. The answer to increased workload and fatigue is to increase manning. After much debate, alternative certification was tabled until such member states as were interested could provide a more detailed purpose and structure.

Also under this agenda item, it was agreed by the Sub-Committee that there was a need to consider the development of qualification and training of personnel of pleasure yachts and commercially operated yachts. It was agreed to review the need for seafarer training on maritime legislation to assist in protecting the crew, owner/operators, and ships from breaching the increasing legislative requirements. Another issue of particular importance to the SUP, is to resolve certain inconsistencies in the STCW Code. One such inconsistency is the requirement to provide proof for achieving/maintaining continued proficiency (within the pervious five years) in Basic Safety Training and the revalidation requirements in regulation I/11 (Table B-I/11). The Sub-Committee agreed on the need to review this regulation to resolve inconsistencies and to clarify the evidence required to prove continued proficiency. Like all of the many other topics under this agenda item, it will all be dealt with in the next Convention, STW 39. Accordingly, it is apparent that continued SUP representation at meetings of the Sub-Committee is critical to our survival as an organization.



SUP President's Report

February 13, 2007

MARITIME ADMINISTRATION

At the request of Maritime Administrator Sean Connaughton, attended a meeting at the Agency's headquarters in Washington, D.C. on January 24, to discuss the prospective employment of U.S. mariners aboard Liquefied Natural Gas (LNG) vessels. Representatives of the SIU-AGLIWD/NMU, MM&P, MEBA and AMO were in attendance as were representatives from all the maritime schools across the country.

Administrator Connaughton explained that as this nation's demand for energy continues to grow so does its need for natural gas. With the increase in imports, significant investment in U.S. LNG terminals will be required to accommodate and service the increasing calls made by LNG tankers.

In 2002, the Deepwater Port Act as amended to expand the Secretary of Transportation's existing authority to include authority to issue licenses for offshore gas LNG terminals. By delegation, MarAd is the lead federal agency for licensing offshore LNG and oil terminals. In the processing of Deepwater Port license applications, MarAd works in concert with the U.S. Coast Guard, numerous federal agencies, and state and local governments. At the conclusion of the applicant's environmental review process (conducted by the Coast Guard), MarAd makes a final license approval determination through the issuance of a Record of Decision (ROD), the ROD incorporates the reasons behind MarAd's decision to issue or deny a license. The ROD also enumerates the various enforceable "conditions of license" that govern the operation of the deepwater port facility.

To promote the security of the United States, Congress recently amended the Deepwater Port Act through the Coast Guard and Maritime Transportation Act of 2006 (PL 109-241 (2006)) to direct the Secretary of Transportation (and, by delegation, MarAd) to develop and implement a program to promote the transportation of LNG to the United States on U.S.-flag vessels. The Act further directed the Secretary to give top priority to applications that will use U.S.-flag vessels in operations. It is also a requirement under the Act that applicants provide the nation of registry for, and the nationality or citizenship of officers and crew members serving on board vessels transporting LNG to U.S. deepwater ports. MarAd deems this requirement to include those foreign-flag LNG tankers providing gas to the deepwater facilities licensed by the Agency.

In furtherance of this goal, MarAd announced, last December, an innovative combined public and private partnership with SUEZ Energy, the first official partnership of its kind within this international industry. Under this agreement, SUEZ will provide training and employment opportunities for U.S. citizen officers and cadets aboard their foreign-flag tanker fleet to meet this goal, SUEZ has pledged to employ a mix of U.S. trained officers and unlicensed mariners on its existing fleet of chartered LNG vessels.

In early January, a Gulf of Mexico based applicant, Freeport-McMoRan Energy, also committed to work with MarAd to develop programs for the training and utilization of U.S. mariners on LNG vessels that will service the Main Pass Energy Hub facility now being planned off the coast of Louisiana. MarAd will seek similar agreements from all of deepwater port applicants.

According to Administrator Connaughton, these agreements represent sound public policy - increased safety, security, and improved transportation efficiencies - and open up vital training and employment opportunities for U.S. mariners in the LNG industry. As such, MarAd intends to continue to reach similar agreements with our pending and future deepwater port applicants.

The growing worldwide demand for qualified mariners, coupled with renewed Congressional interest in the issue of LNG transportation, provides a unique growth opportunity for the nation's maritime industry. As such, MarAd, as an adjunct to its deepwater port program, proposed at the meeting an "LNG Crewing Initiative" to ensure the development of a reliable and consistent supply of U.S. citizen mariners to serve on

the LNG vessels that call at the nation's gas receiving facilities. It is proposed that the initiative work with the U.S. Merchant Marine Academy, state maritime academies, and labor-based training facilities to further develop and expand innovative educational programs to increase the pool of qualified U.S. mariners available for LNG service. Specifically, programs that will provide entry level mariners, both licensed and unlicensed, for immediate employment into the LNG industry upon graduation and programs for the retraining and/or recertifying of current mariners who are sailing on vessels other than LNG; to permit them to transition into LNG service.

Further meetings are tentatively scheduled for the end of this month to discuss and standardize LNG training requirements for unlicensed and licensed mariners.

In order to garner public support of this bold initiative, MarAd issued a request last month in the Federal Register for public comment on ideas of how best to expand and maximize the U.S. LNG role in terms of American vessels and crews. Accordingly, the SUP responded to the request with the following letter:

February 5, 2007

The Honorable Sean T. Connaughton
Maritime Administrator

U.S. Maritime Administration

400 Seventh Street, SW

Washington, D.C. 20590

RE: Docket Number- MarAd-2007-26841

Dear Administrator Connaughton:

On behalf of the membership of the Sailors' Union of the Pacific, I write to express the strong support of this organization for the use of United States citizens on foreign or U.S.-flagged tanker vessels serving the nation's liquefied natural gas (LNG) offshore deepwater port receiving facilities. It is clear that the utilization of highly trained and skilled U.S. mariners will help alleviate the growing shortage of professional mariners confronting the LNG shipping industry as the size of worldwide tanker fleet continues to grow.

Over the past two years, the Congress has given a great deal of attention to this issue, focusing on ways to encourage energy companies to utilize U.S.-flag LNG ships. Congress has expressed concern that the transportation of LNG to the United States would be under the control of foreign nationals, which raises a number of security and safety issues.

Congress addressed this situation in three ways. First, they authorized the Secretary of Transportation to develop and implement a program to promote the transportation of LNG to the United States on U.S.-flag LNG vessels. Second, they directed that LNG-facility permit applicants who utilize U.S.-flag LNG vessels for the importation of LNG to their facility receive priority over applicants who do not. Finally, and most importantly, Congress recognized that the absence of U.S.-flag LNG vessels in operation today makes it extremely difficult for U.S. seafarers to gain the necessary sea-time to qualify for the required LNG endorsement. Consequently, Congress authorized U.S. cadets to train aboard foreign-flag LNG vessels if the Secretary determines such training to be in the best interest of the United States.

This final action serves to ensure that there are U.S. mariners available to meet the growing demand for skilled and qualified labor in the LNG industry. It further helps to alleviate the public concern over safety and security issues surrounding the LNG terminal sites. The employment of U.S. citizen officers and crews will significantly diminished public fear.

Overall, the employment of U.S. citizens aboard foreign-flag LNG vessels can and will serve the best interests of the United States. Knowing that the transportation of LNG will be under the control of U.S. mariners who have been subject to strenuous background and security checks will go far to mitigate public opposition to LNG facilities. This will also serve to help preserve the industry's exceptional safety record by maintaining the LNG mariner pool. U.S. mariners are highly skilled in the operation of steam plants used on the majority of LNG vessels and are experts with

respect to operating other marine power systems such as diesel, diesel electric, and gas turbine. In addition, U.S. maritime unions continue to train their members to the highest industry standards in LNG technologies.

The Maritime Administration's (MarAd) dedication to this Congressional initiative is evidenced by the establishment of a manning agreement with the deepwater port applicant, Suez LNG NA, to train and employ U.S. officers and crews aboard its LNG vessels that will service the Neptune deepwater port facility. This agreement represents sound public policy and opens up vital training and employment opportunities for U.S. mariners in the LNG industry. It is imperative that MarAd continues to establish similar commitments with other deepwater port license applicants for planned projects throughout the United States.

To this end, coordinated efforts must be made to expedite the training of qualified U.S. licensed officers and unlicensed crews to meet the anticipated manning shortfall. Every effort should be made to capitalize on the deepwater port manning agreements to ensure immediate employment for LNG qualified U.S. mariners.

Again, thank you for your leadership regarding this initiative. The Sailors' Union looks forward to a continued partnership with MarAd as we strive to attain these worthy goals.

Sincerely,

GUNNAR LUNDEBERG

President/Secretary-Treasurer

For the SUP the key to success is a collective bargaining relationship either with a U.S. or foreign LNG operator that is brokered by MarAd. The Andrew Furuseth School of Seamanship's limited training funds cannot be expended on jobs that do not exist.

While in Washington, met with various members of the House Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Maritime Transportation to discuss maritime issues, including MarAd's LNG initiative. Also met with Eric Mensing, President of APL Ltd., to discuss the possible deployment of more C-10 type vessels to the East Coast and the state of APL's U.S.-flag fleet. As far as redeployment goes, no firm decision has been made.

CHEVRON SHIPPING COMPANY

After more than a year of ad hoc caucuses with members employed by Chevron Shipping Company and after receiving many written proposals, the SUP Negotiating Committee comprised of rank-and-file members Thor Eriksen and Ron Gill, Jr., as well as Vice President Dave Connolly and your secretary, met on January 29, to formulate final proposals to reflect those expressed by the membership. The primary goal of the Committee was to increase vacation days, increase wages and to address the problem of fatigue through changes in work rules.

Bargaining began on January 30, with the company represented by Jim DeCruz, Manager of U.S. Manning and Human Resources, and John Brandt, Human Resources Analyst. Negotiations with this outfit have historically never been easy and this round was no exception.

The company balked at the "high cost" of adding a vacation day for each year of the new contract and linked it to wages. However, Chevron did agree to redouble its efforts to fight fatigue, comply with provisions of the agreement regarding lunch schedules and coffee time. Although the Union was not successful in reducing the amount of time a mariner had to spend aboard its ships, the company did agree to attempt to accommodate individual relief requests.

Chevron proposed that the 40-hour week be converted to a 56-hour week with all overtime earned on Saturdays, Sundays and holidays being rolled into the base wage. This proposal was firmly rejected by the Com-

continued on next page

President’s Report continued

mittee when the company stated that under this schedule crew members would be compelled to work seven days a week, whether or not they wanted to, and that the current practice of not working at sea on watch on weekends—except for navigational duties— would be abolished.

After exchanging proposals for two days, agreement was reached on the evening of January 31. The new agreement, which is subject to membership approval, provides significant improvements over the previous contract. The highlights of the agreement are as follows:

Term of Agreement: February 1, 2007 through January 31, 2012. The five-year term of the agreement covers all of Chevron’s current U.S.-flag vessel and the four new vessels that will put into service during that time period.

Wages and Wage-Related Items (overtime) for all unlicensed (deck, engine, steward department) ratings:

- Effective February 1, 2007: 3.1% increase
- Effective February 1, 2008: 3% increase
- Effective February 1, 2009: 3% increase
- Effective February 1, 2010: 3.5% increase
- Effective February 1, 2011: 3.5% increase

Vacation Pay:

Effective February 1, 2008: Increase from 20 to 21 days per month.

Effective February 1, 2011: Increase from 21 to 22 days per month.

Machinist Base Wages: Increased by \$100 per month before the initial 3.1% increase is applied.

Bosun’s Job: Included in the deck department work rules.

Company Required Training: Shall not count against earned vacation.

Entertainment System Requirement: Expanded to newly acquired vessels.

Subsistence Allowance Increases:

- In lieu of room: \$50.00
- In lieu of breakfast: \$10.00
- In lieu of lunch: \$20.00
- In lieu of dinner: \$30.00

Ventilation Failure Allowance: Increase to \$50 per incident.

Regarding wages, the membership should note that the increases negotiated compound in Chevron’s 401(k) Plan (in which the company contributes 8% of a mariner’s gross yearly earnings if the mariner contributes 2%) and in the Success Sharing Bonus.

The bonus, which was agreed to between the SUP and the company in 1995, is determined by the overall performance of Chevron Corporation and Chevron Shipping Company for the past year. This year’s bonus is 8% of a mariner’s 2006 W-2 earnings minus the bonus paid in 2005. Chevron indicates that the bonus will be paid on March 7.

In summary, after hard bargaining, it is the judgment of the Negotiating Committee that this concession free agreement improves upon the best unlicensed tanker agreement in the world and therefore, recommends membership ratification.

U.S. ARMY VESSEL WORTHY

In September of 2006, SUP Vice President Dave Connolly was contacted by Captain Mark Fazioli of the U.S. Army Vessel *Worthy*, based in Kwajalein Atoll in the Marshall Islands regarding the availability of qualified mariners. The *Worthy* is a Stalwart-class T-AGOS surveillance ship built in 1989 and converted in 1995 for missile tracking. The ship has a length overall of 224 feet, a displacement of roughly 2,000 tons, and is powered by four diesels with a horsepower of 3,200. Fitted with two enormous radar domes, the *Worthy* carries the Kwajalein Mobile Range Safety System and is operated by Kwajalein Range Services (KRS), a joint venture between Bechtel National, Lockheed Martin, and Chugach Corporations.

The *Worthy*’s mission is to track the first few minutes of test missile launches, confirming course and speed, etc. The ship is kept in reduced operating status between activations in Kwajalein, employing a skeleton

crew who are employees of KRS. In the past when an activation required a full crew, KRS had routinely experienced a shortfall of qualified mariners. Accordingly, KRS began searching for solutions to the manning problem, and the SUP confirmed its ability to provide qualified sailors. Eventually, KRS contacted Patriot Contract Services and asked them to bid on the work.

On February 6, 2007, representatives of Patriot Contract Services met with Anthony Poplawski, President of the Marine Firemen’s Union, Connolly, and your secretary to discuss the issue. As a result of that meeting, both Unions signed a Memorandum of Understanding with Patriot, subject to membership approval, setting the terms and conditions of this new work. The next day, February 7, KRS notified Patriot that they had won the bid and called for a crew to fly to Kwajalein in advance of a February 12 activation. The Union shipped a bosun and two AB’s from the Honolulu Branch. The following is the MOU in full:

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING (this “MOU”) is made as of February 6, 2007 between Patriot Contract Services, LLC (“PCS”), the Sailors’ Union of the Pacific (“SUP”), and the Marine Firemen’s Union (“MFW”) (the SUP and the MFW shall be jointly referred to hereinafter as the “Union”).

WHEREAS, Kwajalein Range Services, LLC (“KRS”) contacted the SUP and thereafter PCS regarding the provision of specified types of mariners (the “Mariners”) for service aboard the USAV WORTHY, which is operated by KRS out of Kwajalein Atoll;

WHEREAS, PCS desires to provide Mariners from the Union to KRS upon KRS’ request; and

WHEREAS, the parties desire to have an agreement in place on the terms and conditions governing the employment of Mariners on the USAV WORTHY in the event KRS requests that PCS provide Mariners to KRS;

The parties hereto agree as follows:

1. AGREEMENT OF THE PARTIES.

In the event PCS enters into an agreement with KRS (the “PCS/KRS Contract”), the employment of Mariners provided by the Union shall be governed by the terms of the PCS/KRS Contract and this MOU, in that order of precedence. If there is a conflict or inconsistency between the PCS/KRS Contract and this MOU, the terms of the PCS/KRS Contract shall govern.

The parties acknowledge that KRS shall not be obligated to order any Mariners at any time, and KRS shall determine the positions, number of jobs and length of employment of any Mariners requested. The Union shall provide the Mariners requested by KRS.

No preexisting or other memoranda of understanding or collective bargaining agreements between the parties shall be deemed applicable to this MOU.

2. TERM.

The term of this MOU shall be from February 6, 2007 through December 31, 2009.

3. COMPENSATION.

(a) **Wages and Benefits Generally.** The wages and benefits for the Mariners shall be as described in this MOU and as stated on the attached Appendix A, which is incorporated herein by reference. No compensation other than as stated in this MOU (including Appendix A) shall be paid to the Mariners. No minimum number of workdays shall be required. In the event KRS seeks Mariners other than those listed on Appendix A, the Union and PCS shall agree on the wages and benefits for those other Mariners prior to providing such other Mariners to KRS; all of the terms and conditions stated in this MOU shall apply to such other Mariners.

(b) **Fixed Wages: The Daily Wage Plus Set Overtime.** Wages shall begin on the date a Mariner commences work in support of KRS’ mission and end on the last day he or she works in support of

that mission (this time period shall be referred to hereinafter as an “Assignment”). The Daily Wage applies seven (7) days per week during an Assignment. The Overtime Rate applies (in addition to the Daily Wage) for hours worked in excess of eight (8) Monday through Friday, and for all hours worked on Saturdays, Sundays, and Holidays.

Mariners shall be paid for ten (10) hours each day during an Assignment, regardless of whether they actually work fewer or more hours on any given day, or overall, during the Assignment. No other wages shall be paid. That payment for ten hours shall consist of the Daily Wage plus two (2) hours of Overtime for each day Mondays through Fridays, and the Daily Wage plus ten (10) hours of Overtime for each Saturday, Sunday and Holiday. Therefore, as wages for each Monday through Friday during an Assignment a Mariner will receive both (a) the Daily Wage for his/her position; and (b) two hours at the Overtime rate for his/her position; and as wages for each Saturday, Sunday and Holiday, a Mariner will receive both (a) the Daily Wage for his/her position; and (b) ten hours at the Overtime rate for his/her position.

For example, for each Monday through Friday an AB will receive as wages \$82 (the Daily Wage) plus \$34 (two hours at the Overtime rate) for a total of \$116, regardless of the number of hours he or she actually worked. For each Saturday, Sunday and Holiday that AB will receive \$82 (the Daily Wage) plus \$170 (ten hours at the Overtime rate) for a total of \$252, regardless of the number of hours he or she actually worked.

Work schedules for the Mariners shall be determined by the Master based on the ship’s needs and mission requirements.

(c) **Benefits.** The benefits shown on Appendix A (Welfare, JEC, MPB and Vacation) shall be paid for each day during an Assignment. No other benefits of any kind shall be paid. No benefits shall be paid for Travel Days. Vacation shall be paid to each Mariner on a daily basis, in addition to his/her Daily Wage plus Overtime.

(d) **Travel Days.** Mariners shall be paid the Daily Wage shown on Appendix A for one (1) day traveling to the Assignment, and one (1) day returning from an Assignment. No benefits or Overtime shall be paid for Travel Days.

(e) **Bi-Monthly Payments.** Mariners will be paid twice per month. There will be no payoffs at the end of any given voyage, mission or Assignment. All payments shall be by check and sent to the Mariner’s home or other address as designated at time of assignment. Direct Deposit may be arranged in accordance with PCS’ standard policies.

(f) **Cash Advances.** Cash Advances of up to Five Hundred Dollars (\$500) will be allowed to each Mariner every two weeks during an Assignment, after the Mariner has worked seven (7) days. There shall be no allotments.

(g) **Holidays.** The following days will be considered Holidays for the purposes of this MOU: New Year’s Day; Martin Luther King’s Birthday; Lincoln’s Birthday; Washington’s Birthday; Memorial Day; Independence Day; Labor Day; Columbus Day; Veterans’ Day; Thanksgiving Day; and Christmas Day.

4. TRANSPORTATION.

PCS shall arrange all required travel, including lodging where necessary. Travel shall be by economy class. If a Mariner for any reason does not complete his or her Assignment (including without limitation where the Mariner is terminated for cause by PCS and/or KRS), he or she will be responsible for all costs (e.g. transportation and lodging) relating to his/her travel home (with such costs to be deducted from his/her compensation); provided, however, that the Mariner shall not be responsible for those costs where he or she does not complete an Assignment due to a medical emergency or due to another emergency approved by KRS.

If, at the end of an Assignment, a Mariner decides to travel to a destination other than the location from

President's Report continued

which he or she embarked for the Assignment, the Mariner may do so and may receive a payment in lieu of normal travel expenses, if such payment and reimbursement to PCS is approved by KRS. That payment shall be in the amount of the airfare, lodging and inland transportation costs that would have been incurred if the Mariner had traveled directly to his or her original embarkation location by the most economical and expeditious means reasonably possible, provided that amount may not exceed Federal Travel Regulations.

5. RIGHT OF SELECTION.

Mariners shall typically be identified for hire through the Union's normal rotary/union hall selection procedures. However, KRS and PCS shall have the right to select Mariners, including the right to accept or reject any Mariner suggested by the Union for any reason not prohibited by law. Without limiting the foregoing, KRS or PCS shall have the right to reject a suggested Mariner if KRS or PCS is of the opinion that the Mariner did not perform well on a prior Assignment. However, if KRS or PCS shall reject any Mariner who has been suggested by the Union, they shall provide to the Union a brief written description of their reasons for doing so.

6. MEDICAL AND DRUG SCREENING.

All Mariners must pass a pre-assignment drug and alcohol screening in accordance with 46 C.F.R. Part 16, regardless of whether that set of regulations would otherwise apply to these Assignments. Prior to any Assignment, each Mariner must have passed an annual physical examination at a facility mutually acceptable to the Union and PCS (the Seafarers' Medical Center is acceptable to those parties) and acceptable to KRS, and the annual examination must have been recent enough so that it will not lapse during the expected length of the vessel's upcoming mission. Per the PCS/KRS Contract, to ensure all elements of a multiphase screening have been satisfied, the following statement of fitness must be certified on each Mariner's Physical Examination Report above the signature of the Physician: "...[Mariner's Name and Social Security Number]...has been examined and found to be physically and psychologically qualified for duty at sea in an isolated environment."

PCS and the Union anticipate that KRS will require certain other documentation in connection with the medical condition of the Mariners, and they agree to comply with all such requirements unless unreasonable. Mariners will be required to fill out a medical questionnaire in a format acceptable to KRS.

7. CITIZENSHIP AND LICENSES.

All Mariners must be U.S. citizens and possess sufficient training to comply with STCW 95. Deck and Engine Officers shall meet USCG requirements and possess valid USCG licenses and required STCW endorsements for the USAV WORTHY. All Deck Officers shall possess a current Radar Observer Endorsement. Unlicensed personnel shall have the necessary STCW endorsements and USCG Merchant Mariner's Document endorsements for their assigned positions.

8. GRIEVANCE AND ARBITRATION.

The Union will not authorize or participate in any strike or stoppage of work during the period of this MOU and will take all reasonable steps to curtail such strike or work stoppage. PCS will not authorize, participate in or permit any lockout during the period of this MOU. The Union and PCS shall endeavor to resolve any disputes relating to the interpretation or performance of this MOU without resort to arbitration. All such disputes which cannot be resolved through discussions between PCS and the Union shall be submitted promptly to a mutually agreeable arbitrator at San Francisco, California or at a mutually agreeable alternate location. The arbitrator's decision shall be issued within fifteen (15) days of the close of the hearing and shall be binding. The fees of the arbitrator and any court reporter shall be split equally between the parties, and each party shall bear its own attorneys fees. Only the Union, and not any of its individual members, may present a grievance to PCS.

APPENDIX A—Wages for the SUP

Note: Wages are based on a 40 hour week, Monday through Friday

	Daily Wage	Welfare	JEC	MPB	Vac	OT
Bosun	\$90.00	25.03	3.00	10.00	36.00	19.00
AB	\$82.00	25.03	3.00	10.00	33.00	17.00

It is important to note that Patriot is not the operator of the *Worthy*, but is just providing mariners requested by Kwajalein Range Services to supplement the existing crew. However, it is hoped this first "test run" with the SUP and MFOW onboard will be an inducement for KRS to continue its relationship with Patriot, thus providing more new work.

Currently the *Worthy* is enroute from Kwajalein to Pearl Harbor and is expected to deploy off Kauai.

Recommend membership ratification of the Memorandum of Understanding with Patriot.

SUP MONEY PURCHASE PENSION PLAN

Since the inception of the SUP Money Purchase Pension Plan in April 1991, which was a result of bargaining with APL and Matson the previous year, assets for individual participants have increased substantially as has the membership's knowledge of their retirement investment. The Union Trustees of the Plan (Dave Connolly and your secretary) are convinced, along with many participants, that all participants should be allowed to make the investment choices that best suit their own retirement timelines and risk tolerance. Accordingly, the Plan Trustees have agreed to major improvements to the Plan.

Beginning April 1, 2007, the Plan will allow, but not require, participants to allocate their account assets to any of several mutual funds that are available in the SUP 401(k) Plan. Those options were recently updated to replace some funds with better performing options, as well offering new stand alone investments, as well as a group of managed portfolios or model portfolios," that are professionally designed and managed based on a given level of risk. These have been recommended by the Plan's investment advisor.

Also known as self-direction, investment decision-making will be transferred from the Trustees to the participants themselves. Self direction is intended to provide participants with the ability to coordinate their investment objectives with their risk tolerances and personal preferences. In addition to self direction, the plan will offer "model portfolios" that will allow those who wish to have less involvement in the management of their retirement investments. If participant assets are allocated wisely, self-direction and model portfolios can offer opportunities to improve returns and protect your assets. All of the major asset classes will be available, and participants can use them to design individual portfolios if they wish. Finally, the present fund, or a similar successor will be available for those that prefer to elect it.

In order to comply with government regulations associated with creating a self-direction option in a money purchase pension plan, an informative period of education regarding the various investment alternatives and their risks and returns is required. That period starts today with this report and the distribution of an introductory pamphlet describing the changes and options.

Next, the February issue of the *West Coast Sailors* will feature the beginning of a series of articles containing detailed information on the issue. Every issue of the *West Coast Sailors* between February and July will contain detailed information.

In March there will be individual seminars for members at Headquarters and the Branches beginning at 0800 in Seattle on Monday, March 5, Headquarters on Monday, March 12, Wilmington on Monday, March 19 and Honolulu on Thursday, March 22. Plan staff will also make two direct mailings to all participants, one in March and another in June. At any time questions can be directed to SUP Money Purchase Pension Plan staff at 415-778-5490.

In the coming months, the U.S. Department of Labor will finalize regulations on what is known as the Qualified Default Investment Alternative or QDIA, which will mandate an appropriate default fund or funds

for those participants who have not previously opted out of the Stable Value Fund during the period between April 1 and July 1, 2007.

At present, SUP Money Purchase Pension Plan participants who do not elect to change funds will remain in the Bank of America Stable Value B Fund where the Plan's investments now lay. (On July 1, when the change is fully effective, accounts of participants who do not elect to change funds will be transferred to either a target retirement portfolio or to a successor of the Stable Value Fund which will be designated by government regulations.) A target retirement portfolio is a carefully designed investment allocation based on the expected retirement age of the participant. These also will be recommended by the Plan's investment advisor. A younger participant's portfolio will be more aggressive while an older participant's portfolio will be more conservative. The model portfolios and target retirement portfolios offer Plan participants money management that is a sophisticated retirement savings building tool that was previously available only to the wealthy.

I urge all participants to attend the seminars on the dates noted, and use these new features to enhance their retirement security.

SUP officials are not participants of the Plan, however, current officers who had previous employment covered by the Plan remain participants.

[Editor's note: See page 10 for more information.]

MILITARY SEALIFT COMMAND

The Military Sealift Command (MSC) has thrown a wrench into the long anticipated and repeatedly delayed Request for Proposal for the operation of eight Watson-class Large Medium Speed, Roll-On/Roll-Off (LMSR) vessels.

On January 16, the MSC Prepositioning Program published a Market Survey soliciting "comments and expressions of interest relative to the commercial charter" of up to four Watson-class vessels or up to two of the Shugart-class LMSR vessels.

According to the MSC, the chartering party would be responsible for all operating costs, including but not limited to fuel, maintenance and repair, spare parts, regulatory and class society certification, insurance, consumables and vessel documentation. The charter period is defined as up to 59 months with a delivery date of October 1, 2007. The charter would be pursuant to and in accordance with Section 10 of the United States Code and Navy regulations found in Section 32 of the Code of Federal Regulations, which deals with the leasing, disposing or transferring of excess and surplus property.

Apparently because of the cost of the wars in Iraq and Afghanistan, the Defense Department wants to dump these vessels to save money.

In discussions with informed maritime sources, your secretary has come to the opinion that what the MSC proposes to do is illegal.

Chartering of these government-owned vessels to commercial U.S.-flag owner/operators would be detrimental to the U.S.-flag market and would in fact work to the contrary of the policies and programs already in existence such as the Maritime Security Program (MSP), VISA Program and the USC Shipping and Container contracts all of which work in concert with prior existing preference programs that relate to U.S.-flag vessels.

The Market Survey raises serious questions with regard to how the LMSRs will be utilized if they are chartered to commercial operators.

Allowing the LMSRs to carry military cargo would also be contrary to the VISA Program, the MSP Program and the USC Contract.

If the MSC chartering initiative was permitted it would be devastating to SUP-contracted companies American President Lines and Matson Navigation Company. Each LMSR has approximately 316,000 square feet of RoRo capacity and is able to carry approximately 2,200 teu's. If these ships were put into commercial service and allowed to haul Defense Department cargo, it would suck most, if not all, of the military cargo from APL's U.S.-flag MSP fleet. This would jeopardize the future of the MSP Program and SUP jobs. For Matson the

continued on next page

President's Report continued

same would occur relative to military cargo and the carriage of vehicles between the Mainland and Hawai'i. Introduction of LMSRs into the Jones Act trades would jeopardize the future of the RoRo's *Lurline* and *Matsonia* as well as the *Mokihana* which is undergoing RoRo retrofit and have a negative effect on the rest of Matson's fleet and a major loss of SUP jobs.

The Sailors' Union will fight this ill conceived and dangerous proposal as it threatens our very existence.

BUSH'S BUDGET

On February 7, President Bush sent his budget request to Congress for Fiscal Year 2008. In addition to the draconian cuts proposed for such important social programs as Medicare, his request includes a number of items that affect the maritime industry, with two items in particular requiring the attention of the SUP and the rest of maritime labor: the Maritime Security Program (MSP) appropriation and the monetization of 25% of the Public Law 480 Title II Food for Peace Program.

As part of an overall strategy to reduce the cost of his budget, the MSP fell victim to a 1% cut. When Congress reauthorized the MSP in 2003, the stipend per ship increased to \$2.6 million and the size of the fleet increased to 60 vessels. Full funding for the program is \$156 million. However, the President's budget request asks for \$154.45 million for the program for Fiscal Year 2008. The SUP will work with members of Congress to ensure that MSP is fully funded when the House and Senate agree on final appropriations.

The President has also requested that a quarter of the P.L. 480 Title II Food for Peace program funding be given directly to designated countries in the form of cash payments, rather than actual food grown in the United States and carried in U.S.-flag vessels. Thanks to the hard work of a broad coalition that included maritime, agriculture and private volun-

tary organizations that administer food programs across the world, the maritime labor has been able to stop similar efforts in the past, and we expect to defeat this proposal again.

FOSS MARITIME COMPANY

In accordance with 2004-2008 collective bargaining agreement between the SUP and Foss Maritime Company, covering the company's bunkering operation on San Francisco Bay, wages for all job classifications will increase 2.5% effective March 1. Overtime rates will increase under the straight-time-and-one-half formula.

HOLIDAY

On Monday, February 19, all SUP halls will be closed for Washington's Birthday (President's Day) which is a holiday under the collective bargaining agreements with American President Lines (offshore and shoreside), Foss Maritime Company, Matson Navigation Company (offshore, shoreside and RRF vessels), and Patriot Contract Services.

Due to the holiday, the Branch meetings will be on Tuesday, February 20.

Under the agreements with Chevron Shipping Company and the San Francisco Bar Pilots, Washington's Birthday is observed on Thursday, February 22.

ACTION TAKEN

M/S to ratify the Chevron Agreement. Carried unanimously.

M/S to approve the Plan enhancements to the SUP Money Purchase Pension and 401(k) Plans. Carried unanimously.

M/S to ratify MOU with Patriot on manning for the USAV *Worthy*. Carried unanimously.

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

Gunnar Lundeborg

Vice President's Report

February 2007

STW 38

For the full report on impending STCW changes, please read the story that begins on page 1. But as an aside it is worth noting that most of our present members will be grandfathered in under the old system. Future members, however, and all future unlicensed mariners in the U.S. merchant marine, will be very deeply affected by these changes to the STCW Code begun this January. For present members, one of the most important changes is the new recency requirement for AB renewals, (see Annex 2, paragraph 6 on page 7 of this month's *West Coast Sailors*) which appears to be the same as present BST renewal requirements: one year in the last five to maintain certification as AB. It remains to be seen how the Coast Guard will interpret these changes, and their implementation is at least four years down the road. Nevertheless, members should be aware that in order to maintain their credentials in the future they are going to have to continue to ship.

For the Union, there is a significant new challenge in the certification of qualified AB's. This is especially true in terms of the increase of seetime that will someday be required to get an OS to AB. The regulation requires certification as a rating forming part of a navigational watch **before** the seetime clock starts for Able Seafarer Deck. Under the best case scenario that means seetime for an AB is going to go from 12 months of seetime to 14 months of seetime. As difficult as this particular issue was, it could have been a lot worse for us. There was an initiative to make advanced fire-fighting and crowd management requirements for AB certification, for example. The shipowners of the world are constantly trying to either add unnecessary requirements or do away with reasonable standards even as they agree they are necessary.

Bismark's advice that "laws are like sausages; it's better not to see them being made" certainly applies to the international maritime lawmaking process. In London, the meeting of the IMO's Sub-Committee on STCW was a very discreet and polite fracas, a genteel melee between two primary forces: shipowners and Unions. This is not new, but what appeared different this time was the growing roll of shipowner surrogates. Not only were the infamous open registries such as Panama, the Bahamas, Malta, and Liberia, active in attempting to squelch any meaningful reform. Now some of the more traditional national registries such as such as Greece, Germany, Norway, and Denmark often came down on the side of the shipowners. Responsible and relatively neutral member states like the United States and the United Kingdom were few, and the International Congress of Free Trade Unions was sometimes internally divided. That means that much of the momentum necessary for a change was only for a change that would benefit the shipowners. As the MM&P's old hand George Quick put it: "It takes an awful lot of work to make nothing happen at these meetings." It's also why the SUP needs to keep a weather eye on the IMO.

Ships Checked

Washington Voyager: delegate Anton Seravaseiyar. In at Richmond Long Wharf. Discussed the realities and results of negotiations and aspects of the new Agreement.

Colorado Voyager: delegate Mark Jones. Same as above. See President's Report for details on new Chevron contract.

APL Thailand: delegate Herb James. No problems.

APL Philippines: delegate Louis Frazier. Came in clean.

Lurline: delegate Robert Morgan. No beefs.

Manoa: delegate Tom Koppel. Minor clarifications, no beefs.

Cape Jacob: delegate Pat Vaughn. Investigation on discrimination beef complete. Insufficient evidence to file a claim, but Company agreed to reprimand mate. Will continue to monitor the peculiar behavior of this particular supervisor.

Also worked in the front office handling questions, grievances, and negotiations.

Dave Connolly

Coast Guard looks to space for maritime awareness

The U.S. Coast Guard announced its intention to explore increased use of space as a tool to enhance awareness of activities in ports, coastal waters and their approaches.

The Coast Guard has been studying the feasibility of receiving maritime automatic identification system (AIS) signals from space since 2001. In May 2004 the Coast Guard contracted with ORBCOMM, a satellite data communications company, to develop and build the capability to receive process and forward AIS signals from space via an AIS receiver onboard a communications satellite. In addition, ORBCOMM will provide the ground systems capable of processing the AIS signals and relaying the collected messages to the Coast Guard. Studies conducted at John Hopkins University in 2003 indicated this concept was feasible, but it was not proven until a December 16, 2006 launch

by the Department of Defense of the TACSAT-2 satellite, which was equipped with an automatic identification receiver.

The Coast Guard's ORBCOMM satellite is scheduled to launch in the second quarter of 2007, and ORBCOMM has announced plans to include automatic identification system receivers in future communications satellites.

In another effort, the University of Miami's Center for Southeastern Tropical Advanced Remote Sensing, using a concept of operations developed by the Coast Guard, led a successful multi-organization experiment in late Sept. 2006 to develop and refine maritime domain awareness concepts and capabilities. Using seven civilian satellites, the Center was able to detect and track vessels transiting from the eastern Mediterranean to the coast of the United States.

Source: U.S. Coast Guard.

H.R. 800 continued from page 3

informed choice on Unions.

Today, if workers try to organize, the NLRB generally sets a secret-ballot vote a month or more after the formal request. During this period, it is legal for the company to hire anti-Union consultants, schedule an unlimited number of mandatory meetings with employees, "predict" that the workplace could be shuttered if the Union wins and bar labor representatives from the premises.

It's not just that the playing field is tilted against organizing; Unions are locked out of the stadium. Of course, why would companies limit themselves to what's legal? Penalties for violating workers' rights are virtually nonexistent.

Nonetheless, one might ask why the Employee Free Choice Act replaces the secret-ballot vote with majority sign-up. The secret ballot is appropriately considered sacred in a democracy, but it requires a democratic context to be meaningful. These NLRB-supervised elections often take place in highly coercive, even threatening, environments.

Fortune magazine reported last June that "workers are routinely fired or discriminated against for supporting Unions.... Some [firms] go so far as to close down work sites when employees vote for a Union." As a result, the NLRB elections are more like plebiscites in a dictatorship rather than election day in a democracy. The votes may be counted honestly, but the outcome reflects the fear-ridden atmosphere in which the vote occurs.

The Employee Free Choice Act would restore balance to a system that is driven by aggressive employers, anti-Union consultants, coercion and fear. Strengthening free choice in the workplace lays the basis for ensuring a more prosperous economy and a more democratic society. It was Studs Terkel who put it this way: "Respect on the job and a voice at the workplace shouldn't be something Americans have to work overtime to achieve."

By Harley Shaiken, a professor specializing in labor and the global economy at the University of California, Berkeley.

SUP Branch Reports

Seattle

January 16, 2007

Shipped during the month of January: 1 bosun, 8 ABs, 1 OS, and 27 standbys for a total of 37.

Registration for the period: 7 A cards for a total of 32; 9 B cards for a total of 34; 2 C cards for a total of 8.

Ships checked

President Truman and the *President Jackson* back from the Far-East with clean pay-offs. The *Manoa* in twice with minor clarifications for the gang; the *Kauai* called the gang back and will presumably run in the Northwest trade for the next several months.

We experienced a strong snow storm the night before our monthly meeting this January which virtually shut down the City of Seattle. Union stalwarts Jim Larsen and Erik Finneman oblivious to the hardship braved the elements and we held a special meeting to read the President's report.

I attended a meeting with the King County Labor Council, the King County Building Trades, and ILWU local 19 to meet new Port of Seattle Director Tay Yoshitani. At first glance Mr. Yoshitani held up well under "labor's" combined questioning as to whether Seattle will be a port city or another "gold coast" of condo developments. Mr. Yoshitani stated that he wanted to see the Port of Seattle increase its market share in West Coast container traffic volumes and he further stated that he recognized the value of "labor" as a critical partner in legislative matters. We shall see.

I also attended the Puget Sound Area Maritime Security Committee meeting and the King County Labor Council Executive Board meetings.

Vince O'Halloran
Branch Agent

Wilmington

January 16, 2007

Shipped during the period: 6 Abs, 6 ABDs, 1 OS. Registration during the period: A cards 47, B cards 62, C cards 7, D cards 0.

Ships checked

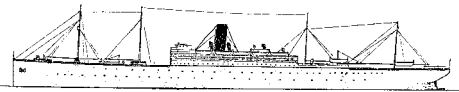
Maunawili, Mahimahi, Maunalei, APL Korea, R.J. Pfeiffer, APL Thailand, APL Singapore, Matsonia, Manukai, Manulani, APL Philippine

There is still a captain that cannot understand what top-to-bottom, stem-to-stern means, and he cannot trust the Webster dictionary for translation. I cannot assume that he is an idiot after all he is a captain, but when I talk with him, he makes his case with all the talent of the child of a crack mama or candidate for the White House. But none the less, my time as a counselor/Bible teacher at the CYA has given me a professional tolerance for people of his limitations. But on the other hand let's get back to becoming better at what we do on the job. Let's prove that the SUP has the best sailors. Brothers, let us study to become radar observer welder and locksmiths and take back those jobs from the non-union contractors and save the company money by using Union sailors to do those jobs for a premium rate.

As an old man of the sea told me, in life you will not get everything you want, but if you work at it with 110 percent of your ability, you can get about 98 percent of your goals. So let's get trained and fight for our Union.

Yours in struggle,

Paul Calais
Branch Agent



Honolulu

January 16, 2007

Shipped during the month of December: 1 bosun return, 3 ABWs, 1 ABW relief, 1 ABW return and 5 ABDs. These jobs were filled by: 3 A members, 7 B members and 1 C member. Also shipped 20 standby jobs, filled by 3 A members, 13 B members and 4 C members. Total jobs shipped: 32.

During the month of December, registered the following: 5 A members, 9 B members, and 2 C members. To date registered are: 11 A members, 13 B members, 6 C members and 2 D registrants for a total of 32 registered.

Ships checked

Mahimahi, Manoa, R.J. Pfeiffer, Matsonia, Lurline, Manukai, Manulani, and Maunawili, all with few or no beefs. Paint & Rigging gang satisfactory with Monte Kalama as bosun.

On January 17, attended the Hawai'i Ports Maritime Council meeting. We are keeping a vigilant eye on the soon to arrive Hornblower Yachts, Inc. managed Hawai'i Super Ferry. Discussed the possibility of contacting the State Legislature to see if we could come up with some recourse as this non-Union outfit is benefitting from a very large state subsidy.

Rene Valles on the binnacle list recovering at Queens Hospital. Jim Savage still undergoing rehabilitation.

Mike Duvall
Branch Agent

Attend
your Union
meetings!

San Francisco Business Agent

February 13, 2007

Kauai—Dave Shands, delegate: First trip after lay up. Questions on medical. Told the gang the Union was working on resolving those problems.

Lurline—Phil Howell, delegate, Paul Fuentes, bosun: Van and car carrier. No disputes this trip.

Mahimahi—Tom Larkin, delegate: Van carrier. Good shape. No disputes.

Manoa—Tom Koppel, delegate, Jim Bailey, bosun: Running smoothly.

APL China—Dave Reinking, delegate: Voyage pay off. Had a meeting with the captain and delegate about the washdown. Cleared up some disputes on washdowns, otherwise in good shape.

APL Korea—Gary McDevitt, delegate: Voyage pay off. To my understanding, no disputes.

APL Philippine—Lou Frazier, delegate: Voyage pay off. In from San Pedro, no disputes.

APL Singapore—Armand Martinez, delegate: Voyage pay off. Chairs in messroom were reupholstered.

Also worked in the front office. Note: The SUP fought hard to build and maintain jurisdiction on stores cranes. We expect SUP sailors who are members of the crew to perform this work as part of their regular duties, including weekends.

Bill Berger

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 676:

William DeCambra, 65, Book No. 2714, joined SUP in 1962, 15 years seetime.

Daniel Gonzales, 79, Book No. 2885, joined SUP in 1954, 44 years seetime.

Robert White, 65, Book No. 3608, joined SUP in 1963, 13 years seetime.

Dispatcher's Report

Headquarters—Jan. 2007

Deck	
Bosun	3
Carpenter	0
MM.....	5
AB	16
OS	0
Standby	21
Total Deck Jobs Shipped	45
Total Deck B, C, D Shipped	15
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts. ...	45
Total B, C, D Shipped-All Depts. .	15
Total Registered "A"	76
Total Registered "B"	66
Total Registered "C"	11
Total Registered "D"	11



Photo by Jessica Savage.

The SUP/MFOW Honolulu Christmas party held at San Island Beach Park on Saturday, December 16. This is the Sailors' Union contingent.

From left third row: Kaipo Pomakai, Kim Coluin, James Savage (guest of honor), SUP Branch Agent Mike Duvall, Shermiah Iaea, Bill Sullivan, Will Williamson. Second row: John Lindsey, Monte Kalama, Jonathan Rose, "Blackie" Breihaupt, Keith Kamana. First row: Gabe McDonald, Patrick Weisbarth, Siliato Tuia, and Emo Aulelaua.