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SAN FRANCISCO, CALIFORNIA

Friday, April 24, 2009

The piratical world of commerce

By Leon Fink

Volume LXXII

The Somali pirates were unlucky thieves. In capturing a U.S.-flagged container ship, the Maersk Alabama, and its captain, Richard Phillips, the pirates chose the wrong target.

No. 4

One sequestered U.S. captain drew more attention than the hundreds of other captives still being held hostage or freed because ransoms were paid. The difference between the Maersk Alabama and the other targets was not just that the pirates had picked on the most powerful nation in the world, but that they were suddenly confronting a nation at all.

Unlike the 18th century Barbary pirates, to whom they have been compared on the superficial grounds that they are both poor Muslims feeding off oceanic traffic, today's pirates are stateless actors generally operating in a medium (the ocean) of weak or even fictive states.

Moreover, though they may be the most violent actors at sea, the pirates' mercenary motives and ethics place them in the mainstream of today's shipping world.

In "The Wealth of Nations," 18th century political economist Adam Smith famously anticipated a world in which an unfettered marketplace would maximize production, trade and wealth. Yet, even as he counseled restraint from governmental interference, Smith allowed himself wiggle room when it came to commerce and the sea. Maintaining access to the navigable world and, if possible, control of the world's trade, was a crucial mark of national

Though generally abandoned in favor of free trade, vestiges of Smith's logic remain in play. The U.S., for example, long

continued on page 4

SUP aboard two more APL ships



The APL Agate (ex NOL Agate) is a 5,020 teu containership built by Samsung Heavy Industries in 1997 in South Korea. The Agate can make 24.5 knots and is 63,693 deadweight tons.

s the West Coast Sailors goes to press, SUP sailors are preparing to board the APL Agate in Norfolk, Virginia, where the vessel will be reflagged from Singapore to U.S.-flag. Next month the same thing will occur in the APL Japan.

Both of these ships, operated by SUP-contracted APL Marine Services, Ltd., will increase the size of the company's fleet from nine to 11 vessels.

The Agate and Japan will join APL's Suez Express Service. This string of ships calls at

Staten Island, Charleston, Savannah, Norfolk, Jebel Ali (Dubai), Port Kelang (Malaysia), Singapore, Colombo (Sri Lanka) and Salalah (Oman) before heading back to New York.

For more information see the SUP President's report on page 10.

San Francisco pilot boat crew rescues yachtsman from stricken vessel

The skill and seamanship of the SUP sailors aboard the pilot vessel California was put to the test on the night of March 28, when they rescued a crewman of the stricken sailing vessel Heat Wave.

At approximately 8:30 P.M., the *Heat Wave* capsized in 40knot winds and 12-foot seas south of the San Francisco Main Ship

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Bar Channel Buoy 8, throwing both crewmen overboard with only a flashlight and a handheld radio. Due to the cold water, sea conditions and weather, they were in extremis and their survival was limited to minutes rather than hours.

SUP member Liam Casement was operating the California one mile west of the San Francisco Sea Buoy when he heard a Mayday call over the radio. The vessel sending the call reported that their keel had broken off and they had flipped and were sinking.

Casement immediately notified the rest of the crew (Brothers Mike Sposeto, Mark Hargus, Knud Sorensen) and bar pilot Dave Weiss that he was running at full speed to the scene to assist the 28-foot sailboat.

As Casement wrote in his log book entry:

"We maintained radio contact with the distressed vessel Heat Wave and with Station San Francisco USCG and Vessel Traffic. An outbound tug and tow gave us the approximate location of the wreck. There were two Coast Guard boats and a search and rescue helicopter also searching. We were the first on the scene

and found two crew members of the *Heat Wave* clinging to about five feet of the vessel which remained above water.

I laid the California alongside the wreck so that a line and flotation collar could be sent to the most desperate crew member, Dave Wilhite. The crew secured Mr. Wilhite with the safety line and brought him alongside where he was brought aboard with the Jason's Cradle. While we were rescuing Mr. Wilhite,

a Coast Guard vessel was given the location of the second distressed sailor by us and executed a rescue of this second sailor. Mr. Wilhite was secured in the lounge, dried and given warm clothing and blankets. Oxygen was administered along with first aid to prevent shock.

We determined that a helo evacuation of Mr. Wilhite was not necessary and perhaps risky in high wind and seas and so proceeded at full speed from the scene of the rescue to Horseshoe Cove Coast Guard Station to deliver the victim to awaiting medical personnel. We transferred Mr. Wilhite to the EMTs at the dock using our boats litter. All indications are that both sailors were OK."

Casement, was on watch and worked the helm and radios. Sposeto and Hargus manned the life saving station and administered first aid to the victim. Captain Dave Weiss was the only pilot aboard and assisted on the radios and on deck with lifesaving. Knud Sorensen, the cook, kept lookout and assisted with first aid.

In his letter of appreciation and commendation to the crew, Captain Peter McIsaac, President and Port Agent of the San Francisco Bar Pilots said in part: "You professionalism and rapid response to an emergency in the most adverse of conditions saved the lives of two sailors and are in keeping with the highest traditions and standards of the San Francisco Bar Pilots and the professional seafarer community. We are proud of you and your accomplishments."



From left: Liam Casement, Mike Sposeto, Mark Hargus and Knud Sorensen on the foredeck of the p/v California. Photo by Leo Moore.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ **General Fund**

West Coast Sailors

Emo Aulelaua 25.00	Takayuki Asai 25.00
Liam Casement 30.00	Dave Babbitt 25.00
Robin Colonas 100.00	Robert Bacon 25.00
Jennifer Corner 50.00	Raymond Bell 50.00
Thor Erikson 25.00	Richard Blossom 20.00
Dianne Ferrari	George Boyeas 25.00
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Norhaslan Idris 10.00	Cal Cunningham 25.00
Knud Jensen 50.00	Thor Erikson 25.00
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Donald Steffens 25.00	of John Fernandez 100.00
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Tom Tynan 50.00	Angelo Rossano 25.00
Patrick Weisbarth 100.00	Egil Sleveland 30.00
Tim Wilcox 100.00	Eugene Souza 25.00
Steve Zombro 50.00	Donald Steffens 25.00
	William Tice 25.00
Political Fund	Robert Tovano 25.00

Political Fund

Rogelio Berioso	10.00
Chris Bujnowski	100.00
Dave Connolly	
Kevin Conroy	100.00
Jennifer Corner	50.00
Andre Dayley	20.00
David Fadoul	100.00
P."Tattoo" Gardiner in	memory
of Bill Singh	20.00
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David Ibarra	50.00
Robert Jones	50.00
Norman Kurtz	25.00
Gunnar Lundeberg	50.00
Raoul Macalinao	10.00
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Emmanuel Rezada	30.00
Ralph Senter	100.00
Michael Soper	20.00
Tulilo Tautala	25.00
Tim Wilcox	50.00
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Dues-Paying Pensioners

Richard Walsh 25.00

Franklin Whitman 25.00

Robert Copeland	Book #4763
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Knud Jensen	Book #3940
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James K. Larsen	Book #4055
John McKeon	Book #6456
Keith Miller	Book #6497
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Joseph Napier	Book #2299
Duane Nash	Book #2437
John Pedersen	Book #3834
John Perez	Book #3810
Alex Romo	Book #3193
Cliff Rouleau	Book #3144
	Book #7323
Ralph Senter Richard Sexton	Book #203
Kiciiai u Sextoii	DUUK #203

Final Departures

Eugene Abdo, Book No. 3669. Born in Iowa in 1926. Joined SUP in 1946. Died in Ashland, Oregon, March 30, 2009. (Pensioner)

Alfred Byoff, Book No. 5007, Born in California in 1926. Joined SUP in 1944. Died in Washington, March 16, 2009. (Pensioner)

John Fernandez, Book No. 2237. Born in New York in 1955. Joined SUP in 1979. Died in Riverside, California, March 21, 2009.

William Foley, Book No. 1947. Born in California in 1916. Joined SUP in 1945. Died in Oakland, California, March 10, 2009. (Pensioner)

Tobias Proffen, Book No. 3868. Born in Germany in 1967. Joined SUP in 2004. 2, 2009. S.F. Bar Pilots dispatcher.

Jorge Quintana, Book No. 100. Born in Guatemala in 1922. Joined SUP in 1953. Died in San Francisco, California, March 20, 2009. (Pensioner)

Ernesto Reyes, Book No. 3127. Born in Texas in 1927. Joined SUP in 1951. Died in Henderson, Nevada, March 29, 2009. (Pensioner)

Charles Rodriquez, Book No. 3104. Born in California in 1928. Joined SUP in 1944. Died in California, March 12, 2009. (Pensioner)

Morris Secrest, Book No. 6571. Born in Illinois in 1925. Joined SUP in 1945. Died in Washington, April 11, 2009. (Pensioner)

James Sharp, Book No. 7422. Born in California in 1933. Joined SUP in 1957. Died in Lucerne, California, March 21, 2009. (Pensioner)

Archie Sundet, Book No. 6403. Born in Minnesota in 1922. Joined SUP in 1944. Died in Oakland, California, March 3, 2009. (Pensioner)

Robert Thompson, Book No. 3245. Born in California in 1930. Joined SUP in 1958. Died in California, March 8, 2009. (Pensioner)

James Werler, Permit No. 18239. Born in New York in 1936. Joined SUP Died in San Francisco, California, April in 1995. Died in Florida, March 8, 2009. (Pensioner)

> Jesus Ybanez, Book No. 249. Born in Guam in 1923. Joined SUP in 1953. Died in San Francisco, California, April 3, 2009. (Pensioner)

> Steve Zachmann, Book No. 276. Born in California in 1944. Joined SUP in 1969. Died in Abbeville, Louisiana, March 11, 2009.



Labor stalwart Al Gruhn dies

Albin "Al" Gruhn, president of the Central Labor Council of Humbolt and California Labor Federation, AFL-CIO, from 1960 until his retirement in 1996, died on March 18.

Al was born in Eureka, California on January 3, 1915. He became a major figure in the labor movement in California, a calling he devoted himself to with enormous passion and optimism.

At an early age Al joined the Lumber and Sawmill Workers Union. Appalled by the poor wages and working conditions, participated in strike in 1935 where Union members were killed. This event forged in him a lifetime commitment to the cause of labor. Al joined the Labor's Union in 1936 and maintained his membership until his death.

At the age of 22, he was elected secretary of the Eureka Federated Trade and Labor Council, AFL, now known as the

DelNorte Counties, AFL-CIO. In this position, to which he was reelected every year until 1960, he assisted Unions in the area with virtually all their activities including organizing, bargaining and when necessary, strikes.

As president of the California Labor Federation, Al worked with the Federation's Executive Director Jack Henning focusing his energies on education, apprenticeship, housing, consumer affairs, air quality, recreation of summer jobs for youths.

Over his long career in the labor movement, Brother Gruhn worked on a variety of issues with SUP secretaries Harry Lundeberg, Morris Weisberger, Paul Dempster and Gunnar Lundeberg.

Al is survived by eight children, 14 grandchildren and 17 great grandchildren.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2009:

	Hdqs.	Branch
May	11	18
June	8	15
July	13	20
August	10	17
September	14	21
October	13Tt	ies. 19
November	9	16
December	14	21

Neptune Orient warns of massive revenue loss

Neptune Orient Lines, the parent company of APL, warned the Singapore Stock Exchange on April 16, that it now expects losses of \$240 million in the first quarter.

The figure indicated why NOL had earlier more than doubled its target for cost savings for 2009 - with the cuts starting at the top. The liner and logistics company controlled by the Singapore government now hopes to save up to \$550 million, ac-

cording to economies outlined at the company AGM. These include pay cuts for top executives, with CEO Ron Widdows "voluntarily" agreeing to take a 20% cut in his basic pay deal that came into effect in March. Widdows receives total compensation of \$1.6-1.7 million.

The group's first-quarter financial results are scheduled to be announced on May 12. It reported losses of \$149 million for the fourth quarter of 2008.

Non-executive directors will this year be trousering one-fifth less pay, while Chairman Cheng Wai Keung, who received \$165,887 in annual pay, has voluntarily agreed for a 40% cut. "NOL will continue to implement multiple initiatives to cope with these challenging times," the company told the exchange. Other steps include laying up capacity, renegotiating contracts with service providers and negotiating for later delivery dates of newbuildings.

West Coast Lailors

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Senators call on President to renew commitment to food for peace

A bipartisan group of 29 U.S. Senators led by Tom Harkin (D-Iowa), Chairman of the Senate Committee on Agriculture, Nutrition and forestry, and Thad Cochran (R-Mississippi) on March 19, wrote to President Obama to renew America's commitment to food assistance and fostering sustainable agricultural and economic development in less developed countries.

The letter to President Obama is as follows:

As we work together to reverse the severe downturn in the global economy, we must remember those whose lives were already plagued by persistent poverty, hunger and disease. The 1996 World Food Summit resulted in a pledge to reduce by half the number of hungry people, to below 400 million, by 2016. However, at the end of 2008, the United Nation's Food and Agriculture Organization estimated that there are 963 million hungry people in the world. Even in the face of monumental challenges at home and abroad. America must renew its commitment to food assistance and fostering sustainable agricultural and economic development in less-developed countries.

Fully funding Title 11 of P.L. 480, Food for Peace, while improving and modernizing the program's management and operations is an essential part of a smart, effective policy for U.S. international assistance. Since its enactment in 1954, Food for Peace has evolved from a broader foreign policy initiative into a targeted emergency food assistance and agricultural development program.

To help people affected by conflicts, natural disasters, or other acute situations, P.L. 480 provides emergency food assistance as a dependable source of nutritious foods that are often not reliably or sufficiently available in regional and local markets. The recent Food crisis combined with fluctuations in prices, food availability, and export policies make the amount and dependability of U.S.-produced emergency food aid under P.L. 480 more important than ever.

To help less-developed countries alleviate chronic poverty and to improve nutrition, agricultural productivity, and food security, P.L. 480 provides development assistance to between 15 and 20 countries around the world. Organizations receiving funding from P.L. 480 provide food to those in need and engage the community in developing locally-appropriate programs to strengthen agricultural production capacity, protect land and water resources, and improve motherchild health and nutrition.

We encourage you to make changes to Food for Peace that will strengthen the program and improve America's ability to assist millions of hungry people around the world. These steps should include:

- -Implementing reforms contained in the Food. Conservation & Security Act of 2008 (P.L. 110-246) in a timely manner. This will result in more effective and responsive P.L. 480 procurement practices.
- -Spreading out commodity orders by contracting with vendors for delivery over several months or the entire year,
- -Expanding pre-positioning of commodities overseas in areas close to "hot spots" where food needs are greatest
- -Enhancing the quality control systems used for procuring processed products. These changes will help assure that commodities are delivered more efficiently and provide the nutrient value expected in a timely manner.

A significant increase in funding for P.L. 480 is necessary if this program is to meet critical needs in the coming year. Funding provided for emergency assistance will total some \$1.7 billion in FY2009. Given the recent history of the program and overall need, the anticipated funding requirement for FY2010 will be comparable to FY2009. The 2008 farm bill stipulates that funding for the development component under Title II can be no less than \$375 million in fiscal 2009: however, the need for agricultural development assistance is far greater. The 2007-08 spike in world food prices and the resulting food crisis made it clear that overall agricultural development assistance from the United States and other donor countries must be increased. At last summer's High-Level Conference on Food Security participants including the United States committed to increasing agricultural development assistance in a collective effort to fight hunger and avoid future food crises of far larger magnitudes. Funding P.L 480 at the full authorization level of \$2.5 billion is a means to fulfill this commitment to the international community and our collective future. In sum, the full authorized funding level of \$2.5 billion is critically needed and well justified for fiscal 2010. We urge you to include this figure in your budget proposal.

P.L 480, Food for Peace, has enjoyed broad, bipartisan support for many years because of its mission; goals, and structure. The program has been instrumental in linking rural America and the agricultural and transportation industries to communities in the developing world while building greater awareness and support at home for international assistance that addresses the needs of the poor, hungry, and disenfranchised. Food for Peace is a crucial tool in fulfilling our nation's commitment to foreign assistance and global food security: this program deserves attention and full funding.

Signing the letter in addition to Senators Harkin and Cochran were Senators Patrick Leahy (D-Vermont), Max Baucus (D-Montana), Sherrod Brown (D-Ohio), David Vitter (R-Louisiana), Barbara Boxer (D-California), Mark Pryor (D-Arkansas), Sam Brownback (R-Kansas), Tim Johnson (D-South Dakota), Debbie Stabenow (D-Michigan), Mike Crapo (R-Idaho), Michael Bennet (D-Colorado), Pat Roberts (R-Kansas), Frank Lautenberg (D-New Jersey), Barbara Mikulski (D-Maryland), Bill Nelson (D-Florida), Mary Landrieu (D-Louisiana), Maria Cantwell (D-Washington), Bob Casey (D-Pennsylvania), Herb Kohl (D-Wisconsin), Charles Schumer (D-New York), Daniel Inouye (D-Hawai'i), Byron Dorgan (D-North Dakota), Blanche Lincoln (D-Arkansas), Jim Risch (R-Idaho), Jack Reed (D-Rhode Island), and Patty Murray (D-Washington).

The letter to the President was coordinated by Tosi Maritime Consultants, among all the stakeholder groups, the U.S. Maritime Coalition of Ship Operators and Unions, the U.S. Commodity Sector and many private voluntary food aid organizations.

American vessels attacked by pirates; U.S. Navy SEALS respond with deadly force

The U.S.-flag containership *Maersk Alabama* enroute to Mombasa, Kenya with food aid, was seized by four pirates 400 nautical miles off of Mogadishu, Somalia, in the early morning hours of April 8. The crew fought off the pirates and regained control of the vessel, with the master, Captain Richard Phillips, volunteering to go with the pirates in exchange for the crew's safety.

Captain Phillips and three pirates were set adrift the *Alabama's* lifeboat. A fourth pirate requested medical attention and was transferred to the *USS Bainbridge*.

After the Somali captors demanded a \$2 million ransom and threatened to kill Captain Phillips, U.S. Navy SEALS shot and killed the three pirates and freed Phillips unharmed on April 12.

The pirate that requested and received medical help from the Bainbridge was identified as Abduwali Abdukhadir Muse, an 18-year-old Somali national. Muse was arrested and arraigned in federal court in New York on April 21. Muse is being charged with five counts: piracy in waters outside the territorial sea of any country; conspiracy to seize a ship by force; discharging a firearm during a conspiracy to seize a ship by force; conspiracy to commit hostage taking; and brandishing a firearm during a conspiracy to commit hostage taking. The maximum penalty for four of the five charges is life imprisonment.

Another U.S.-flag vessel, the *Liberty Sun*, was fired upon by pirates armed with rocket-propelled grenades and automatic weapons, while enroute to Mombasa from the Port of Sudan with a cargo of U.S. food aid. The vessel requested the help of U.S. naval forces and was able to escape.

Additional pirate activity that occurred during the past month:

Stolt Strength: This 33,209 dwt tanker held by pirates since last November, was released on April 21, after an undisclosed ransom was paid.

Atlantica: 30 miles off the coast of Yemen, the Malta-flagged bulk carrier was attacked by pirates on April 20, but escaped without damage or injury after taking evasive action.

Sea Horse: The 7,435 dwt, Togo-flagged vessel was released by pirates on April 17, after being hijacked on April 10.

Pompei: Pirates armed with rocketpropelled grenades and automatic weapons seized the Belgian-flagged vessel on April 18, 700 miles off the coast of Africa and 150 nautical miles from the Seychelles. The crew of the *Pompei* is comprised of two Belgians, one Dutch, three Croats and five Filipinos.

Majic: The British Royal Navy Fleet Auxiliary vessel received a distress call from this tanker on April 18. The attack on the *Majic* broke off before the arrival of the British ship, but it followed a skiff to a fishing dhow and confirmed that they were pirates. The dhow was later boarded by the Royal Navy. Thirteen fishermen who had been held hostage by pirates since April 12, were freed and able to return home to Yemen.

Later that day the Wave Knight re-

ceived a distress call from the Norwegian vessel *Front Ardennes* and deterred an attack. The ship followed a pirate skiff for six hours before it was relieved by a Canadian warship, which conducted the boarding of the skiff. Since the pirates were not captured in the act of piracy they were disarmed and released.

Irene EM: Pirates seized the Greekowned bulkcarrier on April 14, in the Gulf of Aden.

Safemarine Asia: Ten pirates in three skiffs fired on the 31,290 dwt containership on April 14, off the East African coast. The Liberian-flagged vessel was able to escape and there were no reports of injuries to the crew.

Sigloo Tor: Pirates got a wet reception trying to seize this 14,489 dwt Norwegian-flagged chemical tanker on April 1, in the Gulf of Aden. The Greek Navy reported that the ship's crew was quick with the fire hoses when pirates began firing at the tanker. The doused pirates broke off the attack and fled.

Spessart: Pirates picked the wrong ship when they tried to seize the German Navy tanker on March 29, in the Gulf of Aden. The vessel radioed for warship help after pirates opened fire and tried to board. They were soon outnumbered by German sailors from several warships. Naval defenders chased down seven suspects and arrested them with helicopter support from a Dutch NATO warship.

Longchamp: Captured by Somali pirates on January 29, this German-owned 4,316 dwt LPG tanker was released after an undisclosed ransom was paid on March 28.

Bon Asir: The 22,847 dwt chemical tanker was seized 250 nautical miles east of Kismayo on March 26. The vessel is Norwegian-owned, Bahamian-flagged.

Nirayia: The Greek-owned, Panama-flagged 9,000 dwt chemical tanker was attacked and captured 450 nautical miles east of the Somali port of Kismayo on March 25.

Jasmine Ace: This Mitsui O.S.K. roro loaded with 377 cars, was attacked by pirates in two speedboats on March 22, 480 nautical miles east of Somalia while enroute from the United Arab Emirates to Mombasa. The ship's master zigzagged at full speed to foil the pirates. The attack caused minor damage to its wheelhouse window, but the 18-man Filipino crew were all reported safe.

Alrafiquei: Seized by pirates off Somalia on March 21, this Indian-flagged vessel was released after valuables were stolen. This ship was enroute to Mogadishu from Dubai carrying rice, refined oil, wheat and general cargo.

Titan: The Greek-owned, St. Vincent and Grenadines-flagged bulkcarrier was seized by pirates off Somalia on March 19. The 43,000 dwt vessel was enroute from Sevastopol, Ukraine to Buson, South Korea with a load of steel.



Filipino mariners banned by government from sailing pirate infested waters

The Philippines government has moved to ban its seafarers from vessels that transit the pirate infested waters off Somalia, although they are still allowed through the Gulf of Aden. With 105 Filipino seafarers held hostage by Somali pirates, the world's largest supplier of ships crew is banning its nationals from vessels that do not follow designated security corridors through the Gulf of Aden or sail close to the coast of Somalia.

"Over the weekend of April 18 and 19, President Arroyo issued a series of directive banning the deployment of our seamen on the pirate-threatened sea-lanes. Closer coordination with recruitment manning agencies and shipowners has been established," Philippines government press-secretary Cerge Remonde announced on state-run radio. A statement from the office of President Gloria Macapagal-Arroyo said the Department of Labor had also issued a ban on Philippines vessels sailing through the Gulf of Aden or within 200 miles of the Somali coast.

How such a ban would be enforced is unclear, and just a week ago Philippines government officials said they were unable to implement a ban of seafarers on ships that sailed through the seas off Somalia as shipowners did not have to supply routings to manning agencies. In 2004, the Philippines were unable to enforce a ban on its nationals working in Iraq.

The crewing manager of a major shipmanager said it was having increasing difficulty with Filipino seafarers refusing to sail through the Gulf of Aden or past Somalia.

The Philippines government has come in for sharp criticism at home for not doing enough to help rescue seafarers held hostage by Somali pirates. Criticism has intensified after the swift action by the U.S. navy against the pirates who hijacked the *Maersk Alabama* and the global media uproar, while at the same time over 100 Filipino seafarers remain hostage. In addition to the ban, President Arroyo ordered the Department of National Defense to send liaison officers to work closely with the U.S. Navy fleet based in Bahrain.

The Philippines is the world's largest supplier of seafarers with over 250,000 employed.

In a related development, many of the 40,000 Filipino mariners working in Japanese-owned vessels could find themselves out of work, the country's labor minister said. Sources in the Philippines add that some crew managers, who only a year ago supplied personnel for around 150 vessels, are now only supplying just one or two.

Marianito Roque, the country's Labor Secretary, said that many Japanese operators were laying up tonnage, with car carriers, bulk carriers and boxships among the worst hit. These include some 45 ships laid up in the former U.S. naval base in Subic Bay north of Manila, and in the southern port of Davao.

In an official statement on the Department of Labor and Employment website, Roque said that he had entered into an agreement with Japan's transport ministry to provide for skills training for Filipino seafarers employed on ships that are out of work. "This will enable us to develop our seafarers, particularly as vessel officers who are in short supply and badly needed by the international seafaring industry," he said. "Once global trading resumes its robustness, our seafarers would be on a better footing to land in better-paying positions on board."

The deal was struck in the form of a memorandum of cooperation, signed by Kazuyoshi Kaneko, Japan's Minister for Ocean Policy, on a recent trip to Tokyo.

Roque implored Japanese shipowners to keep Filipino seafarers in work, arguing that their manpower is vital for the maintenance of vessels, even when they are not sailing. He also requested that the Japan Seaman's Union, which has tens of thousands of Filipino members, provide social safety nets and give "livelihood assistance for Filipino seafarers who may be forced to go on 'vacation' while cargo demand is nil".

Support the SUP Political Fund

APL Agate & APL Japan Wage and Overtime Rates

Effective April 1, 2009

	Wag	ies	Supp. Benefit Base	Supr	o. Benefit	Purchase Pension Plan
Rating	Monthly	<u>Daily</u>	<u>Monthly</u>	<u>Daily</u>	Monthly	<u>Daily</u>
Bosun	\$4,449.90	\$148.33	\$4,111.06	\$73.08	\$2,192.43	\$25.00
A.B.	\$3,325.50	\$110.85	\$3,087.01	\$54.88	\$1,646.30	\$25.00
AB Watchstander/Daystander	\$3,325.50	\$110.85	\$3,087.01	\$54.88	\$1,646.30	\$25.00
O.S.	\$2,178.72	\$72.62	\$2,434.82	\$48.28	\$1,298.49	\$18.51
OVERTIME I	RATES					
The hourly overtime rate for all ratings						<u> </u>
Pulci						
1 013					Plan	
CARGO RATES Daily						
The hourly cargo rate for all ratings:						
Straight Time Hours\$20.02						
Overtime Hours	Overtime Hours					
SHORTHANDED (Section 7 SUP Work Rules)						
Bosun			\$45.55			
A.B						
STOS						
STANDBY RA	ATES (Section	on 43 SUP	Work Rules)			
Bosun						
_			\$25.48		\$25.00	
Overtime Hours	š	• • • • • • • • • • • • • • • • • • • •	\$41.90			
A.B.						
Straight Time I	Hours		\$24.41		\$25.00	
Overtime Hours	S	• • • • • • • • • • • • • • • • • • • •	\$40.23			
SHIFT SHIP GANGS (Section 44 SUP Work Rules)						
Bosun						
Straight Time I	Hours		\$22.57		\$25.00	

DECK PORT WATCHES (Se	ection 55 SUP Work Rules)
Bosun	·
Straight Time Hours	\$30.38
Overtime Hours	\$45.57
A.B. and STOS	
Straight Time Hours	\$22.88
Overtime Hours	\$34.32
FIIFI OH SPHI CIFANII	PS

Straight Time, all ratings \$15.57

The piratical world of commerce

continued from page 1

Money

without a competitive ocean-going merchant fleet, has maintained since World War I a minimal seagoing presence through a government subsidy. The Maritime Security Program subsidizes some 60 U.S.-flag vessels in foreign commerce, including the *Maersk Alabama*, with the proviso that they can be summoned in the event of emergency by the secretary of defense.

But the *Maersk Alabama* is the rare exception. For the most part, world shipping today is the prototype for "globalization," the reign of private marketplace competition over any national or political consideration. In keeping with a pattern of deregulation that has steadily grown since World War II, shipowners (commonly centered in the richer, Western countries and Japan) have evaded the labor and tax laws of their home states by registering their vessels with governmental weaklings like Panama, Liberia and the Marshall Islands as "flags of convenience."

In sidestepping domestic legislation, shippers have availed themselves of a worldwide labor market, brimming with desperate, unemployed laborers eager for jobs under virtually any terms. So it is that the largest supplier of today's merchant mariners (and the pirates' hostage list) is the Philippines, followed by Russia, Ukraine, China and India. Somalia offers an eager maritime labor force, though, like so much else in that failed state, it has little infrastructure by which to train and properly certify its nationals for "legitimate" crewing opportunities.

While the "anarchy" of Somalia is front-page news, the larger culture of rapacious seaborne commerce goes largely unremarked. Not only do Third World sailors on flag-of-convenience ships typically lack trade-union rights, they are often shortchanged on their paychecks.

Even law-abiding shipowners endure a host of scheming operators. Indeed, the ship now renamed the *Maersk Alabama* fell victim to these brigands even before it encountered the Somalis. According to court papers filed by the *Maersk Alabama's* original owner, the Danish shipping giant A.P. Moller-Maersk Group, the ship had been held hostage in 2004 by a group of Kuwaiti-based Indian nationals for nearly \$2 million, the same amount the Somalis, five years later, were reportedly demanding for Captain Phillips' release.

By one measure, news of the successful mano a mano rescue on the high seas seems the perfect escape from the depressing litany of banking high jinks, business collapse and budgetary shortfalls that have dominated the news. In reality, the fate of the *Maersk Alabama* and General Motors on the one hand and global seafarers and Somali fishermen on the other are tied together. They all have a stake in a functioning world economic order that balances opportunity in the marketplace with rules and standards that protect the lives and essential welfare of the players.

Moreover, rather than rely on the occasional national lawman sailing in to take out the bad guys, we had better come up with a more comprehensive, multilateral system of justice upon the waves.

Leon Fink is a professor of history at the University of Chicago. This essay was originally published in the April 16 edition of the *Chicago Tribune*.



Recommendations for the May 19, 2009 Special Election

Prop. 1A Spending Cap (ACAx3 1): The spending cap measure would require the state to deposit 3% of annual General Fund revenues in the Budget Stabilization Fund (BSF) until the fund reached 12.5% of General Fund revenues. Each year, half of the revenues transferred to the BSF would be used to meet the obligations of the additional Prop 98 education payment (see measure below), with any remaining portion of that amount reserved for retiring bond debt or for one-time capital outlay projects. Once the education payment is completed, or if the education measure fails altogether, the entire amount would go to those debt and outlay purposes. This transfer provision would double the length of time it would take the state to meet the 12.5% threshold.

The measure would severely limit the conditions under which any other funds could be withdrawn from the BSF. Each year, state spending would be tightly constrained, effectively resulting in a zero growth budget. In downturns, the budget could only increase over prior year spending with population and consumer price index adjustments. In economic booms, unanticipated revenues would be siphoned out of the General Fund to the BSF or to meet outstanding obligations. A recent analysis showed that if a spending cap had been in place this year, it would have required an additional \$6.8 billion in cuts beyond every cut already proposed by the governor.

Additionally, while not included in the language of the ballot measure itself, passage of the spending cap is a trigger to extend many of the increased taxes and fees in the budget deal including: sales tax (additional year), vehicle license fee (two years), income tax surcharges (two years), reduction in dependents' credit (two years), increases in alternative minimum tax (two years). **No recommendation.**

Prop. 1B Payment (ACAx3 2): In lieu of payments that would normally be owed to K-14 schools for education underfunding in the 2007-08 and 2008-09 budget years, this amendment calls for education payments totaling \$9.3 billion. The payments would begin in the 2011-12 fiscal year and nearly all the funds would be allocated to school districts on a non-restricted basis, leaving districts to apportion the funds as they see fit. This payment is contingent upon passage of the spending cap measure. **No recommendation.**

Prop. 1C Lottery Securitization (SCA 12, 2008): As part of the September budget deal, legislative leaders placed a measure on the ballot to allow the state to securitize future lottery revenues in order to plug part of the coming year's budget gap. While the budget analysis banks \$5 billion from the sale of future lottery proceeds, the constitutional amendment itself contains no limits on the length of time or the amount of money that could be raised through this or future securitization efforts. It also does not specify how that funding stream, which currently produces in excess of \$1 billion a year for education, would be replaced in future years. **No recommendation.**

Prop. 1D Redirecting Prop 10 Funds (SBx3 17): This measure would redirect funds from the Prop 10 (California Children and Families Act) Trust Fund to support state health and human services programs for the next five fiscal years. It would also permanently eliminate funding for mass communications regarding First 5 California programs and projects. **No recommendation.**

Prop. 1E Redirecting Prop 63 Funds (SBx3 10): This measure would redirect \$460.7 million of funding from Prop 63 (the Mental Health Services Act) to the Early and Periodic Screening, Diagnosis and Treatment Program, a children's health program. The redirection of funds would occur for the 2009-10 and 2010-11 budget years. **No recommendation.**

Prop. 1F Legislative Pay Raises (SCA 8): This measure would prohibit the California Citizens Compensation Commission from increasing the salaries of legislators or state officers during any fiscal year in which there is an operating deficit. **No recommendation.**

Cranes named in Guam

The Port of Guam Users Group has announced the winners of the "Name the Crane" competition.

More than 1,000 fourth and fifth grade students from the Guam Public School System and the Department of Defense Education Activity submitted culturally significant Chamorro names for the three refurbished cranes recently purchased by Matson Navigation Company and Horizon Lines.

The first place winners were:

Hazel Nightingale, 4th Grade, D.L. Perez Elementary School.

Crane name: Machò chò—"Worked".

Skylar-Sage Palomo Blevins, 5th Grade, McCool Elementary School.

Crane Name: Metgot na Makina or Makinan Metgot—"Strong Machine".

Lyann Arriola, 4th Grade, Astumbo Elementary School.

Crane Name: Bumuchachu—"Tireless".

The first place winners were awarded \$100 in cash, movie passes and a gift pack from the Port of Guam. The winning names will also be painted on the cranes.

Mariner credentialing infomation from the U.S. Coast Guard

[Editor's note: On April 7, 2009, the U.S. Coast Guard issued the following bulletin.]

All merchant mariner credentials issued after April 15, 2009, will be printed in the new consolidated Merchant Mariner Credential (MMC) format, regardless of when the application was submitted. Over 25,000 credential applications have been submitted to the Coast Guard over the past few months and are currently being processed. Many of these applications will be completed prior to April 15, 2009, and will be issued in the format of a separate license, MMD, STCW Certificate or Certificate of Registry, as appropriate. Credentials issued on or after April 15, 2009, will be printed in the new MMC format. As mariners conduct credential transactions after April 15, 2009, credentials will be issued in the new MMC format.

The Coast Guard published a final rule on March 16, 2009, consolidating the credentials issued to merchant mariners into a single credential and reducing the burden on mariners by limiting the number of times they need to appear in person to provide fingerprints and proof of identity. The regulation consolidates the credentials issued to merchant mariners into a single credential. The regulation also

streamlines the application process by the MMC by removing the requirement that all mariners appear at one of 17 Regional Exam Centers, so long as they have already enrolled for a Transportation Worker Identification Credential (TWIC) at one of 149 TWIC Enrollment Centers.

Important information for the mariner:

- If you have not applied for you TWIC, do so now. Regardless of whether your credential was issued before the April 15, 2009 deadline, no Merchant Mariner Credential is valid after April 15, 2009 without a valid TWIC.
- After April 15, 2009, the Coast Guard will not accept MMC applications without proof of either having applied for or been approved for a TWIC. The Coast Guard will contact mariners if their TWIC status cannot be verified electronically. Submit a copy of your TWIC card or receipt with your application even if you are applying before April 15, as it will save time in the verification, evaluation and issuance process.
- Regardless of the application date, after April 15, 2009 the National Maritime Center will not issue any credentials unless the mariner holds a valid TWIC, or has been approved for issuance of a TWIC, as verified by TSA.

Congressional progressive caucus backs public health insurance plan

While one of the AFL-CIO's key health care reform principles—a public health insurance option—has been vigorously attacked by the private insurance industry, it received important backing this month from the Congressional Progressive Caucus (CPC).

The CPC long has backed a single-payer approach for health care reform. But the group said that is not a line in the sand that could not be crossed to win its backing of health care reform legislation.

In a letter to congressional leaders, the CPC said its 77 members could support a public insurance plan option within a reformed health care system that maintained private insurance. But, the group also stressed that it's the "minimum" needed to win their support for reform legislation

The private for-profit insurance industry and most congressional Republicans long have opposed a public insurance option. After all, their soaring profits and bonuses are at stake. A public plan also is a central element of President Obama's reform blueprint.

In a April 2 letter, to House Speaker Nancy Pelosi (D-California) and Senate Majority Leader Harry Reid (D-Nevada, the CPC wrote that caucus members want all Americans to have a choice of securing health insurance coverage under a public plan or through private insurance as part of any comprehensive health care reform legislation.

The diverse CPC is made up of House Democrats with progressive views on health care, the economy, global policy, the environment and other vital working family issues.

The Progressive Caucus co-chairs, Representatives Lynn Woolsey (D-California) and Raul Grijalva (D-Arizona), also wrote that most CPC members prefer a single-payer plan as the best option. According to the letter, a public plan is a "minimum" and the "strong majority" of the 77-member group: "...will not support legislation that does not in-

clude a public plan option that is supported on a level playing field with private health insurance plans."

House Majority Leader Steny Hoyer (D-Maryland) said House Democrats are committed to including a public plan option in health reform legislation. But he said that although Senate Finance Committee Chairman Max Baucus (D-Montana) has expressed support for a public plan, Baucus is working on developing bipartisan legislation with committee ranking minority member Chuck Grassley (R-Iowa), who opposes such an option.

Besides Representatives Woolsey and Grijalva, the members of the Congressional Progressive Caucus includes: Vice Chairs: Diane Watson, Keith Ellison, Sheila Jackson-Lee, Mazie Hirono, Dennis Kucinich, Donna Edwards, Alan Grayson; Senate Member: Bernie Sanders; House Members: Neil Abercrombie, Tammy Baldwin, Xavier Becerra, Madeleine Bordallo, Robert Brady, Corrine Brown, Michael Capuano, Andre Carson, Donna Christensen, Yvette Clarke, William "Lacy" Clay, Emanuel Cleaver, Steve Cohen, John Conyers, Elijah Cummings, Danny Davis, Peter DeFazio, Rosa DeLauro, Sam Farr, Chaka Fattah, Bob Filner, Barney Frank, Marcia Fudge, Luis Gutierrez, John Hall, Maurice Hinchey, Michael Honda, Jesse Jackson, Jr., Eddie Bernice Johnson, Hank Johnson, Marcy Kaptur Carolyn Kilpatrick, Barbara Lee, John Lewis, David Loebsack, Ben Ray Lujan, Carolyn Maloney, Ed Markey, Jim McDermott, James McGovern, George Miller, Gwen Moore, Jim Moran, Jerrold Nadler, Eleanor Holmes-Norton, John Olver, Ed Pastor, Donald Payne, Chellie Pingree, Jared Polis, Charles Rangel, Laura Richardson, Lucille Roybal-Allard, Bobby Rush, Linda Sanchez, Jan Schakowsky, Jose Serrano, Louise Slaughter, Pete Stark, Bennie Thompson, John Tierney, Nydia Velazquez, Maxine Waters, Mel Watt, Henry Waxman, Peter Welch, and Robert Wexler.

ESU Office Assignment

For the month of May, Leo DeCastro will be in the Seabrook office.



Official Publication of the Exxon Seamen's Union

AMEU membership ratifies **MOU**

On April 3, 2009, AMEU Chairman John Pitts notified the ESU that the membership had ratified overwhelmingly with 89 votes FOR and 8 votes AGAINST, the MOU effective March 1, 2009. After a few months of negotiations, the AMEU and Polar Tankers (ConocoPhillips Marine) reached a four-year agreement that runs from March 1, 2009 through February 29, 2013.

The following are some of the highlights of the MOU:

- \$500.00 one time ratification payment, if ratified by April 3, 2009.
- 1.5% increase on all wage related items effective March 1, 2010.
- 2% increase on all wage related items effective March 1, 2011.
- 3% increase on all wage related items effective March 1, 2012.
- Paid Leave penalty of one-quarter day to be retroactive to the seventy-sixth day, if not relieved in contiguous U.S. or Hawaii after seventy-five days.
- 10 day call back; available for assignment during last 5 days of Paid Leave; no Anticipated Paid Leave; Standby if no assignment at Paid Leave end.
 - \$40.00 per day for all meals (without receipts) reimbursed on ship.
- Expenses incurred during assignment travel which exceed the per diem, will be reimbursed aboard with receipt for actual normal & reasonable charges.
- Excess baggage & taxi expense reimbursed aboard with receipt at reasonable and customary levels.
 - Minimum two (2) hour payment of Tank rate for cleaning the IG Burner Cone.
 - · Minimum 2 hours callout for Deck Department.
 - Daily Deck soundings administered as one (1) hour of OT.

The above items do not represent all of the changes to the agreement, but the main issues agreed upon. The ESU congratulates the AMEU for reaching an agreement satisfactory to their membership.

Employee Free Choice Act

Turn Around America Media Fund

Now is the time to step up if you want to help pass the Employee Free Choice Act. The Employee Free Choice Act will make it easier for men and women to join a union in their workplace. The legislation would give workers a fair and direct path to form a union through majority sign-up, help employees secure a contract with their employer within a reasonable period of time, and toughen penalties against employers who violate their worker rights. A growing, bipartisan coalition of policymakers supports this proposed legislation that would ensure that workers have a free choice and a fair chance to form a union.

Big business on the other hand is gearing up to spend \$200 million to defeat the Employee Free Choice Act so corporations can keep all the power in the work-place. The opposition pretends to protect the well being of the U.S. worker by misinforming the public. The U.S. Chamber of Commerce, the nation's most powerful business lobbying organization co-chairs the Coalition for a Democratic Work-place and has targeted the Employee Free Choice Act as a top priority to defeat.

Everyone can do their part to ensure that labor can set the record straight over the airwaves by supporting and making a contribution to the Turn Around America Media Fund. Individuals can make donations online at *www.TAA MediaFund.org* or by writing a check made payable to AFL-CIO Secretary-Treasurer (put Turn Around America Media Fund in the memo) and mail the check to Office of the Executive Vice President, AFL-CIO, 815 16th St. N.W., Washington DC 20006.

Board Member at Large



Recently elected Board Member at Large, AB John McCarthy on the Kodiak helping out during a Life Boat test at anchor in Port Angeles, WA.

MMD renewals & NVIC 04-08

Recently we all have heard a great deal about the new NVIC-04-08 (Medical and Physical Evaluation Guidelines for Merchant Mariner) that took effect last year. Everyone needs to be aware of why this is so important to the merchant mariner and how it might impact you when renewing your documents and maintaining your employment in the maritime industry.

Primary factors for the beefed up medical guidelines include a couple of incidents that occurred within recent years. The unfortunate accident back in 2005 involving the Staten Island Ferry Andrew J. Barberi whereby eleven people died during an allision with a maintenance pier at the Staten Island Ferry terminal. A couple years later the M/V Cosco Busan allision with the Delta Tower of the San Francisco-Oakland Bay Bridge in California resulted in an environmental disaster affecting some Bay Area beaches. The Coast Guard as a result of the National Transportation Safety Board recommendations for all medical information to be reviewed by a medical trained professional was compelled to enact a new and more comprehensive NVIC.

Last summer the Coast Guard shifted most of the licensing and documentation functions from local Regional Exam Centers (REC) to the new centralized location in Martinsburg, West Virginia. With NVIC 04-08 in place, your medical information that is gathered when you start your MMD renewal at your local REC is forwarded along with your other documentation to the Martinsburg location for review. Depending on your medical issues, the renewal process could take a month or even a few months so it would be wise to start early (at least six months). We encourage every member that is coming up for renewal of his or her documents to start the process well ahead of time. You can start the renewal process as early as a full year before expiration of your documents.

Some of the Statistics and Issues recently published by the Coast Guard are the following: If you have a medical condition that is listed in the NVIC will you be denied your credential? Most likely the answer is NO. Out of all applications received, approximately 13% are forwarded to the Medical Evaluation Branch (MEB) at the National Maritime Center (NMC) for further evaluation. 94% of applications forwarded clear first level medical review, and 5% clear the second level review. The overall denial rate for all applications is 0.11% or 1/10th of 1 percent! If you fall in the 1/10th of 1 percent and you are denied a credential for medical reasons, then you are entitled to due process and are encouraged to use the reconsiderations and appeals process in order to provide additional information or extenuating circumstances that may help explain why you should be granted

a waiver. Thus far, out of 65,000 applicants only 72 resulted in a medical denial.

In general, any medical condition that has the potential to either cause sudden incapacitation, or result in a gradual loss of cognitive or physical performance may be subject to further review by the Coast Guard. The top five reasons for denial include:

- 1. Implantable cardiac defibrillators; cardiomyopathy.
- 2. Medications: chronic use of narcotics/amphetamines/benzodiazepines.
 - 3. Uncontrolled diabetes.
- 4. Mental health: psychotic disorders; uncontrolled bipolar disorders
 - 5. Uncontrolled sleep disorders.

Prescription Medications: You are required to report all prescription medications prescribed, filled or refilled and/ or taken within 30 days of your medical

Over the Counter Medications: You are required to report all non-prescription medications that were used for a period of 30 or more days within 90 days prior to the date of your medical exam. As with the medical conditions, just because you are taking or have taken either prescription or non-prescription medication, this does not mean that your application will be denied. The MEB will evaluate the medications you are taking, the side effects you have experienced and will make a determination as to whether or not your use of the medication could impact your ability to safely work on your vessel.

Physical Ability and BMI (Body Mass Index):

The NVIC provides guidance to medical practitioners in regards to applicants with a Body Mass Index (BMI) of 40.0 or higher or if the practitioner doubts the physical abilities of the applicant. If your BMI is 40 or higher or your medical practitioner has doubts in regards to your physical abilities, he or she will need to certify that you can meet the physical ability guidelines outlined in the NVIC. These guidelines were established to represent the physical demands faced by crewmembers on board a vessel during an emergency response. For example, the medical practitioner may need to evaluate your ability to carry and handle fire hoses and fire extinguishers.

If you need any information or have any questions, you can log on to http://www.uscg.mil/nmc, where you can also print all the forms needed to start the process of renewal. The ESU encourages every member to look over NVIC 04-08 for guidance to see if any of the medical issues apply to your personal conditions. All Ship Representatives should have a hard copy of this document on board for your review. If you are at home you can download this document from http://www.uscg.mil/hq/cg5/NVIC/2000s.asp.

ESU News

Confined Spaces Class



The Confined Space Rescue class in College Station is becoming a favorite for the SeaRiver Deck and Engine Departments. The class ran from March 30 through Friday, April 3. Pictured are all five of the unlicensed participants (from left to right) AB Rowan Mallet, AB Stefan Theodore, AB Joe Villarta, AB Kevin Conroy and PM Jeremiah Morrison.

New contracts ready

Recently the ESU has gotten some calls from members that they never received a copy of the new ESU Contract. The Contracts were printed and by mistake were sent to the ships last year around October. Normally, after copies are printed and sent to us in the office, the ESU sends a copy to each individual member, but because of the chaos during and after Hurricane Ike, the contracts were sent in boxes to each vessel. Unfortunately most of the contracts were never distributed to the membership.

The ESU requested more copies to be printed and have them here in our office. If you need a copy, please call the ESU Office at 281-474-2430 or e-mail us at <code>esusea@sbcglobal.net</code> and we will mail one to you.

Ship reports

S/R American Progress

An ESU Board officer visited the vessel on April 16, 2009 at the ExxonMobil Refinery in Beaumont, TX. Board member Will Ackley is onboard and filling in for the Ship Representative. Reports all is well and quiet, the *American Progress* remains in her Beaumont to Fort Lauderdale run.

S/R Baytown

ESU Board officer visited the *S/R Baytown* while at anchor in Port Angeles, WA, on March 19, 2009. Regular Ship Representative Joe Bernavich on board, great crew and everything running smoothly. The vessel has a problem with the TV satellite systems not being able to work or track. Ted Burger is aware of it and a new system is supposed to be in route to replace the old one.

Kodiak

The Kodiak continues in her Valdez to Puget Sound trade. ESU Board officer visited the vessel on March 21, 2009, at anchor in Port Angeles, WA. Shannon Wegner is filling in as Ship Representative and doing a great job with the help and guidance of newly elected Board Member John McCarthy. All is well no beefs.

S/R Long Beach

The *Long Beach* is in route to the LOOP in Louisiana, Wayne Dyment

the Regular Ship Representative on board stays in touch with the ESU office via e-mail and reports all is going well. The crew is staying busy and everyone is doing well during this long passage. There will be some crew change when the vessel gets to the first stop for bunkers in St. Eustatius Island which is part of the North Antilles about 150 miles east of Puerto Rico. After the discharge at the LOOP the rest of the crew will be relieved somewhere off Galveston Island, TX. The vessel's future orders are uncertain at the present time.

Sierra

The *Sierra* has rotated discharge ports between the Bay Area and the Puget Sound. Regular Ship Representative Thor Floreen, on board and staying in touch regularly with the ESU office. He reports some issues with overtime, but then what else is new from the *Sierra*. Someone needs to remind shipboard management that ExxonMobil still made billions in profits despite the rough economical climate.

S/R Wilmington

The *Willy* after cleaning tanks and inspections in Norfolk, VA, headed north to New York for bunkers and stores. As we go to press, the vessel is on its way to the shipyard in Gdansk, Poland, where it's expected to stay about 35 days before heading back to the United States.

Maintenance Seamen to assist in Stewards Department

Since a written agreement reached between the management of SeaRiver Maritime and the ESU in June of 2002, members sailing in the Maintenance Seamen (MS) rating aboard vessels that have not been satisfactorily modified to facilitate a two-man Stewards Department have been required to assist personnel in that department on a daily basis. This agreement was necessitated as a result of several vessels being purchased from other shipping companies that carried more Stewards Department billets than SeaRiver's two-man Stewards Department manning level. During the 1980s and early 1990s the company expended a considerable amount of resources to modify its existing fleets galley and mess area configurations to allow for a two-man operation.

As it became evident to the Union that ships being acquired by SeaRiver were not going to be completely modified due to various business reasons, mostly revolving around the expected short service-life span of most the vessels, the Union met on numerous occasions with management to gain some relief for the Fleet Chef and Cook/Utility. The company's failure to modify these vessels to include, among other items, common drink boxes, a single salad bar and a dumbwaiter from below-deck storage and refrigeration areas to the mess deck.

Prior to galley and mess area modifications, the normal Stewards Department consisted of three people. These modifications greatly contributed to the loss of the Utility rating. This job elimination was a very contentious issue between SeaRiver and the Exxon Seamen's Union at the time. Assurances were given that, with the proper modifications/betterments made to the departments work areas, a two-man configuration would be feasible and that the modifications would allow for efficient operation.

This change in the Stewards Department was never negotiated or agreed on by the Union. The Company implemented this change (among numerous others) on April 1, 1988, after prolonged contract negotiations had reached an impasse. As a result of the de-manning of the department, wholesale changes in required job duties of the Fleet Chef and Ship's Cook were made as the Utility ratings job responsibilities were divided-up between the two remaining ratings. Both the rating of Ship's Cook and Utility were effectively eliminated, and a new rating, Cook/Utility was created. Additional compensation for the increased workload for the Chef and Cook/Utility that resulted from the elimination of one rating in the department was never gained for the Chef or Cook/Utility. However, even under the terms of the company's forced contract changes, modifications were promised in an effort to allow for the efficient operation of the department with the elimination of one rating. Following the implementation of the new manning level for the Stewards Department, vessels continued to use a three-man configuration until promised modifications were completed or the vessel left service in the fleet.

To fulfill the work requirements on vessels that have not been fully modified MS is required to assist the Steward's Department to perform work that is a direct result of non-compliance with the promised modifications. Such work typically consists of stocking dual drink boxes, assisting in the stocking of condiments and other items when a vessel has more than one salad bar and assisting in the transfer of items from the below deck freezers and storage areas to the mess area when a dumbwaiter is not available. The intent of this assistance is to assure that the job requirements, responsibilities or schedules of the Fleet Chef or Cook/Utility remain the same as they would on a two-person Steward's Department on a fully modified vessel.

Use of the Maintenance Seamen on vessels where their assistance is required, is not optional. MS will perform their Stewards Department duties on a daily basis, in port or at sea. The agreement between the Union and management calls for the MS to generally perform theses job tasks between the end of afternoon coffee and 1700 hours. This was derived at in an attempt to maintain a consistent schedule. Though, due to pressing operational needs of the vessel, most notably docking/undocking operations, flexibility is permitted in the schedule as to the time of day that these duties are performed. In addition, MS is only required to perform their Steward's Department duties during normal work hours.

IMPORTANT TWIC REMINDER

On April 15, 2009, nationwide compliance for the Transportation Worker Identification Credential (TWIC) program was implemented. All licensed or documented mariners and individuals requiring access to secure areas on a facility are required to have a TWIC. The ESU recommends all members to have the TWIC in their possession at all times, especially when going ashore.

EXXON SEAMEN'S UNION

Founded March 28, 1941

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Nigeria rivals Somalia for ship attacks

Attacks on vessels off the Nigerian coast are going unreported and could exceed those occurring off the coast of Somalia and in the Gulf of Aden, International Maritime Bureau Divisional Director Michael Howlett has warned. While there were 40 attacks reported in Nigerian waters in 2008, Howlett said the actual figure was closer to 150 or 200.

BIMCO (The Baltic and International Maritime Council) Chief Security Officer Giles Noakes confirmed that the situation in the Gulf of Guinea was as bad as that in the Gulf of Aden. However, compiling accurate statistics was difficult in view of the varying nature of the attacks, which could involve armed robbery or guerilla actions as well as piracy. Armed robbery incidents in themselves could vary from robbers boarding with knives or with highly sophisticated weapons. Those incidents that occurred in national waters would be defined as armed robbery, while those on the high seas could be defined as piracy and it was important not to mix the two sets of statistics

Noakes said there had been a reluctance on the part of masters to report attacks in territorial waters because of the considerable delays that could be caused as a result of a subsequent inquiry by the authorities. "One should be aware that some of these activities are carried out by militants," he said. These included guerilla groups like the Movement for the Emancipation of the Niger Delta.

As of the end of March, there had been 48 attacks in the Gulf of Aden and off the coast of Somali reported since the start of the year. Five vessels were hijacked, 102 crew members taken hostage and a further 24 vessels fired upon, Howlett said. Seven ships and 118 crew were still in detention. The number of vessels that have actually been hijacked had been steadily dropping because of the increased presence of naval forces patrolling in the gulf.

While in October last year the ratio of attacks to hijacks was one in three, this ratio dropped to one in 19 by this month. "The naval presence is working, but if you take the ships away then the problem will come back," he said.

Howlett pointed to the success littoral states had in combating attacks in the Malacca Strait. Attacks in the Malacca Strait began to come down from 2004, when effective patrolling from coastal states saw attacks fall from 126 in 2003 to 26 in 2008, he said. In the same way, "maritime muggings" in Bangladesh had fallen from 47 in 2006 to 10.

Howlett warned against complacency in dealing with the problem of attacks on shipping. Foreign navies represented the "only effective response" and "robust targeting of motherships" was needed, as these vessels widened the range of the pirates to many hundreds of miles offshore.

Idle boxship tonnage set to soar

Unemployed containership tonnage is poised to soar in the coming months as shipping companies return surplus chartered vessels to their owners. Industry experts predict that the current amount of idle capacity could soon be dwarfed by a new wave of ships that operators will offhire this year as they continue to downsize their fleets. Around 1.4 million teu or 11 percent of containership capacity is currently thought to be inactive, but London broker Howe Robinson said that amount could easily double if demand remains at today's depressed levels.

Until now, most attention has been focused on orders for new ships and how that will affect the supply and demand equation, but analysts are starting to take a closer look at the number of charters that will expire soon. One estimate puts the 2009 figure at more than 1,500 ships with combined capacity of 2.7 million teu, according to Neptune Orient Lines chief executive Ron Widdows. While some of those ships will be rehired at bargain-basement rates, others will be left to anchor with no hope of finding employment. "Ships are parked everywhere," Widdows said this month. "That is becoming a larger problem for shipowners as they will be getting a lot of ships back."

These vessels coming available in the charter market will be in addition to the large number of new vessels to be delivered in 2009 and 2010, "so the amount idle in the relatively near future is going to be a very sizeable number and that will be with us for some time," Widdows said.

Sailors apparel

100% Made in the USA by New Edge Thread



New Edge Thread offers a wide range of embroidered and silk screened SUP apparel: embroidered hats, windbreakers, hooded sweatshirts, heavy work jackets, coveralls, leather varsity jackets, vests, fleece pullovers and two styles of high quality silk screened T-shirts. They also offer custom logo embroidery.

New Edge Thread 3062 Castle Rock Loop Discovery Bay CA 94505 Phone: (925) 634-7067 Mobile: (925) 202-4984 Fax: (925) 634-5617

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Welfare Notes

April 2009

Dental Treatment

When major dental work is necessary, it is recommended that you get an estimate from your dentist before the services are started so that you will know in advance what your payment obligations will be. The procedure for obtaining an estimate is to have your HMO or PPO dentist submit a **treatment plan** to the HMO or PPO carrier. After the treatment plan is approved, your dentist can then inform you of your out-of-pocket expenses. Additionally, Active participants should contact the Plan office if there is any question whether you are enrolled in a dental plan.

Most plans for Active participants have a waiting period for new members before major work is allowed. The waiting period may be 6 months to 12 months. Crowns, bridges, and dentures are considered major work.

All plans also have limitations and calendar year maximums. Implants and cosmetic dental work are not covered expenses. Co-payments required for treatment by members can be submitted to the Plan office for reimbursement. Non-covered services are not reimbursable by the SUP Welfare Plan. Co-payments for dependents are not reimbursable expenses.

Dental treatment can be covered under the \$2,000 Pensioners' Annual Allowance with any benefits that remain after the deduction of Medicare Part B premiums for those who are receiving such reimbursements on their pension checks.

However, the allowance for dental treatment under the full \$4,000 or prorata Special Pensioners' Medical Benefit falls under the \$500.00 fiscal year maximum allowed for any combination of medical, dental and vision co-payments.

It is also recommended that Pensioners check with their dentist about their payment obligations prior to proceeding with major dental work. The dental office may be willing to arrange for a payment plan. The new fiscal year begins August 1, 2009.

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Fax: 415-778-5495 SIU-PD Pension Plan 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

It's time for a Global New Deal

More than 2,000 political leaders, trade unionists, representatives of progressive international organizations and grassroots activists this month called for a Global New Deal to change the face of the global economy.

The call came during the Global Progressive Forum meeting in Brussels following the G-20 summit. Guy Ryder, General Secretary of the International Trade Union Confederation (ITUC), says the demand "shows the determination of progressive people across the planet to forge a new world."

The declaration says progressives have been warning about the risks and injustices for people and the planet for decades. According to the declaration: "Now, the fundamental and systemic failures of the current economic system are undeniable: The time has come to restate our values, our vision and our proposals for a new direction, transforming our societies, improving the lives of our and future generations."

The Global New Deal, which the AFL-CIO supports, would include:

- Implementing the biggest coordinated fiscal stimulus in modern history to stop unemployment and poverty;
- Regulating global financial markets, including abolishing tax havens to end tax avoidance by the elite;
- Supporting the transition to a renewable and energy-efficient economy;
- Promoting fair trade;
- Pushing decent work up the global agenda;
- Sharing revenue between capital and labor more equitably;
- Ensuring women's rights;
- Committing massive new resources to secure development in the world's poorest countries.

The Global New Deal mirrors some of the proposals presented by the global trade unions to the G-20. AFL-CIO President John Sweeney, who led the U.S. trade union delegation to the G-20, says the international economy cannot go back to business as usual. "The need for change goes much deeper, and there is a real risk that when the economy begins to improve, there will be an attempt to return to the failed policies of the past. There can be no "business as usual." Together, we must build a new framework for a stronger, more sustainable and more just global economy going forward...The global task is just beginning."

Source: AFL-CIO

Unemployment continues to grow across the country

California and North Carolina in March posted their highest jobless rates in at least three decades, as unemployment increased in all but a handful of states during the month, the Labor Department announced on April 17.

California's unemployment rate jumped to 11.2% in March, while North Carolina rose to 10.8%, the highest for both since the U.S. government began a comprehensive tally of state joblessness in 1976.

The state-by-state employment figures (listed below) showed only a few states avoiding the deterioration seen nationwide. Unemployment rose in 46 states during the month, and 12 states plus the District of Columbia posted unemployment rates in March that were significantly higher than the 8.5% nationwide figure the government released earlier this month.

The chief economist for California's finance department, Howard Roth, said the state's unemployment rate hasn't been this high since reaching 11.7% in January 1941. The highest level on record in California is 14.7% in October 1940, he said.

California lost 62,100 jobs in March, with Florida next at 51,900 jobs lost, Texas at 47,100 and North Carolina at 41,300, according to the federal figures.

California, the nation's most-populous state and the world's eighth-largest economy by some measures, has been hit particularly hard by the housing-market crash. That led to major job losses in the construction and financial industries. "We did it bigger in terms of the housing bubble," Roth said. "You pay for that by falling farther." Still, the latest figures offered a "glimmer of hope," he said. March losses were about half the 114,000 jobs shed in February a sign that the pace of decline in California's job market may be slowing.

Most economists expect job losses across all U.S. nonfarm employers to continue in April at or near the rapid pace seen in March, when 663,000 jobs disappeared.

"I have a lot of qualifications, lots of experience, but people assume I need a higher salary," said Ms. Nelson, who lives in the San Francisco Bay Area. "It's been frustrating."

The federal report showed that 48 states and the District of Columbia posted payroll declines in March. Only Mississippi and North Dakota posted slight gains of about 300 jobs. Among states, North Carolina experienced the largest month-over-month percentage drop in payroll employment, about 1%. It was followed closely by Idaho, Minnesota and Washington state, each losing about 0.9%. Michigan, battered by turmoil in the auto industry, reported the highest unemployment at 12.6%. Oregon followed at 12.1%, then South Carolina at 11.4%. Only North Dakota and the District of Columbia saw unemployment rates decline for the month. Rates remained flat in Georgia, Near York and Rhode Island.

The state-by-state employment figures are as follows: Alabama 9%; Alaska 8.5%; Arizona 7.8%; Arkansas 6.5%; California 11.2%; Colorado 7.5%; Connecticut 7.5%; Delaware 7.7%; District of Columbia 9.8%; Florida 9.7%; Georgia 9.2%; Hawaii 7.1%; Idaho 7.0%; Illinois 9.1%; Indiana 10.0%; Iowa 5.2%; Kansas 6.1%; Kentucky 9.8%; Louisiana 5.8%; Maine 8.1%; Maryland 6.9%; Massachusetts 7.8%; Michigan 12.6%; Minnesota 8.2%; Mississippi 9.4%; Missouri 8.7%; Montana 6.1%; Nebraska 4.6%; Nevada 10.4%; New Hampshire 6.2%; New Jersey 8.3%; New Mexico 5.9%; New York 7.8%; North Carolina 10.8%; North Dakota 4.2%; Ohio 9.7%; Oklahoma 5.9%; Oregon 12.1%; Pennsylvania 7.8%; Rhode Island 10.5%; South Carolina 11.4%; South Dakota 4.9%; Tennessee 9.6%; Texas 6.7%; Utah 5.2%; Vermont 7.2%; Virginia 6.8%; Washington 9.2%; West Virginia 6.9%; Wisconsin 8.5%; Wyoming 4.5%.

Iran changes 40 vessel names

The Islamic Republic of Iran Shipping Lines (IRISL) has changed the names of more than 40 of its vessels since the U.S. Treasury's Department's Office of Foreign Assets Control instituted sanctions against the Iranian company last year. But IRISL representatives denied that the two developments were related, saying that the name changes had been carried out for an unknown reason, in line with a decision from the head office.

Many of the ships that previously went by politically sensitive names now bear more neutral designations. Thus the 20,672 dwt bulk carrier formerly known as *Iran Azadi*, which translates as Iran Freedom, is now known as *Anoosh*. Flowers feature prominently in the revised fleet list, with the containership *New State* now trading as *Dandelion*. Much of the company's 140-strong fleet is flagged in Malta, Hong Kong and Cyprus rather than Iran mainly to facilitate finance.

Iran has long been a target of U.S. sanctions, with relations poor since the Iranian revolution of 1979. In September 2008, the Treasury Department named IRISL and 17 allegedly linked entities as providing logistics services to Iran's Ministry of Defense. IRISL was accused of transporting "material that advances Iran's alleged nuclear and missile program," concealing the true nature of its shipments by "using generic terms so as not to attract the attention of shipping authorities".

U.S. container trade said to bottom out

U.S. container imports hit their lowest volumes in seven years in February, according to an analysis released on April 15.

Major retail box ports surveyed by the National Retail Federation and IHS Global Insight logged just 847,832 teu in February, off 31% from February 2007. It was the first time that U.S. import volumes fell below one million teu since February 2004.

This February marked the 20th straight month of year-over-year U.S. box import declines. NRF and IHS Global Insight estimated that March volumes fell 20% and predicted that this month will see a decline of 22%. Year-over-year drops ranging from 16-22% were predicted for May through August. Overall, it was estimated that U.S. containerized imports will plummet 21% in the first half of 2009.

Archie Green chronicler of SUP laborlore dies

Mationally known Union activist, champion of the working class, shipwright and labor folklorist Archie Green died on March 22, in San Francisco, at 91.

Born Aaron Green, in Winnipeg, Manitoba, in 1917, Archie moved with his parents to Los Angeles, California, in 1922. He grew up in southern California, began college at UCLA, and transferred to the University of California at Berkeley, where he received a bachelor's degree in political science in 1939.

Committed to New Deal reform and fascinated by labor's drive to organize, Archie joined the Civilian Conservation Corps and spent a year on the Klamath River, where he was a road build-

ing and firefighter. After the CCC, Archie began to learn the shipwright's trade at Western Pipe & Steel in South San Francisco. Joining the Shipwright's Union, Archie plunged into a maelstrom of idealism and pragmatism then prevalent on the waterfront. Duty with the U.S. Navy in the Pacific during World War II added to his nautical knowledge. Returning to San Francisco after the war, Brother Green learned the carpentry trade and became a member of the United Brotherhood of Carpenters and Joiners of America, Local 2236, to which he belonged for over 68 years; he was also a Journeyman Shipwright.

By 1960, Archie exchanged a mechanic's tool box for an academic rostrum. He enrolled in graduate school in 1958, earning a Master of Library Science degree from the University of Illinois in 1960, and a Ph.D. in folklore from the University of Pennsylvania in 1968. He went on to a distinguished teaching career, during which he influenced many future leaders of the discipline of folklore and folklife. He taught at the University of Illinois at Urbana-Champaign, (1960-1972), and at the University of Texas at Austin, (1975-1982). He earned teaching fellowships at several other institutions, including the Bingham Humanities Professorship at the University of Louisville in 1977, and a Woodrow Wilson Center fellowship in Washington, D.C., in 1978.

From 1969 to 1976, Archie put his academic career on hold, to live in Washington, D.C. and lobby Congress for the passage of the American Folklife Preservation Act. This act, which created the American Folklife Center at the Library of Congress, was passed unanimously by Congress and signed by President Ford in 1976. Archie combined his sensitivity for working people with an abiding concern for democratic precesses and a willingness to lobby for reforms. He was pragmatic and workmanlike, able to size up a job, break it into steps, roll up his sleeves, and get it done. All of these qualities, combined in one energetic advocate, made the American Folklife Center possible.

As a scholar, Archie was best known for his work on occupational folklore and on early hillbilly music recordings. He combined his support for labor and his love of country music in the research that became his first book, *Only a Miner* (1972). He went on to write many other books: a collection of essays on laborlore (*Wobblies, Pile Butts, and Other Heroes,* 1993); a work on the stories of laborers (*Calf Head & Union Tale,* 1996); a collection of essays on folklore (*"Torching the Fink Books" and other Essays on Vernacular Culture,* 2001); a description and analysis of tinsmiths' art, using ex-



amples from around the country (*Tin Men*, 2002); a monograph on millwrights in northern California over the twentieth century (*Millwrights in Northern California 1901-2002*, 2003).

Beginning in December 1997, Archie began writing essays for the West Coast Sailors on the traditional lore of the Sailors' Union of the Pacific which was compiled and published as Harry Lundeberg's Stetson and Other Nautical Treasures, 2006 (Carquinez Press). In addition to these books, Archie published articles in Appalachian Journal, the Journal of American Folklore, Labor's Heritage, Musical Quarterly, and other periodicals and anthologies.

Archie's most recent publication is *The Big Red Songbook* (2007), featuring the lyrics to the 190 songs included in the various editions of the Industrial Workers of the World's (IWW) Little Red Songbooks from 1909 to 1973.

In 2000 Archie founded the Fund for Labor Culture & History (www.labor culture.org), an educational non-profit focused on the documentation of the expressive culture and history of American workers, several of the Fund's current activities include the restoration project of the Islais Creek Copra Crane, the San Francisco Labor Landmarks Guidebook, published by San Francisco State University, and the Jack Henning Graduate Fellowship in Labor Culture and History.

Brother Green is survived by his wife Louanne; three children, Derek, David and Debra; several grandchildren; and countless students, friends and admirers—many in the SUP.

Dispatcher's ReportHeadquarters—March 2009

Deck	
Bosun	5
Carpenter	0
MM	4
AB	
OS	
Standby	
Total Deck Jobs Shipped	. 55
Total Deck B, C, D Shipped	12
Engine/Steward	
OMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	
Cook	
Messman	
Total E&S Jobs Shipped	
Total E&S B, C, D Shipped	
Total Jobs Shipped - All Depts	
Total B, C, D Shipped-All Depts.	. 12
Total Registered "A"	
Total Registered "B"	. 37
Total Registered "C"	
Total Registered "D"	. 12



SUP President's Report

April 13, 2009

APL MARINE SERVICES, LTD.

At the request of Bill Mahoney, Labor Relations Director for APL Maritime, Ltd., MFOW President Anthony Poplawski and your secretary attended a meeting on March 12, at company offices in Bethesda, Maryland to discuss adding four more U.S.-flag —but non-Maritime Security Program (MSP)— vessels to the APL fleet. The licensed Unions were represented by MM&P President Tim Brown, MEBA President Don Keefe, MEBA Secretary-Treasurer Bill Van Loo, MM&P Atlantic Coast Vice President Rich May and MEBA attorney Nils Djvsberg. Besides Captain Mahoney, the company was represented by APL Maritime Ltd. Vice President and Chief Operations Officer Brian Constable, Operations and Marine Superintendent Mark Remijan and Senior Labor Relations Consultant Jerry Carbiener.

Constable, the lead spokesman for the group, said that due to an increase in U.S. preference cargo primarily to Afghanistan and Iraq the company was considering re-flagging four foreign-flag company vessels to U.S. registry and operating them in the Suez Express Service in conjunction with the C-10 class vessels (*Presidents Adams, Jackson, Polk* and *Truman*). This would create an eight-ship, U.S.-flag string on the Suez Express with each vessel on a 56-day run providing weekly service from the U.S. East Coast to Middle East and South Asia ports.

The four vessels under consideration were the *APL Japan* and three *Agate*-class containerships: The *APL Agate*, *APL Cyprine* and *APL Pearl*. The *APL Japan*, built in 1995 with a capacity of 5,108 teu, is a sistership to the *APL China*, *Korea*, *Philippines*, *Thailand* and *Singapore*—all crewed on deck by the SUP. The *Agate*-class vessels were built in 1997 and have a capacity of 5,020 teu. As far as habitability, the *Agate*-class vessels have single crew quarters with individual heads, however, the messrooms and laundry room are "all crew" facilities. The *APL Japan* is the same as the other C-11 Class vessels.

Since the prospective vessels would be unsubsidized, meaning they would not be receiving \$2.9 million per year per vessel under the Maritime Security Program, Constable stated that the company would need economic proposals from the Unions that were lower in overall labor cost than MSP vessels. Constable also stated that the same thing had been told to representatives of the SIU-A&G and the American Maritime Officers (AMO), with whom the company had met with previously the same day. When asked by the Unions for a company proposal, Constable responded that he was "not authorized" to make one.

[The Unions have gone through this before with APL. As the membership will recall, in 1997, the J-9 class vessels President Eisenhower and President F.D. Roosevelt were not enrolled in MSP, but with APL still wanting to operate them. Since these vessels were not subsidized the company sought and obtained reduced labor costs from all its contracted seagoing Unions after threatening to use SIU/AMO companies to operate the ships. The Eisenhower and Roosevelt were replaced in 1998 by the J-10 class vessels President Grant (ex-Neptune Ruby), the President Wilson (ex-Neptune Zircon) and the America (ex-President Hoover, ex-Neptune Topaz). The America ran for a period to Europe from the East Coast and then was reflagged foreign. The Grant and Wilson operated in the Guam trade as part of the APL/Matson alliance. When that venture ended in 2005, those ships were reflagged foreign.]

In the case of the four vessels now in question, there was no doubt by the Unions that the company was forcing us into a bidding war with the SIU-A&G and the AMO who crew four vessels operated by APL Maritime Ltd.

How APL became involved in a double-breasted operation is a corporate jigsaw puzzle. In 1998, after buying American President Lines the previous year, Neptune Orient Lines purchased American Automar, which was a subsidiary of Osprey Ship Management with collective bargaining agreements with the SIU-A&G and AMO. Automar was subsequently renamed APL Maritime Ltd. and operated, and still operates, the SP5 Eric G. Gibson, LTC Calvin P. Titus, American Tern and the APL Balboa under the Osprey contracts. APL Maritime Ltd. is a wholly-owned subsidiary of Automar (Bermuda) Ltd., which in turn is a wholly-owned subsidiary of Neptune Orient Lines.

When APL resumed operating MSP vessels from American Ship Management in 2005, the ASM collective bargaining agreements for the SUP, MFOW and SIU-Marine Cooks were assumed by American President Lines, Ltd. That agreement stipulates (see Appendix F of the General Rules of the APL Marine Services-SUP Agreement) that APL Marine Services, Ltd. will operate the vessels. It is assumed the agreements with the MM&P and MEBA are the same. APL Marines Services is a wholly-owned subsidiary of APL (Bermuda) Ltd., which in turn is a wholly-owned subsidiary of Neptune Orient Lines. To complicate this further both Osprey and APL Marine Services are subsidiaries of APL Maritime, Ltd.

After a lengthy caucus, the SUP, MFOW, MM&P and MEBA agreed that it was imperative to make a proposal to the company, as four ships were on the table now but that future work in APL vessels could be in jeopardy when the agreements covering the APL MSP vessels expires on September 30, 2015.

After returning to the West Coast, the SUP in close cooperation with the MFOW submitted a draft proposal to the company that lowered total deck and engine labor costs by approximately 15%. This was accomplished for the SUP by reducing Welfare Plan manday contribution rates, slightly reducing wages, and supplemental benefits. The MM&P and MEBA took similar action.

On March 26, APL Maritime Ltd. President and CEO Eric Mensing informed the Unions by telephone that the company had decided to reflag the four vessels and operate them in the Suez Express. But in the next breath, citing the need for "fair-

ness," Mensing stated that the *APL Agate* and *APL Japan* would be operated by APL Marine Services and the *APL Cyprine* and *APL Pearl* by APL Maritime Ltd. with SIU-A&G and AMO crews.

This news is good as it will increase job opportunities by growing the APL fleet contracted with the SUP, MFOW, etc. from nine to eleven vessels, particularly given the current perilous economic times when hundreds of thousands of American workers are being laid off and the maritime industry worldwide is in the doldrums.

At the same time this news is also distasteful as the Unions were led to believe all four vessels were on the table and since they would run in the same liner service with the C-10s, that it was logical and rational for all vessels to be crewed by the same Unions. The SUP and MFOW have agreed to engage legal counsel to assist in answering the unconventional arrangement proposed by the company.

In the meantime, on April 1, signed a Memorandum of Understanding, subject to membership approval, between the SUP, MFOW and SIU-Marine Cooks and APL Marine Services covering the *APL Agate* and *APL Japan*.

The terms and conditions of the agreement are as follows:

<u>Term of Agreement</u>: April 1, 2009 through September 30, 2015. The company stated that it anticipated operating these ships for at least two years and reserved the right to reflag them foreign at any time.

Money

TT ages						Wioney	
			Supple.	Supplemental Benefit Plan		Purchase	
	Wages	Wages	Ben.Base			Plan	
Rating	Monthly	Daily	Monthly	Daily	Monthly	Daily	
Bosun	\$4,449.90	\$148.33	\$4,111.06	\$73.08	\$2,192.43	\$25.00	
A.B.	\$3,325.50	\$110.85	\$3,087.01	\$54.88	\$1,646.30	\$25.00	
AB Watchstan	der/						
Daystander	\$3,325.50	\$110.85	\$3,087.01	\$54.88	\$1,646.30	\$25.00	
STOS	\$2.178.72	\$72.62	\$2,434,82	\$48.28	\$1 298 49	\$18.51	

These wages reflected a 5% reduction in base pay for the Bosun, status quo with 2005-2015 agreement for ABs and a 15% reduction in base pay for the Specially Trained Ordinary Seaman (STOS). The Daily Supplemental Benefit rate is reduced by approximately 15% for all ratings.

Overtime rates, cargo rates, standby rates, etc., are status quo with the 2005-2015 agreement as of October 1, 2008.

Wage Increases: Wages and wage-related items (overtime, supplemental benefits) shall remain in effect at the October 1, 2008 rates, through June 15, 2011, excluding the contribution rate to the SUP Welfare Plan which shall continue to be adjusted in accordance with Appendix A (page 31) of the 2005-2015 agreement.

In the event the company enrolls the *Agate* and *Japan* in MSP, MSP wages and wage-related items shall be applicable.

Effective June 16, 2011, wages and wage-related items will increase by 2.5% and increase in accordance with the schedule in the 2005-2015 agreement as long as the ships are in service.

<u>Supplemental Benefits</u>: Increased from 16 to 17 days per month effective October 1, 2011, as per the 2005-2015 agreement.

<u>Training</u>: Effective October 1, 2011, the Training contribution shall increase as per the 2005-2015 agreement.

Medical Coverage: Group II (six months)

SUP Work Rules: The same as stipulated in the 2005-2015 agreement.

As with the C-10s, the *Agate* and *Japan* will be dispatched from the West Coast under shuttle shipping rules (SUP Shipping Rule #8). It is anticipated the *Agate* will crew up in Norfolk, Virginia, on April 24, and the *Japan* either in Charleston, South Carolina or Norfolk the third week of May.

The *APL Agate* and *APL Japan* are two additional vessels employing SUP sailors, with good wages and the same working conditions enjoyed in other APL vessels. Recommend membership ratification of the agreement covering these two ships.

Full wage rates will be published in this month's West Coast Sailors.

[Editor's note: See page 4.]

MATSON NAVIGATION COMPANY

On March 23, Matson notified its contracted seagoing Unions (SUP, MFOW, SIU-Marine Cooks, MM&P, MEBA, ARA) that the Military Sealift Command (MSC) had issued a Market Survey requesting information about the cost and availability of a U.S. or foreign-flag vessel to carry 5000 TEUs of Class 1 munitions in a one-year period with four or five trips per year, with four one-year options based on performance between Chin Hae, Korea and Concord, California.

Matson responded to the Market Survey by proposing the use of the C-8 Class vessel *Lihue*. However, in its communication to the Unions, Matson stated that in the event MSC issues a Request For Proposal (RFP) for bids from companies that have a vessel that meets MSC specifications, that Matson had to be competitive. In that regard, the company proposed a wage and benefit cost structure approximating those used for the *Moku Pahu* special bulk agreement. In addition, the company stated, all six Unions —including the ARA— must be in agreement in order for Matson to pursue the work. The company requested Union interest in this poten-

President's Report continued

tially new work and MFOW President Anthony Poplawski and your secretary responded affirmatively.

A meeting to discuss the issue was called for and held on March 26, at Matson headquarters in Oakland. Representing the Unions were MM&P Pacific Coast Vice President Don Marcus, MEBA Executive Vice President Mike Nizetich, SIU-A&G West Coast Vice President Nick Marrone, MEBA Oakland Patrolman Jim Staats, SUP Vice President Dave Connolly and your secretary. In attendance for the company were Captain Jack Sullivan, Vice President Vessels Operation and Offshore Labor Relations, Tom Percival, Manager, Offshore Labor Relations, and Dale MacGillivray, Manager Labor Relations.

The company reviewed the proposal, distributed on March 23, but added there would be no ammunition bonus paid unless it was reimbursed by the government.

All the Unions urged Matson to pursue government work for the *Lihue* as it would provide employment for the membership for possibly five years. For the SUP, manning would remain status quo with one bosun and five ABs. If the company cannot get work for this 38-year-old vessel, she would most likely be scrapped like her sisterships *Chief Gadao* and *Eva*.

However, three things need to occur for the *Lihue* to go into the proposed special run: First, it is assumed, the government has to issue a solicitation or Request For Proposal; second, Matson must win the award to operate the ship through MSC's competitive bidding process; and third, the ARA has to agree that a radio operator is not necessary on the ship.

Until these things occur, use of the *Lihue* in the ammo trade is speculation. Will keep the membership informed of any developments.

At the same meeting, Captain Sullivan said that the company was actively seeking to purchase one or two large self-sustaining bulk carriers on the world market. Matson would then register the vessel(s) under the American flag and operate them carrying U.S. preference cargo which it has done successfully with the *Moku Pahu*. Sullivan also added that the company was considering adding a portable ramp to the *Lurline*, which is laid up, so the vessel could respond to the government's need to move cargo on a one-time-only basis.

On the downside, Sullivan stated that the Great Recession has hit Matson with cargo volumes down significantly in the Hawai'i and China trades.

Cape Jacob

The Union was informed on April 6, that the Maritime Administration intends to extend its operating agreement with Matson for the Ready Reserve Force (RRF) vessel *Cape Jacob* beyond July 28, 2009, to September 30, 2010, or contract termination, whichever occurs first.

Since this extension affects the collective bargaining agreement covering this vessel, the SUP, MFOW and SIU-Marine Cooks proposed, and Matson agreed, to a 3% increase in Total Labor Cost effective July 28 through September 30, 2010, and another 3% increase effective July 28, 2010 in case MarAd again extends the contract, subject to membership approval. Total Labor Cost is defined to include base wage rates, overtime rates and fringe benefit rates.

Recommend membership ratification on the *Cape Jacob* agreement and the 3%

increase in wages and fringe benefit rates.

Matson indicates that prior to September 30, 2010, MarAd will issue a Request For Proposal and solicit bids for the future operation of the vessel. MarAd is also requiring Matson to submit an updated business plan for the operation of the *Jacob* through September 10, 2010, by the end of this month.

CHEVRON SHIPPING COMPANY

This month Chevron Shipping Company informed the Union that as a result of its profits in 2008, and other criteria, all full time Chevron marine employees, as well as those employed by Chevron Corporation, will receive a 7.8% bonus based on 2008 gross earnings.

The Bonus Program, entitled the Chevron Incentive Plan (formerly known as the Chevron Success Sharing Plan), was proposed by the company and agreed to by the SUP during bargaining in 1995.

It should be noted that the 7.8% bonus is in addition to the 3% increase in wages and overtime that became effective on February 1, in accordance with the 2007-2011 collective bargaining agreement between Chevron and the SUP.

In addition, the 3% wage increase and the 7.8% bonus does not include the yearly company matching contribution to a participating member's Chevron 401(k) Plan. A member participates in this profit-sharing program by contribution 2% of his/her monthly base wage.

SUP MONEY PURCHASE PENSION & SUP 401(k) PLANS

In the interest of providing an additional safe haven for participant retirement funds, the Trustees of the SUP Welfare Plan inquired —and the Plans' Investment Advisor recommended —a new fund for your investments in the SUP Money Purchase Pension & SUP 401(k) Plans. This fund will be added to the existing fund line-up. The fund is the Federated US Government Securities: 1-3 Year Fund. It invests in U.S. government securities (bonds) with remaining maturities between one and three years. It can also invest in bonds issued or guaranteed by government sponsored entities, commonly known as agencies. The narrow focus of the objective keeps this fund in very short duration securities. Coupled with the Government-only holdings requirement, the fund's returns over the last five years have been very predictable. Unlike some "short-term" bond funds, this fund does not hold both long and short duration bonds to create a short-term portfolio. Holding only bonds with durations between one and three years will help reduce volatility caused by a change in interest rates. This institutional share class has an expense ratio of .39 of 1%.

To obtain additional information or make changes to your account, contact the plan Administrators on the web at www.masterplanretirement.com. Log in to your account and click the fund names to access information on each fund and/or to make changes to your account. You may also contact a MasterPlan Customer Service Representative at 800-547-4334 between 8:30 AM and 4:30 PM Pacific Time for a prospectus, ad-

ditional information, or to make changes to your account.

BANE & TULENKUN v. SUP

As reported in January and February of last year, Judge J. Michael Seabright of the U.S. District Court for the District of Hawai'i dismissed SUP member Sefuluono Bane's \$300,000 "intentional infliction of mental distress" claim against the SUP.

Previously (see the January 2008 West Coast Sailors), Bane withdrew two of the allegations contained in a lawsuit filed against the Union: 1) That the SUP breached its duty of fair representation by allegedly discriminating against her because she is Samoan and female; and 2) That the alleged discrimination by the Union was a violation of Title VII of the Civil rights Act of 1964, as amended.

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

As far as the other plaintiff in the case —SUP member Ruta Tulenkun— Judge Seabright dismissed her claim that the Union breached its duty of fair representation by allegedly discriminating against her because she is Samoan and female, but denied the SUP's motion to dismiss Tulenkun's charges under the Civil Rights Act of 1964 and her claim of "intentional infliction of mental distress." But, on March 10, 2008, Magistrate Judge Barry Kurren dismissed Tulenkun's claim of "intentional infliction of mental distress."

In 2008, while the first lawsuit by Bane & Tulenkun was pending, Bane and Tulenkun brought another lawsuit against the Union, Honolulu Branch Agent Mike Duvall and your secretary. This second lawsuit claimed that the Union and the two officers mentioned, allegedly discriminated against Bane and Tulenkun regarding employment with Matson Navigation Company because Bane and Tulenkun are females and of Samoan ancestry. Bane and Tulenkun also claimed that they were retaliated against because they had filed the first case against the SUP.

On April 7, in Honolulu, before Magistrate Judge Kevin Chang the second lawsuit was dismissed with prejudice (permanently dismissed), pursuant to a settlement agreement. Pursuant to that agreement the Union, Duvall or your secretary did not pay any money to either Bane or Tulenkun and the foregoing was announced in open court, but at the end of the court proceeding the court sealed the record of the court proceedings.

SUP ELECTION INFORMATION

The biennial election of SUP officers and referenda on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2009, and will conclude on January 31, 2010.

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

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

ESTATE OF ARMANDO FUENTES

SUP pensioner Armando Fuentes died in 2004 and named the Union as a beneficiary of his estate in the amount of \$52,854.20.

"Mando" was born in Mexico in 1922 and joined the SUP in 1951. Always well liked by his shipmates, Mando sailed as Maintenance Man and Bosun until he retired in 1986.

Recommend that the bequest be deposited in the General Fund.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2, of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the first quarter of 2009, and report back to the membership at the May coastwise meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turnto on Monday, May 11, at 8:00 A.M.

ACTION TAKEN

M/S to approve the APL MOU on the new non-MSP ships (*Agate, Japan*).

M/S to approve 3% Cape Jacob increase in wages and fringe benefit rates.

M/S to deposit the bequest of Armando Fuentes into the General Fund.

Quarterly Finance Committee— Nominated and elected: Romaine Dudley, Art Thanash, Kaj Kristensen, Mark Pfaff, and Louis Frazier.

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

Gunnar Lundeberg

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 576:

William L. Mitchell, 67, Book No. 6483, joined SUP in 1961, 34 years seatime.

Steve F. Clemens, 56, Book No. 4789, joined SUP in 1982, 18 years seatime

SUP Branch Reports

Seattle

March 16, 2009

During the period, shipped 1 Boatswain and 6 Able Seamen jobs shipped and filled by 3 A and 4 B seniority members.

Registered during the period: 7 A cards for a total of 25;7 B cards for a total of 29; 0 C cards for a total of 11.

Ships Checked

Matson vessels *Maui* and *Manoa* called twice in Seattle with little or no problems. The *President Polk* called in New York with a Seattle deck gang. Bosun Danny Ycoy returned to Seattle and reported that the gang overhauled both the port and starboard lifeboat gangway falls in under three hours for each boat. And that is including the clean up! How is that for SUP seamanship!

I represented the SUP at the following meetings: the King County Labor Council Executive Board meetings; the King County Labor Council Port Coalition meeting; the Seattle Master Shoreline Advisory Committee; the Port of Seattle Commission Hearing; and a meeting with ILWU Local 19 and Port of Seattle staff regarding traffic mitigation plans for the Alaska Way Viaduct replacement option.

On Friday March 13, at the Federal Center South in Seattle, the SUP gave testimony regarding delays in issuance of Merchant Mariner Document's and Licenses to a U.S. Government audit of United States Coast Guard practices. This meeting was attended by employers and labor groups including Foss Maritime; Crowley Maritime; Western Towing; Polar Tankers; Alaska Tanker Company;

Penn Oil Transportation; Westwood Shipping Lines and Carnival Cruise Lines. Representing labor were the Sailors' Union of the Pacific: the Masters Mates and Pilots; and the Puget Sound Pilots. Although this audit was for all aspects of performance in United States Coast Guard duties the auditors stated that the central grievance heard in all other port cities where they have held these meetings has been in regards to medical evaluation delays, misreads, and requests for more information to evaluate for issuance of mariner documents. The Unions and employers were all on the same page in declaring delays of any sort as absolutely unacceptable and all of us were able to give lengthy and passionate testimony as to how these delays have negatively impacted the work force. One point of concern to the auditors that had not come to their attention was the excellent testimony provided by SUP Vice President Dave Connolly stating the National Maritime Center numbers did not reflect those mariners who "give up" due to fear or frustration with the medical evaluation process and, therefore, are not included in calculations for MMDs issued.

Vince O'Halloran, Branch Agent

Wilmington

March 16, 2009

Shipping: 2 bosuns, 8 ABs, 4 ABDs, 1 OS and 40 standbys for a total of 55 jobs. Registration: 37 A cards, 21 B cards, and 6 C cards.

Ships Checked

Matsonia, Maunalani, Philippines,

Maunawili, China, Maunalei, Korea.

This was a busy month. Steve Zachman, John Fernandez and Thomas Riley passed on and also Wally Stevenson (aka Cone Head).

We had a sailor depart the *Matsonia* with his room looking like a dump. Bosuns check all rooms and make sure they are clean. You have two hours everyday for sanitary in sailors quarters. Use them!

A mate wanted to redefine our agreement and not pay the second minimum on a shift. If the company signs the agreement and it has been paid that way for decades, just pay it. You can get on the swing and get points based on your other skills. Mate what will your legacy be? Will you be known for stealing from working class poor taxpayers or for being a stand up man of the sea. So is it man of the swing or stand up ships master. We give the ship a good days work then we demand our pay or that's the way it should be. You have heard me say if you are going to talk the talk then you need to walk the walk. I tell everyone that the SUP is one of the last truly democratic Unions and that we need to keep it that way. Being we are a democratic Union you have the power to protect it or destroy it. What's you plan, bro?

Brothers, we the Branch Agents of the SUP need to make at least the same as watchstanding ABs. So together as a democratic Union we can put together a plan that is good for all even your branch agents.

Brothers you need to go to your Union meeting and be heard it might be your

plan or part of your plan on Union finances. Walk the walk don't just talk the talk. It's your Union it's your fight it's your turn to fight. Think of this of it as your house and your family what will you do to preserve it. The struggle is ours

Paul Calais Branch Agent

Honolulu

March 16, 2009

During the month of February, dispatched the following: 1 bosun, 2 ABWs, 3 ABDs, 1 ABD relief, and 2 AB maints. These jobs were filled by: 5 A members, and 4 B members. Also shipped 12 standby jobs filled by 2 A members, 4 B members and 6 C members for a total of 21 jobs shipped.

Registered the following during the month of February: 6 A members, 6 B members and 3 C members. To date, registered are: 15 A members, 12 B members and 3 C members for a total of 30 members registered.

Ships Checked

Mokihana, Mahmahi, Maui, Manoa, Manulani and Maunawili (off to Hong Kong yard period): all with few or no beefs. Paint and Rigging gang busy with Monte Kalama as bosun.

On March 18, attended the Hawai'i Ports Maritime Council meeting. Discussions on the current TWIC implementation (pin numbers lost on cards issued before October 21, 2008) and the loss of the Hawai'i Super Ferry due to a legal matter (failure to file an environmental impact statement). Most of the waterfront Unions have faced layoffs of members tied into Hawai'i being in the economic doldrums. While on this subject, the *Matsonia* is laid up indefinitely, a big hit job wise in Honolulu.

The lobby of the Honolulu Seamen's Home (SUP hall location) is currently being remodeled and the place is quite chaotic with power outages and all. Keep trying and you'll be able to get a hold of me. Tommy Vail still in Tripler Hospital hospice.

Mike Duvall Branch Agent

Vice President's Report

Ships Checked

APL Agate: John Duran, delegate. Shipped the bosun to join in New York in advance of the crew joining in Norfolk. Hard work will elevate this ship to West Coast standards.

APL Singapore: Miguel Palacios, delegate. In at Oakland with a mysterious stench on D-deck. Brought to the attention of the company. Later informed that the source was found in the plumbing of a spare room and resolved.

APL Thailand: Dennis Belmonte, delegate. In at Oakland with few problems but during the voyage there were many calls from the delegate regarding numerous disputes. Some time was good, some not, but all of it resolved. In general, a direct order must be followed even if it might violate the contract. Rule of thumb is "work now, grieve later."

APL Korea: Joe Marusak, delegate. Fire and boat OT payable after 1 hour as per Section 15 c of the SUP Work Rules. In at Oakland with some payroll problems under investigation. New delegate is Remoni Tufono.

APL China: Randy Runyan, delegate. In at Oakland with no problems.

President Adams: Subsistence payments for joining a shuttle ship not payable where there is no overnight layover and where a sailor joins directly.

President Jackson: Duke Maringer, delegate. In at New York. Good ship, bad feeder.

California Voyager: George Pascal, delegate. Back from Texas via Panama Canal. Boarded with Bill Berger at the old San Francisco shipyard in drydock at Pier 70. Two-man watches are a long-standing past practice, an essential condition of employment and therefore a mandatory subject of bargaining.

Washington Voyager: Tim Landers, delegate. Call from the delegate indicates ship running smoothly. The fairness of the company training policy is under investigation.

Mississippi Voyager: Anton Seravaseiyar, delegate. In at RLW with no problems. Scott Oliphant is the bosun. A lot of hard work is slowly transforming this ship.

Arizona Voyager: Jenn Corner, delegate. Boarded in Tampa and found the ship in good shape with a solid gang and bosun Thor Erikson in charge. More and more non-members coming on board.

USNS Waters: Paul Harsany, bosun. Telephone call from the bosun indicates most things okay. Habitability issues investigated with improvements likely in the long-term.

USAV Worthy: Robert Bourne, delegate. Still in an Australian yard. Report by email indicates that one SUP member laid off.

Adm Callaghan: Noel Itsumaru, bosun. Restriction in Canada raised the issue with the Company but launch service was not available. Not payable under Section 14.

Cape Flattery: Keith Adams, delegate. Paid off clean after 12 day FOS operation in Beaumont, Texas. Lashing, unlashing, floating and shifting barges at anchor. C/M Dale Rodriguez deserves recognition for good leadership. Also worked the *Cape Farewell*.

Cape Orlando: Curt Dowling relieved Allan Gonzales as bosun. Clean in Alameda.

Cape Jacob: James Bailey, delegate. Email from the delegate indicates most things okay. Re-certification of small arms now available in Korea. Must have original certification.

Foss Maritime Company: Delegates Mel Jackson, Sean Gaddis and Tom Tynan. Quarterly review of total tug activity remains essentially the same requiring a 50/50 split of the call-out work under our jurisdictional sharing agreement with the Inlandboatmen's Union. Two steadily crewed tugs and a fifth boat with alternating SUP and IBU weeks. Revised post-accident drug testing rules withdrawn by the company after SUP objection.

APL Steam Rack: Gene Campedel, delegate. Container volume slowly picking up.

San Francisco Bar Pilots: Delegates Steve Ross and Louie Urbano. Station boat *California* conducted a flawless rescue of stranded mariners in dangerous conditions outside the Golden Gate. I attended a moving memorial service for recently deceased dispatcher Tobias Proffen who was a good shipmate and solid Union man.

Andrew Furuseth School of Seamanship: Romaine Dudley, instructor. First-class marlinspike instruction available for members every Wednesday and Thursday. Thanks to Tom Cahill of the *Jeremiah O'Brien* who donated 200 feet of 3/8 inch wire for splicing.

Dave Connolly

San Francisco Business Agent

April 13, 2009

Mahimahi— Tom Larkin, delegate; Tim Thomas, relief bosun: No disputes; good gang. Mark Hurley aboard. Made twice.

Maui— John Hamann, delegate; Sam Scott, new bosun: In twice, running smoothly. The "Golden Greek's" time up. Island run.

Mokihana— John Savage, delegate: Running smoothly. There was a question on rotating watches.

Moku Pahu— Quentin Brown, delegate: Back from Russia; no problems.

Colorado Voyager— William Fisher, delegate; Paul Seager, bosun: Both doing a great job.

California Voyage— Made with Vice President Dave Connolly while docked at San Francisco shipyard. One of the tankers Chevron took over.

Bill Berger