

# Season's Greetings to all hands from the Sailors' Union of the Pacific



## West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, December 17, 2004

### Wal-Mart to the high seas? Anti-Union colossus eyes APL

According to a December 8 article by David Sanders published in the *Arkansas News Bureau*, Wal-Mart—the world's largest retailer and notorious anti-Union employer—may be interested in buying American President Lines.

APL was purchased in 1997 by Singapore-based Neptune Orient Lines. APL's eleven U.S.-flag vessels are crewed on deck by the Sailors' Union of the Pacific. Wal-Mart Stores, Inc., which is headquartered in Bentonville, Arkansas, in 2002 named APL as Wal-Mart's International Ocean Carrier of the year. According to a company press release from 2002, "APL has been working closely with Wal-Mart for three years and provides services to Wal-Mart in 37 countries, shipping everything from electronic goods, footwear and garments, to household products and furniture."

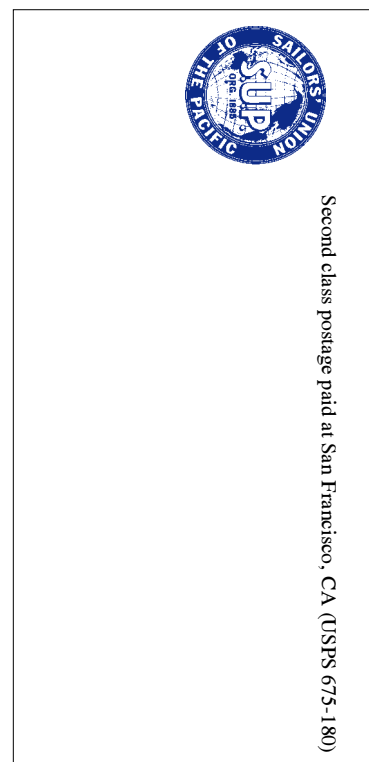
Sanders reports that, "With more imported goods making it onto Wal-Mart's store shelves, the retail giant will have to make sure it can get its goods out of production and into stores faster and cheaper. Acquiring a company like APL would give the company more control of that process."

Sanders adds that, "Wal-Mart has invested heavily in its own logistic business. It currently operates one of the largest and most complex domestic shipping organizations in the world. It boasts more than 60 distribution centers throughout the U.S., a private fleet consisting of 36 transportation office terminals in 28 states, 5,600 tractor trailers in 48 states and 6,900 truck drivers. The company has invested heavily in elaborate tracking systems that can monitor activity at the checkout lines while sending communications back to distribution centers. Wal-Mart has gradually been gaining more control over the movement of goods."

The Port of Houston recently announced that Wal-Mart will open a new two-million square foot distribution center in Baytown, Texas, that will cover 50 acres and could eventually expand to 100 acres. Port officials have said that Wal-Mart's new facility will allow Houston to capture more shipping from Asia.

Sanders concludes his article by stating that, "If Wal-Mart were to acquire APL, it would instantly have access to a business that historically has relied on others to provide. Wal-Mart is on the cutting edge of logistics. Such a merger would make Wal-Mart one of the largest shipping companies in the world and further solidify its global position by giving its leadership direct control over the company's supply channels."

For more news on Wal-Mart, see page 3.



### Customs service rule taxing repairs in American-flag vessels repealed

An onerous rule promulgated by the U.S. Customs Service in 2001 which severely penalized U.S.-flag shipping, was overturned this month when President Bush signed the Miscellaneous Trade and Technical Correction Act of 2004 (H.R. 4047).

The Customs Service rule required that equipment purchased overseas for repairs made in U.S.-flag vessels when they were outside the United States, including maintenance and repair while the vessels were at sea, were subject to declaration,

entry and payment of a 50 percent *ad valorem* duty.

In response to the Customs Service's unprecedented, ill-conceived and ill-logical decision, a petition was filed on July 13, 2001, with the Customs Service by a broad-based coalition of the U.S. maritime industry spearheaded by the American Maritime Congress and its president Gloria Cataneo Tosi, to have the rule rescinded. However, Customs was not swayed.

Tosi turned to the Congress and was successful in getting

Trent Lott (R-MS) and John Breaux (D-LA) in the Senate and Representative Jim McCrery (R-LA) to sponsor legislation to repeal the *ad valorem* duty repeal. The House passed the bill on October 8, which the Senate acted on it on November 19.

The repeal will be in effect retroactively to April 25, 2001—the date that the Customs Service announced its ill-conceived rule. Therefore, any U.S.-flag ship operator who has been assessed duties as a direct result of the rule will be able to file for a refund, according to Tosi.

### Biometric identification for mariners ready to be implemented says ILO

The International Labor Office (ILO) in Geneva, Switzerland, on December 3, announced that the new biometric system for issuing secure identity documents to the world's 1.2 million seafarers is ready for implementation, following successful testing of products that met the challenging requirement of "global interoperability" for such documents.

The new system, mandated under the Seafarers' Identity Documents Convention 2003 (No. 185) adopted by the Government, Employer and Worker delegates to the International Labor Conference in June 2003, represents a comprehensive response to the need for greater global security while guaranteeing the rights of workers in the global shipping fleet, which handles 90 percent of world trade.

Convention No. 185 is the first international binding instrument for an identification system. Its biometric feature, the fingerprint, is based upon "global interoperability", meaning that it must be possible for the fingerprint information on the Seafarer Identity Document

(SID) issued in one country to be read correctly by equipment used in another.

To enable this, the ILO Governing Body adopted in March 2004 a single standard with specifications to be followed in national systems and products for generating the biometric representation of fingerprints on the SID, and for verifying that the seafarer's fingerprint corresponds to the fingerprint on the SID.

With the cooperation of organizations representing seafarers and shipowners, the ILO has just completed a six-week test involving 126 volunteer seafarers on the *m/v Crystal Harmony*, a vessel operated by Crystal Cruises. The seafarers included men and women from 30 countries and covered a broad distribution of ages and a diverse set of seafaring job categories.

The testing exercise involved seven biometric products submitted by various manufacturers. The ILO has found that two of them met the requirement of global interoperability.

"This announcement paves the way for countries to start issuing the secure identity docu-

ments," says Cleopatra Doumbia-Henry, Director of the Standards Department of the ILO. "We are expecting that future testing will allow us to bring other providers to the list of products that meet the requirements and that can be used by countries to issue the new identification cards."

Convention No. 185 was adopted to replace the Seafarers' Identity Documents Convention No. 108 (1958), which has been ratified by 61 ILO Member States representing 60.7 percent of the world's fleet.

The new instrument will come into force in February 2005 following early ratification by France, Jordan and Nigeria. Several other countries have already started the process to complete ratification, according to information provided to the ILO. Among these are the Philippines, Indonesia and India, countries that provide the largest number of seagoing maritime personnel.

"Ensuring the security of seafarers and the ships they work on is crucial," says Ms. Doumbia-Henry.

# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED SEPTEMBER 30, 2004

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on November 8, 2004 hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$896,250.40
Political Fund .....	\$1,447.37
Strike Fund .....	\$1,293,730.99
Total Cash and Investments 3rd Qtr. 2004 .....	\$2,191,428.74

### GENERAL FUND

Income:	
Dues, Initiation, Assessments .....	\$94,224.75
Interest .....	21,556.23
Donations - <i>West Coast Sailors</i> .....	1,605.00
Tanker & Joint Committee, Hiring Hall .....	112,354.68
Advertising & Promotion .....	115.00
Miscellaneous Income, Reimbursements, Fines .....	6.37
Reimbursed Administrative Expenses .....	17,308.24
Field Expense .....	1,181.69
Contributions - General Fund .....	1,830.00
Total Income: .....	\$250,181.96

### Expenses:

Auto & Travel .....	\$1,585.26
Rent .....	15,916.95
Postage, Printing & Office .....	6,208.53
Telephone & Telegraph .....	5,834.22
<i>West Coast Sailors</i> Publishing Expense .....	6,260.29
Per Capita .....	9,921.85
Salaries & Payroll Taxes .....	178,490.90
Office Workers' Pension .....	5,787.60
Insurance .....	27,683.28
Field Expense .....	1,348.80
Committee & Neg., Conference & Conv. ....	7,318.59
Investment Expense .....	1,346.03
Advertising & Promotion .....	517.50
Contributions .....	2,960.00
Flowers .....	303.37
Equipment Purchase .....	1,442.85
Officials Pension .....	877.68

Subscription .....	1,951.77
Total Expense: .....	\$275,755.47

### BUILDING CORPORATION

Income:	
Assessments .....	\$2,464.00
Interest & Principle on Mortgage Notes .....	6,235.62
Miscellaneous .....	33.77
Rents .....	66,433.69
Total Income: .....	\$75,167.08

### Expense:

Building Services & Utilities .....	\$26,757.17
Repairs & Maintenance .....	(7,952.54)
Salaries & Payroll Taxes .....	16,401.87
Legal Expense .....	33.75
Consultant Fee .....	10,000.00
Pension .....	99.36
Insurance .....	6,609.29
Total Expense: .....	\$51,948.90

### POLITICAL FUND

Income:	
Contributions .....	\$3,545.00
Interest .....	.92
Total Income .....	\$3,545.92

### Expense:

Contributions .....	\$4,337.00
Office Expense .....	88.00
Total Expense: .....	\$4,425.00

Net Income 3rd Qtr. ....	\$(3,234.41)
Net Income 1st Qtr. ....	50,658.57
Net Income 2nd Qtr. ....	(57,935.52)
Year To Date .....	\$(10,511.36)

/s/ Lee Dancer                      /s/ Volkert Lokies  
 /s/ Roy Tufono                     /s/ Randy Runyan  
 /s/ Robert Copeland

*ACTION BY THE MEMBERSHIP December 13, 2004. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.*

## Final Departures

**Joseph P. Andre**, Book No. 3763. Born in California in 1930. Joined SUP in 1954. Died in Lodi, California, November 15, 2004. (Pensioner)

**Gerald Denham**, Book No. 2621. Born in Canada in 1929. Joined SUP in 1950. Died in Portland, Oregon, June 3, 2004. (Pensioner)

**Edward Ralston**, Book No. 3089. Born in California in 1926. Joined SUP in 1944. Died in Oakland, California, November 10, 2004. (Pensioner)

**Joseph H. Girouard**, Book No. 2781. Born in Massachusetts in 1922. Joined SUP in 1947. Died in Leominster, Massachusetts, October 12, 2004. (Pensioner)

**George Lemak**, Book No. 4089. Born in Pennsylvania in 1924. Joined SUP in 1965. Died in San Jose, California, May 22, 2004. (Pensioner)



## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2005:

	Hdqs.	Branch
January	10	18*
February	15*	22*
March	14	21
April	11	18
May	9	16
June	14*	20
July	11	18
August	8	15
September	12	19
October	11*	17
November	14	21
December	12	19

\*Tuesday

## West Coast Sailors

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

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Honolulu, HI 96813	
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### WELFARE OFFICE

(415) 778-5490

### PENSION PLAN OFFICE

(415) 437-6889

## United Filipino Seafarer's Union accuses Panama of shakedown tactics

A Union representing seafarers in the Philippines has accused the Panamanian consulate in Manila of using an assessment scheme to extort money from thousands of its members. United Filipino Seafarers' Union (UFS) president Nelson Ramirez claims the Panamanian registry is the only one in the world that does not recognize the Philippine certificate of competency. Instead, Panama has appointed a training center in Manila to assess seafarers, initially by requiring officers to undergo an examination prior to the revision of the 1995 STCW Convention on the pretext that signatory countries were not yet fully compliant to the revised convention. Now they have targeted unlicensed mariners by requiring them to be assessed before they can sign for any ship flying the Panama flag, Ramirez said. This is continuing even though the Philippines, through the Department of Labor and Employment, has signed agreements for the recognition of seafarers' certificates with a number of countries and territories, including Panama.

### Timely Reminder First quarter 2005 dues are due and payable now!

### SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

The initial installment of One Hundred Thirty Dollars (\$130.00) shall accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$130.00) per quarter, payable in advance.

### Dues-Paying Pensioners

Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Orson Larsen	Book #4095
John McKeon	Book #6456
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430

## Chrysler dumps Matson for Pasha

Chrysler has dropped Matson Navigation Company and will begin shipping its vehicles to Hawai'i in March aboard Pasha Group's new vessel, the *Jean Anne*, a \$70 million, 579-foot ship. The contract is to run for multiple years.

The Pasha Group, based in Corte Madera, California, will deliver Chrysler vehicles to ports in Honolulu, Kahului, Hilo and Nawiliwili from Chrysler's operations in Mira Loma, California, and Pasha's San Diego, California, auto processing facility. The *Jean Anne* can carry more than 3,000 vehicles on 10 decks. The ship is owned and operated by Pasha Hawaii Transport Lines, a joint venture between the Pasha Group and Strong Vessel Operators LLC, based in Stamford, Connecticut.

Any reduced shipping costs would most likely benefit Chrysler and not consumers, said Dave Rolf, executive director of the Hawai'i Auto Dealers Association. The National Automobile Dealers Association more than 30 years ago helped sponsor legislation that equalized freight costs for every part of the coun-

try, Rolf said.

With Pasha's announcement, Rolf said, "There doesn't seem to be a change in the purchase price for the consumer. It's really more of a change for the manufacturer shipping cars to Hawai'i, if in fact there's a change in shipping costs."

Hawai'i drivers registered 441 Chryslers last year, making up 0.7 percent of the market share. This year, the number of registered Chryslers is forecast to increase to 528, nudging Chrysler's market share in the Islands up to 0.8 percent, according to a recent forecast by the independent Hawaii Auto Outlook.

Although Pasha will now bring Chryslers to Hawai'i, Matson spokesman Jeff Hull said Matson will continue to ship more brands of vehicles and more often. "We're still the leading deliverer of autos," Hull said. "They have one ship and we have a fleet of eight. We believe there is value in frequency of deliveries. ... We still have long-term relationships with virtually all of the auto manufacturers: GM, Ford, Mercedes-Benz. ... But Chrysler has gone to Pasha."

## MarAd to open Southern California office

The Maritime Administration is scheduled to open its Southern California Regional Office in January which will be headed by Randy Rodgers.

The office will be located in the Glenn M. Anderson Federal Building, Room 5190, 501 West Ocean Boulevard, Long Beach, California, 90802. The telephone number is (562) 628-0246.

## Employers suspend lockout of San Francisco hotel workers for 60 days

Facing millions of dollars in lost business, worker solidarity nationwide and staunch support from Mayor Gavin Newsom, San Francisco hotel employers agreed November 20, to a 60-day cooling-off period that puts 4,300 UNITE HERE Local 2 members back to work at 14 San Francisco hotels. Fighting for a Union contract that expires in 2006, the same year agreements end in other major cities, the workers went on a two-week strike September 29. A few days later, employers locked out the workers, who return to work November 23.

Along with UNITE HERE hotel workers in Los Angeles and Washington, D.C., the workers are fighting for contracts that expire simultaneously as necessary to counter consolidation and expansion in the international hotel industry. Hotel employers have responded by threatening health care benefits. After it locked out workers, the San Francisco Multi-Employer Group refused to let a \$22 million emergency trust cover their health benefits, which would then run out December 1. The workers' health care providers—Kaiser Permanente, the Chinese Community Health plan and Pacificare—offered to extend coverage for two months and wait for payment.

Now, as part of the agreement, the San Francisco employers will release funds to cover benefits during the 60-day period. They also agreed not to contest a state Employment Development Department decision that workers are eligible for retroactive unemployment insurance benefits during the time they were locked out. The employers also have stopped insisting that a two-year contract expiration date is off the table.

"The members of Local 2 stood strong against the employers' lockout," says Mike Casey, UNITE HERE Local 2 president. "By returning to our jobs, we can now negotiate a fair contract on a level playing field." Negotiators will continue to work on outstanding issues

including medical benefits, pension contributions, retiree benefits, freedom to organize, wages and the contract term. Added Casey: "On behalf of members of Local 2, I would like to express our gratitude to the many people who have helped us in this fight so far—both here in San Francisco, across North America and around the world."

By huge margins, the members of Local 11 in Los Angeles (83 percent), Local 25 in Washington, D.C. (94 percent) and Local 2 (97 percent) voted September 14-15 to authorize Union leaders to call strikes if negotiations break down. The contracts in Los Angeles expired April 15, in San Francisco September 14 and in Washington, D.C., September 15.

"For the first time, thousands of hotel workers in three cities have stood together and voted with massive participation overwhelmingly to authorize a strike," UNITE HERE President Bruce Raynor said at a September 15 press conference in Washington, D.C..

The workers nationwide are finding deep community support. Standing alongside elected officials, community groups and clergy, the 2,800 members of Local 11 in Los Angeles called November 10 for a boycott of nine luxury hotels as contentious talks continued. On November 16, religious leaders of many faiths came together for a candlelight procession through downtown Los Angeles that stopped at three hotels involved in contract negotiations with Local 11 members.

Also in November, Local 25 leaders in Washington, D.C., buoyed by supportive demonstrations by activists in Baltimore, met to discuss strategy after management presented more unacceptable proposals for a new contract covering 3,800 workers. The hotels have offered Local 25 workers an additional one cent per hour to cover multiple benefits and premium pay items, making it impossible to continue current benefit levels, much less improve them.

## AFL-CIO to tackle Wal-Mart on wages and benefits

The AFL-CIO and more than a half dozen Unions are planning a campaign intended to pressure Wal-Mart, the world's largest retailer, to improve its wages and benefits.

The campaign will be highly unusual because it will not, at least at first, focus on Unionizing Wal-Mart workers, but will instead focus on telling Americans that Wal-Mart—with wages averaging between \$9 and \$10 an hour—is pulling down wages and benefits at companies across the nation.

The Unions are talking of spending \$25 million a year on the effort, more than has every been spent before in a union campaign against a single company.

"This isn't a campaign, this is a movement," said Greg Denier, spokesman for the United Food and Commercial Workers Union. "There's no precedent for this. It's a movement to confront the reality of Wal-Mart-ization. No other company has ever had the global economic impact that Wal-Mart has."

Wal-Mart has 1.2 million workers in the United States, more than any other company, but no Unionized workers. It has a history of fiercely resisting unionization efforts.

The new effort, to be announced officially in several months, will also be

unusual because most union campaigns involve just one Union. Because Wal-Mart is so huge, labor leaders have concluded that several unions should work with the AFL-CIO on the effort.

Among those participating are the Service Employees International Union, the International Brotherhood of Teamsters and the United Food and Commercial Workers Union.

Andrew L. Stern, the service employee's president, said: "Wal-Mart is much too big for any one union to tackle. The Wal-Mart-ing of the economy is a threat to every Union."

Last winter, California's three largest supermarket chains waged a 20-week labor battle, involving a strike and lockout, in which they urged the food and commercial workers Union to make major concessions on wages and benefits to help the companies compete with Wal-Mart.

The Unions plans to work with community groups fighting the construction of Wal-Mart stores and are contemplating lawsuits accusing the company of forcing employees to work unpaid hours.

Mr. Stern of the service employee's union has proposed financing the campaign by using the \$25 million the AFL-CIO receives yearly from its Union Plus credit card.

## MM&P and MEBA reelect incumbents

In balloting that concluded this month, Captain Tim Brown was reelected as president of the International Organization of Masters, Mates & Pilots and Ron Davis was reelected as president of the Marine Engineers Beneficial Association.

The election was a milestone for the MEBA, as Davis is the first president of that organization to serve a second term in two decades. All 14 candidates on Davis' MEBA TEAM II ticket also swept to victory for a 90-day referendum. Joining Davis on the Union's governing body—The District Executive Committee (DEC)—are Secretary Treasurer Cecil McIntyre, Atlantic Coast Vice President Don Keefe, Executive Vice President Bud Jacque and Gulf Coast Vice President John McCurdy. Among those also elected were Jon Anderson, Seattle Branch Agent; Al Camelio, Los Angeles Branch Agent; Lou Marciello, Houston Branch Agent; and Bill Van Loo, Baltimore Branch Agent.

The MM&P election was a sweep by the incumbents in all key positions. In addition to Captain Brown, the following were reelected: Glen Banks, Secretary-Treasurer; Richard May, Atlantic Ports Vice President; Robert Groh, Gulf Ports Vice President; Donald Marcus Pacific Port Vice President; George Quick, Pilots Vice President; and Steven Demeroutis, United Inland Membership Group Vice President.

## Report on the sinking of *Prestige* issued

The official Bahamas Maritime Authority (BMA) report regarding the events surrounding the tanker *Prestige* in November 2002, has concluded that the cause of the initial structural failure was the ship being struck by a large wave which revealed there was a source, or sources, of weakness in the structure of No. 3 starboard wing tank. As these were not readily detectable using present industry survey, inspection and repair practices, the report recommends that those practices be reexamined to see where improvements can be made.

Furthermore, after assessing the response to the casualty by the ship's manager, Universe Maritime, Captain Apostolos Mangouras and his crew, salvor Smit and the Spanish search and rescue authorities, the BMA recommended that any decision by a coastal state to reduce the master's "overriding authority and responsibility to make decisions with respect to safety and pollution prevention" must be made clear to him and the degree of control left to his discretion spelled out to him.

With regard to places of refuge, the BMA recommends that a ship should not

be refused entry without careful consideration of alternative options and the consequences of the ship adopting those options.

The BMA report also concluded that no evidence has been given as to which orders were disobeyed by Captain Mangouras, who had given them or with what authority, or to what extent Mangouras was still expected to exercise his judgment in running his ship. Nor could Mangouras be blamed for the initial damage to the ship. He acted in a seamanlike manner during the severe weather prior to the incident, took the proper steps after the incident to alert shore emergency services, evacuate his crew and decrease the list of the ship.

His actions, say the BMA, were "exemplary". Yet when he was lifted off the bridge with his chief engineer and chief officer, all three had been on continuous duty for 51 hours since the incident trying to help the salvage team, without any sleep, properly prepared food or a change of clothing. Nevertheless, instead of receiving rest and recuperation before being interviewed, Mangouras was required to undergo questioning by the Spanish authorities until 0200 the next day.

# SUP Honor Roll

Voluntary contributions from the membership to the following funds in 2004:

## Organization/General Fund

Gordon Abbott ..... 50.00	Thomas Fate ..... 50.00	John Kelly ..... 70.00	Carl Schou ..... 50.00
Abe Acosta ..... 50.00	Edgardo Figuracion ..... 20.00	Melvin Kessler ..... 100.00	Whitey Secret ..... 350.00
Douglas Alexander ..... 40.00	Theodore Filipaw ..... 400.00	Ed King ..... 30.00	Gino Segreti ..... 40.00
Nicholas Anestis ..... 40.00	Erik Finneman ..... 50.00	Mike Koller ..... 75.00	Edward Sexton ..... 50.00
Jose Angeles ..... 15.00	Barry Fisher ..... 20.00	Hannu Kurppa ..... 60.00	George Sherbuba ..... 15.00
Jim Bailey ..... 20.00	Raymond Flores ..... 50.00	Norman Kwak ..... 100.00	Andy Simkanin ..... 20.00
Pete Benavidez ..... 100.00	Daniel Foster ..... 20.00	Eli Lalich ..... 20.00	George Simpier ..... 40.00
Bill Berry ..... 50.00	Michael Fox ..... 25.00	Mark Littlejohn ..... 80.00	Martin Smith ..... 15.00
Brendan Bohannon ..... 60.00	Michael France ..... 20.00	Gunnar Lundeberg ..... 400.00	Jorge Sosa ..... 30.00
Mike Boyle ..... 20.00	Edgardo Franco ..... 10.00	Gabriel McDonald ..... 10.00	Jack Stasko ..... 40.00
Anthony Brantley ..... 20.00	Leighton Gandy ..... 10.00	Ian McLeod ..... 100.00	Ernie Stimach ..... 60.00
Robert/Brian Burns ..... 70.00	"Tattoo" Gardiner ..... 80.00	Joseph McShane ..... 100.00	Edwin Sugitan ..... 25.00
Chris Bright ..... 40.00	Art Garrett ..... 30.00	Carlos Medina ..... 20.00	John Svane ..... 80.00
Christopher Bujnowski ..... 10.00	Marvin Glasgow ..... 40.00	David Mercer ..... 60.00	David Sylstra ..... 70.00
Charles Bulmer ..... 40.00	Daniel Gonzales ..... 100.00	Steve Messenger ..... 25.00	Doug Taylor ..... 60.00
Neil Burkhardt ..... 50.00	Juan Gonzalez ..... 20.00	Joe Moitoso ..... 80.00	Arthur Thanash ..... 480.00
Howard Christian ..... 50.00	John Gouveia ..... 100.00	Leo Moore ..... 60.00	Morris Thibodeaux ..... 80.00
James Clay ..... 100.00	Robert Green ..... 100.00	Joseph Morrison ..... 50.00	Bruce Thompson ..... 25.00
Robin Colonas ..... 95.00	Clinton Gregg ..... 50.00	Dave Munroe ..... 20.00	J. Thompson ..... 20.00
Dave Connolly ..... 20.00	Dean Gross ..... 35.00	Duane Nash ..... 100.00	Grant Thorne ..... 20.00
Rafael Cooper ..... 20.00	Vernon Haik ..... 40.00	Terry O'Neill ..... 50.00	Fred Trench ..... 50.00
Linda Cramp ..... 40.00	Mark Hargus ..... 80.00	Ted Ochoa ..... 10.00	Tom Tynan ..... 80.00
Steven Crute ..... 120.00	Rex Harper ..... 60.00	Ricky Pangan ..... 180.00	Robert Vandermey ..... 10.00
Lee Dancer ..... 90.00	Mike Henneberry ..... 30.00	Jesper Pfeil ..... 40.00	Gene VanKlinken ..... 20.00
Rex Daniels ..... 40.00	Duane Hewitt ..... 60.00	Milburn Pond ..... 40.00	Tanya Viau ..... 50.00
A. Dayley ..... 20.00	Denis Howard ..... 40.00	Frank Portainer ..... 40.00	Francis Walsh ..... 25.00
Mike Dirksen ..... 40.00	Philip Howell ..... 80.00	Mike Potenti ..... 50.00	Eric Weintraub ..... 20.00
Dan Dismore ..... 50.00	Mark Hurley ..... 100.00	Rich Reed ..... 20.00	Dean Williams ..... 60.00
Sean Dougherty ..... 20.00	Sedek Idris ..... 10.00	Emmanuel Rezada ..... 100.00	Justin Williamson ..... 10.00
Frank Dufek ..... 70.00	Joseph Jean ..... 100.00	Thomas Riley ..... 220.00	J.B. Winterling ..... 100.00
Mike Duvall ..... 60.00	Jan Johnsson ..... 60.00	Francisco Rosales ..... 50.00	William Wood ..... 60.00
Sandy Earle ..... 60.00	Tony Jones ..... 200.00	Steven Ross ..... 60.00	Mike Worth ..... 500.00
Tony Fague ..... 560.00	George Jordanides ..... 10.00	Gary Rymel ..... 60.00	Roy Yates ..... 100.00
			Steven Zachmann ..... 20.00

## West Coast Sailors

Gordon Abbott ..... 50.00	George Castege in memory of Frank Castege ..... 200.00	Thor Erikson ..... 30.00	John Hamann ..... 20.00
Abe Acosta ..... 50.00	Joesph Castege in memory of Frank Castege ..... 100.00	Louis Evans ..... 25.00	Robert Hampshire ..... 50.00
Jerry AhSam ..... 10.00	Joseph Castege in memory of Tony Medeiros ..... 100.00	Ronald Fague ..... 25.00	Carl Hansen ..... 25.00
Archie Aki ..... 50.00	Thomas Casynn ..... 100.00	Thomas Faraola ..... 25.00	Rex Harper ..... 55.00
Douglas Alexander ..... 40.00	Lyle Cavin, Jr. in memory of Ronald Christensen ..... 75.00	Paul Farillas ..... 10.00	Paul Harsany ..... 10.00
Gerald Allen ..... 25.00	Lee Cherry ..... 20.00	Frank Fellow ..... 25.00	Clarence Hartwig ..... 25.00
Joe Amey ..... 15.00	Edward Ching ..... 50.00	Diane Ferrari ..... 30.00	Franklin Haugen ..... 25.00
Karl Andersen ..... 25.00	Anton Christensen ..... 25.00	Tony Figueroa ..... 25.00	James Hearn ..... 25.00
Alfred Anderson ..... 50.00	Howard Christian ..... 50.00	Ted Filipaw ..... 25.00	Dennis Helman ..... 5.00
Nicholas Anestis ..... 40.00	Richard Chung ..... 25.00	Erik Finneman ..... 50.00	Antone Henriques ..... 25.00
Melvin Armon ..... 20.00	Mark Cohen ..... 25.00	Raymond Flores ..... 30.00	Paul Herriott ..... 175.00
Pio Aujero ..... 40.00	George Cooney ..... 50.00	Patrick Flynn ..... 25.00	William Holladay ..... 25.00
Emo Aulelaua ..... 30.00	Richard Costigan ..... 100.00	John Folcarelli ..... 40.00	Eugene Horden ..... 100.00
Robert Bacon ..... 30.00	Linda Cramp ..... 10.00	Ledo Forassiepi ..... 20.00	Philip Howell ..... 25.00
John Ban ..... 25.00	Douglas Crute ..... 25.00	Daniel Foster ..... 40.00	Katherine Hutchinson ..... 50.00
Jack Bandazean ..... 25.00	Steve Crute ..... 40.00	George Foster ..... 100.00	Sedek Idris ..... 10.00
Thomas Basford ..... 25.00	Cal Cunningham ..... 50.00	Michael France ..... 20.00	Anthony Ingegneri ..... 25.00
John Battles ..... 50.00	Clarence Curl ..... 25.00	Sylvan Frankel ..... 25.00	Romero Jalomo ..... 20.00
Gunnar Beavers ..... 20.00	Thomas Curran ..... 25.00	Manoru Fukano ..... 25.00	Thomas James ..... 10.00
BillyJoe Bell ..... 25.00	George Dally ..... 25.00	John Gabourel ..... 10.00	Joseph Jean ..... 100.00
Clyde Bell ..... 40.00	Ted Davis ..... 25.00	William Geyer ..... 25.00	Knud Jensen ..... 25.00
Raymond Bell ..... 50.00	Martin Dempsey ..... 15.00	John Gladstone ..... 25.00	Jan Johnsson ..... 20.00
Pete Benavidez ..... 100.00	Dan Dinsmore ..... 75.00	Marvin Glasgow ..... 25.00	John Johnston ..... 25.00
Archie Bickford ..... 25.00	Jerome Dominguez ..... 20.00	Daniel Gonzales ..... 25.00	George Jordanides ..... 40.00
Martin Birdsell ..... 50.00	Robert Doyle ..... 25.00	George Gooden ..... 25.00	Egon Jorgensen ..... 50.00
Norman Bor ..... 25.00	Romaine Dudley ..... 100.00	Jon Goodwin ..... 20.00	Lani Kalama ..... 100.00
George Boyeas ..... 25.00	Frank Dufek ..... 20.00	Donald Gossett ..... 25.00	Art Kardinal ..... 55.00
Joseph Bracken ..... 25.00	Mike Duvall ..... 25.00	John Gouveia ..... 100.00	James Kawasaki ..... 45.00
Anthony Brantley ..... 10.00	Robert Edelhauser ..... 10.00	James Graham ..... 25.00	Melvin Kessler ..... 75.00
Chris Bright ..... 20.00	George Elinoff ..... 25.00	Burnett Green ..... 40.00	Francis Kim ..... 100.00
Flynn Brown ..... 25.00	David Erikson ..... 25.00	Robert Greene ..... 20.00	Richard Kingsburg ..... 25.00
Calvin Browning ..... 25.00		Clinton Gregg ..... 150.00	Jacob Kipperberg ..... 70.00
Chris Bujnowski ..... 10.00		Fred Gregorio ..... 25.00	Walter Klatt ..... 25.00
Alfred Byoff ..... 25.00		John Gugich ..... 30.00	Samuel Kosfeld ..... 25.00
Lyle Calvin ..... 250.00		Herman Hallman ..... 20.00	

continued on page 10

## Sailors' Political Fund

Gordon Abbott ..... 50.00	Michael Gannon ..... 80.00	Mike Orosz ..... 64.00	George Shaffer ..... 20.00
Abe Acosta ..... 90.00	Roberto Garcia ..... 40.00	Michael Orton ..... 40.00	Dave Shands ..... 40.00
Durling Adric ..... 30.00	Bert Genita ..... 10.00	Miguel Palacios ..... 20.00	George Sherbuba ..... 15.00
Douglas Alexander ..... 20.00	Dale Gibson ..... 100.00	Tom Palmer ..... 10.00	Andy Simkanin ..... 20.00
Gerald Allen ..... 50.00	Richard Gifford ..... 25.00	David Pangan ..... 20.00	Kris Skorodynski ..... 10.00
Knud Andersen ..... 15.00	Joe Ginez ..... 20.00	Ricky Pangan ..... 200.00	Bruce Smith ..... 100.00
Joseph Andre ..... 50.00	Richard Goen ..... 10.00	Mike Parenteau ..... 60.00	Greg Smith ..... 60.00
Nicholas Anestis ..... 40.00	Daniel Gonzales ..... 275.00	David Partikian ..... 20.00	Michael Soper ..... 40.00
Jose Angeles ..... 20.00	Allen Gonzalez ..... 20.00	Tim Patricio ..... 220.00	Jack Stasko ..... 25.00
Karl Babl ..... 20.00	John Gouveia ..... 150.00	John Pederson ..... 40.00	Richard Stinson ..... 20.00
James Bailey ..... 20.00	Robert Greene ..... 50.00	Danilo Perez ..... 10.00	Joseph Suire ..... 30.00
Noel Balaguer ..... 40.00	Clinton Gregg ..... 100.00	John Perez ..... 25.00	Vince Sullivan ..... 50.00
Bienvenido Banzon ..... 20.00	Tom Gustin ..... 80.00	Donald Persian ..... 70.00	William Sullivan ..... 70.00
Jason Beckwith ..... 60.00	Chris Haluska ..... 70.00	Raymond Person ..... 100.00	Val Swegel ..... 25.00
Dennis Belmonte ..... 100.00	John Hamann ..... 60.00	John Peterson ..... 40.00	Tulilo Tautala ..... 90.00
Pete Benavidez ..... 100.00	Delmar Harlow ..... 300.00	Erik Pettersson ..... 25.00	Robert Taylor ..... 100.00
John Benson ..... 100.00	Rex Harper ..... 60.00	Jesper Pfeil ..... 20.00	Morris Thibodeaus ..... 50.00
Rogelio Berioso ..... 20.00	Walter Harris ..... 10.00	Michael Pflieger ..... 60.00	Bruce Thompson ..... 25.00
Martin Birdsell ..... 50.00	Paul Harsany ..... 20.00	Joseph Plant ..... 20.00	Grant Thorne ..... 40.00
Brendan Bohannon ..... 190.00	Francis Hart ..... 10.00	Milburn Pond ..... 40.00	Bill Timmerman ..... 40.00
Mike Boyle ..... 65.00	Michael Henderson ..... 90.00	Paul Purugganan ..... 40.00	Richard Tracy ..... 10.00
Peter Bragg ..... 20.00	Jill Holleman ..... 15.00	Ray Ramirez ..... 120.00	Fred Trench ..... 50.00
Anthony Brantley ..... 10.00	Nick Hoogendam ..... 20.00	Elmer Rank ..... 50.00	Louis Urbano ..... 20.00
Chris Bright ..... 20.00	Philip Howell ..... 50.00	Knut Rasmussen ..... 120.00	Robert Vandermeij ..... 40.00
Quentin Brown ..... 50.00	Mark Hurley ..... 80.00	Vincent Reardon ..... 20.00	Gene VanKlinken ..... 70.00
Charles Bulmer ..... 65.00	Sedek Idris ..... 40.00	Rich Reed ..... 20.00	Colin Walker ..... 60.00
Bert Buris ..... 80.00	Knud Jensen ..... 40.00	Ronald Reed ..... 150.00	Francis Walsh ..... 25.00
Brian Burns ..... 20.00	Robert Jones ..... 70.00	Teo Rojas ..... 20.00	Grant Wegger ..... 120.00
James Burse ..... 20.00	Tony Jones ..... 100.00	Jon Rose ..... 100.00	Eric Weintraub ..... 40.00
James Buster ..... 30.00	Hans Jorgensen ..... 30.00	Jose Rovelo ..... 20.00	Patrick Weisbarth ..... 80.00
Charles Butler ..... 10.00	Montegue Kalama ..... 100.00	Oliver Ryan ..... 105.00	Chester William ..... 25.00
Milton Caballero ..... 10.00	Keith Kamana ..... 30.00	Gary Rymel ..... 20.00	Will Williamson ..... 80.00
Stephen Campbell ..... 100.00	Art Kardinal ..... 20.00	Edward Sabo ..... 40.00	Elroy Wong ..... 20.00
Gene Castano ..... 95.00	Richard Kingsburg ..... 25.00	James Savage ..... 40.00	Edward Wood ..... 50.00
Alexander Castillo ..... 25.00	Mike Koller ..... 75.00	Greg Schauf ..... 50.00	Dan Ycoy ..... 40.00
James Clay ..... 25.00	Jereld Komoto ..... 190.00	Carl Schou ..... 50.00	Steve Zachman ..... 20.00
Steve Clemens ..... 20.00	Patrick Kuhn ..... 40.00	Ralph Senter ..... 90.00	Stephen Zombro ..... 85.00
Randy Coady ..... 100.00	Hannau Kuppa ..... 60.00	Anton Seravaseiyar ..... 10.00	Edward Zoobrick ..... 100.00
Robin Colonas ..... 200.00	Norman Kurtz ..... 50.00	Edward Sexton ..... 50.00	Joe Zyga ..... 500.00
Dave Connolly ..... 250.00	Gunnar Larsen ..... 20.00		
Kevin Conroy ..... 75.00	Henry Lavea ..... 10.00		
Robert Copeland ..... 20.00	John Linderman ..... 100.00		
Linda Cramp ..... 140.00	Larry Loe ..... 30.00		
Richard Crowell ..... 70.00	Jose Lopez ..... 15.00		
Douglas Crute ..... 200.00	Ruben Loza ..... 40.00		
Tom Curran ..... 30.00	John Lundborg ..... 200.00		
Donald Cushing ..... 100.00	Gunnar Lundeberg ..... 600.00		
Jack Dalton ..... 40.00	Raoul Macalinao ..... 20.00		
Lee Dancer ..... 50.00	Juan Magana ..... 20.00		
Robert Darcy ..... 30.00	Virgilia Managbanag ..... 50.00		
Eric Davis ..... 20.00	Duke Maringer ..... 10.00		
Andre Dayley ..... 40.00	William McAndrew ..... 80.00		
Jay Dillon ..... 25.00	Gary McDevitt ..... 60.00		
Dan Dinsmore ..... 50.00	Joe McDonald ..... 10.00		
Mike Dirksen ..... 120.00	David McKeithen ..... 20.00		
Bruce Douglas ..... 10.00	Mike McLavy ..... 200.00		
Edgar Drake ..... 60.00	John McNeill ..... 20.00		
John Drolla ..... 70.00	Rolando Mendoza ..... 20.00		
Frank Dufek ..... 70.00	Steve Messenger ..... 25.00		
Earl Eastmark ..... 70.00	Terry Monroe ..... 230.00		
Joseph Eckert ..... 10.00	Paul Monti ..... 50.00		
Mike ElMobdy ..... 90.00	Ramiro Montoya ..... 20.00		
Mohamed ElMobdy ..... 20.00	Sean Moore ..... 20.00		
David Eriksen ..... 100.00	G. Moreno ..... 10.00		
Tony Fague ..... 40.00	Donnie Morris ..... 50.00		
John Farley ..... 90.00	David Munroe ..... 20.00		
Diane Ferrari ..... 120.00	Michael Murner ..... 10.00		
Tony Figueroa ..... 10.00	Duane Nash ..... 50.00		
Ed Figuracion ..... 20.00	Josh Niles ..... 70.00		
William Fisher ..... 10.00	Dave O'Halloran ..... 20.00		
Raymond Flores ..... 50.00	Donald O'Halloran ..... 40.00		
Steve Foster ..... 125.00	Vince O'Halloran ..... 400.00		
Eddy Franco ..... 50.00	Jose Obsuna ..... 20.00		
Dan Gabaree ..... 30.00	William Ofsthus ..... 100.00		
Jose Galeas ..... 10.00	Scott Oliphant ..... 75.00		

### Bush, Congressional Republicans kill overtime pay protection for six million

Few workers will be giving thanks to President George W. Bush this holiday season after his administration's veto threats effectively killed congressional efforts to protect the overtime pay rights of six million workers.

The overtime pay protections, which had been attached to both the Senate and House versions of a bill to fund the federal government in fiscal year 2005, would have blocked the Bush administration's changes to overtime pay eligibility rules under the Fair Labor Standards Act (FLSA), which since its passage in 1938 has ensured that millions of workers receive overtime pay. The overtime pay protection amendment was part of the fiscal year 2005 appropriations bill for Labor, Health and Human Services, Education, which will be combined with eight other spending bills into an omnibus package Congress is expected to approve November 19 or 20.

On November 17, the Bush administration told Congress it would veto the entire \$388 billion omnibus spending package if lawmakers insisted on protecting workers' overtime pay rights by including the overtime pay protection amendment. On November 18, congressional Republicans eliminated the overtime pay protection amendment.

Congress has voted six times to block the Bush administration attack on workers' overtime pay, but Bush's veto threats and strong-arm, back-room maneuvers by Republican congressional leaders have killed those measures. The most recent vote to save overtime pay came October 10, when the Senate approved freestanding legislation sponsored by Senator Tom Harkin (D-IA) to restore workers overtime pay rights. The House, however, failed to consider the Senate-passed bill. Previously, the House voted to add overtime pay protections to the fiscal year 2005 spending bill on September 9, and the same overtime pay protections were added to the Senate version on September 15.

Since the Bush administration announced in March 2003 that it would change overtime pay eligibility rules under the FLSA to take away overtime pay rights, workers have sent more than 1.6 million e-mails, faxes and letters to protest the action.

Some of the six million workers who will lose their overtime pay protections likely voted for Bush in the recent presidential election, says Harkin. "This is what happens when you vote that way," he said after President Bush's final veto threat killed his overtime pay protection amendment.

With congressional action uncertain next year, union activists in several states are expected to mount campaigns to win overtime pay protection laws on the state level.

## ESU Office Assignments

For the month of January, Jerry Patterson will be in the Seabrook office and John Straley will be in the Benicia office.

# ESU NEWS

DECEMBER 2004

Official Publication of the Exxon Seamen's Union

## Reminder of prescription drug plan change

As of January 1, 2005 all prescription drugs will be purchased either with the newly issued Prescription Drug Cards or by mail order through Prime Therapeutics. Submission for reimbursement through the BC/BS Medical Plan as is now acceptable, will no longer be honored after December 31 of this year. Information Packets detailing changes in coverage and comprehensive explanations, as well as the new prescription drug cards have been mailed to all participants. It is important that all members read and understand these changes. Among the many changes will be the switch to a new company (Prime Therapeutics), which will handle the mail order Prescription Drug Plan beginning January 1, 2005. All members should examine the information packet, as it will contain important information that is essential to have in registering with Prime Therapeutics prior to submitting mail orders for prescribed medications and information to aid in finding Participating Pharmacies in the participants area. Questions regarding the new service and locations of Prime Therapeutics Network Pharmacies nearest to member's homes can be answered by calling 877-357-7463. This number is the recommended way to contact the health care provider.

## American Airlines CEO blames ExxonMobil for lack of progress

In a meeting at Fort Worth, Texas, on November 4, American Airlines CEO Gerard Arpey stated that American Airlines continues to struggle to compete with low-cost carriers and high fuel prices and cited a need to cut even more jobs to reduce costs.

The company had previously announced that it would lay off as many as 650 mechanics and 450 pilots. CEO Arpey reminded investors during the meeting to expect more cuts across the board affecting all workers at American Airlines in the months ahead.

American and other major airlines have complained recently that they are losing money because they are being squeezed by high fuel costs and tough competition

that makes it difficult to raise fares. Indeed, American's parent, AMR Corporation, recently reported that it lost \$214 million dollars in the July to September quarter and expected a bigger loss in the fourth quarter.

CEO Arpey stated AMR would have made money in the third quarter if fuel prices had remained at last year's levels. American Airlines is expected to pay about \$500 million more in fuel costs for the fourth quarter than it did during the same period last year.

CEO Arpey was quoted as saying: "Were it not for ExxonMobil getting most of our money this year; we would have been able to make some progress".

## Christmas

Twass the night before Christmas and in managements' new lair.

The SeaRiver grinches wailed in despair.

"I hate this season of joy and giving.

If we give them much more they might make a living.

If we keep them poor and begging from us

They will do what we say and not make a fuss."

One yelled "I really thought we had them this year with no more money for the new VSP."

"Don't forget the demotions." Another shouted with glee.

And the unilateral change in cold weather gear and glasses will keep them concerned about freezing their a--es."

Their spirits rose as they remembered more

like the bogus injury reports to bring up the score.

The joy they had getting an award

for not reporting injuries that occurred while on board.

They were especially pleased with the new build planning then keeping the old junks with minimum manning.

It cost them millions, that was true

But, it went to the officers who were management too.

"Lets plan for the New Year," one said with delight

Their morale is so low they won't even fight."

But remembering the past one said with much pain

"Unless that damn Union can rally again."

So E.S.U. members it's time for good cheer.

Have good holidays and a Happy New Year.

Because we are united and ready to fight

You can rest for the battle and sleep well tonight.

## ESU Election Results

On Friday December 10, 2004 the ESU Seabrook office received the election results from the American Arbitration Association (AAA) in New York. The ESU mailed a total of 244 ballots to the membership and the AAA office received 157 ballots. Of the 157 ballots received by the AAA 6 ballots were deemed Blank/Void because there was not any identification on the envelopes and one member sent in duplicates. The duplicate with the latest postmark was opened.

The voting results are as follows:

### Vice President

William (Bill) Davis	43
John Straley	107
Blank/Void	0

### Secretary Treasurer

Rudy Benavides	14
Leo DeCastro	65
Bob Knight	70
Blank/Void	1

### Deck Trustee

Pat Campbell (unopposed)

### Engine Trustee

William Ackley (unopposed)

### Steward Trustee

Robert (Reid) Decker	47
Brenda Johnson	33
Gerard Nelson	52
Donald Picou	18
Blank/Void	0

Ship Representative election results are as follows:

### S/R American Progress

Charles (Chuck) Bell	47
Ed Caldwell	79
Eric Lindsey	20
Blank/Void	4

### S/R Hinchinbrook

No candidate ran.

### S/R Long Beach

Joe Graca (unopposed)

### S/R Puget Sound

Michael Harrison (unopposed)

On behalf of the entire membership the Union congratulates the winners of the election. A special thanks is in order as an expression of our gratitude to all the candidates who unselfishly volunteered to serve their union.

In order for the ESU to remain an effective and viable entity, it is of the utmost importance for the membership to participate in the elective process. Without the support of membership participation in this democratic process the Union is weakened in its ability to confront the challenges that lie ahead. Historically whenever the ESU Board has called on the membership for a show of solidarity the rank and file members have responded overwhelmingly. It is this collective effort that insures the union's success or failure.

In this election, 39% of the eligible voters failed to exercise their right to vote and four elective positions were unopposed. Additionally, one position had no candidate at all. Apparently, voter apathy is still prevalent within the membership and always sends the wrong message. An individual who fails to vote is putting himself or herself on the same level as a non-member in that regard. All ESU members are urged to become involved and participate in their union. Let us strive to have 100% participation in all future elective endeavors as we look forward to the challenges of 2005.

The ESU extends its thanks to those members that demonstrated their support for the Union by exercising their right to vote.

## S/R Wilmington holiday spirit dampened

When the ESU Board Officer boarded the *SeaRiver Wilmington* on December 8, 2004, at the ExxonMobil dock in Baytown, Texas, the ESU members aboard were not in a festive mood. Seemingly, the SeaRiver Grinches got off to an early start in their seasonal effort to dampen the holiday spirit. The relieving management contingent aboard the "Willy" made the unprecedented decision to cancel the Thanksgiving dinner and holiday altogether. In the annals of SeaRiver and its predecessor company no one remembers anything like this happening before.

It is true that if you're approaching port, or in port, on the holiday the event is usually deferred until after you leave port, but never, never cancelled altogether. The flimsy excuse given was rough weather and unsafe conditions the first day out and they had to start washing tanks the next day. Tank washing operations is never an excuse to cancel a holiday. Many unlicensed members have memories of cleaning tanks on holidays, climbing out of tanks, going aft for their holiday meal and then returning to complete the job.

With increasing frequency managers are attempting to cover their unwise decisions by citing safety concerns, whether its canceling holidays or denying launch service. Moral is already at an all time low within SeaRiver because of recent events such as demotions and layoffs and the uncertainty of the future of the company. To further erode the morale of hard working employees over an important quality of life issue such as a holiday that is considered sacrosanct by many is unacceptable.

The ESU is shocked and dismayed that the relief managers aboard the *S/R Wilmington* made the unwise decision to cancel Thanksgiving. This is an unprecedented occurrence that should have never happened. The ESU will complain LOUDLY to whom ever we have to in order to insure that this deplorable situation never happens again.

## ESU News

## Three ESU members retire

Three long time ESU members retire from SeaRiver Maritime, Inc. Able Seamen Jose Brito, Pumpman Hal Fitch and Fleet Chef Margarida Leca, are the latest members to join the retired ranks.

Pumpman Hal Fitch started his career in 1979 with Exxon Minerals at the Highland Uranium mine in Douglas Wyoming. After Exxon sold the mine in 1983 Hal transferred to the Exxon Shipping Company ocean fleet.

Hal joined his first ship the *Exxon Jamestown* in January 1983. He also joined the ESU in 1983 and remained a member in "good standing" from that time until he took an ESPOSA separation in 1990. He was rehired six months later and again joined the Union where he remained a member in "good standing" until he was medically retired on November 1, 2004.

Hal completed his last voyage aboard the *SeaRiver Puget Sound*. Hal said that one of his most memorable voyages was an around-the-world trip aboard the *Exxon Baton Rouge* from the East Coast that took them through the Suez Canal around to Singapore and then to the West Coast. Hal was a good union member, shipmate and friend, we will miss him.

Able Seaman Joe Brito's first ship with the company was the *Exxon Philadelphia*. He joined the "Philly" in June of 1980 at anchorage #9 in San Francisco California. His last ship was the *SeaRiver Hinchinbrook* and he walked down the gangway into retirement on November 28, 2004 at Port Angeles Washington. His retirement date is January 16, 2005. Joe joined the ESU in October 1980 and remained a member in "good standing" from that time until his retirement effective January 16, 2005. Joe stated that some of his best remembrances were the voyages he took to the PTP terminal in Panama aboard the *Exxon Benicia* and the *Exxon North Slope*. Joe also stated that the time he spent aboard the *Exxon Jamestown* and the *Exxon Galveston* were his best years. Joe was a good union member, AB, friend and shipmate and will be sorely missed.

Fleet Chef Margarida Leca began her seagoing career aboard the *Exxon Galveston* on December 12, 1986. She joined the Union on July 14, 1994 and remained a member in "good standing" from that time until her retirement (Medical) on October 31, 2004. She was promoted to Fleet Chef in March 2001. It was Margarida's intention to continue working but her medical condition prevented her from doing so. Margarida's last ship was the *SR American Progress*. Margarida was a great shipmate and a good friend to all. She will be missed.

We wish these shipmates and ESU brothers and sister calm seas and smooth sailing in their retirement.



## Ship reports

### S/R American Progress

Executive Board Member visited the ship on December 2 and 3, at the ExxonMobil Dock in Baytown, TX. Ship Representative Chuck Bell is back aboard and was given an update on various issues. Chuck reports no major problems. The ESU thanks PM Marcos Clotter for filling in while Chuck Bell was on paid leave. The vessel departed the dock at 1400 on December 3 for Israel.

### S/R Baytown

Vessel visited by board officer at Chevron/Texaco Richmond, CA Long Wharf on November 24. AB Gill Randall filling in as temporary Ship Representative, reports all is well and running smooth, good crew on board. AB Pete DeWilde will take over for Gill.

### S/R Columbia Bay

Board Officer visited the vessel at Chevron/Texaco Richmond, CA Long Wharf, on December 10. Ship Representative Thor Floreen aboard and reports everything running smoothly. Vessel expected to shift to anchorage after discharge for some repairs.

### S/R Galena Bay

Vessel continues on Florida/Texas "clean oil" run. Ship Representative George Taylor returned from paid leave and promptly called the union offices to get a clarification on some issues and updated on others. Board member will schedule a visit in mid-December. George reports everything is reasonably well aboard the Galena Bay. The ESU thanks AB Alan Robert for handling Union affairs in George's absence.

### S/R Hinchinbrook

Vessel continues it's run between Valdez, AK, and the Puget Sound area. Engine Trustee Will Ackley filling in as Ship Representative and once again this ship reports having difficulties with some senior shipboard management, the ESU Board is addressing these issues with SRM Houston.

### S/R Long Beach

The vessel was boarded on December 2, at the Valero dock in Benicia, CA. Temporary Ship Representative Nick Wise reported everything going smoothly. The ship is scheduled to go to Port Angeles for repairs to the stores crane.

### S/R Mediterranean

PM Marvin Marcum assumed the duties of temporary Ship Representative while Frank O'Malia is on paid leave and is communicating frequently with Union via telephone and e-mail and reports everything is A-OK.

### S/R Wilmington

ESU Officer boarded vessel December 8 and 9, at the ExxonMobil Dock, Baytown, TX. Regular Ship Representative Charley Pollard is back aboard and is working several unlicensed issues. The ESU is shocked and dismayed that the relief managers aboard the *S/R Wilmington* made the unwise decision to cancel Thanksgiving. In this Board member's long career with SeaRiver/Exxon this is an unprecedented occurrence that should have never happened. The ESU will complain LOUDLY to whomever we have to in order to insure that this deplorable situation never happens again.

## A potential disaster averted

At 0535 hours on Friday November 19, 2004 as the *SeaRiver Long Beach* was transiting the Gulf of Alaska en-route to Valdez, the early morning stillness was broken by a loud crash that reverberated throughout the ship and awakened the entire crew.

The Captain and crew responded immediately and discovered that the eight-ton stores crane (pictured above) that is positioned approximately 20 feet above the deck, aft between the house and the engine room housing structure, had tumbled to the deck. The crane was lying on the starboard quarter protruding

over the side. The crew immediately secured the crane with chain-falls and wire rope until daylight.

After daylight the vessel proceeded to Knolls Head anchorage. After anchoring, the crane was safely pulled inboard with chain-falls and again secured to the deck. The vessel then heaved anchor and proceeded uneventfully to the Valdez TAPS terminal.

An investigation is being conducted to identify the cause of the mishap. The officers and crew are applauded for their quick action and professionalism that prevented injury and further equipment loss.



*Happy Holidays to  
ESU Members and their Families*

### EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

1320 5th Street, Suite A  
Seabrook, TX 77586  
Tel (281) 474-2430  
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President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee William Ackley

Steward Trustee Gerard Nelson

# Sailors' Union of the Pacific/ Training Resources, Ltd.

## Schedule of Course Offerings for 2005

The following dates are tentative. Contact Steve Messenger (415 778-5490) for more information.

### STCW 95 Basic Safety Training

• Basic Fire Fighting	• Basic First Aid		
• Personal Survival	• Personal Safety and Social Responsibility		
Jan. 10-14	Apr. 11-15	Jul. 11-15	Oct. 3-7
Jan. 24-28	Apr. 25-29	Jul. 25-29	Oct. 17-21
Feb. 7-11	May 9-13	Aug. 8-12	Oct. 31-Nov. 4
Feb. 21-25	May 23-27	Aug. 22-26	Nov. 14-18
Mar. 7-11	Jun. 6-10	Sep. 12-16	Dec. 5-9
Mar. 21-25	Jun. 20-24	Sep. 19-23	Dec. 12-16

### LMSR Vessel Training (MSC approved)

Jan. 11-21	Apr. 12-22	Jul. 12-22	Oct. 11-21
Feb. 8-18	May 10-20	Aug. 9-19	Nov. 8-18
Mar. 15-25	Jun. 7-17	Sep. 13-23	Dec. 6-16

### Small Arms Training (MSC approved)

Jan. 24-26	Apr. 25-27	Jul. 25-27	Oct. 24-26
Feb. 21-23	May 23-25	Aug. 22-24	Nov. 21-23
Mar. 28-30	Jun. 20-22	Sep. 26-28	Dec. 19-21

### Able Seaman (AB)

Jan. 10-22	Apr. 11-23	Jul. 11-23	Oct. 10-22
Feb. 7-19	May 9-21	Aug. 8-20	Nov. 7-19
Mar. 14-26	Jun. 6-18	Sep. 12-24	Dec. 5-17

### Survival Craft (Lifeboatman)

Jan. 3-6	Apr. 4-7	Jul. 11-14	Oct. 3-6
Jan. 24-27	Apr. 18-21	Jul. 25-28	Oct. 17-20
Jan. 31-Feb. 3	May 9-12	Aug. 8-11	Oct. 31-Nov. 3
Feb. 14-17	May 23-26	Aug. 22-25	Nov. 14-17
Feb. 28-Mar. 3	Jun. 6-9	Sep. 12-15	Dec. 5-8
Mar. 28-31	Jun. 20-23	Sep. 26-29	Dec. 19-22

### Training Information and Enrollment

#### Contacts

Steve Messenger, SUP Training Rep. SUP Welfare Plan 450 Harrison St., San Francisco, CA 94105 Tel: (415) 778-5490 Fax: (415) 778-5494 E-mail: supwelfarerep@hotmail.com	Dave Connolly, SUP Vice President c/o Andrew Furuseth School of Seamanship 450 Harrison St., San Francisco, CA 94105 Tel: (415) 777-3400 Fax: (415) 777-5088 E-mail: daveconnolly@msn.com
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# Welfare Notes

## December 2004

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment. The Medicare Part B premium is increasing to \$78.20 per month effective January 2005.

The Initial Enrollment Period for Medicare Part B starts 3 months before you turn age 65 and lasts for 7 months. If you do not sign up for Medicare Part B during your Initial Enrollment Period, you must wait until the General Enrollment Period to enroll. The General Enrollment Period is between January 1 and March 31 each year.

If you sign up for Medicare Part B during the General Enrollment Period, coverage starts on July 1 of that year. The cost of the Medicare Part B premium may go up 10% for each 12-month period that you could have had Medicare Part B, but did not take it.

Members with coverage as active employees can delay enrolling for Medicare Part B without paying higher premiums as long as they enroll during their Special Enrollment Period. You should contact the Social Security Administration at 1-800-772-1213 for enrollment information.

If you have a home computer or know someone who does, the Medicare's Internet web site ([www.medicare.gov](http://www.medicare.gov)) is an excellent source for information. It includes up to date information on everything related to Medicare including 16 pages of frequently asked questions, health care tips, available publications, and much more.

The payment for the Medicare Part B premium is reimbursed to eligible pensioners on their pension checks. The amount reimbursed on the pension check is deducted from the SUP Welfare Plan's Annual Pensioner's Allowance. The SUP Welfare Plan also makes reimbursement to eligible Surviving Spouses for their payments for Medicare Part B premiums. If you have any questions about your reimbursement, please contact the Plan office.

The Plan office also wants to recommend to those pensioners eligible to receive the Annual Pensioners Allowance that it is best to submit claims in a timely manner. To avoid the possibility of misplacing bills and lessen your wait for payment, you may want to submit your claims as you incur charges.

**Best Wishes from All of Us for a Joyous Holiday Season.**

SUP Welfare Plan Staff

Michelle Chang, Administrator, Steve Messenger, Training Representative, Patty Martin, Brian Farmer, Virginia Briggs, and Michael Jacyna.

### SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

#### Telephone Numbers:

Main .....	(415) 778-5490
Eligibility active members/dependents .....	(415) 778-5491
SUP Money Purchase Plan, SUP 401(k) Plan,	
Pensioner Medical Benefits .....	(415) 778-5493
<b>Toll Free Number .....</b>	<b>(800) 796-8003</b>

## To all the people in the office of the SUP Welfare Plan:

I just wanted to thank you all for the help you have given me over the years involving my dad, Theodore O. Bates.

Your office (including the Seattle office) has always been so kind, friendly, and supportive over the years. There have been required letters, many changes of addresses, all sorts of things and your office always handled things in a timely manner.

I wanted to write this letter because I wanted you all to know how important your monthly newsletter was to my dad. It was literally like a lifeline to his past! He always dropped whatever he was doing when I brought it to him and conversation totally stopped as he would devour that paper!

As the years went by, dad wasn't able to fully understand the news but he never lost his interest in at least briefly "looking" at the newsletter. I appreciate you sending me the copy with his death announcement. Dad pretty much had nothing by the time of his death, but I will always keep that newsletter.

Thank you all for everything! Keep writing that paper. It brings a lot of joy to the elderly.

Sincerely,  
Suzanne Pnath

## Record of SUP Shipping November 2004

	Hdqs .....	Seattle .....	Wilm .....	Hono .....	Total
Bosun .....	6	3	3	0	12
Maint. Man .....	5	0	0	1	6
A.B. Dayworker .....	0	0	3	0	2
A.B. ....	9	19	13	11	52
O.S. ....	0	1	1	2	4
Standby .....	12	14	44	23	93
<b>TOTALS .....</b>	<b>32</b>	<b>37</b>	<b>63</b>	<b>37</b>	<b>169</b>





# SUP President's Report

December 13, 2004

## THE YEAR AHEAD

The year ahead will be one of significant challenges for the SUP. Simply stated, what is of primary importance is maintaining and protecting the work and benefits we have fought for over the years.

Number one on the agenda is status of our work in APL's U.S.-flag vessels after September 30, 2005. The company has several options, including retaining American Ship Management as the operator, designating American Automar which is an APL subsidiary with an SIU-AGLIWD/NMU collective bargaining agreement, or operating the vessels themselves. As previously reported, APL's decision will be made on bottom-line costs.

Matson continues to be a problem, specifically in regard to vessels it plans to put on the Guam run after the APL/Matson Guam Service Alliance expires in February 2006. Once again, as in the case of the *Manukai*-class vessels, this avaricious outfit is threatening to outsource our work by time-chartering the projected four new vessels if concessions are not made by all its seagoing Unions.

Work in government vessels is also at stake. The protest and stay that is in effect regarding the Military Sealift Command's (MSC) misguided decision of August 31, to award nine Large Medium Speed Roll-On/Roll-Off (LMSR) to American Overseas Maritime Corporation (AMSEA) instead of the incumbent operator Patriot Contract Services – an SUP-contracted company. However, by December 27, the Government Accountability Office (GAO) is due to render its decision on Patriot's protest. If the GAO issues a bum ruling, Patriot still has the option of seeking legal redress. In the meantime, the SUP in conjunction with the other affected Unions that could lose the work in these vessels if MSC's award stands, continue to actively seek Congressional assistance. Meanwhile, all of Patriot's LMSRs are in full operating status, resupplying U.S. forces as part of Operation Iraqi Freedom 3.

Early next year the government will also announce new awards by the Maritime Administration for vessels in the Ready Reserve Fleet. Both Patriot and Matson have made application for vessels and it is hoped that each will receive the 12 vessel maximum which will provide increased work opportunities for the membership. Also looming on the horizon are awards by the MSC for eight Fast Sealift Ships and three Maritime Pre-positioning Force Enhanced (MPFE) vessels.

And if the preceding isn't a full deckload, rising health care costs – a national problem – continue to be a challenge to the SUP Welfare Plan.

Struggle has always been a condition of our existence as an organization. As long as we collectively stick together in solidarity and thoughtfully assess the challenges that we face, we will be prepared to make headway through the turbulent passages that lie ahead.

## AMERICAN SHIP MANAGEMENT

As reported last month, the SUP and MFOW met with ASM on November 3 to discuss the operation of APL's nine Maritime Security Program (MSP) vessels after September 30, 2005. Since then, meetings have been held on November 29, December 2 and December 6. Representing the Unions at these discussions were MFOW President Whitey Disley, SUP Vice President Dave Connolly, MFOW Vice President Bobby Iwata, San Francisco Business Agent Bill Berger, MFOW San Francisco Port Agent Anthony Poplawski, MFOW Attorney Peter Saltzman, SIU-A&G West Coast Vice President Nick Marrone (who attended the November 29 meeting), and your secretary. In attendance for the company were Captain Saunders Jones, attorney Tim Gill, and labor relations consultant Jerry Carbiener.

Jones stated that APL has requested ASM to submit a comprehensive and "compelling" proposal by December 31, of this year, regarding the operation of APL's nine MSP vessels beginning October 1, 2005,

when the next MSP program goes into effect. Jones again indicated that ASM had submitted a proposal to APL regarding management fees for continued operation of the fleet, but that the company wants a proposal that incorporates labor costs.

At the December 2 meeting, the company submitted a proposal for a ten-year agreement (October 1, 2005-September 30, 2015) to coincide with the duration of the new MSP. In addition to a wage package that calls for increases, the company proposed eliminating the Seafarers Medical Center, changing the SUP and MFOW Welfare Plans from defined benefit to defined contribution plans, denying transportation back to the port of engagement to crew members that are discharged for cause and indemnify the company if Union officers are injured aboard company vessels.

For the SUP, the company proposed no changes to the Work Rules but requested that the Union consider substituting one or two "Specially Trained Ordinary Seamen" in place of one or two AB/Watchstanders in all company vessels. ASM also proposed that the SUP maintenance gang in Seattle be eliminated effective January 1, 2005 since, currently, no APL vessels call that port.

On December 6, the Unions countered the company's wage proposal and rejected the other General Rules proposals.

Jones reiterated that it was imperative that ASM had agreements with all its seagoing Unions, licensed and unlicensed, to present to APL which in turn will be reviewed by the Board of Directors of Neptune Orient Line for a decision on who will operate APL's U.S.-flag vessels. Jones stated that time is of the essence in this matter since APL must sign MSP operating agreements with the Maritime Administration by January 12, 2005 indicating who will run the ships.

It is your secretary's judgment that retaining the work in APL's vessels over the next ten years is of primary importance.

The next meeting with ASM is scheduled for December 14.

## MATSON NAVIGATION COMPANY

As reported for the last three months, Matson continues to press for concessions on the four new vessels it intends to operate from the West Coast to Guam when the APL/Matson Guam Alliance expires in February 2006.

The SUP and MFOW met with Matson again on December 1. The Unions were represented by MFOW President Whitey Disley, SUP Vice President Dave Connolly, MFOW San Francisco Port Agent Anthony Poplawski, MFOW Attorney Peter Saltzman, and your secretary. Captain Jack Sullivan, Vice President, Vessel Operations & Offshore Labor Relations, Captain Gary Fleeger, Marine Superintendent and Tom Percival, Labor Relations and Vessel Operations Manager, represented the company.

Once again, despite the profitability of Matson, the company strongly reiterated its position that if it could not significantly reduce costs in the proposed Guam service vessels with all its seagoing Unions, it would outsource our work by running a double-breasted operation. Again this is the same despicable tactic used with the *Manukai* last year.

In light of this situation, in which we could lose this work forever, the Unions proposed that wages and wage-related items on all company vessels and those covered by the shoreside maintenance agreements, except the *ITB Moku Pahu*, remain status-quo at the July 1, 2004 level until July 1, 2006, provided that the wages in the *Manukai* and *Maunawili* be increased to those in the rest of the fleet. This includes the two holidays (Kamehameha Day and Columbus Day) not observed under the agreement for those ships. This would bring parity to the fleet while giving Matson some "assistance".

The company was non-committal but stated it would review the economics.

As with the APL/ASM situation, the stakes are high with Matson. Anticipate further meetings with Matson prior to the end of the year since Sullivan has indicated

that Matson and Alexander & Baldwin will decide shortly if it will operate the Guam ships directly or time-charter the vessels to another operator. Will keep all hands fully informed.

## SUP WELFARE PLAN

In July and October, reported that the SUP Welfare Plan continues to struggle with the skyrocketing costs of health care. Annual increases in premiums paid to HMO's and PPO's have averaged over 20% for the past 3 years. Because of these out-of-control costs, the regular or "guaranteed" account shows a projected deficit. This account is funded by American Ship Management and Matson Navigation Company in accordance with Section 29 of the General Rules of the respective collective bargaining agreements. The regular account was established as the U.S. Public Health Replacement Program for active seamen in 1981 after President Reagan eliminated funding for the Public Health Service Hospitals (marine hospitals). The language adopted at that time in Section 29 obligates the employers "to provide hospitalization, medical and dental benefits, which are reasonably comparable to the curtailed or eliminated services that have been provided to active seamen by the USPHS." The regular account still pays for a large part of the health care premiums for active members and their dependents as well as some pensioner benefits. Other SUP-contracted employers also make per manday contributions as a result of negotiations, to the Welfare Plan, but the funding by ASM and Matson is guaranteed.

The Union Trustees (Dave Connolly and your secretary) have repeatedly demanded for over a year that the employer trustees (Tim Gill for ASM and Tom Percival for Matson) comply with their fiduciary duties under the Employee Retirement Income Security Act of 1974 (ERISA) and have their companies make the contributions necessary to fund the Plan in compliance with Section 29.

On November 9, the Trustees met to discuss the issue with the employer trustees, again stating as they did on September 24, that before they would agree to make the contributions, the Union Trustees would have to agree to wholesale changes to the Plan. In this regard the employer trustees submitted a proposal that would radically change the Plan and the benefit structure for active members and their dependents.

The employer proposal included, but was not limited to: large, non-reimbursable healthcare provider copayments and deductibles; 80% coverage by the Plan for all healthcare services for participants, with the remainder being paid out of pocket; a lifetime maximum benefit of \$1 million per participant paid by the Plan; a roll-back of eligibility to six months coverage; and a cap on employer contributions based on the annual Consumer Price Index.

The Union Trustees stated we were willing to discuss changes to make the Plan less costly to operate, but only after contributions were made to cover the deficit and projected annual costs.

It is clear that ASM and Matson, emboldened by the reelection of George Bush, and following the pattern of other employers across the nation, are set on gutting the SUP Welfare Plan and placing the burden of healthcare costs on the participants. This is unacceptable.

Your Union Trustees will take all action necessary to protect negotiated benefits. In this regard, Trustee Connolly and your secretary informed the employers on December 9, we were prepared to take appropriate legal action to compel the employers to comply with the agreement. We further demanded that they respond in writing at the next meeting of the SUP Welfare Plan Board of Trustees meeting scheduled for December 15.

## SIU PACIFIC PENSION PLAN

Due to the recent wave of pension plan terminations particularly in the airline industry, your secretary has received calls from both active and retired members

*continued on next page*

## President's Report continued

regarding the viability of the SIU Pacific District Pension Plan both in the short and long term. Accordingly, requested Mr. Gregory Pastino, Senior Consultant and Operations Manager of the HayGroup and actuary to the Pacific District Plan to provide a status report. Pastino's response follows:

Dear Mr. Lundeberg:

The following information is presented in response to your request of December 2, 2004 regarding the funded status of the SIU Pacific District Pension Plan ("Plan"). This analysis is provided solely in response to this issue and is not intended to provide advice on the feasibility of future benefit increases.

The concept of a "fully funded" plan differs depending upon the context of a particular situation. For this analysis, we will review the Plan's status on three criteria. The first analysis will focus on the ratio of Plan assets to the present value of accrued and vested benefits. This will provide a current snapshot of the Plan's financial viability under current actuarial assumptions. Next, we will address annual funding requirements and the adequacy of employer contributions. Finally, we will compare the current asset value to the Plan liability determined under specific assumptions provided by the Pension Benefit Guaranty Corporation (PBGC) in the event the Plan terminated or a mass employer withdrawal occurred with insufficient assets.

### Accrued and Vested Benefit Funded Ratios

The present value of accrued benefits is the value of all benefits earned as of a specified date, determined using the actuarial valuation assumptions. The present value of vested benefits reflects the benefits for those who have met the Plan's vesting requirements (generally five years of service). The funded ratios as of the current and two prior valuation dates are shown below:

	August 1, 2003	August 1, 2002	August 1, 2001
(1) Present Value of Accrued Benefits	\$97,511,078	102,304,340	108,187,741
(2) Market Value of Assets	\$137,395,691	139,693,037	144,818,531
(3) Accrued Funded Ratio: (2)/(1)	140.9%	136.5%	133.9%
(4) Present Value of Vested Benefits	\$93,589,369	98,420,696	104,508,177
(5) Vested Funded Ratio: (4)/(1)	146.8%	141.9%	138.6%

By this measure, the Plan is well funded. The ratios are increasing, reflecting the favorable economic and demographic experience realized by the Plan. In fact, based on our historical records used in past determinations of employer withdrawal liability, the Plan's vested benefits have been fully funded since 1987.

### Annual Funding Requirements

As part of the annual actuarial valuation process, we determine if there is a minimum contribution needed to satisfy Internal Revenue Code Section 412 requirements for funding adequacy. This calculation takes into account the value of benefits to be accrued during the valuation year; the amortization of past service liabilities arising from changes such as plan amendments, changes in actuarial methods and assumptions, and actuarial gains and losses; the present value of anticipated expenses to be paid from the plan; and the accumulated excess of contributions paid to the plan versus the minimum required (the "credit balance"). As of the August 1, 2003 valuation, the Plan had no minimum funding requirement due to a credit balance of \$104,614,986. Barring any extraordinary occurrences, we expect this credit balance to remain at a level sufficient to eliminate a minimum funding requirement for the foreseeable future.

### Plan Termination Liability

A pension plan may terminate only if there are sufficient assets to satisfy the liabilities for existing accrued benefits. Liabilities for a plan termination scenario are determined using current market interest rates and other assumptions deemed appropriate by a qualified insurance company, versus the actuarial assumptions used for annual valuation purposes.

The PBGC publishes a set of interest rates, varying monthly, that are used to value multiemployer plans that have insufficient assets or are terminating as a result of a mass withdrawal. These rates (3.8% for 20 years and 5.0% thereafter as of December 1, 2004) are currently lower than our actuarial assumption of 6%, and would produce a higher liability. In addition, the required PBGC mortality table (1983 Group Annuity Mortality for Males) generates a lower mortality discount and a higher liability than the valuation mortality assumption (1984 Unisex Pension Mortality).

On this basis, the present value of accrued benefits as of August 1, 2003 is \$128,262,153, producing a funded ratio of 107.1% with the market value of assets of \$137,395,691 as of the same date. Therefore, even using more conservative assumptions, the plan is well funded.

### Assumptions

All results are as of the last actuarial valuation date of August 1, 2003. We used the data provided by the Plan Administrator for that valuation in this analysis. Except where noted, all actuarial assumptions are identical to those used in the August 1, 2003 valuation. We are in the process of gathering information for the August 1, 2004 actuarial valuation, and we will gladly revise these results after that report is complete.

Based on these results, the Plan is currently well funded. The long-term viability of the Plan depends on several factors, such as:

1. Future earnings on Plan assets. Annual earnings in excess of our 6% assumption will improve the Plan's funded status.
2. Interest rate volatility. Declining interest rates result in higher potential plan termination liabilities; the reverse is true if interest rates increase.
3. Changes in Plan demographics. Any demographic change that differs significantly from our assumed rates may impact Plan liabilities.
4. Improvements to Plan benefits.

Sincerely, Gregory, J. Pastino, ASA, EA  
Senior Consultant and Operations Manager

It should be noted that while the pension benefit is woefully inadequate, benefits have increased significantly since 1990. For a member with 25 years seetime and age 60, the benefit increased from \$400 to \$500 per month in 1990. In 1993 the benefit increased to \$500; in 1996 to \$650; in 1997 to \$670; in 1998 to \$780; in

1999 to \$970; and in 2002 to \$1,020 per month.

Your Trustees are committed to raising the pension benefit, while at the same time making sure the Plan remains solvent for current and future retirees.

## SAN FRANCISCO BAR PILOTS

In accordance with the 2002-2006 collective bargaining agreement between the SUP and the San Francisco Bar Pilots, wages and overtime rates for all marine personnel, except the unlicensed AB/Deckhands, and the Dispatchers will be increased by 4% effective January 1, 2005. Unlicensed AB/Deckhands shall receive a 3% increase.

## BURGESS v. SUP

As reported in October, Wayne Burgess filed two charges against the Union with the National Labor Relations Board in Los Angeles alleging that the Union "breached its duty of fair representation" by failing to process Burgess' grievance regarding his firing as standby sailor in the *Matsonia* in Long Beach on August 12, and that the Union breached its duty of fair representation in the dispatch of a standby bosun from the Wilmington Branch.

On November 30, NLRB Regional Director Victoria E. Aguayo dismissed both charges. Commenting on Burgess' first charge, Director Aguayo stated that the Union had accepted and processed his grievance and that after completing its investigation, the Union decided not to pursue the grievance further. "There is not evidence that the Union's decision was based on unlawful motives," added Director Aguayo. "Therefore, there is insufficient evidence that the Union breached its duty of fair representation by failing to process a grievance."

In dismissing the second charge regarding the standby bosun from the Wilmington Branch, Director Aguayo also said that the Union has not breached its duty of fair representation to Burgess and that in fact the NLRB's investigation showed that Burgess "first learned 10 years ago that the parties employed a Union member as the continuous bosun." Since Burgess "did not file this charge until September 2004, the charge is also time-barred by Section 10(b) of the Act."

Assisting Glen Rothner of the Law Firm of Rothner, Segall & Greenstone in defending the Union against the charges were Vice President Dave Connolly and Wilmington Branch Agent Keith Miller.

Burgess has the right to appeal the decisions to the NLRB in Washington, D.C. by December 14.

## HOLIDAYS

All SUP halls will be closed on Christmas Eve, Christmas Day, New Year's Eve and New Year's Day.

Christmas Day and New Year's Day are holidays under all SUP collective bargaining agreements. Since these holidays fall on a Saturday this year, they will be observed on Monday December 27 and Monday January 3, 2005.

Christmas Eve (Friday, December 24) and New Year's Eve (Friday, December 31) are ILWU holidays and, therefore, are recognized holidays for SUP members working under the American Ship Management and Matson Navigation Company shoreside maintenance agreements on the West Coast and in ASM and Matson vessels in West Coast ports on those dates. Christmas Eve and New Year's Eve are not ILWU holidays in Hawai'i.

Christmas Eve and New Year's Eve are also holidays for the run boat crews, the dock bosun and the dispatchers employed by the San Francisco Bar Pilots.

Next month SUP halls will be closed on Monday, January 17, in observance of Martin Luther King, Jr.'s birthday, a holiday under all agreements except those with ChevronTexaco and Foss.

## ACTION TAKEN

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

Gunnar Lundeberg

## Jones Act waiver request denied by MarAd

Recent correspondence from the Maritime Administration and the U.S. Customs and Border Protection Office indicate that the agencies in September denied the request of Tropical Shipping and Construction to be permitted to transport merchandise from one Florida port to a second Florida port aboard its foreign-flag vessels in the aftermath of Hurricane Frances. In response, Tropical then asked the two agencies to consider a process change with respect to the administration of the coastwise laws when circumstances such as a hurricane occur.

Maritime Administrator William Schubert pointed out in his letter MarAd's shipper assistance program wherein domestic cargo opportunities can be emailed to over 67 vessel operators and brokers who may be able to provide direct assistance to a shipper.

Tropical apparently was not forthcoming with necessary information to allow MarAd to broadcast the shipper's need to other vessel operators. Captain Schubert noted that without the necessary information, MarAd was not in a position to make an informed decision as to ship availability.

Customs noted that there are certain procedures for processing requests to waive the coastwise laws administered by the agency when there are specific request from the Department of Defense or other federal departments or agencies and further noting that Customs has no authority to waive the coastwise laws except in the interest of national defense. Customs stressed that it relies on substantive guidance of an objective disinterested third party, such as MarAd, when evaluating a waiver request.

# West Coast Sailors *continued*

James Kula .....	50.00	Carl Reinhold .....	25.00
Norman Kurtz .....	25.00	Armando Rodriguez .....	25.00
Anthony Labor .....	50.00	Leo Rojas .....	30.00
Eli Lalich .....	60.00	Francisco Rosales .....	20.00
Stanley Lane .....	60.00	Angelo Rossano .....	25.00
Marc Lara .....	25.00	Randy Runyan .....	15.00
Thomas Larkin .....	10.00	John Rushing .....	50.00
Gunnar Larsen .....	20.00	Lloyd Rust .....	40.00
Orson Larsen .....	25.00	Terrance Ryan .....	25.00
Alberto Laurel .....	10.00	Stephen Rydberg .....	50.00
Lincoln Lee .....	150.00	Edward Sabo .....	65.00
Hans Lilledahl .....	30.00	James Saiki .....	25.00
John Linderman .....	50.00	Vincent Saltarelli .....	75.00
George Lomeli .....	25.00	James Savage .....	20.00
Ruben Loza .....	40.00	Edward Schaffer .....	25.00
Chester Mael .....	85.00	Caul Schou .....	25.00
Thomas Mariner .....	125.00	Charles Schroeder .....	40.00
Chuck Maringer .....	10.00	Whitey Secrest .....	20.00
Lawrence Martin .....	10.00	William Self .....	25.00
Armando Martinez .....	25.00	Ralph Senter .....	40.00
John Masterson .....	25.00	Edward Sexton .....	50.00
Takeshi Masukawa .....	10.00	Kevin Sheen .....	10.00
Melvin Mate .....	10.00	George Sherbula .....	25.00
John McKeon .....	20.00	Chester Sherry .....	10.00
John McNeill .....	45.00	Virgil Sieben .....	15.00
Joseph McShane .....	125.00	Andy Simkanin .....	25.00
Arthur Mebus .....	25.00	Ray Simpson .....	25.00
Tony Medeiros .....	40.00	Bruce Smith .....	25.00
Joseph Meehan .....	25.00	Dean Smith .....	80.00
Joseph Mele .....	20.00	Francis Smith .....	25.00
Rick Meleski .....	25.00	Glen Smith .....	25.00
Rodolfo Menchaca .....	25.00	Lynn Smith .....	40.00
Steve Messenger .....	25.00	William Smith .....	50.00
Jack Milano .....	25.00	Ted Soberberg .....	20.00
Joseph Mills .....	25.00	Kai Sorensen .....	25.00
Reynold Minoli .....	20.00	Knud Sorensen .....	25.00
Joe Moitoso .....	20.00	Eugene Souza .....	25.00
David Moore .....	25.00	Gerald Spafford .....	25.00
Donnie Morris .....	50.00	Jack Stasko .....	25.00
Dave Munroe .....	25.00	Robert Strabbing .....	25.00
Saleski Musukawa .....	10.00	Ed Suguitan .....	25.00
Harry Naeole .....	20.00	Leo Surmeian .....	25.00
John Nannini .....	25.00	Val Swegel .....	25.00
John Nelson .....	25.00	Tom Tamblyn .....	25.00
William O'Connor .....	25.00	Robert Taylor .....	30.00
Donald O'Halloran .....	20.00	Eleanor Terrell .....	50.00
Terry O'Neill .....	20.00	Morris Thibodeaus .....	50.00
William Ofsthus .....	50.00	Timothy Thomas .....	25.00
Marselino Olivieri .....	25.00	Bruce Thompson .....	25.00
Arthur Olson .....	25.00	Ivar Thorbjornsen .....	60.00
Mercea Opricu .....	20.00	Grant Thorne .....	45.00
Sven Ottersten .....	100.00	William Tice .....	25.00
Robert Palakiko .....	50.00	Dennis Tinsley .....	20.00
John Palenapa .....	25.00	Harold Uriarte .....	25.00
David Pangan .....	20.00	Rene Valles .....	40.00
Ricky Pangan .....	10.00	Joseph Valverde .....	25.00
Edward Pardo .....	25.00	Mark Walker .....	25.00
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Tonni Pedersen .....	25.00	Richard Walsh .....	55.00
John Perez .....	25.00	Carl Walters .....	25.00
Erik Pettersson .....	25.00	Michael Webb .....	25.00
Michael Pfleegor .....	20.00	Charles Weber .....	25.00
Earl Phillips .....	25.00	Chester William .....	25.00
Joseph Piscopo .....	25.00	Harry William .....	25.00
Ronald Pittman .....	25.00	Charles Williams .....	25.00
Milburn Pond .....	20.00	William Williamson .....	50.00
George Pope .....	30.00	Fletcher Wingfield .....	25.00
Robert Porteous .....	50.00	Edward Wood .....	50.00
Jack Post .....	25.00	Jack Wood .....	25.00
Mike Potenti .....	30.00	Mike Worth .....	25.00
Donald Potts .....	25.00	Tom Wulzen .....	25.00
Richard Price .....	50.00	John Yee .....	25.00
Henry Quirk .....	25.00	Bud Yost .....	20.00
Charles Rafael .....	50.00	Richard Zapu .....	25.00
Knud Rasmussen .....	20.00	Carl Ziegeler .....	40.00
Harold Rave .....	50.00	Richard Ziemba .....	10.00
Glen Rector .....	100.00	Stephen Zombro .....	95.00
John Reed .....	25.00	Edward Zoobick .....	100.00
Ronald Reed .....	90.00		

# Vice President's Report

December 2004

## Foss Maritime

Along with delegates Tom Tynan and Mike Worth, Gunnar Lundeberg and I met with members employed by Foss on Tuesday, December 7 at Headquarters to review and explain grievances both outstanding and resolved. In attendance were Ed Chilbert, Alex Castillo, Tom Faraola, Tracy Pearson, Mike Higa, Karl Turner, Kenyon Taylor, and Heath Rose. The meeting was a useful communications session, and the feedback and ideas from the membership were helpful. We'll hold regular sessions like this in the future to better communicate to the membership our activities with the Company, at least monthly, in Pt. Richmond before the change of the watch. Check with Tom or Mike on dates and times.

## Ships checked

**Arizona Voyager:** delegate Doug Alexander. Clarification on changed watch assignments during Hurricane Ivan while anchored in an open roadstead. Our language ensuring the continuous progression of either daywork or watches for the entire port stay requires presence in a port: not payable here, but the Company recognized the problems of inconsistency and did agree to avoid the practice in the future.

**Washington Voyager:** delegate Rob Edelhauser relieved Ed Windeler. In at Richmond Long Wharf. First class gang. Discussion on pension eligibility and reciprocity, seniority, training for RFPNW, wage comparison of tanker outfits, various Company policies and the future of the ChevronTexaco fleet.

**USNS Bob Hope:** delegate Jeff Evenhaus. Clarification on cargo watches: despite what they say the only cargo watch configuration the Union has agreed to is a 24 hour, 12 on and 12 off, (8 straight, 4 OT) with the gang split amongst the AB's and the bosun and OS's on daywork assisting as necessary.

**USNS Mendonca:** delegate Bill Brannon. Made this ship Thanksgiving Day in Philadelphia just as she was activated for OIF 3. Clarifications on benefits, training, watchstanding, RFPNW, jurisdiction. Gang ready for the enormous work ahead.

**USNS Seay:** delegate David Dodge. Running smooth, activated same time as Mendonca.

**San Francisco Bar Pilots:** Relieving Steve Messenger, new delegate Terry O'Neill doing an outstanding job.

Dave Connolly



Photo: Dave Connolly

*USNS Mendonca, Philadelphia, in November. From left AB Bill Brannon, OS Brandon Keopuhiwa, AB Kris Wouri and Bosun Dave Erikson. The Mendonca is one of eleven Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated by Patriot Contract Services for the Military Sealift Command. The Mendonca and her sister ships are critical components in supplying U.S. forces in the Middle East.*

## Russia investigates ship sinkings and murder

Prosecutors in the Russian Far-Eastern Primorye region have opened several investigations into the November 2 sinkings of two vessels, the *Arosa* and the *West*, and the loss of 33 seafarers. The murder on November 21 of Lyudmila Nikolaeva, chief executive of West Line, owner of the *West*, and destruction of seafarer work contracts and insurance records are also reported by local media to be linked to the vessels.

The death toll from the vessels, which foundered near each other during a storm in the Sea of Japan, is the worst in the civilian maritime sector for many years. Allegations of smuggling of cash and automobiles between Japan and the Russian port of Nakhodka have also been aired, but with no substantiation so far. The federal transport ministry confirms that it was in charge of the maritime rescue, and that an investigation of delays in the response of search and rescue vessels has begun.

## Six killed as ship hits breakwater

Six seafarers on a South Korean general cargo ship have been killed and one is missing after their vessel was blown onto the Japanese shore by high winds. The 6,755 dwt *Marine Osaka*, owned by Shin Han Capital and operated by Seoul Marine, is reported to have been at anchor off the northern port of Otaru when it was suddenly pushed by a strong gust of wind onto a breakwater at around 0200 hours on November 13. The impact was sufficient to break the 1983-built ship in two.

All but one member of the mixed Korean and Myanmar crew were taken from the ship but six of them, including Captain Nam Bang-Heon, were later declared dead in the hospital. It is thought that most of the injuries were caused when the ship hit the breakwater. The Japan Coast Guard is continuing to search for the *Marine Osaka's* first officer, while attempting to stem the flow of bunker fuel into the sea. The confirmed dead were four Korean officers and two ratings from Myanmar.

# SUP Branch Reports

## Seattle

November 15, 2004

Shipped during the period: 5 Boat-swains shipped to 1 A-card to return, 1 A-card for a relief, and 3 B-cards to Navy bottoms; 16 Able Seaman jobs shipped and filled with 3 A-cards, 4 A-card's to return, 1 A-card for a relief, 2 B-card's to relief's, and 2 B-card, 2 C-card and 2 D registrants to USNS ships.

Registration: 12 A cards for a total of 35; 15 B cards for a total of 54; 4 C cards for a total of 24.

### Ships checked

*President Jackson, President Adams and President Polk* all back from the Far-East with no problems. *Maui* and *Kauai* in twice and running smoothly. LMSR dispatching moving slowly as the ships are waiting for redeployment orders back to the Persian Gulf.

I attended a briefing by Crowley Maritime Services on their operations between Russia and the Puget Sound; this work is mainly in energy exploration and development and has been a source of good paying jobs for many mariners in the Pacific Northwest.

I attended the annual Jobs with Justice Dinner and the King County Labor Council and Washington State Labor Council meetings. We wish everybody happy holidays and for a swift and peaceful end to the hostilities in Iraq.

Vince O'Halloran  
Branch Agent

## Wilmington

November 15, 2004

Shipped during the period: Bosun: 4, AB: 12, AB Maint: 5, OS: 1, Standby: 41, for a total of 63 jobs shipped.

Registrations: A: 39, B: 34, C: 8, D: 6.

### Ships checked

*Matsonia*-OK, Dave Gillis, delegate. *R.J. Pfeiffer*-OK, Jim McGee, delegate. *President Wilson*-OK, Lawrence Gately, delegate. Food beef being squared away with captain. *APL Thailand*-OK, Vince Estrada, delegate; 1 hour OT paid to 4 men in gang for misassignment for Chinese workers in Yantian loading stores

Keith Miller, Branch Agent

## San Francisco Business Agent

December 13, 2004

**Kauai**— William Berry, delegate: Relief bosun from Seattle. No disputes. Made twice this month.

**Lihue**— Ian McLeod, delegate: Island run going to two or three trips then laying up; in good shape. Made twice.

**Lurline**— Trev Motlow, delegate: Coastwise to Honolulu. No disputes.

**Manoa**— John Fernandez, delegate: Voyage pay off. Two sailors that the captain would not sign on because they could not show a year's discharges in the last year, but able to get a duplicate from the pension plan.

**Maui**— Rob Ferguson, delegate: Coastwise from Seattle to Honolulu; no disputes. Made her twice at Oakland.

**Mokihana**— Ramiro Montoya, delegate: Pay off from voyage. No disputes. New bosun Marvin Glasgow.

**Moku Pahu**— David Johnson, delegate: Gang flew back from shipyard in China. No problems.

up the gangway past the main deck to steward stores area. Also, low cargo paid for carpenter work on captains chair on bridge and brackets on deck. *APL Singapore*-OK, Charlie "Roadkill" Butler, delegate. *Maunawili*-OK, Tommy James, delegate. *President Grant*-OK, John Kerlin, delegate. If fire and boat drill goes over an hour, including safety meeting, one hour OT is payable for men off duty and then half-hour increments after that. *Ewa*-OK, Bob Burns, delegate. *APL Korea*-OK, Remoni Tufono, delegate. Clarification for captain, if the 3 o'clock knockoff is in effect you cannot use the hours between 3 and 5 against time back. *Mokihana*-OK, Chris Bujnowski, delegate. One crew washing machine broken for 24 days. Attempts were made to get parts, and called Maytag repairman and squared away with new machine. Thanks to Captain, Jim Hill for that and squaring away the big food beef. *Manukai*-Jim Clay, delegate. Clarification on shift minimums. When first 2-hour min. expires, you go into a second 2-hour min. for tie up, all men including the navigation watch. Also, mates do not lower the gangway. *Manoa*-OK, John Fernandez, delegate. *APL Philippines*-Mark Pfaff, delegate. On a two man watch, the sanitary man gets his coffee break before he goes to the wheel and to clean up, as he gets 20 minutes anyway, if he makes coffee for the gang. If the 12x4 is working on watch, he gets his break too before the wheel for coffee and clean up, especially if he works outside.

Took care of the business of the hall and responsibilities of the port for the members during the period.

Thanks to Dave Connolly for coming down for the meeting and setting up a laptop. There were shorts in some wires and loose wires and connections when the SBC people came back. This puts Wilmington in the 21<sup>st</sup> century. Connolly read the president's report and explained everything in detail about the negotiations with Matson, ASM and patriot and answered many questions. It was a very informative meeting and interesting. Thanks to Dave and Gunnar for all their hard work with these people, and attending these last two meetings.

## Honolulu

November 15, 2004

Shipped during the period: 1 bosun, 1 AB, 1 ABD, 2 ABD returns, and 1 OS. These jobs were filled by: 5 A members and 1 B member. Also shipped 32 standby jobs filled by 4 A members, 9 B members, 9 C members, and 10 D registrants, for a total of 38 jobs shipped.

Registered during the month of October, 5 A members, 5 B members, 5 C members, and 1 D registrant. To date have 10 A members, 11 B members, 11 C members and 6 D registrants registered for a total of 38.

### Ships checked

*Maui, Lurline, Lihue, Matsonia, Kauai, Ewa, R.J. Pfeiffer, Maunawili, and Manukai.* All with few or not beefs. Paint and rigging gang running smoothly with Monte Kalama as bosun.

On November 15, president Gunnar Lundeberg was in attendance at the Branch meeting. He updated the membership on the current Matson Guam service status and ASM MSP operating agreements. We also made the vessels *Matsonia, Kauai*, and paint and rigging gang. The president's visit was much appreciated by the Honolulu membership.

On November 17, attended the Hawaii Ports Maritime Council meeting. Discussions on proposed AFL/CIO reorganization and the Hawaii super ferry plan.

On November 23, the SUP along with the MFOW, MM&P, and MEBA leafletted the Alexander & Baldwin headquarter building and bordering streets with pamphlets condemning Matson's effort to outsource its seafaring labor on the Guam run to low ball out of state operators. We repeated this process again on December 6.

The Honolulu membership wishes all our Union brothers and sisters a Mele Kalikimaka (Merry Christmas) and Hauoli Makihiki Hou (Happy New Year).

Mike Duvall  
Branch Agent

## Dispatcher's Report

Headquarters—Nov. 2004

<b>Deck</b>	
Bosun .....	6
Carpenter .....	0
MM .....	5
AB .....	9
OS .....	0
Standby .....	12
<b>Total Deck Jobs Shipped .....</b>	<b>32</b>
<b>Total Deck B, C, D Shipped .....</b>	<b>10</b>
<b>Engine/Steward</b>	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, D Shipped .....</b>	<b>0</b>
<b>Total Jobs Shipped - All Depts. ...</b>	<b>31</b>
<b>Total B, C, D Shipped-All Depts. .</b>	<b>10</b>
<b>Total Registered "A" .....</b>	<b>73</b>
<b>Total Registered "B" .....</b>	<b>70</b>
<b>Total Registered "C" .....</b>	<b>11</b>
<b>Total Registered "D" .....</b>	<b>10</b>

## Jacksonville

November 2004

For the month of November four AB's were dispatched to USNS ships. These jobs were filled with one B card, one C card and two registrants.

### Ships checked

*USNS Gilliland*—Boarded in Newport News, VA on November 16. Mike Boyle is the delegate and Al White is the bosun. No beefs.

*USNS Gordon*—Boarded in Newport News, VA on November 16. Dennis Belmonte is the delegate and Martin Dempsey is the bosun. No beefs.

*USNS Shughart*—Visited at Lamberts Point in Norfolk, VA on November 17. Angel Lopez is the delegate and Deek Tracy is the bosun. No beefs. Gang still working with "yardbirds" to bring everything back to Bristol fashion after fire in Middle East.

*USNS Piliiaau*—Boarded in Violet, LA on November 23. Jeff Hagendorn was the delegate and Donn Reed is the bosun. No beefs.

*USNS Brittin*—Boarded in Violet, LA on November 23. Steve Garrett is the delegate and Sam Scott the bosun. No beefs.

*USNS Bob Hope*—Boarded in Violet, LA on November 23. Mike Orton is the delegate and Jack Lott is the bosun. No beefs.

Recently, I have received a number of complaints from vessel masters and crew members about sailors being discharged and leaving their fo'c'sle dirty, full of trash and in deplorable condition. This simply is inexcusable! First, this is not SUP style and second, it shows a total disregard as a shipmate for your relief. No one wants to clean up someone else's mess, nor should they have to.

We are now ending the fourth quarter of 2004, and some members are seriously arrear in dues and initiation. If you wish to register in the port of Jacksonville your dues must be current.

This past year has been one of the most rewarding in my life. It has been an honor and pleasure to serve as your representative. I thank you for the experience. And above all else, I am grateful for all of the new and wonderful friends I've made on the LMSR's and the *Chevron Arizona/Voyager*. I wish you well this holiday wherever it may find you.

Bud Yost, East/Gulf Coast Rep



## SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 812:

**George Roberts, Jr.**, 62, Book No. 3168, joined SUP in 1968, 34 years seetime.

**Raymond Flores**, 75, Book No. 2240, joined SUP in 1977, 15 years seetime.