



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXII No. 7



SAN FRANCISCO, CALIFORNIA

Tuesday, July 21, 2009

Comprehensive health care bill proposed by House Democrats

Comprehensive health care reform took a significant step forward on July 14, when House of Representatives leaders unveiled the final draft of a bill that contains a public health insurance plan option and shared responsibility, including an employer “pay or play” requirement—while not taxing the health care benefits working families receive through their job. A vote could come by the end of July.

The bill closely follows the health care blueprint developed by the House Education and Labor, Energy and Commerce, and Ways and Means Committees and includes cost containment and insurance market reforms to help stop private insurance industry abuses.

Said House Speaker Nancy Pelosi (D-California) about the bill: “Over the coming weeks, Congress will continue working with President Obama to make health care reform work for middle-class families in America.... We have a path to success: lowering costs for consumers and businesses; giving greater choice to Americans, including keeping your current doctor or plan if you like them; improving the quality of your care; putting doctors, not insurance companies, back in charge.”

continued on page 12

USCG blasted for mariner credential delays and medical review process

Members of the House Subcommittee on the Coast Guard and Maritime Transportation expressed disappointment during a hearing on July 9, concerning the time necessary for the Coast Guard to process Merchant Mariner Credentials and license processing. Representative James Oberstar (D-Minnesota) said that the processing delays result in mariners not being able to work and trying to provide for their families.

Coast Guard Rear Admiral Kevin Cook, Director of Prevention Policy for Marine

Safety, Security, and Stewardship, acknowledged the problem, assuring the lawmakers that the current 80-day processing time will be reduced to 30 days. This goal will require that in the short-term, the Coast Guard will need to surge capabilities to remove the backlog of outstanding evaluations, he explained. He went on to say that the Coast Guard is currently looking into options to further improve the Merchant Mariner Credential program, including the potential development of an internet-based application submission and evaluation capability.

Subcommittee Chairman Elijah E. Cummings (D-Maryland) noted: “A credential is a mariner’s ticket to work. If the mariner does not have that credential—for whatever reason—the mariner cannot work. Unfortunately, the Subcommittee has heard of instances in which mariners’ credentials have expired before a renewal application could be fully processed, and these mariners have been left without an income while they were waiting for the bureaucratic wheels to grind. This is simply unacceptable. Given all that we are doing to stimulate our economy and to support the growth of jobs, it is inexcusable that any person should be out of work because the government cannot process a professional credential in a timely manner.”

Also testifying were representatives of the American Marine Officers, International Organization of Masters, Mates & Pilots and the Marine Engineers’ Beneficial Association.

On the topic of the Coast Guard’s Medical and Physical Evaluation Guidelines for Merchant Mariner Credentials (NVIC), the Unions’ said that the evaluations, consultations and documentation required by the NVIC to obtain a waiver were “nothing less than awesome and would require comprehensive testing that would be both expensive and time consuming.”

The Unions said the Coast

Guard’s unilateral modification of the medical review process was a misguided attempt to respond to the 2003 *Andrew Barberi* allision in New York. From the outset, the Unions (including the SUP) have argued that the Coast Guard’s response to the accident, a new NVIC, was misdirected and overly complex, and that the Coast Guard had underestimated the number of mariners affected, the number of requests for medical waivers and the size of staff and the level of resources needed to process requests for waivers and medical applications.

The Unions predicted from the beginning that the system would be prone to delays and that it would cause mariners to lose income and essential benefits like health care insurance and pension credit. “Unfortunately, our predictions turned out to be true,” the Unions said. “It is absolutely unacceptable that any mariner should be out of work due solely to the failure of the system to adequately anticipate and plan for the problems we have experienced, especially after the agency was repeatedly warned that these problems were coming.” The Unions are backing a proposal by Senator Frank Lautenberg (D-New Jersey), S.685, which would place the medical review process back in the hands of qualified physicians. The SUP also supports S.685.

On the subject of backlogs, the Unions suggested possible solutions.

The solutions to the problems at the National Maritime Center in Martinsburg, West Virginia, with respect to the medical review process are not to automate bad processes or to “surge” resources to handle backlogs. “We feel very strongly that the USCG should:

1. Place a greater emphasis on implementing efficient and effective licensing and documentation programs.

continued on page 4

Pacific container volumes continue to slump as freight rates plunge to new lows

The global recession is having a profound effect on West Coast ports. All six major ports—Los Angeles, Long Beach, Seattle, Tacoma, Portland and Oakland—suffered a double-digit decline in total container activity during the first five months of 2009 compared with the same period in 2008.

The declines ranged from a relative low—down 13.8% for the Port of Oakland—to a worst mark down of 27.1% for the Port of Long Beach. Los Angeles was down 16.2%, Seattle down

24.1%, Tacoma down 13.9% and Portland down 27.2%.

TransPacific freight rates have also hit new lows. Drewry Shipping Consultants, which depicts an exceptionally bleak future for the liner shipping industry in its latest market review, estimates that average rates for Hong Kong to Los Angeles cargo fell to \$900 per 40-foot loaded container during the first week of July. This compares to a year ago when the rate for the same container was in excess of \$2,000. However, these rates apply to a relatively small portion of cargo, since most freight is covered by 12-month contracts that begin in May.

The latest TransPacific data coincides with forecasts that will bring no cheer to the beleaguered liner trades, which are suffering a huge cash drain as revenues fall below operating costs.

As a result, lines in the TransPacific Stabilization Agreement (TSA) have adopted a voluntary guideline across-the-board increase of \$500 per 40-foot container (FEU, with proportionate increases for other equipment sizes, to take effect August 10, 2009. The increase will apply to rates for all commodities and all U.S. destinations. TSA carriers said they will also pursue full implementation of the quarterly

bunker fuel charge, which adjusted upward on July 1 to reflect higher fuel prices.

TSA noted that 2009-2010 contracts were negotiated in the midst of a severely depressed global economy, in which first quarter 2009 cargo demand from Asia to the United States was more than 20% below levels of a year earlier, and conditions during the second quarter have shown only slight improvement. Competitive pressures to keep services operating and avoid further costly vessel layups eroded even the minimum rate levels carriers tried to put in place in the trade in April. TSA reports a \$1,000-\$1,200 drop in average revenue per container during the period from October 2008 through May 2009 alone.

“The eastbound TransPacific trade lane has been driven by panic, and panic is difficult to stop once it has begun,” said W.W. Lee, Chief Executive for Container Liner Business at Hanjin Shipping, Ltd. “With 2009-2010 contracting nearly completed, lines have had a chance to assess the damage. From an industry-wide point of view the damage is serious, and if current rates are extended out over 12 months, it is likely that the trade will encounter signifi-

continued on page 4

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

| | |
|-----------------------------|--------|
| Anonymous in memory | |
| of Ron Christianson | 20.00 |
| Brenden Bohannon | 25.00 |
| Chris Bujnowski | 50.00 |
| David Connolly | 100.00 |
| Thor Erikson | 25.00 |
| David Garcia | 30.00 |
| David Green | 50.00 |
| John Hamann | 20.00 |
| Knud Jensen | 50.00 |
| Monte Kalama | 50.00 |
| Daniel Moran | 80.00 |
| Vince O'Halloran | 100.00 |
| Ricky Pangan | 100.00 |
| Jordan Polon | 15.00 |
| John Svane | 25.00 |
| Bruce Waygood | 50.00 |
| Patrick Weisbarth | 50.00 |
| William H. Williamson | 25.00 |

Political Fund

| | |
|-----------------------------|--------|
| Mike Arceo | 20.00 |
| Brendan Bohannon | 25.00 |
| Chris Bujnowski | 50.00 |
| Kyle Londigan | 80.00 |
| David Moran | 80.00 |
| Vince O'Halloran | 100.00 |
| Ralph Senter | 100.00 |
| David Shands | 10.00 |
| William H. Williamson | 25.00 |
| Elroy Wong | 30.00 |

Dues-Paying Pensioners

| | |
|-------------------|------------|
| Robert Copeland | Book #4763 |
| Romaine Dudley | Book #2593 |
| Alexander Earle | Book #1885 |
| 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 |
| Stanley Lane | Book #4106 |
| James K. Larsen | Book #4055 |
| John McKeon | Book #6456 |
| Keith Miller | Book #6497 |
| Joseph Moitosa | Book #6517 |
| Joseph Napier | Book #2299 |
| Duane Nash | Book #2437 |
| John Pedersen | Book #3834 |
| John Perez | Book #3810 |
| Alex Romo | Book #3193 |
| Cliff Rouleau | Book #3144 |
| Ralph Senter | Book #7323 |
| Richard Sexton | Book #203 |

West Coast Sailors

| | |
|--------------------------|-------|
| John Ban | 25.00 |
| Donald Bohle | 20.00 |
| Gene Castano | 20.00 |
| Michael Freng | 50.00 |
| George Gooden | 25.00 |
| Frank Haugen | 25.00 |
| Herbert James | 30.00 |
| Richard Kingsbury | 25.00 |
| Belford Lomba | 25.00 |
| Armando Martinez | 25.00 |
| Joseph Mechan | 25.00 |
| Charles Oakley | 25.00 |
| Sidney Oakley | 25.00 |
| Elmer Rank | 25.00 |
| Javier Riano | 25.00 |
| Terrance Ryan | 25.00 |
| Ralph Senter | 30.00 |
| Charles Weber | 25.00 |
| William Williamson | 25.00 |

Ludlow Massacre site dedicated as National Historic Landmark

On June 29, Union activists, lawmakers and historians dedicated the site of the 1914 Ludlow Massacre—one of the bloodiest chapters in the nation's labor history—as a National Historic Landmark.



On April 20, 1914, in Ludlow, Colorado, thugs hired by several coal companies and the Colorado militia attacked a peaceful encampment of striking miners and their families. By the end of the day, 20 were shot or burned to death, including 14 women and children.

More than 90 years ago, The United Mine Workers of America (UMWA) erected a monument there. But since 1918, despite the efforts of family survivors, historians and labor activists, there was no state or national commemoration of the site.

Earlier this year, the U.S. Department of the Interior designated Ludlow a National Historic Landmark. UMWA President Cecil Roberts says the designation will "preserve the memory of this brutal attack on workers and their families. The tragic lessons from Ludlow still echo through our nation, and they must never be forgotten by Americans who truly care about workplace fairness and equality. With this designation, the story of what happened at Ludlow will remain part of our nation's history. That is as it should be."

In 1913, southern Colorado miners and their families walked out of the mines and mining camps striking for adequate wages, enforcement of state mining laws and Union recognition. For more than a year, they lived in tent colonies near the mines. According to a UMWA history of the Ludlow Massacre: "Upon striking, the miners and their families had been evicted from their company-owned houses and had set up a tent colony on public property. The massacre occurred in a carefully planned attack on the tent colony by Colorado militiamen, coal company guards, and thugs hired as private detectives and strike breakers.

"They shot and burned to death 20 people, including a dozen women and small children. Later investigations revealed that kerosene had intentionally been poured on the tents to set them ablaze. The miners had dug foxholes in the tents so the women and children could avoid the bullets that randomly were shot through the tent colony by company thugs. The women and children were found huddled together at the bottoms of their tents."

Since erecting the monument, the Union has maintained the site, including installing interpretive markers and displays, as well as building a shelter where the annual Ludlow Memorial is held.

Oakland joins dirty truck ban

Oakland has joined Los Angeles and Long Beach in introducing a ban on older-model trucks in the interests of cleaning up the air.

The Oakland Port Commission voted in May to prohibit truck models older than 1994 from passing through the premises starting January 1, 2010. Trucks built after 1994 but not equipped with soot filters will also be banned. The ban is part of the port's Comprehensive Truck Management Program, budgeted at \$15.2 million for fiscal years 2009 to 2012.

Los Angeles and Long Beach introduced their clean trucks program in October last year. Under that model, a per ton fee is being charged to subsidize the replacement of older-model trucks.

Oakland expects 1,100-1,600 of the estimated 2,000 trucks that serve the seaport to be compliant by January 1, next year. Of these, 600 will be retrofitted via a \$5 million contribution from the port itself. An internal port document said staff were "pursuing potential funding from the federal government and working with California state agencies to leverage additional funding" with which 500 more trucks could be retrofitted. Some 500 more trucks are being retrofitted by operators entirely with private funds, the document says.

The California Air Resources Board has introduced a ban on dirty trucks from January 1, 2010. Los Angeles and Long Beach are already in compliance with this requirement.

Final Departures

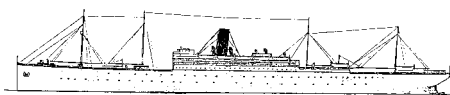
Erik Lund, Book No. 3990. Born in Sweden in 1922. Joined SUP in 1952. Died in Vancouver, Washington, June 6, 2009. (Pensioner)

Virgil Sieben, Book No. 5297. Born in Minnesota in 1911. Joined in 1937. Died in Sauk Centre, Minnesota, June 24, 2009. (Pensioner)

SUP Meetings

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

| | Hdqs. | Branch |
|-----------|----------|--------|
| August | 10 | 17 |
| September | 14 | 21 |
| October | 13-Tues. | 19 |
| November | 9 | 16 |
| December | 14 | 21 |



Former SUP member Robert McNamara dies

Robert McNamara, the controversial Secretary of Defense for Presidents Kennedy and Johnson, died on July 6, in Washington, D.C.

While attending the University of California at Berkeley, McNamara was dispatched through SUP Headquarters and sailed as Ordinary Seaman during the summers of 1935 and 1937 in vessels owned by Quaker Line, Matson and Dollar Line (the predecessor to American President Lines). He did not sail in 1936 when the SUP struck for 100 days. McNamara told the press in 1961: "I had a great time working the ships."

Robert Strange McNamara was born on June 9, 1916 in San Francisco.

West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop.

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

BRANCH OFFICES

Seattle, WA 98106
2414 SW Andover St. (206) 467-7944
Bldg. F, Ste. 105 FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
Honolulu, HI 96813
707 Alakea St. (808) 533-2777
FAX: (808) 531-3058

WELFARE OFFICE
(415) 778-5490
PENSION PLAN OFFICE
(415) 764-4987

Mates, Engineers & Radio Operators settle with Matson Navigation

The Masters, Mates & Pilots, the Marine Engineers Beneficial Association and the American Radio Association reached agreement on a new collective bargaining agreement with Matson Navigation Company on June 27, after the ARA struck Matson's *Maui* in Seattle on June 26.

The four-year deal, which is subject to membership ratification, closes the wage gap over the term of the agreement between the *Manukai*-Class vessels and the rest of the company's fleet. The SUP and MFOW accomplished that in bargaining with the company last year.

One surprising aspect of bargaining was that the ARA was able to win billets on all vessels in the fleet effective January 1, 2010. Currently the ARA crews only half of the fleet at any given time.

As recession continues ships remain laid-up

Figures compiled by Lloyd's Marine Intelligence Unit show that more than 750 containerships, bulk carriers, tankers, refrigerated cargoships and car carriers are in idle status out of a total of just under 1,400. Another 280 vessels are laid-up in Europe. Of the inactive containership fleet that now stands at 564 ships, 321 have been anchored in Asia.

In total, 9% of the world fleet is out of work, in terms of ship numbers, with liquefied natural gas carriers and vehicle carriers worst hit by the downturn. Measured by deadweight, almost 12% of the world fleet of pure car and truck carriers is in some form of lay-up. Some 11% of the LNG fleet is out of action.

In ship numbers, the inactive container fleet now stands at 11.4%, but in deadweight terms, the figure is lower at 8%. Popular places to anchor idle van carriers include China's Majishan, Hong Kong and Singapore. In contrast, LNG carriers are more likely to be berthed in the Middle East close to load ports.

Ships under five years of age dominate the LNG idle fleet, in contrast to other sectors where older vessels are the first to be withdrawn from service. More than 70% of the idle car carrier fleet is at least 20 years old, while 85% of anchored reeferships are aged 20 years or more.

Inactive ships are defined as those for which no movement or automatic identification system signal has been received for 35 days, the exception being containerships where the time limit is 19 days.

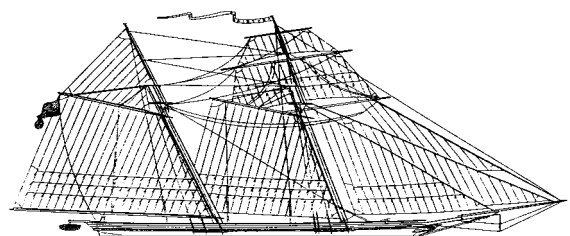
Study finds swearing can be beneficial

Keele University in Britain announced on July 12, that school of psychology researchers Richard Stephens, John Atkins and Andrew Kingston had 64 undergraduate volunteers place their hands in ice water, once while swearing repeatedly and once while repeating a commonplace word.

"It taps into emotional brain centers and appears to arise in the right brain, whereas most language production occurs in the left cerebral hemisphere of the brain," Stephens said of swearing.

The researchers said in their NeuroReport study that when repeating a profanity, volunteers were able to keep their hands in the chilly water longer than when using a commonplace word. Specific details of the finding were not reported by the university.

The research team suggested the findings were the result of swearing triggering a physical response in the volunteers, accelerating their heart rates and allowing them to better deal with the uncomfortable situation.



In late June, the Ready Reserve Force LASH vessel *Cape Farewell*, operated by SUP-contracted Patriot Contract Services for the Maritime Administration, was activated in Beaumont, Texas. According to the Captain Dale Rodriguez (an SUP member since 1977): "Thanks to the Sailors' Union of the Pacific sailors, the *Cape Farewell* successfully completed a Turbo activation and total barge discharge in difficult conditions during hurricane season."

The gang from left to right: AB Ken Johns, AB Denny Silva, AB Kenyatta Whitworth, OS Gordon Wiest, Bosun Robert Vandermey, Captain Rodriguez, AB Alex Barkhordan, OS Raul Guillen, OS Tammy Bingisser, and AB Rex Simbre.

Obama opposes taxing benefits to help finance health care overhaul

President Obama said, July 1, that he opposes taxing the value of employer-provided health insurance to help pay for an overhaul of the nation's health care system, saying reform should not increase costs for those who already have coverage.

Speaking at a town hall meeting in Annandale, Virginia, Obama said he continues to favor capping itemized deductions for high-income taxpayers to help pay for changes to the health care system, adding that taxing employer-provided coverage is not the way to ensure Americans jettison high-cost coverage plans.

"My bottom line ... is that if you've got health insurance right now, you shouldn't see your costs go up as part of health care reform," the president said.

Capping itemized deductions "is a way that we can ensure that people who currently have health care aren't suddenly seeing their costs go up to pay for other people's costs going down, but instead everybody's

costs can go down effectively" as a result of the overhaul, the president said.

Some analysts have said high-value health care plans increase health care utilization. Questions for the meeting were submitted for three days: prior to the event via the Website Facebook, and questions during the town hall also were submitted via Twitter.

Congress is debating whether to cap the tax exclusion of health care benefits to help pay for the overhaul. For example, Senate Finance Committee Chairman Max Baucus' (D-Montana) is considering several proposals to set the cap at various levels, from \$15,700 to \$18,840 for family coverage.

Under such a plan, workers would be taxed on the value of their coverage above the cap. The provisions would raise hundreds of billions to help pay for reform. For example, setting the cap at \$15,700 would raise \$418 billion over 10 years, according to the Congressional Joint Committee on Taxation.

Bill to create America's Marine Highway and expand port capabilities sites approved by Senate Committee

The Senate Commerce, Science, and Transportation Committee on July 8, approved legislation Senator Frank Lautenberg (D-New Jersey) authored to reduce congestion on the nation's roads by encouraging more freight to be carried by barges and ships. The measure would create a grant program for 'America's Marine Highways' to encourage shipping by sea or inland waterway and establish a new program to modernize port facilities to make freight movement more efficient.

"The strength of our freight transportation system is being threatened by our overwhelmed roads and bridges—and the simple, smart solution is to ship more of America's goods by sea," said Senator Lautenberg, who chairs the Senate Commerce Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security. "Shipping by barge reduces congestion on roads, cuts emissions and energy consumption, and improves safety. Our future competitiveness will greatly benefit if we improve the use of marine highways to ship goods."

Senator Lautenberg's bill, the Maritime Administration Authorization Act of Fiscal Year 2010, would create a grant program to establish America's Marine High-

way as an extension of the surface transportation system. A single sea vessel can take more than 450 trucks off the nation's roads. The typical barge or ship can move one ton of cargo 576 miles on one gallon of fuel, whereas a truck would move that same cargo only 155 miles.

The bill would also establish a Port Infrastructure Development Program for local jurisdictions and port facilities to improve the capabilities of their port facilities. America's sea ports are the critical link between all modes of transportation and the ability to move freight throughout the country. Ships carry more than 95% of the nation's non-North American trade by weight and 75% by value. In addition, approximately three-quarters of international shipments to and from the United States, measured in weight, arrive or depart by ship.

Senator Lautenberg and Commerce Committee Chairman Jay Rockefeller (D-West Virginia) have previously introduced the Federal Surface Transportation Policy and Planning Act of 2009, which would take a long-term and large-scale approach to transportation planning, rather than focusing on single programs, and emphasizes the importance of shipping by sea.

Bloody Thursday observed in Frisco



Photo by Bill O'Brien

Gathered at the foot of Market Street on the Embarcadero in San Francisco on July 5, to observe the 75th Anniversary of Bloody Thursday in the 1934 Maritime Strike were part of the SUP contingent. From left: Gene VanKlinken, Knud Andersen, Dave Connolly, Ted Soderberg and Knud Jensen.

SUPPORT THE SUP POLITICAL FUND

Food sent to abandoned Bosphorus mariners

The International Transport Workers' Federation (ITF) this month sent food and other supplies to thousands of seafarers on board vessels laid-up near Istanbul, Turkey, asserting that many of them have been abandoned by the vessels' owners.

According to the ITF's estimate, somewhere between 400-500, foreign-controlled ships of all shapes and sizes are now laid-up in the Bosphorus as a result of the global economic downturn. Most of the vessels have only a skeleton crew on board, and the ITF states that some are forced to exist on "barely subsistence level wages and provisions" over many months while the vessels await new cargo. "In many cases, the crew have been effectively abandoned by the vessels' owners, many of whom are unknown," the ITF said in a statement.

The ITF has approved funding to enable its Turkish Union affiliate, DAD-DER, to provide direct and immediate humanitarian assistance to the seafarers concerned.

ITF head of maritime operations Graham Young said: "The ITF is concerned that this is a significant and growing problem for ships' crews worldwide where, increasingly, vessels are laid-up for long periods. Usually this is as a result of the worldwide financial crisis, but that does not excuse the owners or the flag states from carrying out their obligations to the seafarers themselves."

Together with DAD-DER, the ITF is also undertaking a survey of laid-up vessels to identify the extent of the plight of seafarers, and will meet with the Turkish maritime authorities early next week to request that they pressurize flag states to assist the crew in accordance with their obligations under international maritime law.

Container volumes slump

continued from page 1

cant financial challenges as well as basic service sustainability issues going forward."

Corporate casualties among containership owners and operators looks to be almost certain, Drewry Consultants forecasts. Drewry expects container lines to lose \$20 billion in 2009, having managed a small overall profit of \$5 billion in 2008. The \$25 billion reversal reflects a \$55 billion plunge in freight earnings that will only be partially offset by some \$30 billion worth of budget cuts, Drewry estimates in its latest quarterly *Container Forecaster*.

Overall, Drewry expects container handling to contract by 10.3% to 471 million teu this year, a decline that has serious implications for ports as well as lines. Only a very modest recovery to 1% growth is forecast for 2010, a figure that will be nowhere near enough to return that liner trades to balance. While acknowledging that forecasts may have to be adjusted to take into account unknown variable such as the future price of oil, Drewry nevertheless believes container shipping is on the verge of a major shake-out as some lines start to run out of cash.

"Do we expect casualties? Absolutely," said *Container Forecaster* editor Neil Dekker. "The basic makeup of the industry will change as companies either go bust, amalgamate or shrink, shedding assets and personnel in the process." He is particularly critical of those lines that are pursuing a policy of protecting market share and volumes rather than revenue, a strategy that some industry leaders privately describe as "suicidal," even as they persist with that business model on the grounds that there is no alternative.

Drewry claims that few, if any, of the actions taken by carriers to move away from the abyss make sense, with Mr. Dekker describing them as ineffective as "sticking a band-aid over a severed jugular."

The big three trade routes all face a hefty slump in cargo volumes this year, with Drewry anticipating a 17.4% decline on the Asia to Europe route; a 14.2% fall in eastbound TransPacific cargo and a slide of 11.9% in westbound TransAtlantic container moves.

Unions and lawmakers blast USCG

continued from page 1

2. Engage more actively with the community of mariners and listen much more effectively to mariners and their representatives.

3. Adopt responsible policies that will allow those mariners who are able to manage their medical conditions and operate safely to continue in the profession.

4. End tying to determine medical fitness for duty by remote control at the NMC. Rather, the Coast Guard should establish a register of qualified examining medical professionals authorized to determine a mariner's fitness for duty and issue a valid medical certificate. Such a system of medical review is in place in the United Kingdom where examining medical professionals who are closer to the mariners have greater discretion under clear and uncomplicated guidelines. A similar system is presently being established under the guidance of the International Maritime Organization to cover all mariners in international shipping and will in the near future cover all mariners on foreign ships that total more than 95% of the large oceangoing ships in our U.S. ports.

The Unions also expressed concern with credentialing (mariner licensing and documentation). "There is general concern among the licensed mariner community that the USCG is deliberately diminishing the professional standing of merchant marine officers by eliminating the word 'license' from their regulations in favor of the terms 'credential' and 'Officer endorsement,' and by proposing to eliminate the oath for merchant marine officers. To us, this is evidence that the USCG is seeking to diminish the standing of merchant marine officers."

A Union spokesman concluded: "The problems at the National Maritime Center have caused mariners to loss employment and benefits that are vital to their well-being and the security of their families. Furthermore, the disconnect and deteriorating relations between U.S. mariners and the USCG is widening at a time when the agency had acknowledged that it needs to work to rebuild confidence in the mariner community."

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
National Maritime Center

100 Forbes Drive
Marlinsburg, WV 25404
Phn: (888) 433-3400
E-mail: iasnmc@uscg.mil

June 26, 2009

Update – Mailing Merchant Mariner Credential (MMC) Applications to Regional Examination Centers (RECs) & Pay.Gov User Fee Payment

This bulletin update provides additional information on procedures to follow when mailing credential applications to a Regional Examination Center. New procedures were implemented in April 2009 to enable mariners to mail their applications to one of the 17 RECs throughout the country. These changes simplify the application process by enabling mariners to send photocopies of supporting documentation when submitting applications by mail. Additionally new procedures streamline the payment of user fee options for mariners and the Coast Guard.

Application Submission: Title 46 Code of Federal Regulations, Part 10, Subpart B 10.209 General Application Procedures allows mariners to mail copies of their entire application package, including sea service and training / course certificates, to one of the 17 Coast Guard Regional Examination Centers for processing. Merchant mariner applicants submitting copies by mail are advised that application documentation may be subject to auditing and verification by the Coast Guard during the evaluation process.

In the near future, the Coast Guard National Maritime Center (NMC) intends on providing capabilities for mariners to submit credential applications by e-mail. Sending your application packages to RECs via e-mail will save further time and money and is a more secure method of delivery. Stay tuned to our website, www.uscg.mil/nmc, for more information on this.

User Fee Payments: In 2005, the NMC introduced the availability of www.pay.gov and ushered in a fast, convenient and more secure method for paying user fees. Since then this electronic link to the U. S. Department of Treasury has provided tens of thousands of mariners a safe, quick and reliable way to pay user fees.

1. To ensure quick processing of applications submitted to an REC by mail, mariners can pay user fees via www.pay.gov. The application package submitted to an REC must include a copy of the [pay.gov](http://www.pay.gov) payment receipt.
2. For quicker turnaround times for administering exams and issuing credentials, user fees identified during the evaluation process, such as testing or issuance fees, can be paid via www.pay.gov. The notifications sent to mariners regarding testing or credential issuance fees will contain quick links to the www.pay.gov web site.
3. The Coast Guard **cannot accept cash or money-order payments** submitted with applications mailed to an REC.

We thank you for your continued patience as we begin to modernize operations.

Sincerely,

David C. Stafford
Captain, U. S. Coast Guard
Commanding Officer

Richard Trumka announces candidacy for AFL-CIO President

AFL-CIO Secretary-Treasurer Richard Trumka this month announced his candidacy for president of the AFL-CIO to succeed the retiring John Sweeney. Trumka has served as AFL-CIO secretary-treasurer since 1995.

Gregory Junemann, president of the International Federation of Professional and Technical Engineers (IFPTE), announced June 8, he is running for secretary-treasurer.

At a rally that drew several hundred supporters at the University of the District of Columbia in Washington, D.C., Trumka also introduced his running mates. Joining Trumka on the ticket are Liz Shuler, executive assistant to the Electrical Workers (IBEW) President Edwin Hill, for secretary-treasurer and incumbent AFL-CIO Executive Vice President Arlene Holt Baker for reelection. This marks the first time two women have run for the AFL-CIO's top offices.

No other candidates for the top three leadership positions have announced. Earlier this year, AFL-CIO President John Sweeney announced he was retiring when his fourth term as president expires in September. Delegates to the AFL-CIO's 26th Constitutional Convention meeting in Pittsburgh September 13-17 will elect the AFL-CIO's new officers.

In a joint statement, Trumka, Shuler and Holt Baker note that the labor movement "faces tremendous challenges," including an unregulated global economy, labor laws that favor employers over workers and a political system in which the wealthy wield far too much influence.

"At the same time, we have historic opportunity, with a president and Congress we elected, to overcome these challenges. Our most important task is to make sure our economy creates jobs. And we are keenly aware that we must look within our movement for answers about how we can create full employment, organize workers and make sure workers

prosper in the 21st century."

Before being elected AFL-CIO secretary-treasurer in 1995, the same year Sweeney took the helm of the AFL-CIO, Trumka served as president of the United Mine Workers of America (UMWA) from 1982 to 1995. He is a third-generation coal miner and graduate of Pennsylvania State University and holds a law degree from Villanova University Law School.

Shuler is the highest-ranking woman in the IBEW and has served as Hill's top assistant since 2004. In 1993, she joined IBEW Local 125 in Portland, Ore., where she worked as an organizer and state legislative and political director. In 1998, she was part of the IBEW's international staff in Washington, D.C., as a legislative and political representative.

Holt Baker has served as AFL-CIO executive vice president since September 2007. The longtime AFSCME member and leader came to the federation in 1995 as executive assistant to Executive Vice President Linda Chavez-Thompson, who was the first woman to become a top AFL-CIO officer. Holt Baker was AFSCME's international Union area director in California from the late 1980s to 1995 and also worked as an organizer and international representative.

Junemann has served as IFPTE president since 2003. He also served three terms as the Union's secretary-treasurer, IFPTE Midwest area vice president from 1986 to 1994 and president of IFPTE Local 92 in Milwaukee. At his website, Junemann states that: "Coming from a decentralized, member-driven Union, I am well aware of the gains that can be made by building the power of the local Unions while reinforcing the strength that can be realized when differing sectors work in solidarity. That same model can work with our national federation as it sets its sights on building the power of its affiliates and reinforces the need for grassroots support across various fields of employment."

Suez Canal revenues set to decline as transits fall

Suez Canal revenue is projected to decline by around 14% to about \$4.7 billion this year compared with \$5.4 billion in 2008, according to a Suez Canal Authority official. But figures from Lloyd's Marine Intelligence Unit reveal that the number of transits this year has clocked up an even sharper fall, meaning that the prognosis appears to be on the optimistic side.

Transits of commercial vessels from January to May 2009, excluding warships, yachts and fishing vessels, totalled 6,820. That compares with 8,502 in the equivalent period last year, a reduction just under 25%. Factors involved are likely to include the general decline in world trade and moves by some operators to reroute around the Cape of Good Hope, both to save on canal dues and to avoid the piracy-prone Gulf of Aden.

Revenue from the canal, a major hard currency earner for Egypt, plunged 22.7% in April this year compared with the corresponding period last year, according to the most recent official statistics available in English. However, at \$448.9 million, monthly revenue for the period was up 5.8% in March. The figures state that 1,482 vessels used the canal in April, down 13.4% from 1,712 vessels in April last year, but nevertheless a 3% gain on the 1,439 tally seen in March.

Record of SUP Shipping June 2009

| | Hdqg | Seattle | Wilm | Hono | Total |
|----------------|-----------|-----------|-----------|-----------|------------|
| Bosun | 4 | 1 | 1 | 0 | 6 |
| Maint. Man | 3 | 0 | 0 | 1 | 4 |
| A.B. Dayworker | 0 | 0 | 6 | 3 | 9 |
| A.B. | 2 | 17 | 17 | 2 | 38 |
| O.S. | 5 | 2 | 2 | 0 | 9 |
| Ship Utility | 0 | 1 | 0 | 0 | 1 |
| Standby | 11 | 3 | 52 | 24 | 90 |
| Messman | 0 | 0 | 1 | 0 | 1 |
| TOTALS | 25 | 24 | 79 | 30 | 158 |

Arrival day in Honolulu



The gang in the Manulani poses for the camera after tying up in Honolulu in June. From left: Abe Acosta, Michael Soper, Clinton Gregg, Frank Walsh, Bosun Bert Genita, and Joe Wolff. Photo: Steve Clearwater

International shipowners demand mariners take a 10% wage cut

Negotiations between Unions and employers over seafarer pay and conditions at the International Bargaining Forum (IBF) are the most difficult ever as the economic crisis increases the gulf between the two sides. Following a meeting of the IBF in Singapore on July 9, officials from both the International Transport Workers' Federation (ITF) and the International Maritime Employers committee (IMEC) conceded that negotiations were extremely tough.

ITF Special Seafarers' Department Secretary Stephen Cotton said: "These are very, very difficult negotiations. There is quite some gap between the two sides." IMEC secretary-general David Dearsely said: "Things got a little bit tricky. These are going to be the most difficult talks we have ever had." The IMEC represents 130 companies based all over the world, collectively operating 6,500 ships and employing 157,000 mariners of all nationalities.

The IBF negotiations are held biannually to set a framework for agreements between ITF members and the Joint Negotiating Group, comprising IMEC, International mariners' Management Association Japan and the Korea Shipowners' Association. While negotiations be-

tween Unions and employers have never been easy, the impact of the economic crisis has exacerbated difficulties between the two sides this year.

On the employers side, IMEC is demanding a 10% reduction in costs, while ITF wants a 17% wage increase for all crew members as well as improvements in other terms and condition.

ITF secretary Cotton stressed negotiation difficulties were not just about wages but also other elements such as implementation of parts of the Maritime Labor Convention and recognizing that seafarers should not do the work of longshore workers. The ITF also wants to lock in some of the gains, particularly made for officers, over the last few years.

Representing Japanese shipowners, Takao Manji said the IBF negotiations were "very important" this year. He said maintaining the employment of seafarers had become a very big issue for shipowners. "It is important for labor Unions to hold down wages to maintain employment," Manji said.

Despite the apparent gulf between the positions of employers and Unions, both ITF and IMEC are confident they will reach agreement.

South China Sea piracy warning

Ships have been warned to be vigilant against pirates off Mangkai Island, Malaysia, in the South China Sea following three attacks in the area. The International Maritime Bureau's (IMB) piracy reporting center sent a warning to shipping to maintain strict anti-piracy watches around both the Mangkai and the Ananbas Islands.

IMB piracy reporting center head Noel Choong said there had been three attacks by a group of five to eight pirates armed with long knives. On June 25, pirates attacked a Vietnamese-flagged general cargoship bound from China to Indonesia and a Malta-flagged general cargoship sailing from Singapore to China. In both cases the pirates stole cash and personal belongings. On June 27, pirates attacked a Singapore-registered liquefied petroleum gas carrier in the same area, robbing the crew. The 12,300 dwt LPG carrier *Sigloo Discovery* was boarded by six pirates on June 27, close to the Indonesian island Pulau Dumar in the South China Sea.

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery (ReCAAP) against Ships in Asia said the pirates, armed with crowbars, batons and knives, entered the bridge of the *Sigloo Discovery* and tied up the master, second officer and a third seafarer on duty at the time. The pirates stole a laptop, mobile phones, a watch and cash before fleeing in a wooden boat. There were no injuries to the crew of 28 onboard. Choong said the IMB believed all three attacks were carried out by the same gang. It is an area that has seen spates of pirate attacks in the past.

ReCAAP reported a fourth attack on June 28, on the Panama-flagged general cargoship *White Tokio*, south of the area where the three other incidents took place. ReCAAP said the vessel was boarded by six pirates south of Pulau Aur when transiting from Malaysia to Japan. The pirates held two crew members hostage and demanded money from the master. After the masters handed over money, they released the crew and made a getaway in their own boat. It is not clear if the attack is related to the three other incidents off Mangkai and the Ananbas Islands.

SUP Committee on Constitution

Report of the Committee on Constitution

Monday, June 22, 2009 at SUP Headquarters, San Francisco

In attendance were: Brendan Bohannon, Seattle Branch; Bob Burns, Wilmington Branch; Monte Kalama, Honolulu Branch; Kaj Kristensen, Headquarters; Art Thanash, Headquarters; Mike Worth, Headquarters; Terry O'Neill, Alternate; Gunnar Lundberg, ex officio; and Dave Connolly, secretary.

Under the authority of Article XXVIII of the SUP Constitution, the elected Committee on Constitution met on Monday, June 22, to consider the resolutions submitted to the meetings since the last election. President Gunnar Lundberg began the meeting by explaining that under Section 1 of Article XXVIII membership on the Committee is restricted to three members from Headquarters and one each from the Branches holding regular meetings. Making note of the fact some Branches were without quorums routinely, Lundberg nevertheless considered the participation of the Branches to be critical to the successful work of the Committee and authorized their attendance.

The Committee considered 13 separate resolutions for amendments to the SUP Constitution and nine resolutions to revise the SUP Shipping Rules, although many of the resolutions contained multiple proposals. Every proposal was given full consideration and there was a thorough and vigorous debate of the issues.

The following is a brief summary of the content of the resolutions, and the discussion and decision on each question culminating in the Committee's recommendation to the membership.

Proposed Constitutional Amendments

Resolution No. 1 (Howell)

To allocate from wage increases \$2.50 per manday to address the Union's financial deficit. (Amend Sections 28 and 36 of the General Rules.)

The Committee recognized the serious problems that financial deficits present to the stability and strength of the Union. The Committee noted, however, that action on the issue had already been taken in the June membership meetings on the issue, making the proposal redundant. Therefore, the unanimous recommendation was to non-concur.

Resolution No. 2 (Howell)

To merge the Honolulu Branches of the SUP and MFOW. (Amend Article X, Section 1.)

The Committee noted that this is also a matter of consideration for the MFOW and understood that the merger of Seattle Branch duties had the agreement of both Unions. However, understanding that there is a ship every day in Honolulu, a large shoreside steady and standby gang that requires constant registration and dispatch, and noting that there is no present agreement for shared services with the MFOW at the Honolulu Branch, the proposal did not have any support. Therefore, the unanimous recommendation was to non-concur.

Resolution No. 3 (Mercer)

a. To prohibit working under SUP agreement while legal action against the Union is pending. (Add new Section 3 in Article IV, Duties of Members.)

b. To require reimbursement to the Union all costs incurred as a result of unsuccessful legal action before being eligible to ship under SUP contract. (Add in new Section 3 in Article IV, Duties of Members)

The Committee understood the intent of the proposal, but was concerned about potential additional liability. It was also noted that labor law gives Union members the right to legal redress without retaliation. Despite being in favor of the purpose and intent to protect the Union from frivolous lawsuits, the Committee could not support the proposal, and therefore, the unanimous recommendation was to non-concur.

Resolution No. 4 (Hamann)

To assess from wage increases a dollar amount or 3% of both wages and overtime to support the Union. (Amend Article VI Dues and Initiation Fee with new section.)

The Committee observed that like Resolution No. 1 the Union had already taken action on this issue via the \$3.00 per manday allocation from wage increases. Understanding the importance of financial strength, the Committee, however, considered the issue mooted by the allocation. Therefore, the unanimous recommendation was to non-concur.

Resolution No. 5 (Wegger, et al.)

a. To allocate 9% of Supplemental Benefits (vacation pay), or 3% of base wage where no vacation applies, for all jobs shipped from the hiring halls and for all Union officials and employees of the Union, to be directed to the General Fund.

b. Upon passage of this proposal by the membership, to rescind the \$3.00 per manday allocation from wage increases recently passed by the membership, and to restore Union officials and employees to original 2009 wage. (Amend Section 31 of the General Rules on Supplemental Wages, etc.)

The Committee noted again the importance of the financial health of the Union, and understood that the issue permeates every aspect of representation, jurisdiction, work rules, etc. But they recognized that not all members of the Union collect Supplemental Benefits and so some members would be at least initially unfairly burdened with a higher cost, even if the base wage allocation could eventually equal the same amounts. That base wage allocation, however, could only happen in bargaining or at bargained wage increases which would be unevenly applied across several years. Furthermore, it was noted that the resolution's required repeal of the \$3.00 per manday allocation is problematic and uncertain. The Committee adamantly agreed that there must be a pro-active and comprehensive solution to our deficit spending issues, but also that the recent allocation had addressed this to a certain extent. Within the context of the other financial resolutions, the Committee, however, understood that the proposal was somewhat redundant. Deferring a deci-



The SUP Committee on Constitution from left: Kaj E. Kristensen #3120, Arthur Thanash #3249, Bob Burns #5736, Monte Kalama #3178, Brendan Bohannon #18941, Terry O'Neill #2468 (alternate) and Mike Worth #3629

sion until the other financial proposals could be considered, and within the context of those recommendations, therefore, the unanimous recommendation was to non-concur.

Resolution No. 6 (Sullivan, Howell)

To increase the quarterly dues by \$50.00 from \$150.00 to \$200.00 per quarter. (Amend Article VI, Section 1.)

The Committee was in favor of the proposal. Members once again noticed the critical importance of the Union's financial health. It was noted that unlike other Unions there was no automatic mechanism in the SUP to assess members the cost of fluctuating operations. They discussed the value of having (or having access to) a good job in hard times. They stressed that in order to ensure the continued financial security of the Union it was not prudent to rely on the allocation alone, and therefore, the unanimous recommendation was to concur.

Resolution No. 7 (Littlejohn)

To eliminate the position of dispatcher at SUP Headquarters. (Amend Article X.)

The Committee understood that the position of Dispatcher is not provided for in the Constitution. They further understood that the recent wage cuts of officials were 5% for elected officials where the Dispatcher had taken a 50% wage cut. Furthermore, the Dispatcher's work at Headquarters was observed to be far more than dispatching, including for example the posting of dues from the Branches. Accordingly, the Committee's unanimous recommendation was to non-concur.

Resolution No. 8 (Wegger)

To reduce the representatives from SUP Headquarters elected to the Committee on Constitution from three to one representative. (Amend Article XXVIII Amendments.)

The Committee noted that on certain occasions some elected members could not attend the meeting due to illness, injury, etc. It was also clear that the proposal would reduce the Committee membership to only four members. The fact that if Committee membership was held to only those Branches holding regular meetings as per the Constitution it could be difficult for the Committee to conduct its business. Therefore, the unanimous recommendation was to non-concur.

Resolution No. 9 (Worth, et al.) To increase the initiation fee from \$800.00 to \$1600.00 dollars. (Amend Article VI, Dues and Initiation Fee.)

The Committee recognized that the initiation fee had not changed in many years. Also, it was recognized that those who had paid their initiation prior to March 1, 2010 would not be subject to a retroactive payment. Therefore, the unanimous recommendation was to concur.

Resolution No. 10 (O'Neill, et al.)

To increase the term of office for officials from two to three years. (Amend Article XII, Section 1.)

The Committee understood that there was a significant cost savings that could be realized by extending the election cycle. There was discussion amending the proposal to four years resulting in an additional savings, but there was the sense that the membership needed a more frequent ballot. Therefore, the unanimous recommendation was to concur.

Resolution No. 11 (Thanash, et al.)

To increase the fine of \$50.00 for drunkenness or bringing the Union into ill repute to \$500.00. (Amend Article XIX, Section 5, Offenses and Punishment.)

The Committee noted the problems that we have had with certain individuals, and although doubting the impact of the measure as a deterrent still saw merit in the proposal. Urging enforcement, the Committee's unanimous recommendation is to concur.

Resolution No. 12 (Kristensen, et al.)

To increase the fines for missing ship from \$200.00 for the first offense to \$1000.00, from \$400.00 for the second offense to \$2000.00, and from a reason-

Report of the Committee on Constitution *continued from page 1*

able penalty as determined by a Trial Committee for the third offense to not less than \$4000.00. (Amend Article XIX Section 13, Offenses and Punishment.)

The Committee also recognized the necessity of updating the fines in this resolution. Therefore, the unanimous recommendation was to concur.

Resolution No. 13 (Abramson)

To prohibit "taking the Lord's name in vain" in the Union hall or in the crew mess. (Amend Article XIX, Offenses and Punishment, new Section 15.)

The Committee considered the proposal but found the issue irrelevant and unenforceable. Therefore, the unanimous recommendation was to non-concur.

Proposed Shipping Rule Changes

Resolution No. 1 (Abramson)

a. To divide the B, C, and D classes of SUP seniority (and excluding Class A seniority) into a rank order based on total number of days employed aboard SUP contracted ships. (Amend Shipping Rule No. 4.)

b. To assign open jobs in reverse order of seniority. (Amend Shipping Rule No. 5.)

c. To fine B, C, and D members not accepting assigned open jobs a fee of \$50.00. (Amend/replace Shipping Rule No. 9.)

d. To account for total shipping time in SUP ships in each member's membership books and on registration cards. (Amend Shipping Rule No. 4.)

The Committee found the proposal to be complicated and difficult to implement. The work record of members differs depending on employer and maintaining proof of shipping days could contain accounting errors and unreported time. Moreover, the Committee did not see a need for the proposal. Accordingly, the unanimous recommendation was to non-concur in each proposal.

Resolution No. 2 (Abramson)

a. To increase Class C membership requirements from 30 days of covered employment to 90 days. (Amend Shipping Rule No. 4.)

b. To increase Class C membership requirements to include three written recommendations from Class A members. (Amend Shipping Rule No. 4.)

c. To increase Class B membership requirements to include one year in SUP contracted vessels including discharges from six different ships. (Amend Shipping Rule No. 4.)

d. To also increase Class B membership requirement to include passing a qualifying examination covering the SUP contract and Shipping Rules. (Amend Shipping Rule No. 4.)

The Committee considered all of the proposals in the resolution but felt that the existing seniority system was not broken. Furthermore, the Committee was opposed to testing members on the Agreements and Shipping Rules. Therefore, the unanimous recommendation was to non-concur with each proposal.

Resolution No. 3 (Abramson)

a. To reduce allowable shipping time for B, C, and D members from 90 to 60 days. (Amend Shipping Rule No. 10.)

b. To allow Class B members additional time in excess of 60 days to qualify for medical benefits but only in the amount necessary to become so qualified. (Amend Shipping Rule No. 10.)

c. To direct all Supplemental pay earned during the medical reassignment period proposed in No. 10 above to the SUP General Fund. (Amend Shipping Rule No. 10.)

The Committee considered the proposals in the resolution but found them to be either without merit, impossible to implement, or potentially illegal. Therefore, the unanimous recommendation was to non-concur with each proposal.

Resolution No. 4 (Abramson)

a. To issue a "journeyman" stamp to Class B members who can show three years service in SUP-contracted ships including one year in container ships in addition to 20 hours of advanced seamanship instruction and 60 hours of carpentry, plumbing, pipefitting, locksmithing, machining, tilework, welding, radar, advanced fire fighting. (Amend Shipping Rule 4 on Class B membership requirements.)

b. To include as a requirement for the "journeyman" stamp a passing score of 80 out of 100 multiple choice questions covering the SUP Constitution, Shipping Rules, contracts, safety, knot tying, deck maintenance, rigging and staging, and standard signals used in stores crane operation. A testing fee of \$200.00 may be charged. (Amend Shipping Rule No. 4.)

The Committee considered these two components of the resolution separately and together. They were opposed to testing the membership, especially as a matter of seniority upgrade. Observing also that there are existing standards for good seamanship, they could not agree on the substance or method of the proposed instruction. After considerable discussion, the unanimous recommendation was to non-concur with each proposal.

Resolution No. 5 (Abramson)

a. To allow shipboard dispatch of bosuns, if no Class A members are available, but such dispatch shall be made by the crew and not the Union.

b. To reduce the relief bosun dispatch for B, C, and D members to one trip only.

The Committee noted that the resolution contained some proposals that are already part of the SUP Shipping Rules, including six years of service on SUP ships as a requirement for bosuns as well as a provision for shipboard dispatch of qualified bosuns if none are present in the Hall. On the new proposals, such as the crew dispatch of the bosun by the crew, the Committee was not in favor of reducing the influence of the hiring hall or to limit a member's right to ship in the rating to which he was assigned. Therefore, the unanimous recommendation was to non-concur.

Resolution No. 6 (Abramson)

a. To allow trips off in shuttle ships provided transportation costs are paid by the sailor and a minimum of five days notice is given. (Amend Shipping Rule 8 and 56.)

b. To require sailors returning from a trip off to join in a U.S. port. (Amend Shipping Rule 8 and 56.)

The Committee discussed the difficulty in getting the employer to agree to a trip off for ships under shuttle ship rules. Therefore, the unanimous recommendation was to non-concur.

Resolution No. 7 (Hurley)

a. To reduce a retirement year from 200 days to 180 days (Amend Section 30 of the General Rules and SIU-PD Pension Plan trust policy.)

The Committee understood the intent of the proposal and noted the difficulty in accruing qualifying pension time. However, it was mentioned that there is a significant actuarial cost associated with the idea and dealing with such matters is the responsibility of the Trustees of the SIU-PD Pension Plan. Further, it was noted that the Pension fund was not experiencing the same troubles that many others are and the Committee was not interested in increasing liability in that regard. The Committee also recognized that some maritime union pension plans have much more stringent eligibility requirements. Therefore, the unanimous recommendation was to non-concur.

Resolution No. 8 (Reed)

a. To add the requirement of "competency and understanding of the SUP Agreement and Constitution" to the section on Class A membership. (Amend Shipping Rule No. 4.)

b. To eliminate the right of three job refusals for Class A members on the same shipping card. (Amend Shipping Rule No. 6.)

c. To eliminate the right of returned original shipping card in the case of being fired. (Amend Shipping Rule No. 7.)

d. To make it a requirement for bosuns to "show competency and understanding of the SUP Agreement and Constitution." (Amend Shipping Rule 26.)

e. To change the trip off requirement of "at least 30 days" to "at least 35 [continuous] days." (Amend Shipping Rule 56c.)

f. To expand delegate duties to include "visual inspection of a member's book to verify dues status." (Amend Shipping Rules on Ship Delegates, Rule No. 3b.)

The Committee agreed that members should have competency and understanding of the SUP Agreement and Constitution, but noted the difficulty in determining the standard of that competency and the proof of its satisfaction. The Committee found some support for the elimination of the right of refusal of three jobs, but ultimately saw the rule as a benefit for Class A members. In the case of being fired, the Committee noted that the rule had been around for a long time, and recognized that some firings were not always justified. Also noting that the intent behind the proposed elimination was at least partially addressed by the proposed increase in fines discussed in Resolutions 9, 11, and 12. For the bosun's requirement to understand the Agreement, the Committee felt that six years of seetime in SUP ships is meant to produce that understanding and that without such understanding a bosun's incompetence will become self-evident and induce criticism from the gang. In extreme cases it could lead to internal charges and termination. On the proposal to change the trip-off from 30 to 35 days, the Committee noted that ship schedules are always subject to change, and questioned the value of any particular number of days. They also discussed the intent of the trip-off rule—to spread the work amongst all members including members of lower seniority. They realized that there was a burden on the Class A members taking the trip off, particularly if returning to the ship and called to turn to before the termination of the 30th day, but it was their understanding that such an event was outweighed by the greater good of the intent of the rule. In the case of revision to the delegate duties the Committee discussed the importance of "visual inspection" of membership book and agreed with the proposal and voted to concur with that part of the resolution. Therefore, the Committee unanimously recommended to non-concur in all parts of the resolution, but unanimously recommended to concur with the expanded delegate duties proposal.

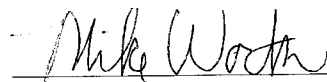
Resolution No. 9 (DeBenedictis)

a. To increase mandatory trip-off time from 30 to 60 days on coastwise articles. (Amend Shipping Rule No. 56c.)

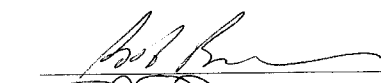
b. To increase number of trips off on foreign articles from one to two trips off. (Amend Shipping Rule No. 56c.)

The Committee considered the doubling of the trip off period for coastwise articles, the Committee further considered the advantages and disadvantages of requiring two trips for ships on foreign articles. In the end the Committee could not agree on the purpose and impact, considered the rule too vague, and envisioned problems in implementation. Therefore, the unanimous recommendation was to non-concur.

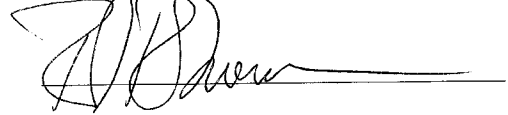
Sincerely,



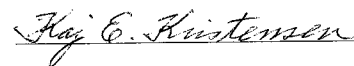
Mike Worth, Bk # 3629



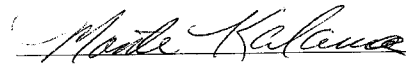
Bob Burns, Bk # 5736



Brendan Bohannon, Bk #18941



Kaj Kristensen, Bk # 3120



Monte Kalama, Bk # 3178



Art Thanash, Bk # 3249

Editor's note: The **bold text** indicates that by majority vote at the July coastwise meetings, these proposed Constitutional Amendments and Shipping Rule changes will be placed on the 2009-2010 referendum ballot as per Article XXVIII of the SUP Constitution. All other proposals that were submitted to the Committee were rejected by the Committee and rejected at the coastwise meetings.

ESU Office Assignments

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

ESU NEWS

AUGUST 2009

Official Publication of the Exxon Seamen's Union

Consolidated Merchant Mariner Credential (MMC)

All members need to be aware of the Coast Guard's final rule that consolidates the credentials issued to merchant mariners. This rule went into effect on April 15, 2009. Consolidation of multiple credentials into a single credential will reduce the burden on mariners by limiting the number of times they need to appear in person to provide fingerprints and proof of identity. The regulation consolidates the credentials issued to merchant mariners into a single credential. The regulation also streamlines the application process for the MMC by removing the requirement that all mariners appear at one of 17 Regional Exam Centers, so long as they have already enrolled for a TWIC at one of 149 TWIC Enrollment Centers.

The rule works in tandem with the joint Final Rule published by the Coast Guard and the Transportation Security Administration on January 25, 2007, entitled "Transportation Worker Identification Credential (TWIC) Implementation in the Maritime Sector; Hazardous Materials Endorsement for a Commercial Driver's License."

Under the previous regulations, the Coast Guard issued up to four credentials to a mariner: a Merchant Mariner's Document (MMD), a Merchant Mariner's License (License), a Certificate of Registry (COR), and an International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Endorsement. Each credential served a separate purpose, thus creating the possibility that a mariner might need all four. The Maritime Transportation Security Act of 2002 added a requirement for all mariners to obtain a transportation security card, implemented by the Department of Homeland Security as the TWIC. Without a regulatory change, a mariner could have been required to obtain up to five credentials, and to appear in person for duplicative applications.

One of the many benefits of the new regulation is the ability for mariners to mail an application to an REC. After April 15, 2009, mariners will no longer be required to appear in-person at a Regional Examination Center (REC) to be fingerprinted, provide proof of identity and submit an application for a credential, so long as they have either applied for a Transportation Workers Identification Card (TWIC) at one of 149 TWIC Enrollment Centers or have already been issued a TWIC. As part of the (TWIC) enrollment process, the Transportation Security Administration (TSA) will have already verified a mariner's identity and taken fingerprints and photograph, which will be sent to the Coast Guard electronically for use in processing the MMC application.

Mailing applications to an REC. To assist you in better preparing an application package for submission to an REC, please follow the instructions below.

Step 1 - Meet the professional requirements. Prior to submitting an application, you should ensure you meet the professional requirements for the credential you are seeking. These requirements include service experience and training, among others.

Step 2 - Obtain a TWIC. Ensure you have either applied for a TWIC at an enrollment center or that you already hold a TWIC issued by TSA. Please see our information bulletin on the requirements for a TWIC, which we published on February 12, 2009.

Step 3 - Assemble your application package. Use the Application Acceptance Checklist to assemble your application package. Using this checklist will help ensure that your application package is 'Ready to be Evaluated' in accordance with the new MMC regulations and will speed up processing time.

Step 4 - Pay user fees. To further streamline the application process, mariners are encouraged to pay

continued on page 7

SeaRiver Long Beach enters lay-up

In what looks like the end of the road, the *S/R Long Beach* was removed from active service and placed in lay-up status in Labuan, Malaysia on June 24, 2009. The decision to place the vessel in lay-up is primarily due to the lack of work in domestic or international crude markets. Even though the vessel is still fully certified to operate, it appears very unlikely that the *Long Beach* will return to active crude service since the vessel is mandated to be retired on January 1, 2010, under the Oil Pollution Act of 1990.

The *Long Beach* is a twin sister to the infamous *Exxon Valdez* and the last of the single hulled tankers in the Alaska North Slope fleet. The *Exxon Valdez* was renamed the *S/R Mediterranean* in 1993 and eventually taken out of SeaRiver service and sold to a Chinese shipping company for bulk cargo service and renamed again to the *Dong Fang Ocean*.

The *S/R Long Beach* was built in 1987 at the National Steel and Shipbuilding Company (NASSCO) in San Diego, California. The ship



Long Beach crew. Some of the last to leave the ship. Pictured left to right: Bruce Rathbun, Curtis Dixon, Joe Vallarta and Kevin Conroy at the gangway preparing to leave the Long Beach in Labuan, Malaysia.



After 22 years of flawless service, the S/R Long Beach rests at anchor in Labuan, Malaysia. The vessel was placed in lay-up in late June due to lack of work in domestic or international crude markets.

was originally built for ANS crude service from Alaska to Panama where the cargo was pipelined across Panama for further shipment to Gulf Coast refineries. Deliveries to Panama were discontinued around 1990 and from then on the vessel made crude deliveries to L.A. and/or the San Francisco Bay area.

Prior to arrival in Labuan, the vessel last loaded in Valdez at the end of February. She then departed for a lengthy 7-week trip around the tip of South America (Horn) for discharge in the US Gulf at the Louisiana Offshore Oil Port (LOOP). From there the vessel crossed the Atlantic Ocean and briefly swung into Cape Town, South Africa to replenish stores "on the fly". The crew crossed the Equator twice, once going south in the Atlantic and again going back North in the Indian Ocean.

In preparation for the lay-up, the crew cleaned tanks for most of the voyage after departure from the U.S. Gulf. The ship arrived in Singapore on June 14, and stayed

for almost a week to make further preparations and take on equipment necessary to place the vessel in long-term lay-up.

The *Long Beach* arrived in Labuan on June 24, and the first wave of unlicensed left on June 29. Several other crewmembers left a few days later. It was reported to the ESU that about a year ago there were only 5 or 6 ships laid-up at anchor in Labuan harbor but since the big downturn in the world economy there are now over 50 ships in lay-up.

With the lay-up of the *Long Beach*, obviously we will be a little long on employees. The good news is that communications from SeaRiver management to the ESU is there are no planned personnel layoffs or demotions. Management believes the number of surplus employees is manageable for the time being.

In the near term, members should expect shorter seatours over the coming months and plan accordingly with your personal plans. Attrition has been very slow this year within the ESU bargaining unit with only two members leaving in the first half of the year. The Union expects extra people to be assigned to the vessels to help manage the surplus situation. Extra Maintenance Seamen can be assigned to our remaining vessels and we have asked for at least a couple more ABs to be slotted in the EREP program. Another way for our group to help keep the tours longer is to attend training if you are eligible. Please see the June edition of the *ESU NEWS* for information on training courses that are available for the remainder of 2009.

Lump Sum Pension rate increases to 4.00%

The interest rate for calculating the lump sum payments of ExxonMobil pensions for October-December 2009 will increase from the current 3.25% to 4.00%. If you are considering retirement and plan to take a lump sum pension, the higher interest rate will reduce the amount of your lump sum pension payment.

The ESU advises all members that may be considering retirement in the near future to closely evaluate their financial position before deciding on retirement and whether to take the lump sum pension option or the monthly pension payment. Members deciding whether to continue employment or to retire should consider other factors that may affect their financial security in retirement.

To request a package, eligible participants may contact the EMBSC at 1-800-682-2847 or the EMBSC web site (www.exxonmobil.com/benefits). If an individual plans to retire in the second quarter, they should notify their supervisor 60 days before their retirement date to submit a Smart Form.

The ESU also recommends that everyone that is eligible or within a few years of his or her retirement to attend the Late Career Pre-Retirement Planning Course offered by the Company.

Consolidated MMD continued from page 6

user fees on-line using <https://www.pay.gov>. The Coast Guard is currently working with the U.S. Department of the Treasury to update this system to reflect the new MMC fee schedule. A copy of your payment receipt should be included with your application. The MMC Final Rule changed the user fees, providing savings for some mariners.

Step 5-Mail your application package to an REC. You can now mail your application to one of the 17 RECs. The mailing address for the RECs, can be found on our website at http://www.uscg.mil/nmc/rec_information.asp, along with other information.

The Merchant Mariner Credential will have the look and feel of a passport, however, it does not substitute for a passport. The MMC will not be valid without signature of the holder. Mariners should sign the document on receipt. The document's color is red.



New website for Aramark clothing

You might not be thinking about ordering Winter "Arctic" Weather Clothing this time of the year, but when you do, remember that there is a new website that has been set up for eligible SeaRiver employees to order winter gear online. The new address is www.aramark-uniform.com/mysite. To log on to the site the username and password is both ocean1. There is a dedicated account manager assigned to our group and this person has a list of SeaRiver employees and which employees are eligible to order clothing. You can still order by submitting a form to Aramark and each vessel now has an updated catalog with available clothing.

Under the Personal Protective Equipment program, the maximum reimbursement is \$350 every 3 years through our vendor (Aramark). All orders must be submitted at the same time. Purchases are for items such as, outerwear, rain gear, thermal underwear and/or insulated winter boots with reinforced steel or fiberglass toe.

Thanks to Lesa Green with the SeaRiver Safety department for setting up the online account with Aramark. Ordering Cold Weather Gear, especially from home should be much easier now.

Ship reports

S/R American Progress

Vessel boarded by ESU on June 27, at Beaumont, TX. Vessel is now trading between Corpus Christi, TX and Tampa, FL. Regular Ship Rep. Rudy Benavides on board and reports no problems.

S/R Baytown

The vessel left San Francisco on a slow bell on June 16, and arrived in Singapore on July 10. The Pacific crossing, although long, went very well with nice weather. The Ship was in Singapore for five days to take off tank cleaning slops and for some minor repairs in preparations for lay-up. The vessel then departed for cold lay-up in Labuan. Initially, it was expected the vessel would remain in a warm lay-up status until SeaRiver decides to put the vessel in the shipyard but now the plan is to have the crew off the ship by the end of July. Based on current tonnage needs on the West Coast, the *Sierra* and *Kodiak* can cover the tonnage needs until later in the year but at some point a third ship is needed. Even with the *Long Beach* and now the *Baytown* entering lay-up we are still being told there are currently no planned layoffs. Regular Ship Rep. Joe Bernavich has checked in several times and reports the crew is in good spirits despite the cold lay-up orders.

Kodiak

The *Kodiak* was boarded by ESU on June 24, in San Francisco. Regular Ship representative Tim Williams on board. The deck gang has been taking advantage of the summer weather and doing a great deal of paintwork on deck. The

Kodiak has been trading regularly between Valdez and San Francisco for the past couple of months.

S/R Long Beach

The *Long Beach* arrived in Labuan on June 24 for cold lay-up. There are no crewmembers assigned to the vessel at this time. Future plans for the vessel are unknown at the present time. The vessel's certificates are still good and can operate until the end of the year if necessary. If the vessel were to return to service, it would not be the first time that a vessel was reactivated after being laid up. The *Mediterranean* was brought back a few months after she entered lay-up a few years ago.

Sierra

The vessel continues her trade between Valdez and Puget Sound. Due to summer maintenance in Valdez the ship has gotten some anchor time in Alaska and the Puget Sound. Regular Ship Rep. Thor Floreen in on board and has been in communication with the ESU office and reports everything is running smooth.

S/R Wilmington

Board officer visited the vessel in Beaumont, TX, on July 9. Regular Ship Rep. Jeff Harris was on board. Transportation issue was brought up and will be addressed shoreside. This was the first load for the *Wilmington* in Beaumont and we expect the ship will stay on the Beaumont to Ft. Lauderdale mogas run for the foreseeable future. With the *Wilmington* now trading in the Gulf, it may be the end of a long and proud era of Exxon owned vessels serving ports in the Northeast.

ExxonMobil Volunteer Program

One of our ESU members, Winston Howerton, devotes some of his vacation time helping out in his local community in Lanesboro, Minnesota by doing volunteer work for the Cub Scouts and at the Lanesboro Elementary School. Over the past year Winston's efforts have also provided financial assistance since he was able to acquire a \$500 grant for the Scouts and a \$500 grant for the local school through the ExxonMobil Volunteer Program.

Initiated in 1996, the Volunteer Involvement Program is funded by ExxonMobil Foundation, the primary philanthropic arm of Exxon Mobil Corporation. The Volunteer Involvement Program seeks to encourage employees, retirees, and other eligible participants to actively contribute their time and talent to charitable organizations by providing contributions on their behalf. The intent of this program is to encourage volunteerism to worthwhile charitable activities in the community, rather than to provide large sums of money to organizations.



Fleet AB Winston Howerton takes time to volunteer at the Lanesboro Elementary School in his hometown in Minnesota.

The Volunteer Involvement Program is designed for employees, retirees, and other eligible participants who volunteer in the community on an individual basis. A \$500 grant can be awarded to a charitable, nonprofit organization after an eligible participant volunteers at least 20 hours of their time to the organization during a calendar year.

Each eligible participant (employee, retiree, surviving spouse, or director) may apply for four individual grants per calendar year. These grants may be for the same or separate organizations, provided 20 hours of work is performed for each grant. An organization may receive a maximum of \$5,000 per calendar year of Individual Volunteer Grants, in addition to the \$10,000 maximum for Team Grants.

Although spouses and children may participate as part of the four individual grants per employee or retiree per year, hours may not be combined. All application forms must be completed by the employee, retiree, surviving spouse, or director. A separate application must be completed for each \$500 grant request.

Eligible organizations must be charitable and recognized as tax exempt by the Internal Revenue Service under Section 501(c)(3) of the Internal Revenue Service Code and have an Employer Identification Number (EIN), or be an instrumentality of a state or local government under IRC Section 170(c)(1). Public charities are included, but private foundations are excluded. Eligible organizations include those providing: Disaster relief and emergency services; Community assistance including food, shelter & clothing; Assistance to the disabled and underprivileged; Youth empowerment and a chance at a brighter future; Family crisis services and programs; Senior citizens with a better quality of life; Health care, health volunteer services and cure for diseases; Cultural organizations including arts, museums, cultural & historical societies, performing arts, public broadcasting, etc.; Civic services including volunteer fire departments, emergency management, community centers & services, and libraries; Youth activities (age 18 and under); Parks, nature centers, botanical gardens; K-12 education (accredited private and public schools) and supporting organizations such as PTA; Colleges and universities; Educational tutoring & mentoring; Environmental programs including biodiversity, conservation, and preservation of endangered species & habitats; and Humane societies, animal shelters, SPCA, etc.

Contract clarification-endorsements

Recently the Union office was made aware of some misinformation regarding lump sum payments to Maintenance Seaman that acquire STCW, Rating Forming Part of a Navigation Watch.

In the 2002 Contract, Maintenance Seamen that received this STCW endorsement between the years 2002-2004 did receive a lump sum payment of \$500. However, the 2002 Contract language pertaining to bonus monies for the STCW endorsement was only valid for the term of 2002 Agreement.

During 2005 Contract negotiations, the ESU and SeaRiver negotiated new language that Maintenance Seaman who acquire an AB or QMED endorsement will receive a lump sum payment of \$500. This language does not expire and continues unless negotiated otherwise. This language also addresses the desire to provide a financial incentive to Maintenance Seamen to pursue an Able Seaman or QMED-Oiler endorsement. The lump sum bonus is also intended to offset the cost associated with endorsement upgrades.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

913-A Hardesty Avenue, Seabrook, TX 77586

Tel (281) 474-2430 Fax (281) 474-2463

E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Frank O'Malia

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick

2007 Plan Year Annual Funding Notice SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all multi-employer plans to send annually, includes important information about the funding level of the SIU Pacific District Pension Plan, Plan Number 001, Employer Identification Number 94-6061923 (Plan). This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning August 1, 2007 and ending July 31, 2008 (Plan Year).

Plan's Funding Level

The Plan's "funded current liability percentage" for the Plan Year was at least 100%. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefits payments from the fund increase or decline.

Plan's Financial Information

The market value of the Plan's assets as of August 1, 2007 was \$130,306,177. The total amount of benefit payments for the Plan Year was \$8,787,242. The ratio of assets to benefit payments is 14.8. This ratio suggests that the Plan's assets could provide for approximately 15 years of benefit payments in annual amounts equal to what was paid out in the Plan Year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insol-

veny to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency. Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For more information about the PBGC and multi-employer benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

Additional Explanation Introduction

The SIU Pacific District Pension Plan has added the information below to supplement the Annual Funding Notice (above) that is required by federal law. This additional information will be helpful in understanding how each part of the notice relates to the SIU Pacific District Pension Plan ("Plan").

continued on next page

Welfare Notes

July 2009

The Medicare, Medicaid, and SCHIP (State Children's Health Insurance Program) Extension Act of 2007 (MMSEA) adds new mandatory reporting requirements for group health plans. Many of the HMO and PPO enrollment forms and SUP Welfare Plan forms have not required participants to indicate the social security number of their spouse or dependent children in the past. Current enrollment forms for all medical plans do require the spouse's social security number.

The SUP Welfare Plan or your group plan may be contacting you for this information in the near future. Please be sure to give this information only to those entities that have a right to the information.

The reporting requirements are due to an increased effort to ensure that individuals will have the opportunity to receive aid through Medicare or Medicaid if their personal situation develops a need for such aid.

It is recommended that you obtain social security numbers for your children also since reporting requirements within the next few years will likely require social security numbers for all enrolled individuals. Be sure to keep this information easily found for your use and secure from anyone else. Privacy laws require that the SUP Welfare Plan does not share personal information with any entity which does not have a right to the information.

Claims for Foreign Bills

Claims for reimbursement of foreign bills must include a translation into English as well as the original billing. Required information for consideration of reimbursement includes the diagnosis, name and address of the provider of services, the patient's name, the date of service, a description of the service, and the itemized charges.

Active participants who obtain services outside of the USA or their service area must submit their claim to their HMO or PPO Plan. Please contact your HMO or PPO plan if you have any questions.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 415-957-1816
berittrainrep@sbcglobal.net

SUP Welfare Plan, 730 Harrison Street, Suite 415
San Francisco, CA 94107

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Japanese military to protect vessels from piracy

Japan's parliament revised the country's Self-Defense Forces Law on June 19, authorizing Japanese warships to protect all commercial vessels from pirate attacks.

The Japanese Maritime Self Defense Force (MSDF) sent two destroyers to the Gulf of Aden in March to assist in international efforts to protect commercial shipping. Until now, they have been permitted to assist only Japanese-owned, crewed or registered vessels within very strictly limited rules of engagement. The revised law also enables the MSDF ships to open fire on pirates attacking merchant ships if they ignore repeated, clear warnings.

Dispatching MSDF ships on overseas missions is a contentious political issue in Japan, because other country's post-1945 constitution limits the use of force. Japan's government had also been under pressure to widen Japan's rules of military engagement in response to the rising tension in northern Asia over North Korea's nuclear and missile programs.

Sailors Apparel

100% Made in the USA by New Edge Thread



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

New Edge Thread

3062 Castle Rock Loop

Discovery Bay CA 94505

Phone: (925) 634-7067

Mobile: (925) 202-4984

Fax: (925) 634-5617

E-mail: newedgethread@sbcglobal.net

Website: www.companycasuals.com/newedgethread

Matson Navigation Company Wage Rates

effective July 1, 2009

071, Roll-On/Roll-Off, C-8, C-9, CV-2500 & CV-2600 Class Vessels

| Rating | Wages | | Supp. Benefit Base | Supp. Benefit | Money Purchase Pension Plan | |
|--------|------------|----------|--------------------|---------------|-----------------------------|---------|
| | Monthly | Daily | Monthly | Daily | Monthly | Daily |
| Bosun | \$5,061.30 | \$168.71 | \$5,215.76 | \$98.52 | \$2,955.60 | \$25.00 |
| A.B. | \$3,569.70 | \$118.99 | \$3,897.53 | \$73.62 | \$2,208.60 | \$25.00 |
| O.S. | \$2,740.20 | \$91.34 | \$3,062.65 | \$57.85 | \$1,735.50 | \$18.51 |

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings except the Ordinary Seaman shall be \$29.06
 Ordinary Seamen (overtime rate) \$21.79

CARGO RATES

The hourly cargo rate for all ratings shall be:
 Straight Time \$21.79
 Overtime \$35.91

SHORTHANDED (SECTION 7. SUP Work Rules)

Bosun \$49.60
 A.B. \$37.38

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time \$34.31 \$25.00
 Overtime \$55.03

A.B.
 Straight Time \$28.34 \$25.00
 Overtime \$46.34

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time \$24.61 \$25.00
 Overtime \$40.91

A.B.
 Straight Time \$23.14 \$25.00
 Overtime \$39.06

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
 Straight Time \$33.07
 Overtime \$49.60

A.B.
 Straight Time \$24.92
 Overtime \$37.38

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$16.92

SHOREGANG: MAINTENANCE AGREEMENTS

Working Bosun
 Straight Time \$33.66 \$25.00
 Overtime \$55.16

General Maintenance
 Straight Time \$27.68 \$25.00
 Overtime \$46.44

Spraying, Sandblasting enclosed spaces: additional per hour \$1.70

SHOREGANG: EXTRA MAINTENANCE AGREEMENT

Standby Bosun
 Straight Time \$33.99 \$25.00
 Overtime \$55.16

Standby AB
 Straight Time \$28.01 \$25.00
 Overtime \$46.44

Note: These rates include an allocation of \$3.00 per man day from the 3% wage increase to the Joint Employment Committee Trust approved by the membership at the June coastwise meetings. The allocation included only the base wage and the supplemental benefit wage; all other rates were increased by the full 3%.

The Extra Maintenance rates reflect a 3% increase on an hourly basis but a deduction of \$3.00 will be made on a daily basis.

A complete breakdown of the allocation is in the President's Report on page 14.

Moku Pahu Wages

| | | Money Purchase Pension Plan |
|-------------------------------|------------|-----------------------------|
| Bosun | | <u>Daily</u> |
| Monthly Base Wage | \$4,196.25 | |
| Daily Base Wage | \$139.88 | |
| Daily Supplemental Wage | \$51.61 | \$23.00 |
| A.B. | | |
| Monthly Base Wage | \$2,816.65 | |
| Daily Base Wage | \$93.89 | |
| Daily Supplemental Wage | \$40.25 | \$19.00 |
| Overtime | \$27.06 | |
| CARGO RATES | | |
| Straight Time Hours: | \$20.28 | |
| Overtime Hours: | \$33.44 | |

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$15.79
 Supplemental wages at 10 days per month.

Ready Reserve Force Vessels Matson and Patriot Contract Services

Full Operating Status (FOS)

| Rating | Wages | | Supp. Wage | Overtime Rate | Penalty Rate | Money Purchase Plan |
|--------|------------|----------|------------|---------------|--------------|---------------------|
| | Monthly | Daily | Daily | | | Daily |
| Bosun | \$4,127.93 | \$137.60 | 68.80 | \$32.13 | \$18.22 | \$11.26 |
| A.B. | \$3,258.10 | \$108.60 | 54.30 | \$27.42 | \$13.96 | \$11.26 |
| O.S. | \$2,234.38 | \$74.48 | 37.24 | \$16.40 | \$11.06 | \$11.26 |

Reduced Operating Status (ROS)

| Rating | Wages | | Supp. Wage | Overtime Rate | Money Purchase Plan |
|--------|------------|----------|------------|---------------|---------------------|
| | Weekly | Daily | Daily | | Daily |
| Bosun | \$1,291.82 | \$184.55 | 9.23 | \$32.13 | \$11.26 |
| GVU | \$666.64 | \$95.23 | 4.76 | \$16.40 | \$11.26 |
| O.S. | \$666.64 | \$95.23 | 4.76 | \$16.40 | \$11.26 |

2007 Plan Year Annual Funding Notice

continued from page 10

Plan's Financial Information

The main purpose of the Annual Funding Notice is to ensure more open communication about a plan's funding level. The Annual Funding Notice divides the Plan's assets by its annual benefit payments to determine how many years the Plan's assets may be able to pay benefits. This simple measurement does not take into account the Plan's expected annual income. When the Plan's assets and the annual addition of this income are taken into account, and based on current information, the Plan's assets can be expected to pay benefits for years into the future.

Rules Governing Insolvent Plans

This section of the Annual Funding Notice applies only to severely financially troubled pension plans, which this plan is not.

Because of the Plan's greater than 100% funded status, it is not anticipated that the special rules regarding "plan reorganization" and plan insolvency would apply to this Plan.

Benefit Payments Guaranteed by the PBGC

The Trustees expect the Plan to continue to pay benefits for many years in the future. The Trustees are committed to maintaining the Plan's funded status because, in their view, the Plan's financial strength is the best guarantee that all participants and beneficiaries will receive all the Plan benefits they have earned. Thus, it is not expected that the PBGC benefit guarantees mentioned in this notice will become applicable.

Where to Get More Information

For more information about this Additional Explanation, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107.

Taiwan holds mariners without charges

Taiwanese authorities have come under attack from representatives of the shipping industry after holding seafarers without charge for three months.

Three crew members of the 2008-built, 302,159 dwt very large crude carrier *Tosa* have been forbidden to leave Taiwan since April 18, despite no charges having been brought against them. The crew members are under investigation for failing to come to the aid of a capsized fishing vessel on which two men died after a close-quarters incident with the VLCC, owned by Nippon Yusen Kaisha of Japan. The ship is managed by NYK Shipmanagement.

After the capsizing of the fishing vessel *Hsin Tung Chuan 86*, the Panama-flagged *Tosa* was escorted to the port of Hua Lien on April 18 by a Taiwanese coastguard escort where the watchkeepers, the second officer and a member of the crew as well as the ship's master, Glen Patrick Aroza, were taken ashore. They have been forbidden to leave Taiwan. The second officer is being held in detention while prosecutors continue protracted investigations.

Managing director of Singapore-based NYK Shipmanagement Hemant Pathania said: "Though it is evident that the *Tosa* did not make contact with the fishing vessel, the second officer and crew member are being investigated for desertion. The master is being investigated on a lesser charge of involuntary manslaughter."

Detention orders were issued for the second officer and crew member. While the crew member was released on bail of around \$15,000, the second officer has been denied bail and is not allowed to leave the detention centre.

A spokesperson for Taiwan's Maritime Patrol Directorate General said: "There was a collision between the *Tosa* and *Hsin Tung Chuan 86*. More seriously, the vessel attempted to flee the scene." The spokesperson declined to comment on any actions taken prior to the crew members' detention, saying only that the matter had been passed to prosecutors.

Hong Kong Shipowners' Association (HKSOA) managing director Arthur Bowring lashed out at the continuing trend of countries treating seafarers with little regard for their basic human rights. "After three months, these seafarers continue to remain in detention in Taiwan, despite no apparent evidence either from the *Tosa* or from the salvaged trawler, that a collision had taken place," he said.

The HKSOA has called on Taiwan to either show that it has sufficient evidence and jurisdiction to prosecute the seafarers or to arrange their immediate release from Taiwan. Bowring said: "Enough is enough. Quite apart from the questionable legalities involved in this instance, there are just too many seafarers being treated badly and without respect. Politicians must realize that we have had enough, and are not now prepared to sit quietly when seafarers are not afforded the basic human right of being presumed innocent unless proven guilty."

The latest incident follows the high-profile detention in South Korea of the now famous Hebei Two senior officers of the *Hebei Spirit* who were held for 550 days following the holing of the anchored tanker by a drifting Samsung crane barge in December 2007.

Piracy Watch

Victoria: This German-owned breakbulk ship was freed by Somali pirates on July 17, after an unknown ransom was paid. The vessel was hijacked in May while enroute from India to Yemen with 10,000 tons of rice.

Hansa Stavanger: European Maritime Publications reports that Germany sent 200 crack anti-terror police to the Horn of Africa last month in an attempt to rescue a German-owned containership hijacked by Somali pirates in April, but abandoned the mission for fear of triggering a bloodbath.

The Liberia-flagged, 1997-built, 1,550 teu *Hansa Stavanger* was captured in April and has since been held hostage together with its crew of 24. A ransom of \$15 million has reportedly been demanded from Hamburg-based operator Leonhardt & Blumberg Reederei.

German media reported that a unit from the elite GSG 9 border police was dispatched to the region to try to free the ship and crew, but did not proceed with the mission. According to the German press, the GSG 9 team approached the containership on board the U.S. helicopter carrier *USS Boxer* and were set to seize the vessel when they were unexpectedly ordered to turn back. The German government had asked the Americans for military support to regain control of the ship, and although the GSG 9 force was being hosted on the U.S. ship, it needed explicit U.S. government permission to launch an operation, which was not granted. The action was called off following a crisis meeting in Berlin, the magazines *Der Spiegel* and *Focus* insist.

Meanwhile, the families of around a

dozen Tuvalan seafarers that make up around half the crew of *Hansa Stavanger* have asked for Australian and New Zealand government assistance to secure their release. However, there is no indication as to whether either country has responded, and it is not immediately clear that either state has the legal right to intervene. Tuvalu has a population of just 12,000, and an estimated 40% of adult men participate in the global crewing market.

Maersk Phoenix: This 100,000 dwt tanker (flag unknown) was attacked on June 22, in the Gulf of Aden, by pirates armed with AK-47s but was rescued by the Portuguese frigate *Corte-Real*. The pirates were captured and their weapons and equipment, said to have included ladders, were confiscated. The suspects were later released.

Marathon: The 2,579 dwt Dutch owned general cargo ship, captured by Somali pirates on May 7, was released on June 22, after a ransom of \$1.3 million was paid. After the vessel was freed, it was discovered that a Ukrainian crew member had been killed and another shot during the hijacking.

Indian Ocean Explorer: A research vessel from the Seychelles Islands was burned on June 23, after its crew of seven was released. According to Somali pirates, the vessel was destroyed because the owner paid only \$450,000 of the \$1 million ransom demanded.

Pompei: This Belgian dredge was released by pirates on June 28, after a ransom was paid. The vessel was seized on April 18, enroute to South Africa from Dubai.

Health care bill proposed continued from page 1

The money spent on providing health care coverage is tax-deductible to the employer, and the employee is not taxed on it. Some 160 million people have health care benefits tied to the workplace. But many congressional Republicans and conservative groups have pushed for a health care benefits tax, as was proposed by Senator John McCain in the presidential campaign. Rather than taxing workers' benefits provided by employers, the House bill calls for a small tax surcharge on individuals making more than \$280,000 a year and married couples with annual incomes over \$350,000.

AFL-CIO President John Sweeney said: "The House proposal meets President Obama's goals by controlling runaway health care costs, offering the American people real choices and expanding access to quality health care. It does not ask the American people to pay more for what they already have. In fact, this legislation offers the real promise of improving quality, increasing access and reducing costs, all at the same time."

The bill's introduction comes at a time when the health care industry, including the private health insurance community, is spending \$1.4 million a day on lobbying efforts, according to a recent report in the *Washington Post*. According to disclosure records, firms spent more than \$126 million in the first quarter of 2009 to pay for more than 350 former lawmakers, congressional staffers and executive branch officials to lobby Congress. Many of the firms are trying to block or weaken health care reform, especially provisions supporting a public health plan and pay or play. As the *Post* reported on July 6: "The aim of the lobbying blitz is simple: to minimize the damage to insurers, hospitals and other major sectors while maximizing the potential of up to 46 million uninsured Americans as new customers. Although many firms have vowed to help cut costs, major players such as PhRMA [Pharmaceutical Research and Manufacturers of America], America's Health Insurance

Plans (AHIP) and others remain opposed to the public-insurance option."

At a news conference this month, President Obama said many of the groups that oppose comprehensive health care reform are deliberately sowing fear in the public. He said that while most people support fixing the nation's broken health care system, "they're also afraid of the unknown. And we have a long history in America of scaring people that they're going to lose their doctor, they're going to lose their health care plans, they're going to be stuck with some bureaucratic government system that's not responsive to their needs. And overcoming that fear—fear that is often actively promoted by special interests who profit from the existing system—is a challenge.... My biggest job is to explain to the American people why this is so important and give them confidence that we can do better than we're doing right now."

House leaders hope to have the bill on the floor by the last week of July and a final vote before adjourning July 31, for the August recess. Congress reconvenes September 8. Henry Waxman, Chairman of the Energy and Commerce Committee, said, "We cannot go home for a recess unless the House and the Senate" act on health care.

In the Senate, the Health, Education, Labor and Pensions Committee continues to work on its version of health care reform that also includes a public health insurance option and a pay or play provision. Committee Democrats were successful in defeating an attempt by Republicans to kill the public plan option. Senator Jeff Bingaman (D-NM) said a public plan would "foster competition in the health insurance industry, promote efficiency in the market, along with innovation and fair competition, and guarantee a wellness and prevention dimension that would save money."

The Senate Finance Committee still is developing its version of health care reform legislation.

Egypt reports alleged Suez terror plot

Egypt this month arrested 26 people whom authorities suspect were planning terrorist attacks on the Suez Canal. A statement from the interior ministry said the terror cell was made up of 25 Egyptians and one Palestinian. Their alleged targets were pipelines and ships transiting the canal, using explosives triggered via mobile phone, the state said.

The plotters received support from groups affiliated with al-Qaeda, the ministry alleged, and are also suspected of links with Gaza militants. Officers have confiscated diving suits and explosives from the cell, as well as a handgun used in the robbery of a jewelry shop in May 2008, the ministry alleged.

But Diaa Rashawn—an authority on Islamic extremist groups—told the *Haaretz* newspaper that there was reason for scepticism about the arrests. Rashawn termed the ministry statement "a catalogue of accusations, targets and ties to different groups that don't fit together" and pointed out that similar cases had never gone to trial.

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$40 per year international.

Subscribe to the **West Coast Sailors** via First Class Mail

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____

U.S. \$25; International \$40 per year

Send check or money order to:

West Coast Sailors

450 Harrison Street

San Francisco CA 94105



USCG issues guidance on self-defense, defense of others by U.S.-flag vessels in high risk waters

The U.S. Coast Guard has issued an advisory which provides guidance on self-defense or defense of others by U.S.-flag commercial vessels operating in high risk waters.

1. Purpose— This document is intended to provide guidance to U.S. flagged commercial vessels and embarked personnel, including contract security personnel, not entitled to sovereign immunity and operating in High Risk Waters (HRW), I for employment of force in self-defense or defense of others, as well as defense of the vessel. This guidance does not apply to U.S. flagged vessels entitled to sovereign immunity. It does not apply to U.S. Government personnel, civilian or military, embarked on non-sovereign-immune U.S. flagged commercial vessels to provide vessel security. This document restates existing law in this area. It does not establish new standards or duties with respect to the right of self-defense or defense of others. The examples provided herein are included merely to illustrate how the outlined principles could apply to the issue of piracy. Actual situations will vary, based on the specific circumstances of a ship's defensive measures and capabilities at hand, and the facts of the situation confronted. This document does not prescribe rules of engagement. Rather, it provides guidance intended to aid companies in the development of their vessel security plan submissions for operating within HRW. This guidance should not be read to mandate specific actions at particular points of time. Nothing in this document prevents an individual from acting in self-defense or defense of others. In addition to the right of self-defense and defense of others, 33 U.S.C. § 383 provides authority for the master and crew to respond to a piratical attack, authorizing them to "oppose and defend against any aggression, search, restraint, depredation, or seizure, which shall be attempted upon such vessel..."

2. Definitions— The following definitions apply for the purpose of this guidance:

a. Self-defense or defense of others means the act of thwarting an attack upon oneself, another person, or both by using force, up to and including deadly force.

b. Defense of the vessel means the act of using force to prevent damage to or theft of a vessel or its property. It is a concept separate from defending individuals embarked aboard the vessel. That is intended to be covered within the definition self-defense or defense of others.

c. Imminent means may occur at any moment, ready to take place, impending, threateningly or menacingly near or at hand.

d. Imminent danger means an attacker poses an imminent threat of great bodily harm or death to oneself or others.

Examples of imminent danger include, but are not limited to, aiming or firing weapons at a U.S. flagged vessel with individuals embarked, or an attempted armed, non-consensual boarding, without legal authority, of a U.S. flagged vessel by another vessel (other than U.S. or foreign warships, law enforcement vessels, or other vessels clearly marked as being on non-commercial government service). It might also include the act of brandishing weapons directed at crewmembers or security personnel,

where there is a reasonable belief that the attacker(s) also has the means and opportunity to inflict great bodily harm or death on the individual or others in the vicinity.

The determination of imminent danger is fact dependent, and the law may be broader than the paradigm outlined above. Although the law may allow for other considerations, or use slightly differing terminology based on an individual's particular circumstances, the Coast Guard uses the following as a helpful training tool for its members to explain the concept: Imminent danger would exist when an attacker manifests apparent intent to cause great bodily harm or death to oneself or others, as demonstrated by the following elements, each of which is present at the same time:

(1) Means. The attacker has the apparent ability, either physically (relative size, strength, expertise, or other attributes) or through the use of an object(s), to inflict great bodily harm or death to oneself or others. Physical means can include in some circumstances the use of hands or feet to choke or beat an individual. Objects can include weapons (e.g., firearms, explosives, knives, etc.), as well as other devices under the control of the attacker;

(2) Opportunity. The combination of circumstances by which an attacker apparently can cause great bodily harm or death to oneself or others (e.g., access to a weapon that is within range to be used against oneself or others); and

(3) Act. The attacker makes an overt movement which induces one to reasonably believe that he is manifesting a threat to cause great bodily harm or death to oneself or others (e.g., an attacker points or discharges a firearm or other weapon at crewmembers or security personnel, or employs or prepares to employ climbing gear for an armed, non-consensual boarding).

e. Great bodily harm means an injury to the body that results in unconsciousness, protracted and obvious disfigurement, or protracted loss or impairment of the function of a bodily member, organ, or mental faculty. It is synonymous with "serious bodily injury", "serious bodily harm", "serious physical injury", or "grievous bodily injury".

f. Force means the affirmative application of techniques or actions, typically listed within the vessel security plan, directed against a specific vessel or person(s).

g. Non-deadly force means any force other than deadly force.

h. Deadly force means any force that is likely to cause great bodily harm or death.

i. Warning shot means a signal to a vessel to stop. The term does not include shots fired as a signal that the use of deadly force is imminent, a technique that should not be employed.

3. Guidance

a. Guiding principles —Vessel masters retain control of and authority over their vessels, crewmembers, and embarked security personnel at all times. Any use of force employed in accordance with the guidance set forth herein is subject to the direction of the vessel master. Only that force reasonably necessary under the circumstances should be used. Nothing in the

application of this guidance shall be construed as to necessarily require personnel to meet force with equal or lesser force.

b. Self-defense or defense of others — In the exercise of self-defense or defense of others, crew and security personnel may use all available means to apply that force reasonably necessary to defend themselves or others from harm, including the use of deadly force if required.

c. Use of deadly force —Subject to the above, deadly force may only be used in self-defense or defense of others, when an individual has the reasonable belief that the person or persons to which the deadly force would be directed poses an imminent danger of death or great bodily harm. The objective when using deadly force in self-defense or defense of others is defense of life.

The use of deadly force in self-defense or defense of others may include the use of ordnance fired into a vessel, if necessary for self-defense or defense of others. Accordingly, when confronted with a person or vessel that poses an imminent danger of death or great bodily harm, personnel and vessels to which this guidance applies may use reasonable force, up to and including deadly force, in self-defense or defense of others.

d. Use of non-deadly force subject to the above, non-deadly force may be used in the following circumstances: (1) for self-defense or defense of others; (2) for defense of the vessel; (3) to prevent the theft or, intentional damage to, or destruction of property (including the U.S. flagged vessel) that the master, crew, or security personnel are authorized to protect.

Non-deadly force tactics could include maneuvers by the vessel, deployment of sonic blasts, use of fire hoses to flood a vessel threatening to attack, the use of disabling fire by properly trained personnel, or other nonlethal means employed by crewmembers or security personnel, directed at a vessel or persons threatening attack.

e. Retreat— Although not required

under the law, retreat (e.g., to a safe room) may be an appropriate alternative to the use of force and may be the most reasonable choice under the circumstances. This is particularly appropriate where disengaging temporarily from a confrontational situation may reduce tensions, mitigate risk, reduce a potential threat, and provide time for the arrival of additional assets or personnel, including military or law enforcement assets or personnel. U.S. flagged vessels and embarked persons, including crew and security personnel, are not required to retreat to avoid situations in which the use of force, including deadly force, is appropriate.

f. Defense of the vessel and other property— Masters always retain the inherent right to use force in defense of the vessel. Masters must inform the crew and security personnel of their authority to employ force in defense of the vessel. Masters may restrain the authority of the crew and security personnel to employ force in defense of the vessel. If a master withholds from the crew or security personnel any use of force authority for defense of the vessel, the master must approve the withheld portion prior to its use in defense of the vessel. Defense of the vessel alone does not justify deadly force. Unless otherwise directed by a master, the crew and security personnel may use non deadly force in defense of the vessel. Masters should consider all the circumstances when employing force, and resort to deadly force only when there is imminent danger of death or great bodily harm.

g. Use of signals— Signals, including firing of warning shots, may be employed, but are not required. Warning shots are not a use of force, and should not be used if they will endanger any persons or property. Moreover, warning shots should not be used as a signal that the use of deadly force is imminent.

4. The conditions of entry applicable to vessels outlined in Port Security Advisory 1-09 remain in effect.

Mahimahi deck gang + two



Mahimahi deck gang from left: Jim Stelpstra, Bosun Joe McDonald, Banjo Banzon, Steward Lou Laupati, Tony Ymas, and delegate Tom Larkin. In front: Mark Hurley and Cadet "Marlinspike" Mike Machlan. Photo: Tim Kalke.



SUP President's Report

July 13, 2009

APL MARINE SERVICES

In the wake of the hijacking of the *Maersk Alabama*, piracy countermeasure discussions have been ongoing between vessel operators, various governmental agencies, members of Congress and maritime labor.

SUP-contracted APL Marine Services routinely transits the often pirate-infested waters of the Gulf of Aden adjacent to the Somali coast with vessels in the Suez Express Service. The company states that security plans have been formulated for its vessels in this service and that because those vessels have high freeboards, speed and maneuverability that the risk of attack is reduced. However, last month the Union received information from a credible source that the company planned to install "concertina" (razor) wire on the cap rails of its vessels to thwart pirates from boarding. The Union notified the company that this was ill-advised and posed a potential health and safety risk to the entire ship's crew. The plan was not implemented.

On June 16, the SUP, MFOW and SIU-Marine Cooks were notified by APL Labor Relations Manager Bill Mahoney that the company planned to establish a two-person anti-piracy watch program aboard the Suez Service vessels starting with the *APL Japan*. According to Captain Mahoney: "The two person watch was recommended by an ex-SEAL team of security consultants who did extensive assessments onboard several of our ships, including some while underway in the Gulf of Aden. The two-person watch is deemed necessary as it provides mutual support and allows for better coverage for ship security and safety. While such watches are traditionally the jurisdiction of the SUP, both STCW requirement and watchstanding needs of the quartermasters requires that other departments become involved."

Your secretary immediately notified Captain Mahoney that lookout duties were within the exclusive unlicensed jurisdiction of the SUP and that using others to perform this work was not only a violation of the collective bargaining agreement but it is illegal—and puts the vessel in jeopardy. Captain Mahoney agreed that lookout duties are the sole jurisdiction of the SUP.

On the legislative front, Congressman Elijah Cummings (D-Maryland), Chairman of House Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation has advanced a proposal supported by the SUP and other maritime Unions that the Department of Defense put "Embarked Security Teams" (EST) aboard U.S.-flag ships transiting shipping lanes with a high risk of piracy. In arguing for the amendment, Chairman Cummings referred to a letter sent all members of the House in June by the AFL-CIO's Transportation Trades Department (TTD) on behalf of the SUP, MM&P and MEBA. He reiterated to fellow representatives that the Unions were fully onboard with the position that EST should be deployed upon such vessels.

The TTD letter noted that: "As our American mariners simply attempt to do their jobs, their lines are in constant peril as these pirates decide when (not if) to take further aggressive action against U.S.-flag ships. We believe strongly that our government must help protect our U.S.-flag fleet which contributes to the economic, political and military security of the United States. Our country cannot allow pirates to force the U.S.-flag off the high seas or to drive American citizens out of our industry. We further believe that the most effective step that must be taken to prevent aggressive action against U.S.-flag commercial vessels and their crews is for our government to immediately provide U.S.-flag vessels with the force protection necessary to prevent any further acts of piracy. We ask that you join with Congressman Cummings in support of his amendment to help protect the lives of American mariners working aboard United States-flag vessels operating in pirate-infested waters."

The amendment submitted by Chairman Cummings was adopted by voice vote and attached to the Depart-

ment of Defense Authorization bill (H.R. 2647). The bill was later passed by the House on June 25, by 389 to 22. The Senate must now put together its own version of the bill before it is reconciled with the House bill. The SUP will be pressing Senators to retain this important provision in the bill that will help protect the nation's mariners.

PATRIOT CONTRACT SERVICES

After meeting with representatives of Patriot, the SUP, MFOW and SIU-Marine Cooks have agreed, pending membership approval, to a 3% increase in Total Labor Cost (wages, overtime, supplemental benefits, money purchase, welfare contributions, etc.) effective July 28, for the Ready Reserve Force vessels the company operates for the Maritime Administration. This increase is consistent with the agreement reached with Matson and ratified by the membership in April for RRF vessel *Cape Jacob*.

The Patriot vessels are the *Admiral Callaghan* and *Cape Orlando* in Reduced Operating Status (ROS) in Alameda and the *Cape Farewell* and *Cape Flattery* in idle status in Beaumont, Texas.

Recommend membership ratification of the Patriot RRF wage agreement.

The new rates will be published in this month's *West Coast Sailors*.

MATSON AND APL WAGE INCREASES

As overwhelmingly approved at the June coastwise meetings, the membership directed that \$3.00 per manday be allocated to the SUP Joint Employment Committee Trust Fund (Hiring Hall Fund) from the July 1, 3% wage and supplemental benefit increase with Matson and the October 1, 2.5% increase with APL.

For seagoing Matson jobs (except the *Moku Pahu*), after the 3% increase is applied to wages, supplemental benefits, overtime, etc., the allocation will be deducted from Daily Base Wage (DBW) and the Daily Supplemental Benefit Contribution (DSBC) per manday as follows:

Bosun: \$1.89 from DBW and \$1.11 from DSBC = \$3.00

Able Seamen: \$1.85 from DBW and \$1.15 from DSBC = \$3.00

Ordinary Seamen: \$1.84 from DBW and \$1.16 from DSBC = \$3.00

For those working under the Maintenance Agreement (Paint & Rigging in Honolulu), after the 3% increase is applied to all wage and wage-related items, \$2.61 will be allocated from the daily straight-time rate and \$0.39 from the daily vacation rate, which total \$3.00 per manday.

For those working under the Extra Maintenance Agreement (casual standby) after the 3% wage increase is applied, \$3.00 per manday will be deducted and allocated to the SUP Joint Employment Committee Trust.

Wage rates reflecting the Matson allocation will be published in this month's *West Coast Sailors*. Rates reflecting the APL allocation will be published in the September issue.

The membership should be commended for making this one-time allocation as it will go a long way to erasing the deficit in Union finances.

The same allocation will be requested from the membership when the Union goes into bargaining with the San Francisco Bar Pilots at the end of the year, from the 3% wage increase due from Foss Maritime Company on March 1, 2010 and in bargaining with Chevron Shipping Company in 2012.

It should be noted that the MFOW, which is also experiencing a deficit situation, allocated \$3.00 per manday from the Matson and APL using the same formula as the SUP.

SUP WELFARE PLAN

The Trustees of the SUP Welfare Plan (Dave Connolly and your secretary for the Union; Tim Windle, the alternate for Bob Stephens of APL and Tom Percival for Matson) met on June 16, for the regularly scheduled quarterly meeting.

Overall the Plan is in fair shape, although last year's expenses exceeded income. The Trustees in conjunction with Plan Administrator Michelle Chang continue to monitor costs while maintaining benefits for active members, their families and pensioners. This task is exacerbated by the continuing rise in health care premiums. For example:

Kaiser: Effective July 1, a 9.5% rate increase in Northern California and a 10.4% increase in Southern California. The Northern California renewal rates represents an additional annual premium of \$92,400 based on current enrollment and the Southern California renewal equate to an approximate \$39,000 increase.

In practical terms the rate for a single participant in Northern California increased from \$481.26 per month to \$527.79. For a married participant without children the rate increased from \$963.72 to \$1,055.57. For married participants with children the rate increased from \$1,363.66 to \$1,493.63. In Southern California Kaiser's rates increased from \$366.23 to \$404.32 for a single participant, from \$732.46 to \$808.64 for a married participant and from \$1,036 to \$1,144.22 per month for a married participant with children.

Kaiser Hawai'i: Has advised it will adjust the medical and prescription drug premiums upward by 1.3% effective August 1, 2009. The dental program premiums will be adjusted upward by 5% from \$28.70 to \$30.14 for single coverage, from \$57.40 to \$60.28 for two-party coverage and from \$86.10 to \$90.42 for family coverage.

The Kaiser Hawai'i increases for medical premiums are less than on the Mainland: From \$332.15 to \$333.49 per month for a single participant, from \$658.30 to \$666.98 for a married participant and from \$987.45 to \$1,000.47 for a married participant with children.

The annual premium increases for medical and dental total \$4,900 (\$3,600 for the medical plan and \$1,300 for the dental plan). Effective with the 2010 renewal, the current plan will no longer be offered by Kaiser Hawai'i. The Plan co-payments will be changed for \$14 to \$15 for an office visit, from \$14 to \$15 co-payment for lab/x-ray per department/day and from \$12 to \$15 per prescription drug. The annual out-of-pocket maximum will increase from \$1,500 to \$2,000 per person. It should be noted that co-payments are reimbursed by the Plan for participants (members), not dependents.

Health Net (HMO): This outfit originally requested a 11.3% premium increase effective August 1, but Plan consultant Kirsten Shaffer of the firm Rael & Letson negotiated the increase down to 9.3% which will cost the Plan an additional \$54,000 annually. For a single participant premiums increased from \$553.66 per month to \$605.15, for a married participant from \$1,107.32 to \$1,210.30 and for a married participant with children from \$1,605.66 to \$1,754.99. The annual cost of the increases to the Welfare Plan totals \$54,000.

Health Net PPO (California): The company proposed a 10.15% premium increase effective August 1, but Ms. Shaffer negotiated it down to 8.15%. For a single participant the rate increased from \$638.75 per month to \$690.81, for a married participant from \$1,372.99 to \$1,485.21 and for a married participant with children from \$1,884.29 to \$2,037.86.

Health Net PPO (Outside of California): The company proposed a 12.78% premium increase but again Ms. Shaffer was able to reduce it to 10.78%. For a single participant the rate increased from \$624.76 to \$692.11 per month, for a married participant from \$1,343.20 to \$1,488.00 and for a married participant with children from \$1,843.02 to \$2,041.72.

The renewal rates for both Health Net PPO plans will cost the SUP Welfare Plan an additional \$58,800

continued on next page

President's Report continued

annually.

Blue Cross/Blue Shield of Louisiana: The annual increase effective July 1, is 5% or an additional annual premium of \$3,800.

Group Health Cooperative: This is a bright spot as there is no premium increase effective August 1. The rates remain the same: \$457.01 per month for a single participant, \$853.42 for a married participant and \$1,429.00 for a married participant with children.

United HealthCare Dental (formerly Pacific Union Dental): Effective June 1, the rates will remain status quo until May 31, 2010. The current rates are \$28.62 per month for a single participant, \$45.79 for a married participant and \$70.12 for a married participant with children.

The increases mentioned only MEDICAL PREMIUMS and do not cover the cost of the other benefits provided by the SUP Welfare Plan including optical, disability, pensioner, hospital, death and drug and alcohol rehab benefits.

As the membership knows, none of the benefits provided by the SUP Welfare Plan through employer contributions are taxed either by federal, state or local governments. However, in the national debate over health care reform, there are some who have proposed taxing all medical benefits to raise revenue. During the presidential campaign John McCain was for this proposal while Barack Obama opposed it. President Obama is still opposed to it and the AFL-CIO has made a special point of holding his administration's feet to the fire on the issue. SUP members should contact their members of Congress to stop this potentially costly attack on hard won benefits that were collectively bargained.

What this country needs is universal health care to cover all Americans, reduce costs and ensure quality care.

SIU-PACIFIC DISTRICT PENSION PLAN

The quarterly meeting of the Trustees of the SIU-Pacific District Pension Plan was held in June. The Union Trustees are Anthony Poplawski (MFOW), Nick Marrone (SIU-Marine Cooks) and your secretary. The employer Trustees are Bob Stephens (APL) and Tom Percival (Matson).

This Plan remains in good shape despite the loss experienced in the Dodge & Cox stock portfolio last year (see the January *West Coast Sailors*).

Greg Pastino, Plan Actuary from Savitz Employee Benefit Consultants presented the Plan actuarial evaluation dated August 1, 2008. The report stated there were a total of 3,277 participants: 1,724 retirees and beneficiaries, 1,233 active participants and 320 vested terminated participants.

As of August 1, 2008, the actuarial value of the Plan assets was \$124,217,557 down slightly from the 2007 value of \$124,861,276. The funding status of the Plan was 124.44% compared to 142.71% in 2007. However, it should be noted there was a pension increase in 2008 plus the economic disaster at the end of last year. Under the guidelines of the Pension Protection Act of 2006, the Plan is in safe status.

SUP MONEY PURCHASE PENSION PLAN

Despite the bum economy, the assets for benefits of the Money Purchase Pension Plan grew from \$17,498,299 on January 30, to \$18,253,371 as of April 30.

SUP 401(k) PLAN

The assets for benefits of the 401(k) Plan also increased from January 30 to April 30 from \$2,850,043 to \$3,062,050.

FOSS MARITIME COMPANY

At the request of the company, SUP Vice President Dave Connolly and your secretary met with Mike O'Connor, Foss Director of Labor Relations and Dan Massey, Northern California Regional Operations Manager for the company on June 22. The subject for discussion was the economic downturn in the country and its impact on Foss' operations on the Pacific Coast, specifically on the company's bunkering and tug business in San Francisco Bay.

The company representatives said that due to slack business the tug *Lynn Marie* would no longer be crewed all the time but would revert to "call boat" status effective July 1. In addition, O'Connor and Massey submitted a "wish list" of potential adjustments to the 2008-2012 collective bargaining agreement to reduce costs. The Union responded by stating that SUP members employed by Foss first had to be consulted and secondly, if anything was agreed to, it would be of a specific, but limited duration, and that the Union would evaluate the company's business and reserve the right to cancel any temporary adjustment to the agreement.

On June 29 and 30, members employed by Foss caucused at Headquarters on the company's proposal. Those in attendance were delegates Sean Gaddis and Tom Tynan, Alex Castillo, Mike Higa, Eric Partika, Joe Plant, Heath Rose, Carl Turner, Eric Weintraub and Dennis White, plus Connolly and your secretary. The consensus reached at the caucuses was that if any "adjustments" had to be made, the primary objective would be to preserve jobs and work schedules, also that the time frame would be limited to when company business improved.

Informed the company after the caucuses that the Union was willing to discuss temporary cost-saving adjustments to the agreement. However, as of today's date, Foss has not requested another meeting.

SECRETARY OF TRANSPORTATION

At the invitation of the Maritime Administration, Sharon Cornu, Executive Secretary-Treasurer of the Alameda Labor Council and your secretary participated in a round table discussion presided by Secretary of Transportation Ray LaHood on July 2, at the Port of Oakland which focused on economic recovery and the movement of cargo in Northern California ports.

In addition to Secretary LaHood, attendees included Senator Barbara Boxer, Congresswoman Barbara Lee, Oakland Mayor Ron Dellums plus representatives of the ports of Oakland, Stockton, Sacramento, CalTrans, the Metropolitan Transportation Commission and the Bay Area Air Quality Management District.

The meeting was productive in that Secretary LaHood had a good grasp of the issues and that the Obama Administration was committed to quality jobs and sustainable growth.

QUARTERLY FINANCE COMMITTEE

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

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, August 10, at 8:00 A.M.

LONGSHORE HOLIDAY

SUP hiring halls on the West coast will be closed on Tuesday, July 28, in observance of an ILWU holiday (Harry Bridges' birthday).

In accordance with the collective bargaining agreements with APL and Matson, it is a holiday for all company vessels in West Coast ports and for sailors employed under the APL and Matson Maintenance Agreements. It is also a holiday for run boat operators employed by the San Francisco Bar Pilots. It is not a holiday at sea or in Hawai'i.

ACTION TAKEN

M/S to ratify Patriot RRF wage agreement. Carried unanimously.

Quarterly Finance Committee: Elected Romaine Dudley, Kaj Kristensen, Mike Worth, Noel Isumaru and Peter Leo.

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

Gunnar Lundeberg

Vice President's Report

July 2009

In addition to the routine duties of the Front Office, especially working on new wage schedules, I checked the following ships:

President Jackson: Dan Gaboree, delegate. Boarded in New York. Clarification on gangway watchstanding, dues paying procedure. Witnessed Bosun Gerry Marshall and crew handled full-blown COI on arrival with adept precision.

President Adams: Steve Thompson, delegate. Call from the delegate in Charleston about stores being loaded by temp workers. Checked it out with the Company and found it not completely accurate. Asserted our jurisdiction over that work and ascertained that there is no present plan to replace New York storing for ships in the SZX service.

APL Agate: Cameron Baldwin, delegate. New bosun Steve Huggins called from Norfolk for clarification on call outs and support for tool acquisition. Tools ordered. Delegate emailed questions on watchstanding. Under Section 56 of the SUP Work Rules watches the one-man sea watch is set at midnight on the day of departure. Departure for the purposes of the SUP Agreement is defined in Section 36 as the day the vessel leaves for sea and sea watches are set. Under the

same section sea watches are set when sailors go fore and aft to let go. Therefore, by the language of the Agreement and many decades of past practice, departure is at let go, not when the pilot disembarks, not when the vessel clears the sea buoy, nor any other definition of departure. Company agreed and paid the overtime to the daymen assigned to watches.

APL Japan: Charlie Noble, delegate. New bosun is Roger Berioso. In at New York with too much crew changing out. Members shipping under shuttle ship rules must be prepared and committed to a minimum three trips.

APL Thailand: Ernesto LeCarnaque, delegate. Dave Pangan did a good job running the gang as step up bosun to bust out the work cleaning holds, hauling out scale and painting.

APL Singapore: Bill Remoto, delegate. Boarded in Oakland. Joe Eckert did a good job as step up and short-handed bosun. Garbage claim no good. Currently investigating a second claim with the Company.

Mokihana: Trev Motlow, delegate. Clarification on trip off Rule 56.

Arizona Voyager: Ed Windler, del-

continued on next page

SUP Branch Reports

Seattle

June 15, 2009

Shipped during the period: 1 Boat-swain, steady to a "B" member; 12 Able Seaman jobs shipped and filled with 1 A; 6 B's; 3 C's and 2 D-registrants. 3 standbys shipped to 1 A; 1 B and 1 D-registrant.

Registered during the period: 11 A cards for a total of 26; 7 B cards for a total of 24; and 1 C cards for a total of 8.

Ships checked

Matson ships *Manoa* and *Kauai* in twice and running smoothly. Several sailors come into the hall after completing their tours of duty aboard the Matson ship *Cape Jacob* stationed in Asia. Delegate Dan Moran did good job and reported all is well in that vessel. The APL ship *President Truman* called in New York with no beefs and a good payoff.

I represented the SUP at the following meetings: the King County Labor Council's Executive Board meetings; the Puget Sound Ports Council, Maritime Trades Department meeting; the Viaduct Replacement North Portal Working Group meeting; the Port of Seattle's Maritime and Port Security Summit; the Puget Sound Harbor Safety Committee meeting; and a meeting with our State's "Speaker of the House" Frank Chopp on maritime and freight mobility issues.

The SUP was invited to attend the reception and dinner for the ILWU's 34th triennial International Convention held in Seattle. Events were held in both Tacoma and Seattle and your Agent attended in Seattle while SUP pensioner Tony Jones covered Tacoma. The convention also coincides with the 75th anniversary of "Bloody Thursday" where seamen and dock workers were beaten and murdered up and down the West Coast while striking for a livable wage.

Vince O'Halloran
Branch Agent

Wilmington

June 15, 2009

Shipping: 2 Bosuns, 13 ABs, 2 ABD, 2 STOS, 1 Messman and 38 Standbys for a total of 58.

Registration: 35 Class A, 21 Class B and 5 Class C.

Ships Checked

Manukai, Singapore, Lihue, Manulani, Philippines, China Kora, Maunawili and Mahimahi.

On the *Manukai* dispute over van repair. It was the van used for the ships trash. The gang put in for cargo rate as on page 36 section 46. The company denied their claim. As I see it the work they did is what is described in sect: 46 But in any case the van had an over head deck and bulk heads. That were repaired by sailors. When the ship comes in I plan to see what tools were used in order to claim carpenters work. Brothers as you know our union is in hard times just like the rest of the country. Brothers what is your union worth to you? Can you give your union the price of a 6 pack for each day you work. Can you give your union the cost of a can of beer for each day you work. This union is yours. Not the companies. You can put your money down the toilet. Want to know where to put your money put it in the general fund. If you are one who would say that you do not like the way your unions spends your money then go to your union meeting and do something about it and donate your thoughts. Who's to say it might be your plan or just part of your plan that saves your union, So don't just jack your jaw at 10:00 lets hear you speak your mind at your union meeting.

Keep in mind Labor Day 2009 in Wilmington it will be our 30th Annual event. Finally our labor movie this month will be on the Bonus March. Video has actual historic footage of the last cavalry charge of the army at home.

As always yours in struggle,
Paul Calais, Branch Agent

Honolulu

June 15, 2009

During the month of May, dispatched the following: 1 bosun, 2 ABDs, 3ABD returns, 1 ABW and 1 AB return. These jobs were filled by: 6 A members and 2 B members. Also shipped 3 standby jobs filled by 2 A members, and 1 B members, for a total of 11 jobs shipped.

Registered during the month of May 4 A members, 6 B members and 3 C members. To date registered are: 9 A members, 13 B members, and 6 C members, for a total of 28 members registered.

Ships checked

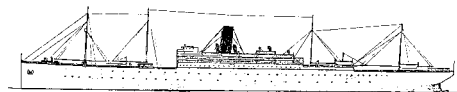
Manulani, Manukai, Manoa, Maunalei, Maunawili, Mokihana, Mahimahi, R.J. Pfeiffer and Maui, all with few or not beefs. Paint & Rigging gang running smoothly with Monte Kalama as bosun.

The Hawai'i Ports Maritime Council took a summer recess to allow time for contract negotiations for many member Unions.

On June 29, attended a birthday fundraiser for U.S. Congressman Neil Abercrombie's run for Governor of Hawai'i. Always a strong maritime supporter.

On June 30, along with Rene "Shorty" Valles attended a massive unity rally at the state capital in support of state workers protesting proposed mandatory furloughs (15% pay cut). Was pleased to see so many waterfront Unions show up for support.

Mike Duvall
Branch Agent



Attend your Union meetings

SUP island gang does it right



Matson Navigation Company's Honolulu Paint and Rigging gang recently changed out the starboard lifeboat falls in the *Mahimahi*. Left to right: SUP members Blackie Breithaupt, Dave Garcia, Jay Loe, Dave Kaupiko, P&R Bosun Monte Kalama, *Mahimahi* Bosun Joe McDonald, Patrick Weisbarth and Toe Gago.

Photo: Mark Hurley

San Francisco Business Agent

July 13, 2009

Visited and paid off the following ships:

Mahimahi— Tom Larkin, delegate: Coastwise, running smoothly, no disputes.

Manoa— Charles Schroeder, delegate: Island run. Repair list turned in to mate, most of the repairs were done.

Maui— John Hamann, delegate: In and out the same day. B.B. now working, also bosun stores received.

Mokihana— George Simpier, delegate; Frank Portanier, bosun: Car and van carrier, running coastwise. Good gang, no disputes.

APL China— Charles Bulmer, delegate: In from the Orient. No disputes.

Colorado Voyager— Robert Reed, bosun: In at the Long Wharf in Richmond. No disputes.

Worked in the front office.

Bill Berger

Dispatcher's Report

Headquarters—June 2009

| | |
|-------------------------------------|----|
| Deck | |
| Bosun | 4 |
| Carpenter | 0 |
| MM | 3 |
| AB | 2 |
| OS | 5 |
| Standby | 11 |
| Total Deck Jobs Shipped | 25 |
| Total Deck B, C, D Shipped | 7 |
| Engine/Steward | |
| QMED | 0 |
| Pumpman | 0 |
| Oiler | 0 |
| Wiper | 0 |
| Steward | 0 |
| Cook | 0 |
| Messman | 0 |
| Total E&S Jobs Shipped | 0 |
| Total E&S B, C, D Shipped | 0 |
| Total Jobs Shipped - All Depts. ... | 25 |
| Total B, C, D Shipped-All Depts. .. | 7 |
| Total Registered "A" | 41 |
| Total Registered "B" | 28 |
| Total Registered "C" | 5 |
| Total Registered "D" | 18 |

Vice President's Report continued from page 15

egate. Ship laid up at Pascagoula city dock for a few days before resuming the run. John Svane is the bosun. Running smooth. Will probably visit next month.

Mississippi Voyager: Dave Mercer, delegate. Boarded at old Richmond Long Wharf. Ship headed back to the Islands. Discussion on pension, manning /membership, and watchstanding. As Mercer did, Chevron delegates are encouraged to fill out the SUP delegate's crew list sheet that tracks membership and dues status as well as relief dates.

California Voyager: Brian Dixon, delegate. Good reports from the delegate via email on a variety of topics. Idled in Texas for few days. Heading back to the Coast.

USNS Waters: Bobbi Shipley, delegate. Boarded at the Pt. Canaveral, Florida fuel dock. Discussion on the 56 hour week, on the mission, on seniority, on the training of STOS's, and on benefits. Bosun Paul Harsany relieved by Dennis Belmonte. Must have the training, valid small arms certificate, and be prepared to work hard in the Florida heat.

USAV Worthy: Billy Sullivan, delegate. Crew shipped from Honolulu and Wilmington joined in Kwajalein for a six

month voyage to Hawaii and California. Call from the delegate in Pt. Hueneme indicates SUP members demonstrating continuous professional demeanor: skills include carpentry, marlinspike seaman-ship and trophy sport fishing.

Cape Jacob: Dan Moran, delegate. No complaints from Korea. Reliefs shipped in June, next wave is September. Now based near Busan in Chin-Hae. Must have valid small arms certificate.

Cape Orlando: Curt Dowling, bosun. Running smooth in Alameda. Bosun continues to break in new members SUP style. Crewing up for sea trials.

San Francisco Bar Pilots: Steve Ross and Louie Urbano, delegates. Running smooth. Now accepting proposals for bargaining later this year. Meetings forthcoming.

Foss Maritime Company: Tom Tynan, Mel Jackson, Sean Gaddis, delegates. Company proposals for mid-term adjustments due to business conditions on hold pending further review. *Lynne Marie* returned to call-out status. All work rules and practices are status quo until further notice.

Dave Connolly