



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXX No. 6



SAN FRANCISCO, CALIFORNIA

Friday, June 15, 2007

Foreign mariners charge greed, racism in lawsuit against cruiseship line

In a class action lawsuit filed with the U.S. District Court in Seattle, Filipino mariners employed by Holland America Line contend that the company illegally charged them transportation costs from the Philippines to company vessels.

The plaintiff, Romeo Balen and “all others similarly situated”—which is approximately 7,500 Filipino mariners—asserts that Holland America violated the U.S. Seaman’s Wage Act and Balen’s Philippines Overseas Employment Agency contract when the company fired Balen when he refused to kickback \$2,119 in airfare costs. Holland America made the same demand for “reimbursement” of all Filipino seafarers on all of its 13 cruiseships that the company made of Balen since May 2004. The lawsuit contends that Holland America’s “corporate-wide, computerized plan, extracted in excess of \$20 million in undeserved profits from the pockets of desperate, poorly paid seamen.”

Balen was hired in Manila in 2005 as a “beverage attendant” to work on Holland America’s 82,000 gross ton cruiseship *Westerdam*. The employment contract he signed guaranteed that he could expect to earn the grand total of \$6,885 a year by working seven days a week, 12 hours a day. Overtime was \$1.67 per hour paid after working 77 hours at the \$1.57 straight-time rate. The employment contract stated “the seafarer shall travel by air or as otherwise directed at the expense of the employer.”

However, when Balen returned to the *Westerdam* in Port Everglades, Florida, from the Philippines on March 3, 2006, he was fired for failing to reimburse the company for his airfare.

A company memo attached to the lawsuit states that the “reimbursement system” was a way to bypass the U.S. legal requirement under the Seaman’s Wage Act which stipulates that the employer is responsible for a mariner’s transportation.

Other court-submitted documents appear to indicate that the idea of getting the crew themselves to pick up the company’s crew transportation costs was linked to getting cruise passengers to pay a “service charge” on their food and booze — money that would pass through company hands— rather than tip crew members directly.

A company memo addressed to “beverage attendants” explained that passengers will be assessed a mandatory 15% service charge and that employees should expect to keep \$1,261 in wages after paying the company “crew costs”—travel reimbursement.

Holland America’s exploitation policies are tinged with blatant racism. A company Policies and Procedures bulletin attached to the lawsuit characterizes Filipino culture as “one of acquiescence, non-confrontation and racial inferiority.”

Industry observers indicate that the case could escalate to a \$40 to \$60 million lawsuit because Indonesian mariners have been exploited in the same manner as the Filipinos.

Sailor airlifted from *Manulani*

On June 2, 2007 a medical evacuation by helicopter took place aboard Matson Navigation Company’s *m/v Manulani*.

On the homebound trip from Shanghai, Boatswain Tommy James complained of having abdominal pains and was bedridden for three days. From the symptoms he was diagnosed as potentially having appendicitis, but the vessel was still over one thousand miles from any possible medical assistance. It was decided that the vessel should proceed at full sea speed to a rendezvous point at Latitude 40°02.0 N, Longitude 125°46.0 W, which is approximately 150 nautical miles west of Eureka, California, and within range of a USCG medical evacuation helicopter. The evacuation was scheduled to occur at 0530 on June 2.

The day prior it was determined that the only available area aboard the ship that was open and large enough to accommodate an evacuation was on the bow. The sailors aboard the *Manulani* secured the area to insure there would be no loose items that could be blown around by the downdraft of the helicopter. A meeting with the Chief Mate occurred in the



SUP sailors who participated in the evacuation. From left: Va Tautala, Miguel Palacios, Bud Yost, Dave Johnson and Abe Acosta.

ship’s office to discuss the procedures and safety precautions to be employed for the evacuation. It was also concluded that Brother James would have to be transported to the bow using a Stryker chair as he was not ambulatory. A rehearsal was conducted using the Stryker chair to see what obstacles would be encountered and to see exactly how long it would take to transport the patient from the third deck to the bow.

The following morning at 0400 the sailors were called to prepare Tommy for the evacuation. And at 0530 the ship received communication that the

helicopter was inbound. All was prepared and ready aboard the *Manulani*. At approximately 0545 the helicopter hovered over the bow, lowered a Coast Guardsman and then lowered a basket. The evacuation occurred without any problems thanks to the professionalism of the sailors and officers aboard the *Manulani* and of course the USCG. At 0601 Tommy was safely aboard the helicopter and en route to a Eureka hospital where he was operated on immediately upon his arrival for a ruptured appendix.

Written and submitted by Bud Yost

Iraqi workers fight intimidation, forced labor

Workers in Iraq face the dual dangers of a lack of basic security and a lack of basic workers’ rights. Striking oil workers found themselves surrounded by the military. At the same time, U.S. prosecutors reportedly are investigating charges that the company building the U.S. embassy in Baghdad forced migrant workers to work on the project against their will.

AFL-CIO President John Sweeney called on the Iraqi government to immediately stop using the threat of force to intimidate workers in Basra oil fields. The workers, members of the Iraqi Federation of Oil workers, struck on June 4, after months of negotiations over wages, health and safety and the use of temporary workers failed

to produce a settlement. The next day these striking workers were surrounded and threatened by Iraqi armed forces.

The workers returned to work the following night after receiving a promise of further talks, but the troops remain in place.

But one demand overshadows even these basic needs —renegotiation of the oil law that would turn the industry itself over to foreign corporations. And it is this demand that has brought out even U.S. fighter jets, which have circled and buzzed over the strikers’ demonstrations. In Iraq, the hostile maneuvering of military aircraft is not an idle threat to the people below. This standoff reflects a long history of actions in Iraq, by both the Iraqi government

and the U.S. occupation administration, to suppress Union activity.

Iraq has a long labor history. Union activists, banned and jailed under the British and its puppet monarchy, organized a labor movement that was the admiration of the Arab world when Iraq became independent after 1958. Saddam Hussein later drove its leaders underground, killing and jailing the ones he could catch.

When Saddam fell, Iraqi unionists came out of prison, up from underground and back from exile, determined to rebuild its labor movement. Miraculously, in the midst of war and bombings, they did. The oil

continued on page 2



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SUP Honor Roll

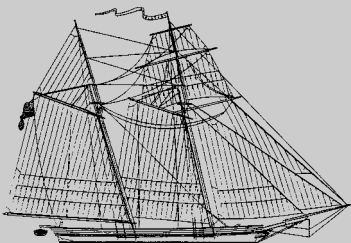
Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Anonymous	500.00
Charles Bulmer	40.00
Scott Carson	20.00
Allen Gonzalez in memory of Adrian F. Gonzalez	20.00
Taylor Morse	15.00
Ricky Pangan	50.00
Ernie Stimach	20.00
Douglas Taylor	20.00
Keesal Young-Logan	15.00

Political Fund

Christopher Bright	20.00
Kevin Conroy	60.00
Mike Duvall	20.00
Mohamed ElMobdy, Jr.	20.00
Dan Foster	40.00
Ken Herzstein	20.00
David Garcia	10.00
Clinton Gregg	80.00
Nabeeh Hafid	50.00
Gunnar Lundeborg	100.00
Virgilio Managbanag	20.00
John McAuliffe	40.00
Terence O'Neill	50.00
William Ofthus	100.00
David Pangan	20.00
Ricky Pangan	50.00
Edward Sabo	25.00
Carl Schou	25.00
Donald Steffens	25.00
Louie Urbano	20.00
Colin Walker	20.00



West Coast Sailors

Jose Angeles	20.00
Ojvind Bernhagen	100.00
George Blake	20.00
Christopher Bright	20.00
Frank Dufek	40.00
Robert Ferguson	25.00
Sylvan Frankel	25.00
Herman Hallman	25.00
Romero Jalomo	10.00
James Kawasaki	25.00
Marc Lara	25.00
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ILWU Local 8	25.00
William Ofthus	50.00
Art Rogers	25.00
Ray Simpson	25.00
William Smith	25.00
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Donald Steffens	50.00
Leo Surmeian	25.00
Richard Walsh	10.00
Chester Williams	25.00
William Williamson	25.00

Dues-Paying Pensioners

Rafael Cooper	Book #4687
Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
James K. Larsen	Book #4055
John McKeon	Book #6456
Keith Miller	Book #6497
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430

Final Departures

William Grigg, Book No. 2927. Born in California in 1927. Joined SUP in 1956. Died in Coeur D'Alene, Idaho, May 23, 2007. (Pensioner)

Lawrence Kane, Book No. 2177. Born in Hawai'i in 1915. Joined SUP in 1935. Died in South San Francisco, California, May 19, 2007.

SUP Meetings

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

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

Dallas Keller, Book No.2978. Born in Arkansas in 1927. Joined SUP in 1948. Died in Little River County, Arkansas, June 11, 2007. (Pensioner)

Charles Clark, Book No. 4788. Born in Hawai'i in 1931. Joined SUP in 1984. Died in Torrance, California, June 9, 2007. (Pensioner)

Raymond Baldwin, Book No. 5602. Born in California in 1921. Joined SUP in 1947. Died in San Jose, California, June 2, 2007. (Pensioner)

Grant Thorne, Book No. 1973. Born in Colorado in 1918. Joined SUP in 1943. Died in Terrabonne, Oregon, May 29, 2007. (Pensioner)

Attend your Union
meetings

Maritime Day onboard the O'Brien



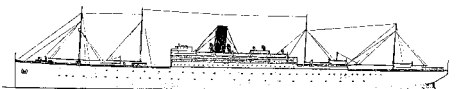
The Sailors' Union of the Pacific was well represented aboard the Liberty Ship s/s *Jeremiah O'Brien* on the vessel's annual Maritime Day Memorial Cruise, May 22, on San Francisco Bay. Wreaths were dropped over the side outside the Golden Gate in memory of those who died at sea. From left to right: Arthur Thanash, San Francisco Business Agent Bill Berger, and Captain Patrick Moloney.

Iraqi workers fight intimidation *continued from page 1*

workers union in the south is now one of the largest organizations in Iraq, with thousands of members on the rigs, pipelines, and refineries. The electrical workers Union is the first national labor organization headed by a woman, Hashmeya Muhsin Hussein.

Together with other Unions in railroads, hotels, ports, schools and factories, they've gone on strike, held elections, won wage increases and made democracy a living reality. Yet the Bush Administration, and the Baghdad government it controls, has outlawed collective bargaining, impounded Union funds and turned its back (or worse) on a wave of assassinations of Iraqi Union leaders.

In a joint statement with the British Trade Union Congress, Sweeney urged Iraq to pull back its security and military forces and cease its menacing threats to arrest and attack these workers immediately.



Sweeney also wrote Secretary of State Condoleezza Rice, urging her to use diplomatic channels "to convey to the Iraqi government that military intervention is not the way to resolve this dispute."

The International Trade Union Confederation and the International Federation of Chemical, Energy, Mine and General Workers' Union also called for immediate withdrawal of the military from the oil fields.

Meanwhile, *The Wall Street Journal* reported that U.S. prosecutors are investigating allegations that the Kuwaiti company building the \$592 million U.S. embassy in Baghdad forced hundreds of migrant workers from South Asia, the Philippines and other nations to work on the project against their will. The U.S. Department of Justice began the investigation of First Kuwaiti General Trading & Contracting company after former employees alleged that workers at the company were told they were being sent to Dubai, only to wind up in Iraq instead. According to the allegations, First Kuwaiti confiscated the workers' passports, so they were unable to leave Baghdad.

Source: James Parks, AFL-CIO & David Bacon

Timely Reminder
Third quarter 2007
dues are due
and payable *now!*

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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

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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. Second class postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop.

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Matson considers second TransPacific China service

Lloyd's List and the *China Daily* both reported on June 15 that Matson Navigation Company is "actively exploring opportunities" for a second service to China from the West Coast.

The current weekly service which began 15 months ago "exceeded our expectations," with revenue now accounting for about 15% of Matson's business turnover, said Allen Doane, the company's chairman. He added that service which calls at Long Beach, Honolulu, Guam, Ningbo and Shanghai currently handles 50,000 teus annually.

"Our first route is near capacity but we have no plan to add capacity to the existing route at the moment," stated James Andrasick, Matson's President and CEO. A second U.S./China route is now "part of our strategic planning," but no specific route has been chosen.

"Shipping routes between China and the United States possess enormous potential as trade between the two coun-

tries grows," said Doane.

Matson has no plan to invest in Chinese ports like other international carriers (APL and Maersk) have done in China. "We are a relatively smaller player in the Chinese market and we don't want to run before we can walk," Andrasick said.

"Our objective is to become an ocean carrier targeting a very high-end market through our reliability and speed," Doane said. Matson recently introduced "Guaranteed Expedited Service" on the China/U.S. route, which means customers will be compensated if Matson fails to deliver cargo on time.

Matson selected Shanghai and Ningbo because of their strong growth potential, as well as their close proximity in the Yangtze River corridor, which allows Matson to maintain a fixed-day weekly schedule during its 35-day port rotation, Andrasick said.

Military Sealift Command issues anthrax vaccination exemption for seafarers

On May 29, the Military Sealift Command issued the following administrative exemption policy regarding mandatory anthrax vaccinations:

1. Crews on foreign time charters are administratively exempted from anthrax.
2. Crews on U.S. time charters under six months are administratively exempted from anthrax if the crew will be in theater less than 28 consecutive days and the crew will have no repeat visits into theater during the period of their charter.
3. Crews on contract-operated USNS ships or MarAd ships under operational control to MSC that are activated for less

than six months are administratively exempted if the crew will spend less than 28 consecutive days in theater and the crew will have no repeat visits into theater during that period of activation.

4. Foreign nationals on USNS ships are administratively exempted from anthrax vaccination.

5. Anthrax vaccination will be available on a voluntary basis to crews a) who meet the criteria for administrative exemption in #2, #3, or #4 above; b) who request vaccination with anthrax vaccine; and c) who are eligible by DOD, USN, theater, and MSC policy to receive anthrax vaccination.

Danish ship hijacked off Somalia

Somali pirates hijacked the 1,563dwt Danish-flagged and crewed cargo ship *Danica White* on June 1. The ship was overtaken by gunmen while en route from Dubai to Mombasa, where it was due to arrive with 1,000 tons of building materials. Industry sources indicated the pirates are expected to demand a very high ransom for the ship's release because of the nationality of her five-man crew.

A spokesman at the British offices of H. Folmer, the ship's owner, would not confirm the position of the ship when it was hijacked. However, the Danish Seamen's Union has said that it took place 240 nautical miles out. It appeared to have been effected by pirates operating from a "mother ship," said a Union spokesman. "We have not seen it yet, but there has to be [a mother ship], he is quoted as saying. "Small ships could not have made it so far from the coast in very rough seas."

Meanwhile, Somali pirates are still holding three fishing vessels and an Indian trading ship, all but one in Harardhere, about 400 km northeast of Mogadishu. The captors of one of the ships, a Taiwanese fishing vessel, shot a crew member dead on June 2 and threatened the life of another if the ship's owner did not accept their demands.

Four-year deal for Italian seafarer Unions

Seafarers' Unions in Italy have reached agreement with shipowners' representatives on a new four-year agreement that includes improvements in salary and benefits, new rules on flexibility and an agreement to work together on recruitment and training.

In a statement both sides hailed the spirit of cooperation that prevailed through the talks, noting that unusually they had been concluded without a strike and despite moments of high tension.

The talks, between private shipowners' confederation Confitarma, public sector operator Federlinea and tugboat owners' associations on the one side and

the three main Unions Fit Cgil, Fit Cisl and Uil Trasporti, on the other, produced a contract that will run to the end of 2010.

Confitarma says the contract covers 20,000 seafarers. The economic package, which runs just two years until the end of 2008, includes average wage increases between \$195 and \$230 a month.

The parties agreed to set up a new national committee for onboard and landside training. The new committee will work to develop training projects aimed at improving onboard job security and promoting the sea as a career, in part by involving local and national authorities.

Cape Orlando crews up



The s/s *Cape Orlando*, a Ready Reserve Force vessel operated by Patriot Contract Servcies, was activated this month. Pictured from left to right are: AB and SUP delegate Rhonda Benoit, AB Joel Schor, AB Barbara Shipley, OS Waleed Nasser, Bosun Steve Zombro, AB Bienvenido Banzon, OS Rowdy Sloggett, AB Steve Meyer and OS Norhaslan Idris, on the *Cape Orlando* before departure from Alameda for the war zone.

APL tests method for cutting ship emissions

APL Ltd. has announced that it will test a method of cutting exhaust emissions on one of its container ships this summer.

The Oakland company said its C-11-type containership *APL China* will test a process known as "cold-ironing," in which a ship draws electrical power from a source on shore while docked, so that it can shut off diesel generators. The process could cut 1,000 pounds of exhaust pollutants during a single port call. APL says it will use a single high-voltage cable connection from ship to shore to overcome safety concerns that have made other shippers wary of cold-ironing. APL will use one three-inch power cable instead of 10 cables used with other methods.

The *APL China* will draw power at the Port of Oakland during an 18-hour test from a portable liquefied natural gas generator.

Los Angeles-based Progressive Electric and Signal Hill-based Wittmar Engineering and Construction Inc. are working with APL on the test, scheduled for next month. The SUP comprises the unlicensed deck department in the *China*.

Marine vessel emissions reduction act introduced in Congress

Legislation to cut air pollution from ships that contribute to smog and soot pollution around America's ports was introduced on May 24, in the Senate and House.

The Marine Vessel Emissions Reduction Act of 2007 (S.1499) is authored by Senator Barbara Boxer (D-California) and co-sponsored by Senator Dianne Feinstein (D-California). The House version (H.R. 2548) was introduced by Representative Hilda Solis (D-California), Vice Chair of the House Environment and Hazardous Materials Subcommittee, and co-sponsored by Representatives Lois Capps, Jane Harman and Henry Waxman—all Southern California Democrats.

Senator Boxer, who chairs the Senate Environment and Public Works Committee, stated that "emissions from ships are among the major causes of persistent air-quality problems at many of California's ports."

"It is long past time to tighten controls on pollution from ships in our harbors. For too long, people who live near our busiest shipping facilities have paid a price with their families' health. This legislation will speed the process of clearing the air at America's ports. Large ships, particularly foreign-flagged vessels, are among the largest unregulated sources of pollutants in Southern California. Foreign-flagged vessels emit almost 90 percent of all vessel pollution. The high sulfur content of marine fuels causes ships to emit over 50 percent of the sulfur oxides (SOx) pollution in Southern California—one of the major components of soot and smog pollution. The Marine Vessel Emissions Reduction Act requires ships to use cleaner-burning, lower-sulfur fuels that reduce health-threatening soot and smog-producing emissions when the ships are in or near U.S. ports. The bill also will impose tougher emissions standards for marine engines. Trade and transportation are vital to the economic health of Americans, but Americans who live near our ports should not pay with their physical health."

S.1499 was referred back to Boxer's committee, which H.R. 2548 has been referred to the House Committee on Energy and Commerce.

House recognizes service and sacrifice of U.S. merchant marine veterans

On May 27, 2007, Representative Bob Filner (D-California) chairman of the Veterans' Affairs Committee submitted the following to the House of Representatives which passed it unanimously:

Whereas, the United States Merchant Marine served as the Nation's first Navy and helped George Washington's Continental Army defeat the British Navy;

Whereas, since 1775, United States Merchant Mariners have served valiantly in times of peace and in every war;

Whereas, after the terrorist attacks of September 11, 2001, 29 United States Merchant Marine Academy cadets operated a fleet of boats in New York Harbor, transporting firefighters and other emergency equipment workers, medical supplies, and food;

Whereas, today, more than 8,000 Merchant Mariners serve in the Military Sealift Command, most of them working in support of Operation Iraqi Freedom and Operation Enduring Freedom;

Whereas, the United States Merchant Marine Academy is the only one of the five service academies that sends its cadets into war, and 142 undergraduates of the Academy were lost during World War II;

Whereas, during World War II, Merchant Mariners served honorably in combat but were denied veterans benefits and recognition at the end of the war despite sustaining the highest rate of casualties of any of the armed services;

Whereas, more than 95 percent of the Allied Forces and materiel that was transported during World War II was transported by Merchant Marine ships;

Whereas, the Merchant Mariners of World War II were denied the unprecedented benefits of the Servicemen's Readjustment Act of 1944 (known as the 'GI Bill of 1944');

Whereas, the story of the United States Merchant Mariners of World War II is one of patriotism, of youthful exuberance, of dedication to duty, of bravery in the midst of battle, and of a Nation that forgot these heroes after the end of the war for more than 40 years until 1988, when they were given veteran status;

Whereas, by that time, over 125,000 of those Merchant Mariners had died and many had lost out on opportunities and benefits they greatly deserved; and

Whereas, on National Maritime Day, Congress recognizes the tremendous sacrifices and contributions of the Merchant Marine and its veterans and the entire maritime industry to the Nation: Now, therefore, be it

Resolved, That on National Maritime Day, the House of Representatives recognizes the heroic and invaluable sacrifices that the United States Merchant Marine veterans have made to help ensure our Nation's prosperity and safety.

Foreign-flag cruiseship norovirus outbreaks continue unabated

Last year's record pace of norovirus outbreaks aboard foreign-flag North American cruise vessels has not relented during the first five months of 2007. According to statistics from the Centers for Disease Control (CDC) Vessel Sanitation Program, there have been a total of 16 cases of norovirus or suspected norovirus recorded so far this year. The latest incident involved the sickening of 177 passengers and seven crew members aboard Norwegian Cruise Line's *Norwegian Star* on its May 19-26 voyage.

Within the past two months, outbreaks have also been recorded aboard NCL's *Norwegian Pearl*, Holland America's *Volendam*, Regent's *Seven Seas Navigator*, and Celebrity's *Zenith*. This year's statistics also feature a rare case of a cruise vessel being inflected for three consecutive voyages: Holland America Line's *Ryndam*, which sustained outbreaks in February-March.

The current pace of outbreaks matches the norovirus frequency for January-May 2006, a year when the North American cruise industry saw a record 37 cases of norovirus and other shipboard illnesses. Earlier years' outbreak totals were: 19 (2005), 36 (the previous record, 2004), 27 (2003) and 21 (2002).

Sailor airlifted from *Manulani*



U.S. Coast Guardsman being lowered to the foredeck of the *Manulani*. See story on page 1.

Russian longshore official beaten and stabbed

On June 7, Mikhail Chesalin, the chairman of the local Dockers Union of Russia in Kaliningrad, was savagely stabbed and beaten outside the Union office. An unknown number of assailants attacked Chesalin when he got out of his car at 10:30am local time, stabbing him numerous times in the spine, and beating him severely about the head. He was left lying face-down, unconscious, in a pool of blood.

Chesalin's colleagues believe that the attack was orchestrated by Vladimir Kalinichenko, the General Director of the Sea Commercial Port where the dockworkers' Union is currently running an organizing campaign. The Union has been in a bitter fight with Kalinichenko for ten years, after Kalinichenko made it his personal goal to destroy the Union following their 1997 strike – their battle, and the workers determination has become a symbol of Russia's young, struggling independent trade Union movement. Since April, the Union has been conducting an unprecedented organizing drive among the workers in the Kaliningrad port to change a miserly and arbitrary wage system, and win respect and a voice on the job. Kalinichenko has tried to break up every Union event by sending his personal "security" forces, together with local thugs, to spy on and intimidate workers.

Mikhail Chesalin is known throughout the region, country, and world, as one of Russia's foremost defenders of workers' rights. The dockworkers' case has received the attention of the International Labor Organization (ILO), the European Court for Human Rights, and most of all the attention of Kaliningrad residents, who voted for Chesalin when he ran directly against Kalinichenko in 2006 —with 13 times less money, Chesalin received four times the votes of Kalinichenko to be elected as a deputy to the regional parliament. In that sense this attack is not only on free trade Unionism, but on an independent governmental representative.

For 12 years, the Dockers Union of Russia, with a vigorous and committed membership, and under Chesalin's dedicated and principled leadership, has stood for fairness and dignity for Sea Commercial Port workers. For that, Union members have lost their jobs, their livelihoods, and their families, but they are free men. For the first time in this battle, the Port has crossed the line to violence, and attempted to silence a great leader of workers. Chesalin's Union members and colleagues have called on their brothers and sisters around the world to raise their voices, and their considerable strength and solidarity, to communicate to Russian employers and the Russian government that an injury to one is an injury to all, that this threat to justice here is a threat to justice everywhere, and that workers around the world will not stand by as their brothers and sisters are denied basic rights.

It is no wonder that Kalinichenko is so scared of Chesalin – dockworkers are currently subjected to severe exploitation, to which the dockworkers Union represents a real alternative. Kalinichenko's explicit position is: "I pay the minimum," and "those who want to work, earn money." The average dockworker wage is only \$500 a month, in a city where prices do not differ significantly from European and American prices.

Many work up to 25, 26, 27 11-hour shifts a month so they have enough to feed their families; approximately half have a second job, many in the neighboring river port. Some young dockworkers cannot have children because they can't afford to feed them. Work norms are impossibly high, as a result of which violation of safety rules is systematic, open, and expected. Though the nominal wage is about \$1.30 an hour, the wage system is piece work, which isn't even followed – whatever the head stevedore or terminal director wants to write down for that day is what workers will be paid, with no way to check whether they're being cheated - which they often are. A significant part of a worker's income depends on his "premium" - which can be provided or denied totally at the whim of management. There are brigadeers who openly sell vodka to members of their work gangs - to keep them "on the hook," to be able to manipulate them at their convenience.

Workers who receive a "special" dockworker pension after 20 years in the port continue to work, most until their death at too young an age, because on such a pension, they can't afford to retire. The yellow Union in the port – really an arm of management, distributes "goodies" like vacations, and material assistance to "good" workers, and denies others, though it also has many workers "on the hook" by providing credit. Frequent legal "reorganization" is carried out to strip workers of accrued benefits and avoid legal responsibility for various violations, including the severe anti-Union discrimination against the dockers' Union.

Since the Union began its current organizing drive, several workers have been fired, ostensibly for truancy or being intoxicated on the job, but, as the boss made clear, really for participating in trade Union activity. The boss has repeatedly threatened workers that they must not even talk to Union organizers, and has denied training, parking permits, and other benefits to those workers considered to be activists.

Source: LabourStart

Whistleblowers fabricated evidence

Athenian Sea Carriers and the chief engineer of its 159,113-dwt crude carrier *Captian X Kyriakou* were found not guilty in a federal "magic pipe" prosecution marking the first such defeat in the Department of Justice's juggernaut of prosecutions over maritime oil dumping.

The "not guilty" verdicts on the seven-count indictment against Athenian and Chief Engineer Artemios Maniatis were returned by a jury following a trial in the U.S. District Court for the Eastern District of California, in Sacramento. During the trial, six Filipino crewmen testified against the chief engineer, claiming that he installed the magic pipe, then destroyed the evidence and finally ordered the crew to lie to the Coast Guard. However, inconsistencies in the whistleblowing, crew's testimony and belief that they fabricated their testimony just to receive the reward, apparently rang true with jurors.

The case dated to November 2006 when the Marshall Islands-flagged tanker called at Benicia and mariners aboard the vessel reported the alleged crime to the Coast Guard.

Federal court rules against mariner in wage case

Foreign-flag Celebrity Cruises won a case involving the Seaman's Wage Act in the U.S. Court of Appeals in Miami this month.

The case of *Lobo v. Celebrity* hinged on whether a seafarer may seek wage-dispute compensation in U.S. federal court if the collective bargaining agreement states that such conflicts are subject to arbitration. The central legal question is whether the U.S. Seaman's Wage Act trumps an international treaty—the Convention on the Recognition and Enforcement of Foreign Arbitral Awards—which the United States signed in 1970.

Stateroom attendant Inacio Lobo had sued Celebrity, claiming he was forced “under duress” to share his gratuities with his assistant stateroom cleaner by paying that assistant \$1.20 per day “from his own earnings”.

The District Court had previously sided with Celebrity, asserting that the dispute must go to arbitration under international treaty. After Lobo appealed, the Circuit Court affirmed in Celebrity's favor.

Transportation workers say “enough is enough”

Thousands of transportation workers rallied on the National Mall in Washington, D.C., and across the nation on May 17, to demand action from elected leaders on key transportation issues, including security, pensions and jobs. The rally, which was organized by the International Association of Machinists and Aerospace Workers, was held under the auspices of the AFL-CIO's Transportation Trades Department (TTD). The SUP is a member of TTD, which represents 32 unions in aviation, rail, transit, trucking, highway, longshore, maritime and related industries.

“Transportation safety and security needs are being ignored... and under-investment in our nation's transportation infrastructure is harming the economy,” TTD President Edward Wytkind told the crowd on the mall. “A safe and robust transportation system serves all Americans.” Among the speakers at the event were Senators Joseph Biden (D-Delaware), Ben Cardin (D-Maryland) and Hillary Clinton (D-New York), along with Representatives Dennis Kucinich (D-Ohio) and George Miller (D-California). AFL-CIO Secretary-Treasurer Richard Trumka also spoke.

IMB sets up 24-hour maritime terror hotline

The International Maritime Bureau (IMB) has launched a 24-hour global hotline for seafarers to supply maritime security information amid warnings from Malaysia's police chief that terrorism in the Malacca Strait is a “real and possible threat”.

Piracy watchdog IMB announced it was expanding its piracy reporting service with new hotline for ship's crew and stevedores to report activity they believe may be linked to maritime terrorism or organized crime. “There is a general concern about organized crime and terrorism. This provides a response to that as a way for people to report information,” IMB director Potengal Mukundan told a press briefing following its tri-annual conference in Kuala Lumpur.

Reports can be made either via email or the IMB's existing 24-hour telephone hotline of its Piracy Reporting Center in Kuala Lumpur. People working at what Mukundan described as the “sharp end of the maritime business” would be encouraged to report a range of illegal activity covering areas such as terrorism and drug smuggling. IMB will study the information before passing it onto relevant law enforcement agencies.

The launch of the hotline comes a day after Malaysia's top policeman Tan Sri Musa Hassan warned that maritime terror in the Malacca Strait was a real possibility. “Another threat that is real and possible and lurking in the straits, is maritime terrorism,” said Tan Sri Musa, Royal Malaysian Police inspector-general. He warned of the potential for the severe disruption to trade if a vessel such as an LPG carrier was hijacked and used for a suicide mission. “Such an act would devastate southeast Asia's economic environment and severely disrupt trade. “Significant impediments to the flow of oil would be a direct threat to national security at countries that are highly dependent, particularly Japan and South Korea. It would mean rerouting the vessels, which would lead to skyrocketing freight rates.”

He urged the close cooperation of enforcement agencies from different countries to combat the threat of maritime terror. “With this close cooperation I think we can prevent these things from happening,” he said.

Piracy stakes raised as sailor is murdered in Somalia

Somalia's piracy crisis has taken a new turn for the worse after a gang holding a Taiwan-flagged fishing vessel was reported to have killed one of the crew because the owners would not pay a ransom. This is believed to be the first time a crew member held hostage has been murdered, and it has sparked fears that the policy could be extended to merchant ships. The life of the second member of the fishing vessel's crew has been threatened if pirate demands are not met, according to Andrew Mwangura, director of the Kenyan-based East African Seafarers Assistance Program.

The fishing vessel *Ching Fong Hwa 168* was captured in mid-May and had two Taiwanese and 14 Chinese crew members on board. It was not clear if a Taiwanese or Chinese crew member was the murder victim. Mwangura told

Reuters: “Since they took her captive, there has been communication between the owners and the captors but it seems that the owner was not cooperative. “They want a ransom and have said they will kill another crew member if the ship-owner does not pay.” Three other ships—an Indian dhow and two Tanzanian fishing vessels—are also being held.

Speaking of the latest incident, International Maritime Bureau director Pottengal Mukundan said: “It is the first time [pirates] have carried out a threat of this kind, although we had one other case where a crew member died of a heart attack. “It is very worrying. It is time now for some action to be taken. We would request the European navies and the U.S. navy in the region to intervene. The murder shows that the safety of crews is in danger.”

Puget Sound Port Maritime Council honors pro-worker city councilman



At the May Maritime Trades Department (MTD) lunch in Seattle, Councilman Della (holding ship's wheel) was recognized for his efforts on the Seattle City Council to prevent industrial zoned maritime lands from being rezoned for condo development. Councilman Della was the only true voice for working families on the Council. From left: Martin Luther King County Labor Council Executive Director David Freiboth; Seafarers International Union Tacoma Branch Agent Joe Vincenzo; MM&P Executive Vice President and Puget Sound Ports Council, MTD President, Captain Steve Demeroutis; Seattle City Councilman and IBU-ILWU member David Della who is this year's honoree for Puget Sound Maritime Person of the Year; IBU National Secretary/Treasurer Terri Mast; SUP Seattle Branch Agent Vince O'Halloran; Puget Sound Ports Council, MTD Vice President Gordon Baxter, Plumbers and Pipefitters Local 32; and MEBA Seattle Branch Agent Karol Kingery.

Canadian port security is inadequate

Canada's ports remain rife with organized crime, lax security and insufficient equipment and represent a major avenue that could be exploited by terrorists, a harsh official report has concluded. The report is likely to further inflame the debate in the United States on 100 percent inspection of containers, as it states: “[The problems] pose a security risk to Canadians as well as Americans, since 30 percent of containers arriving in Canada are transhipped to the United States”.

The Canadian report recommends that every container entering Canada, specifically every U.S.-bound container, be inspected. This recommendation would scrutinize each bill of lading, photograph the number on the container as it passes to verify it against the bill of lading, and confirm that the container's weight matches what is stated in the documentation.

Canada's Standing Senate Committee on National Security and Defense has criticized national antiterrorism efforts in the past, particularly in an October 2003 report on the “longest under-defended borders in the world”. This report had called for an inquiry into specific port security problems including organized crime, leaky perimeters, lack of police, inadequate container screening, training delays, and lack of Canadian officers at foreign ports.

The committee's new 118-page report issued in March blasts the government for “ducking” this recommendation, and invites readers to scan government responses to find “weasel words”. “These

are words that create the illusion that something is being done when it isn't,” the committee states. “Words like ‘is currently reviewing’ or ‘preliminary analysis has been undertaken’ are responses to recommendations made four years ago! If it takes four years to start thinking about solving problems, how long is it going to take to actually come up with solutions?”

Noting that terrorists succeed through the “element of surprise as they did on September 11,” the committee warns that they would now seek “alternatives to wreaking havoc in the air,” and containers would be a logical candidate. This is where, the report goes on, Canada's allegedly lax policies against organized crime could prove fatal. “Any hole a criminal can take advantage of, a terrorist can take advantage of,” the committee wrote.

The new report renews calls for Canadian longshore workers to undergo compulsory background checks including high-tech identification cards.

Earlier security recommendations include a full review of fencing and a national standard for the same; a significant upgrade and refunding of the Royal Canadian Mounted Police as the lead police force at all ports; and a tightened security and reporting regime for incoming cruise passengers and vehicles onboard ferries. Furthermore, the recommendations have asked the government to institute a thorough container screening regime, including x-ray machines in ports.

Chinese company orders 66 ships

Cosco Group, China's biggest shipping company is reported by the official People's Daily to have placed orders at domestic shipyards for 66 ships. Delivery will be between 2008 and 2010, suggesting that some of these orders are already on yard order books. No further details were disclosed and prices have not been revealed. The move is part of China's efforts to build domestic tonnage to cope with the growing volumes of energy related imports and car imports and exports as the economy continues to boom. China is also aiming to overtake South Korea as the world's foremost shipbuilding nation and has embarked on a massive expansion of yard capacity.

Newbuilding orders include container ships, tankers, bulk carriers and car carriers with a total tonnage of five million deadweight tons. Cosco has already ordered four 10,000-teu ships from Hyundai Heavy Industries of South Korea. It is also adding six Very Large Crude Carriers (VLCC) to its tanker fleet doubling its crude oil carrying capacity as China steps up efforts to building strategic oil reserves.

ESU Office Assignments

For the month of July, Tommy Thompson will be in the Seabrook office and Leo DeCastro will be in the Benicia office.



JUNE 2007

Official Publication of the Exxon Seamen's Union

ESU 2007 Ship Representative Conference

The biennial Ship Representative's Conference commenced on Monday, May 14, at the ESU office in Seabrook, Texas. Attending the first day of meetings and preparation for the arrival of the Ship Representative's were the four principal ESU Executive Board members; President Kevin Conroy, Vice President; John Straley, Secretary-Treasurer; Leo DeCastro and Recording Secretary Tommy Thompson. Also arriving early for the "prep day" were Engine Trustee, Will Ackley and Deck Trustee, Michael Harrison. An Executive Board meeting, with the ESU's legal counsel Sharon Groth attending was held as well, taking advantage of the opportunity to have Trustees in attendance.

Day two was largely devoted to presentations by various company managers, and was kicked off with an informative update of SeaRiver Maritime's operations and business outlook presented by Operations Vice President Stu McRobbie. During the morning session SeaRiver managers Ron Floyd, Kharon Delaney and Helen Wright contributed to discussions on such personnel issues as; the outlook on recruiting, training scheduled for '07, further training course development, TWIC updates and shipboard internet/email availability progress.

Tuesday's afternoon session included a visit from the company's Medical Director, Dr. Ralph C. Frates, who spoke on medical case management. Following the doctor's presentation he fielded questions from the Representatives in attendance on a wide variety of medical issues including case management, administration of physicals and communications with members on a number of specific medical issues.

The company segment of the conference concluded that afternoon with a presentation from Chris Matteson, a man-



ESU members in attendance at the 2007 Ship Representative Conference. Photo was taken in front of the ESU office in Seabrook, TX. From left to right front row: Joe Graca, Joe Bernavich and Tim Williams. Second row: Michael Harrison, Kevin, Conroy, John Straley, Thor Floreen and Thomas Thompson. Back row: Jeff Harris, Don Hatch, William Ackley and Kurt Kreick. Photo taken by Leo DeCastro.

ager within SeaRiver's Human Resources Department. Mr. Matteson gave a comprehensive and highly informative overview of retirement requirements and procedures, as well as a review of members Blue Cross/Blue Shield medical and dental plan updates.

The day long meetings with company personnel afforded Ship Representative's Joe Bernavich, Thor Floreen, Joe Graca, Jeff Harris and Tim Williams, as well as Trustees Ackley and Harrison an opportunity to interface with company officials and have first person dialogue on some of their, as well as other shipboard members questions and concerns. Also attending, as guests of the Union, and allowed to participate along with the elected Ship Representatives, were ESU members Kurt Kreik (Cook) and Donald Hatch (QMED). Both guests have served the Union on numerous occasions as Temporary Ship Representatives and were

available during the time frame required to participate in the meetings.

Meetings continued at the Boardwalk Inn Hotel in Kemah, Texas, located approximately three-miles from the Union's business office on Wednesday, the 16th with the Executive Board presenting an overview of the ESU's finances, goals/objectives, and ongoing Union issues to the Representatives. The Executive Board's session was followed by an open discussion led by Representatives designed to allow for constructive suggestions to the Executive Board and identify areas in which the Union could be more efficient and/or effective.

The remainder of the day was devoted to advance preparation for 2008's contract negotiations. Union Representatives, armed with information gathered from members identified and prioritized issues that the ESU Bargaining Committee should focus on. These issues were

noted and will be of tremendous assistance to the Executive Board when contract negotiations begin early next year.

The final working day of the 2007 Ship Representative's Conference got underway with the Sailors' Union of the Pacific Vice President, Dave Connolly presenting a fact-filled discussion on numerous maritime related regulatory issues. Of particular interest was the subject of the impending TWIC requirements. Dave also touched on the mutual benefits of the SUP's affiliation with the Exxon Seamen's Union.

Scheduling conflicts were particularly difficult for Dave and his efforts in attending were greatly appreciated. SUP President/Secretary-Treasurer, Gunnar Lundeberg, though wishing to attend, was not able to due to other business obligations. The entire Executive Board and Ship Representatives found the SUP contribution to the conference to be of particular benefit and interest. The ESU truly appreciates their efforts and contributions.

Following completion of the SUP presentation, attendees traveled to the Seabrook ESU office for a look-see and review of office procedures. Conference work concluded in the afternoon with the ESU's Attorney, Sharon Groth speaking on a number of legal matters that pertain to the Union including the issue of establishing a divestiture plan of Union assets should the need ever arise. Ms. Groth then held an open question and answer session with the ESU Representatives.

Union attendees met for dinner at Babin's Seafood House on the Kemah Boardwalk Thursday evening to celebrate what had been an ambitious, but rewarding and successful 2007 Exxon Seamen's Union Ship Representatives Conference.

Steward Department Trustee; Joe Periera and Ship Representative Chuck Bell were unable to attend due to scheduling difficulties. Both were missed.

Ron Vanshur retires after 27 years



The crew of the *S/R Wilmington* recognizes Ron Vanshur service to the ESU at a retirement ceremony held on board the vessel. Temporary Ship Representative Ed Stoeckel presented Ron with a framed Certificate of Appreciation for his many years of support to the ESU.

Effective June 1, 2007 Ronald Vanshur, Pumpman, has elected to retire with 27 years of service. Ron originally began his career with Exxon Coal and Minerals Company as a Maintenance Specialist at an open pit coal mine near Gillette, Wyoming in 1980. In December, 1981 Ron transferred to Exxon Shipping Company as an Ordinary Seaman in the Ocean Fleet. Ron's first ship with ESC was the *Exxon Washington*.

From December, 1981 until December, 1984 Ron sailed as OS aboard various ships in the Company's Fleet, both East and West Coast. He began sailing as Able Seaman in 1985 and sailed in that capacity until 1997. In 1992 Ron was selected for entry into the Engine Ratings Endorsement Program to allow him to acquire the necessary Engine Department seatime to obtain his QMED ratings. He received those endorsements and began sailing Oiler in 1998. He also stepped up to Pumpman and was promoted to that classification in January, 2001. Ron recently completed his last tour aboard the *S/R Wilmington* as Pumpman.

Ron says after he settles into retirement he and his wife Fran plans to travel around the country. Ron will be remembered in the fleet as a good ship mate and strong supporter of the ESU. The ESU Board would like to take this opportunity to thank him for his many contributions to the fleet over the years and extend our best wishes to him and his wife Fran as they enter this new chapter of their lives.

ESU NEWS on the Internet

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

A road map to retirement

Note: The following information was previously presented to the Executive Board and ESU Ship Representative's attending May's Ship Representatives Conference. Union participants at the conference found the information particularly informative and potentially of invaluable help to members considering retirement within the next few years.

The following article was provided to the Union for dissemination to its members by Chris Matteson, and wrote by Terri Delgado (HR Intern) of SeaRiver's Human Resources Department:

Thinking about retirement? Regardless of your age, the time to begin sound financial planning is today. Becoming familiar with the resources available to employees is valuable at any stage of your financial planning. From both a personal and financial perspective, beginning the transition to retirement is a process that takes planning. The following information is intended to provide a simple guide of activities to help with planning a transition from active employment with the Company.

Up to two Years from Retirement

1. Get Personal Identification Number (PIN) information and request a retirement estimate from ACS. Keep in mind PINs are required to access the Savings Plan and Pension Plan systems.
2. Address any administrative issues regarding distribution of your assets. Orders related to divorces (QDRO) issues can cause substantial delays in the retirement process. Confirm with retirement services that they have all the information necessary to release your pension.
3. Review Beneficiary Designations – While you are not required to fill out beneficiary designation forms upon retirement, it is encouraged in order to keep information current.
4. Attend a Retirement Seminar and gather free financial planning information from E&Y – Employees are eligible to attend two courses if 15 years of benefit service will be reached by age 50. For scheduling information, contact Marsha Shorts in Fleet Manning.

At least one year from Retirement

1. Request a final retirement estimate from ACS and a Social Security estimate.
2. Prepare for the financial transition –build a cash nest egg just in case there are any unforeseen events.

Six Months from Retirement

1. Attend a second retirement seminar.
2. Review your final estimate. You should have received the final retirement estimate. With this information you can evaluate the different commencement options available with Social Security.
3. Ensure Fleet Manning has your retirement date in order to submit Smart Forms and prevent delays. Contact Fleet Manning at least 60 days before your anticipated retirement to assist with completing the necessary paperwork. This will facilitate the transfer of benefits to retiree system and pension payment.
4. Make your retirement gift selection.

Key Contact Information

PIN Information

Savings Plan (CitiStreet): 877-966-4015

Pension Plan (ACS): 800-628-2847

Affiliated Computer Services (ACS)

Fleet Manning

Marsha Shorts: 713-656-2991

Gaps in Medical Coverage Contacts

ACS: 800-682-2847

BCBS Customer Service:

800-521-2227 or www.bcbstx.com

Prescription Drug Program

877-357-7463 or www.myrxhealth.com

Pension Estimates

ExxonMobil Benefits Service Center:

800-682-2847

Retirement Gifts

CFj Manufacturing: 877-463-9966

Card Discount

Citibank: 800-344-4355

General Information

ExxonMobil Benefits Service Center:

800-682-2847 or

www.exxonmobilfamily.com

Ernst & Young Financial Planners

866-966-1337

Another DLC and ADEO course held in Vallejo



Participants at the ADEO course are from left to right: Front row, 3rd Assistant Phillip Walkup, Pavel Mika, Auberto Munoz, Alvin Phillips, Lillian Jones, Paul Clow, Ed "Pepper" Benjamin and Stefan Theodore. Back row includes course instructor Captain Nils Knutstad, Third Assistant Mark Rosenhek, Eric Guzman, Chuck Carroll and Thor Floreen. Roger Vreeland also attended but is not pictured. Photo by John Straley

Combined Dangerous Liquid Cargo (DLC) and Advanced Deck and Engine Operations (ADEO) Courses were held at the Ramada Inn in Vallejo California from April 21 through April 29, 2007.

The engine department personnel started the 2 day Advanced Engine Operations (AEO) course on Saturday April 21, a couple of days in advance of the arrival of their deck counterparts. The course work consisted of engine specific instruction, which was held at the California Maritime Academy in Vallejo. It focused on steam boiler operation, diesel generator cycles and emergency engine room procedures.

On Monday the deck department personnel joined the engine department for the DLC segment of the course. This was the longest portion, which lasted five days and was conducted mostly in a classroom setting at the Ramada Inn. This course covered areas such as emergency response procedures, cargo handling, pollution prevention, basics of the inert gas system, tank entry and tank cleaning procedures. Completion of the DLC course meets one of the Coast Guard requirements for obtaining a PIC endorsement on ones Merchant Mariners Document.

A dinner was hosted on the evening of Wednesday, April 25, a dinner was hosted by SeaRiver Vice President Stu McRobbie at the nearby Olive Garden restaurant. Mr. McRobbie gave a talk on current issues and events happening in the fleet and on future outlooks for the company. Also in attendance at the dinner were course instructor Captain Nils Knutstad and ESU Vice President John Straley.

On Saturday April 28, following the DLC course, the engine department participants returned home or to fleet assignments while the deck department members spent the next two days attending the Advanced Deck Operations (ADO) course. The ADO course involved mostly simulator training held at the California Maritime Academy and included ARPA, ship handling and bridge watch standing procedures. The course concluded Sunday afternoon and the participants flew home or to fleet assignments that evening or the next morning.

This is now the fifth year that DLC and ADO/AEO classes have been offered to unlicensed employees at SeaRiver. Eight classes have been held in those four years and a total of 100 members have participated since inception. These courses are scheduled well in advance and are usually shown on the upcoming yearly training schedule that is sent to the fleet and to all employees in either December or January. Another set of ADEO-DLC classes is scheduled to begin September 22, 2007. If you are interested in attending this class contact either Kharon DeLaney in the training department at (713) 656-2203 or Helen Wright in Fleet Manning.

Ship reports

S/R American Progress

An ESU officer boarded the vessel on May 27, at the ExxonMobil dock in Beaumont, TX. Regular Ship's Rep. Chuck Bell is onboard and reported no problems. Vessel continues on its regular trans-Gulf of Mexico run between Florida and Texas. The ship is scheduled for another Executive Board visit in late June.

S/R Baytown

A Board officer visited the Baytown at Portland shipyard on June 11. The vessel is currently undergoing modifications with the possibly of entering into a new trade route. Installation of equipment to facilitate internet and email access for crew is underway.

Regular Ship Rep. Joe Bernavich is aboard. Everything running smoothly.

Kodiak

The Kodiak continues to trade between Valdez and Puget Sound. Board officer visited the vessel on June 10, at

anchor in Port Angeles, WA. AB Tony Curtis is filling in as Temporary Ship Representative.

S/R Long Beach

The Long Beach completed its Singapore shipyard period and departed for a stint in foreign trade in mid-May. Specific trade routes are being disseminated by SeaRiver's Operation Managers. Steward Department Trustee Joe Pereira, as well as former Deck Trustee Pat Campbell, acting as the Temporary Ship Representative are aboard. Vessel is slated to continue trading internationally until at least October of this year. Tentative plans are for the "Beach" to then return to the ANS trade. ESU Ship Representative Joe Graca, after attending May's Ship Representative's Conference is slated to return to the ship in early July. No beefs reported.

Sierra

ESU Board officer visited the vessel in Anacortes on June 9, in Anacortes,

WA. Earl Doucet is filling in as Temporary Ship Rep. Complaint about limited mail received on the vessel. Fleet Chef, Vince Ban is in the middle of what appears to be his last tour before retirement.

S/R Wilmington

An ESU officer boarded the vessel on June 9, while she was docked at ExxonMobil in Baytown, TX. John McCarthy continues to hold down the

Temporary Ship Representative's job, and is doing an excellent job of keeping the Executive Board informed. ESU Representative Jeff Harris is scheduled to return to the vessel in mid-June after attending the 2007 Representative's Conference and enjoying some earned leave. All is reported well on the "Willy", as she continues on her Gulf/East Coast "clean oil" trade route.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Michael Harrison

Engine Trustee William Ackley

Steward Trustee Joe Pereira

The ESU News is written and edited by the Exxon Seamen's Union.

SUMMARY ANNUAL REPORT FOR SUP WELFARE PLAN, INC.

This is a summary of the annual report of the SUP Welfare Plan, Inc., EIN 94-1243666, for the year ended July 31, 2006. The annual report has been filed with Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of SUP Welfare Plan, Inc. has committed itself to pay certain medical, dental and death claims incurred under the terms of the plan.

Insurance Information

The plan has contracts with Health Net, Kaiser Foundation Health Plan of the Northwest, Private Medical-Care, Inc, Kaiser Foundation Health Plan, Inc., Dental Health Services Inc., Group Health Cooperative, Bluecross Blueshield of Louisiana, Guaranty Assurance Company, Pacific Union Dental, MHN Services, The Union Labor Life Insurance Company, and The United States Life Insurance Company in the City of New York to pay certain medical, dental, and death claims incurred under the terms of the plan. The total premiums paid for the plan year ending July 31, 2006 were \$3,810,578.

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$14,923,776 as of July 31, 2006, compared to \$16,540,807 as of August 1, 2005. During the plan year, the Plan experienced a decrease in its net assets of \$1,617,031. This decrease included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$6,126,457 including employer contributions of \$5,608,792, participant contributions of \$68,215, realized losses of \$66,024 from the sale of assets, earnings from investments of \$485,983 and other income of \$29,491.

Plan expenses were \$7,743,488. These expenses included \$996,028 in administrative expenses and \$6,747,460 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, upon request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of five percent of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, Inc., who is the plan administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 764-4990. The charge to cover copying costs will be \$27.00 for the full report, or \$25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 730 Harrison Street, Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

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

Subscribe to the West Coast Sailors via First Class Mail

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City _____

State _____ Zip _____ Country _____

Subscriptions are \$25.00 per year.
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105



Welfare Notes

June 2007

Timely Filing of Claims

Reimbursement for co-payments or any other eligible medical, dental, vision or prescription charges must be submitted to the Plan office within **90 days** of the **service dates** when charges are incurred. The 90 days count does **not** start from the date a bill is received by a participant or from the date a participant pays a bill. To ensure timely submission, copies of billings received from a doctor, hospital or other provider of health services may be forwarded to the Plan office immediately upon receipt and participants may request that the Plan payment be made directly to the provider of services if preferred.

The 90 days-from-service date time limit for submission of claims applies to both pensioners and active participants.

Emergency Identification

In case of emergency, it is vital that Welfare Plan participants and dependents carry at all times personal identification with current address, phone and contact information as well as all health plan I.D. cards. When Plan participants are at sea, it is important that copies of health plan I.D. cards be left with family members at home. Please contact the Plan office if a new or duplicate card is needed.

Other information that participants should keep with them in the event of an emergency are the name and phone number of a personal physician and a list of any prescriptions that are currently being taken.

Please also keep the Plan office informed of any changes in your marital status, births in your family or changes in address.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net
Patty Martin martinpatty59@sbcglobal.net
Virginia Briggs, Claims vbriggs80@sbcglobal.net
Michael Jacyna, Eligibility mjacyna67@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
Terry O'Neill, Training Representative Phone: 415-957-1816
E-mail: terenceo@gmail.com
SIU-PD: Pension Plan 415-764-4987
Supplemental Benefits 415-764-4991

White House proposes maritime changes

The White House on May 15, urged the Senate to approve accession to the United Nations Law of the Sea Convention and to ask the International Maritime Organization (IMO), to include a 1,200 mile stretch of coral reefs off Hawai'i as a sensitive area.

In a statement to the media, President Bush said that Law of the Sea membership would "serve the national security interests of the United States, including the maritime mobility of our armed forces worldwide, secure U.S. sovereign rights over extensive marine areas, and promote U.S. interests in the environmental health of the oceans."

Bush noted that the Papahanaumokuakea Marine National Monument, an area including the Northwestern Hawaiian Islands, had been designated in a June 2006 presidential proclamation. Now, he wants the IMO to designate the entire area as a particularly Sensitive Sea Area (PSSA) —similar to areas such as the Florida Keys, the Great Barrier Reef and the Galapagos Archipelago— which will alert mariners to exercise caution in the ecologically important, sensitive, and hazardous area they are entering.

Record of SUP Shipping May 2007

	Hdq	Seattle	Wilm	Hono	Total
Bosun	5	1	1	1	8
Maint. Man	7	0	0	0	7
A.B. Dayworker	0	0	3	3	6
A.B	17	9	8	2	36
O.S.	2	2	0	0	4
Ship Util.	0	2	0	1	3
Standby	10	28	51	28	117
Steward	0	2	0	0	2
TOTALS	41	44	63	35	183

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$10,555,326. These expenses included \$970,320 in administrative expenses and \$9,585,006 in benefits paid to participants and beneficiaries. A total of 3,226 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$130,406,267 as of July 31, 2006, compared to \$138,101,966 as of August 1, 2005. During the plan year the plan experienced a decrease in its net assets of \$7,695,699. This decrease includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$2,859,627, including employer contributions of \$37,367, losses of \$413,641 from the sale of assets, earnings from investments of \$3,233,717 and other income of \$2,184.

Minimum Funding Standards

An actuary’s statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant’s report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 730 Harrison Street, Suite 400, San Francisco CA 94107, (415) 764-4990. The charge to cover copying costs will be \$17.00 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Maritime Administration issues advisory on Somali piracy

The Maritime Administration has issued an advisory concerning piracy off the Somali coast. This stems from information garnered from the National Maritime Intelligence Center (Office of Naval Intelligence) that as of May 14, 2007, there has been an upswing of piracy in international shipping lanes off the central east coast of Somalia. Several vessels were fired upon by gunmen in small white speedboats armed with machine guns and rocket propelled grenades. Given the distance from shore where these recent attacks have occurred and poor weather conditions typical for this time of year, the Office of Naval Intelligence (ONI) believes that pirates are utilizing a larger merchant vessel as a mothership to launch small boat attacks.

The International Maritime Bureau has increased their recommended transit distance from 75 to 200 nautical miles for vessels not calling on Somali ports. The ONI further recommends that vessels stay at least 50 nautical miles away from the position 01:02N 048:10E until the mothership threat can be evaluated. All vessels are advised to remain at least 200 nautical miles from the east coast of Somalia.

All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance. Pirates are reported to have used previously hijacked ships as bases for further attacks. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap.

Victimized vessels report two to three, 6-meter to 9-meter speedboats with three-to-six armed men per vessel with AK-47s and shoulder launch rockets, opening fire on their vessels in broad daylight in order to intimidate them into stopping. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the Plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was \$996,980 as of July 31, 2006, compared to \$1,282,960 as of August 1, 2005. During the plan year the plan experienced a decrease in its net assets of \$285,980. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$7,552,155, including employer contributions of \$7,465,751, losses of \$429 from the sale of assets, earnings from investments of \$86,896 and other losses of \$63.

Plan expenses were \$7,838,135. These expenses included \$452,291 in administrative expenses, and \$7,385,844 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant’s report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.00 for the full annual report, or \$0.25 per page for any part thereof

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Fake tug skipper is convicted

The operator of a Great Lakes tug that sank in Lake Michigan has been sentenced to 30 months in prison on a variety of charges—including operating the vessel with a forged master’s license. Gary Burnham of Indiana was also sentenced in federal court to pay \$750,000 in restitution to his former employer Holly Marine Towing, owner of the tug *Margaret Ann* and was also convicted of neglect of duty by a seaman and negligently causing a diesel fuel spill.

“The privilege to operate and maintain a vessel, whether commercial or recreational, should be taken very seriously by the licensed mariner,” the Coast Guard said in a statement. “The Coast Guard will continue to remain vigilant and ensure the safety of the general public and the environment.” This case is one of several recent instances where a casualty had led to charges of using a forged license. The Coast Guard hopes that new credentialing rules, combined with background checks now being mandated for U.S. licensed seafarers will end the practice of operating vessels without proper documentation.

Former Panamanian coast guard chief arrested for cocaine money laundering

Panama has arrested Ricardo Traad, former head of the country’s coast guard agency, the National Maritime Service (NMS), and Edilberto Luna, current NMS chief of operations, for money-laundering.

Traad and Luna, detained on May 26, are accused of taking a ton of cocaine from a Panamanian-flag general cargo ship, which was arrested in January 2006.

Police have questioned Traad about the apparent disappearance of cocaine stashed in a hidden compartment on the *Perseus V*, which was detained by the U.S. Coast Guard and turned over to Panama’s government. USCG officials had already found one consignment of cocaine on the ship when a confession by arrested smugglers led authorities back to the vessel in search of another ton of the drug. They found only the empty compartment. Traad, who resigned from Panama’s maritime service earlier this month, was charged with money laundering. According to anti-drug chief Jose Ayu Prado, the narcotics were transferred to the Colombian-flagged cargo ship *Arturo Express* and later sold in Mexico.



SUP President's Report

June 12, 2007

MATSON NAVIGATION COMPANY

In accordance with the 2003-2013 collective bargaining agreement with Matson covering the CV 2600 type vessels (*Manukai*, *Manulani*, *Maunawili*) and the CV 2500 type vessel *Maunalei*, wages and wage-related items (Supplemental Benefits, overtime, etc.) are scheduled to increase by 3.25% effective July 1, 2007.

In accordance with the 2005-2008 agreement with the company covering the *Kauai*, *Lihue*, *Lurline*, *Mahimahi*, *Maui*, *Matsonia*, *Mokihana* and *R.J. Pfeiffer*, the Maintenance Agreement and the Extra Maintenance Agreement, wages and wage-related items are due to increase by 2.5% effective July 1, 2007.

Under the terms and conditions of these agreements the Union has the right to allocate monies from the wages increases to the various benefit plans.

As reported over the past year the Special Pensioners Medical Benefit, which was initiated after the sale of the parking lot adjacent to Headquarters in 1999, has been and continues to be a significant benefit for SUP pensioners. This \$4,000 benefit combined with the \$2,000 negotiated over the years with the shipowners has provided funds necessary to cover most medical premiums, prescription drugs, etc. for retired members.

However, since this benefit is being used by pensioners, the original \$13 million that was derived from the sale of the parking lot has dropped to \$7.8 million. It is anticipated based on actuarial projections that in order to maintain the benefit at its current level for those whom it was originally intended—pensioners—certain changes will have to be made to the benefit prior to August 1, 2007. This issue will be discussed at the SUP Welfare Plan Trustees meeting on June 13.

In the meantime, in order to keep the Special Pensioners Medical Benefit afloat for those who are retired and those who will retire, recommend that \$3 per manday be allocated to this fund out of the base wage increase due under the Matson agreements and that the full percentage increase be allocated to wage-related items.

It must be noted that this one-time allocation has already been made in the *Moku Pahu* agreement and the San Francisco Bar Pilots marine personnel agreement. Intend to request the same allocation be made from the Ready Reserve Force agreements with Matson and Patriot in July, the APL agreements in October and the Foss agreement in March, 2008. SUP officers will also make this allocation beginning on October 1, when a constitutionally mandated wage increase is scheduled.

SIU-PACIFIC DISTRICT PENSION PLAN

Under the collective bargaining agreements with APL and Matson, a mid-contract pension increase is only possible under Section 30(e) of the General Rules, unless the collective bargaining parties (SUP, MFOW, SIU-Marine Cooks and APL and Matson) agree otherwise. Section 30(e) states that during the 60-day period immediately following the Plan actuarial report covering the one-year period preceding August 1, 2006, the parties shall meet to negotiate benefits for Plan participants who retire on or after July 1, 2007. The present value of any such benefit increase shall not exceed the combined actuarial net gain experienced by the Plan covered by the applicable actuarial report.

On May 22, Plan Actuary Greg Pastino (formerly with the Hay Huggins Group and currently with The Savitz Organization), notified the Pension Plan Trustees that there was a net actuarial gain of \$2,177,369 available for benefit improvements under Section 30(d).

The SUP, MFOW and SIU-Marine Cooks, which comprise of the SIU-Pacific District, requested Mr. Pastino to provide the Trustees information on what benefit improvements could be made for both future pensioners and those already retired. Based on his calculations a \$70 increase would be available for those members retiring on or after July 1, 2007, at age 60 or older with 25 years seetime as per Section 30(e).

Since current pensioners have not received an increase since 2002, the Unions notified APL and Matson on June 8, proposing (based on Mr. Pastino's calculations) —outside of the provisions of Section 30(e)—that using the same formula that has been employed in previous pension increases that effective July 1, 2007, a benefit increase of \$35 for future retirees and a 2% benefit increase for current retirees. It should be noted that this proposal will cost neither APL or Matson a dime.

The membership should also be aware that when the Unions made a similar proposal last year, Matson rejected it. The parties will meet to discuss this issue on June 15.

LNG MARINER TRAINING STANDARDS AGREEMENT

As reported in February, attended a meeting in Washington, D.C. on January 24, at the request of Maritime Administrator Sean Connaughton to discuss the prospective employment of U.S. mariners aboard both U.S. and foreign-flag Liquefied Natural Gas (LNG) vessels and the development of training standards for licensed and unlicensed mariners.

After several meetings on the East Coast, in which SUP Vice President Dave Connolly was an active participant, training standards were agreed to by the Nation's state, federal and Union maritime schools.

To mark this historic effort, attended a ceremony in Washington on June 5, at which a Memorandum of Understanding regarding training was signed, subject to membership approval.

The Memorandum is as follows:

LIQUEFIED GAS MARINER TRAINING STANDARDS MEMORANDUM OF UNDERSTANDING

1. INTRODUCTION:

This Memorandum of Understanding (MOU) among the American Maritime Officers union, Marine Engineers' Beneficial Association, International Organization of Masters, Mates & Pilots, Sailors' Union of the Pacific, Seafarers International Union, U.S. Merchant Marine Academy, California Maritime Academy, Great Lakes Maritime Academy, Maine Maritime Academy, Massachusetts Maritime Academy, State University of New York Maritime College, and Texas Maritime Academy (hereinafter referred to as the "Organizations") sets forth the agreement of the Organizations with respect to Liquefied Gas (LG) Mariner Training Standards. These standards have been developed to complement the Maritime Administration Liquefied Natural Gas (LNG) Crewing Initiative in support of the objectives of the Deepwater Port Act, as amended.

2. BACKGROUND:

In January 2007, the Maritime Administrator met with the leadership of the Organizations to facilitate the maritime industry's coordinated effort to increase and expedite training of qualified U.S. officers and unlicensed crews to meet an anticipated global manning shortfall in the LG industry.

The Organizations participated in a three-day technical working group meeting at the Maritime Institute of Technology and Graduate Studies (MITAGS) to develop a common set of LG training standards for U.S. mariners. This LG Mariner Training Standards Technical Working Group (TWG) represented ratings from unlicensed to Master and Chief Engineer and included 218 years of sailing experience, 77 of which were on LNG vessels, and 177 years of maritime instructor experience, 33 of which were in LNG courses. This distinguished group of experts was successful in creating three tables of competency upon which to base LG training curricula, one each for liquefied gas (LG) Awareness, LG Specific Duties, and LG Person-in-Charge (PIC). The approach taken in developing these standards should serve to meet the international community's requirements and provide for straightforward integration into future U.S. Coast Guard and IMO approved standards.

3. PARTICIPATION:

This MOU is entered into voluntarily by each of the Organizations. The Organizations are not liable to each other or any other entity as a consequence of participation further to this Memorandum of Understanding. The Maritime Administration assumes no liability or financial responsibility by endorsement.

4. PURPOSE:

The purpose of this MOU is to set forth the agreement of the Organizations to adopt, implement, and support the LG Mariner Training Standards, mutually developed and commonly agreed upon, for training U.S. mariners to qualify for immediate employment as LG qualified seafarers at the completion of training.

5. UNDERTAKINGS BY THE ORGANIZATIONS:

A. Use the LG Training Standards, incorporated herein, when developing or expanding curricula for the training of LG qualified graduates.

B. Work to expand, when possible, the enrollment of and successful graduation of LG qualified mariners.

C. Inform the Maritime Administration of existing programs, planned future programs, the number of students enrolled in their LG training programs, and the number of LG qualified graduates produced annually.

6. ROLE OF THE MARITIME ADMINISTRATION:

A. The Maritime Administration has facilitated the voluntary association of interested maritime educators, operators, and professional organizations to advance their development and implementation of common LG mariner training standards.

B. By endorsement of the work of the LG Mariner Training Standards Technical Working Group (TWG), the Maritime Administration undertakes to work with the LNG industry to create training and employment opportunities for U.S. mariners and cadets, to support efforts to gain approval for new and altered LG training programs, and to advocate programs that will improve training for U.S. LG qualified mariners.

7. THIRD PARTY RIGHTS:

This MOU does not confer any rights or benefits on any third party.

8. PERIOD OF OBSERVANCE:

This MOU shall be in effect from the date of execution until the party Organizations agree that it is no longer necessary or until it is replaced.

9. AMENDMENT OF MOU:

This MOU may be amended by deletion or modification of any provisions, provided that such amendment is in writing and is signed by all of the party organizations.

10. LIMITATIONS:

The terms of this Agreement are not intended to alter, amend, or rescind any current agreement or provision of Federal law now in effect. Any provision of this MOU which conflicts with Federal law will be null and void.

SIGNATURE: This LIQUEFIED GAS MARINER TRAINING STANDARDS MEMORANDUM OF UNDERSTANDING and the associated LG Mariner Training Standards are approved and adopted for implementation as provided hereby:

JOHN W. CRAINE, Maritime College, State University of New York

THOMAS BETHEL, American Maritime Officers

RON DAVIS, Marine Engineers' Beneficial Assoc.

TIM BROWN, Masters, Mates & Pilots

GUNNAR LUNDEBERG, Sailors' Union of the Pac.

MICHAEL SACCO, Seafarers International Union

JOSEPH D. STEWART, US Merchant Marine Acad.

WILLIAM B. EISENHARDT, Calif. Maritime Acad.

JOHN G. TANNER, Great Lakes Maritime Acad.

LEONARD TYLER, Maine Maritime Academy

RICHARD GURNON, Mass. Maritime Academy

ALLEN B. WORLEY, Texas Maritime Academy

Endorsed: SEAN T. CONNAUGHTON, Maritime Administrator. Date: June 5, 2007

continued on next page

President's Report continued

“The worldwide demand for qualified mariners, plus the growth in the LNG industry, provides a unique growth opportunity for U.S. merchant marines and the U.S. maritime industry,” noted Administrator Connaughton.

Connaughton also noted that the LNG fleet is expanding rapidly; in January 2006, there were 194 LNG tankers worldwide, and the expected number at the end of 2007 is 373. There have been few opportunities for U.S. mariners to sail on those ships. While several maritime academies offer training for LNG, their training was not standardized, and standardization of training and credentials in an internationally accepted set of competencies will make it easier for U.S. mariners to be employed on the worldwide LNG fleet.

The training standards will now be sent for review and, ultimately, approval to the Merchant Marine Personnel Advisory Committee (MERPAC), the U.S. Coast Guard-National Maritime Center and the U.S. Delegation to the International Maritime Organization.

Copies of the training standards will be available at all SUP halls for membership review.

The SUP will not begin LNG training until the Union has a collective bargaining agreement with an LNG operator.

While in Washington also met with various members of Congress, including Speaker of the House Nancy Pelosi, to discuss issues of importance to the membership: the new Merchant Mariner's Credential, the TWIC, funding for the Maritime Security Program, the Jones Act and health care legislation.

MOKU PAHU: SANITARY

On Matson's Integrated Tug Barge (ITB) *Moku Pahu* there has been an ongoing dispute between the MFOW and topside on the sanitary duties of the wiper/ordinary seaman.

After discussions between MFOW President Anthony Poplawski, San Francisco Business Agent Bill Berger and the company, the following memorandum was agreed to on May 24, subject to membership approval:

This will confirm the understanding between Matson Navigation Company ("Company"), the Marine Firemen's Union ("MFOW") and the Sailors' Union of the Pacific ("SUP"), that notwithstanding Section 30(i) Cleaning Unlicensed Engine Room Quarters, of the MFOW Work Rules, and Section 17 Freighters - Sanitary Work, of the SUP Work Rules, and based on the spirit of cooperation between the unlicensed unions and past practice, the following is agreed:

Daily Sanitary duties for the MFOW will include:

- 1) Sweep and mop port and starboard passages on all three decks
- 2) Sweep and mop ladder wells from boat deck to main deck
- 3) Sweep and mop cross passageway on main deck and officer's deck
- 4) Empty trash in Engine Control Room
- 5) Empty trash in Chief Engineer's Office
- 6) Empty trash at copy machine

Daily Sanitary duties for the SUP will include:

- 1) Sweep and mop ladder well leading to bridge
- 2) Empty trash in Captain's Office
- 3) Empty trash in Deck Head
- 4) Clean Deck Head sink/toilet

The MFOW and SUP will rotate the following tasks every 14 days:

- 1) Sweep and mop Movie Room
- 2) Sweep and mop Laundry Room
- 3) Empty trash in Laundry Room
- 4) Clean Laundry Room sink
- 5) Clean inside dirty washing machine

Acknowledged and Agreed to:

Anthony Poplawski, MFOW
Gunnar Lundeberg, SUP
Dale MacGillivray Matson Navigation Company

Sailors are reminded that sanitary work also includes that which is specified in Section 17 of the SUP Work Rules.

CONSTITUTION COMMITTEE

In accordance with Article XXVIII of the SUP Constitution, all resolutions to amend the Constitution and Shipping Rules must be submitted, in writing to today's headquarters' meeting or at the Branch meetings on June 18. The resolutions will be referred to a Committee on Constitution, consisting of three members elected at today's Headquarters' meeting and one member elected at the Seattle, Wilmington and Honolulu meeting next week.

The Committee will convene at Headquarters on Tuesday, June 26, to review the resolutions submitted and report back to the membership at the June coastwise meetings. If a proposed Constitution or

Shipping Rule amendment or a substitution thereof is endorsed by the majority vote of the membership, at the coastwise meeting in July, it shall be placed on the 2007-2008 referendum ballot.

FOURTH OF JULY

All SUP halls will be closed on Wednesday, July 4, in observance of Independence Day.

BLOODY THURSDAY

The annual commemoration of Bloody Thursday will be held at ports up and down the West Coast this year on Thursday, July 5. Details of the observances will be published in the June *West Coast Sailors*.

SUP members on the beach are urged to attend these events which mark a red letter day during the 1934 coastwise maritime strike.

ACTION TAKEN

M/S to approve a one-time \$3.00 per manday allocation from Matson wage increase on July 1. Carried unanimously.

M/S to approve MOU on LNG Training Standards. Carried unanimously.

M/S to accept *Moku Pahu* sanitary standards. Carried unanimously.

Committee on Constitution: Elected Duane Hewitt, Terry O'Neill, Mike Worth.

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

Gunnar Lundeberg

LNG mariner training standards ok'd



Photo by Lisa Rosenthal, MM&P

On June 5, in Washington, D.C., a Memorandum of Understanding was signed regarding LNG Mariner Standards. Pictured from left are: MM&P President Tim Brown, SUP President Gunnar Lundeberg, MEBA Secretary-Treasurer Bill Van Loo, SIU-A&G Executive Vice President Augie Tellez, AMO President Tom Bethell, Maritime Administrator Sean Connaughton, Vice Admiral Joe Stewart (Kings Point), Rear Admiral John Tanner (Great Lakes Maritime Academy), Rear Admiral Allen Worley (Texas Maritime Academy) and Chester Urban (LNG Professor at SUNY Maritime).

Vice President's Report

June 2007

LNG training standards

As mentioned in the President's Report, I assisted in the development of LNG tanker training standards in a series of meetings on the East Coast and by teleconference. The standards will be submitted to the Merchant Marine Panel Advisory Committee (MERPAC) for review and recommendation to the United States Coast Guard. Eventually the standards could become a new chapter in the STCW Code when the U.S. delegation to the IMO submits a paper on the topic to the STW sub-committee next January. Besides keeping the training standards realistic and attainable, our active participation in the Maritime Administration's (MarAd) effort to develop U.S. and foreign-flag opportunities for U.S. mariners means the SUP will remain a central figure in the nation's growing LNG development.

National Defense Transportation Association's Working Group on Mariner Availability

On May 30, I traveled to Washington DC to attend this meeting at the request of MarAd. The group was tasked by the NDTA with job of assessing the breadth and depth of the qualified mariner pool with specific focus on whether or not there are enough mariners capable of manning the nation's sealift fleet. The answer is no: there are not enough mariners now, not enough mariners in a sustained wartime surge, and it figures to get much worse in the future. As the full effect of existing STCW regulations are absorbed, as new medical evaluation standards are implemented, and as TWIC takes a toll the pool will contract. At the same time, if initiatives like the one described above and below are successful, the number of billets can be projected to expand. The result is a potential manpower disaster. Despite incontrovertible evidence, many in Washing-

ton are reluctant to admit that there is a problem. It was my goal therefore to convince the federal government and operators and unions in attendance that we must acknowledge a problem and all its ramifications before we can take appropriate action. That goal was reached. Now for the appropriate action: funding for the apprenticeship programs that can make a difference.

America's Marine Highway Initiative

Formerly known as Short Sea Shipping, this major goal of MarAd is aimed at getting trucks off the road through the use of coastal, inland, and lake shipping. Easing increasing roadway congestion is one thing, but when joined with the intense national interest in lowered emissions, the idea of regional shipping is suddenly trendy again. This month I facilitated a MarAd-hosted workshop on the issue in Oakland that for the first time put shippers and coastal carriers in the room together. The group committed to unified political sup-

continued on next page

SUP Branch Reports

Seattle

May 21, 2007

Shipped during the period: 10 Able Seaman jobs shipped to 2 A members and 8 B members, 5 jobs were for relief trips; 1 Ordinary Seaman job shipped and 1 Utility filled by a B member and a D registrant; 24 standby’s went to 7 A, 14 B and 1 C member.

Registered during the period: 9 A cards for a total of 18; 17 B cards for a total of 33; and 1 C cards for a total of 5.

Ships checked

President Polk back from the Far East. The shipyard beef regarding Section 28. Spray-painting and Sandblasting; was ruled no-good. The gang rightly felt ‘chiseled’ on this but did not let it affect morale. This is still a happy ship with Robert Jones as the Boatswain and Nick Hoogendam as the Delegate.

The *APL Thailand* called in Seattle with some minor clarifications. Diane Ferrari deftly handled the overtime sheets and Chris Bujnowski was calling the shots as the Serang. *Manoa* and *Kauai* in twice. Both ships running smoothly with little or no problems.

I attended the Puget Sound Area Maritime Security Committee meeting; the King County Labor Council meetings; and the Jobs with Justice steering committee meeting.

I attended a meeting with the Manufacturing Industrial Council and the Port of Seattle to strategize how best to leverage the upcoming elections to preserve maritime industrial land.

The SUP and MFOW were invited to attend a gathering of labor leaders at the Machinist Lodge in Seattle to hear Senator John Edwards tell us what he will do for working families if elected as U.S. President. Senator Edwards wholeheartedly endorses all of labor’s issues in-

cluding job protection and health care and he is not afraid to campaign on these issues.

We honored Seattle City Councilman David Della, a member of the IBU-ILWU, at the Puget Sound Maritime Trades Department, AFL-CIO Charity Luncheon for his courageous efforts at bucking the city establishment in rezoning maritime industrial properties for the few wealthy land speculators that seem to have the attention of those in power. We hope Mr. Della runs for mayor and then Governor of this great state in the future.

Vince O’Halloran
Branch Agent

Wilmington

May 21, 2007

Shipping: 1 Bosun, 10 ABs, 2 ABDs, 1 OS and 65 standbys.

Registration: 38 Class A, 35 Class B and 5 Class C.

Ships checked

Manukai, Mahimahi, Manulani, Pfeiffer, Matsonia, Maunawili, Manualei, Singapore, China, Korea, Philippines.

There are still mates that do not know what stem to stern means: suggest they read the agreement.

Delegates when writing in for separating wet garbage at sea, write down in detail the whole job. Example: put on protective clothes and gloves, picked up plastic sack filled with wet 7 to 10 day old fermenting steward’s department garbage. Held plastic bag as another sailor used knife to cut open sack with decomposing wet garbage in it. Use hands to remove wet garbage and the decomposing or broken paper bag that at one time contained the wet garbage, but is now wet garbage due to the wet fermenting

garbage that it held. Then dumping the wet garbage in the sea and securing the pungent plastic sack that held it in the garbage room. Brothers, if the company will not take your word that this is how the job is done, then save and send them the gloves used in this operation. As for the words “sort” and “separate”, request they buy a dictionary.

As always our strength is in the quality of our work and our solidarity. The true vote of the working man is the general strike. Yours in struggle,

Paul Calais
Branch Agent

Honolulu

May 21, 2007

During the month of April, dispatched the following: 1 Bosun, 3 AB mains., 4 ABWs, 1 ABW relief, 3 ABDs, 1 ABD relief and 2 OSs. These jobs were filled by 8 A members, 6 B members, and 1 D registrant. Also shipped 30 standby jobs fill by 7 A members, 10 B members, 12 C members and 1 D registrants, for a total of 45 jobs shipped.

During the month of April registered the following: 13 A members, 11 B members, 6 C members and 1 D registrant. To date registered are: 15 A members, 23 B members, 7 C members, and 1 D registrant for a total of 46 registered.

Ships checked

Mahimahi, Manoa, R.J. Pfeiffer, Matsonia, Lurline, Kauai, Maunalei, Manulani, Lihue and *Maunawili*. All with few or no beefs. Chevron’s *Mississippi Voyager* was in Honolulu on her maiden voyage. Smooth running tanker. Clarification on machinist (pumpman) duties.

Paint & Rigging gang running smoothly with Monte Kalama as bosun.

On May 16, attended the Hawai’i Ports Maritime Council meeting. Discussions on the Hawai’i legislative session pertaining to organized labor issues and the on-

going problem that IBEW Local 1260 has with a California based marine service company working out of Pearl Harbor.

Mike Duvall
Branch Agent

San Francisco Business Agent

June 12, 2007

Visited and paid off the following ships:

Kauai— Gregory Schauf, delegate: In from Seattle with an all-Seattle gang. Question on engines store and garbage.

Lihue— Don Cushing, delegate: Clarify stores. Island run; one more trip and then lay up.

Lurline— Ed Suguitan, delegate: Delegate not aboard; no crew list for two trips.

Mahimahi— Bob Burns, delegate: In from Honolulu then to L.A.; no disputes.

Manoa— Tom Koppel, delegate: In good shape, no disputes. New delegate John Hamann. Having a problem with both B.B. winches, need two new B.B. winches. These repairs should be on a repair list, not wait to the last minute and then beef about it.

Moku Pahu— Gary Thompson, delegate: In from China and Hawai’i. Clarification on steward’s daily stores and open hatch, both are not payable.

APL Korea— Gabriel Sipin, delegate: Voyage pay off. In from the Orient; no disputes; good ship.

APL Philippines— Joe Marusak, delegate: Voyage pay off.

APL Singapore— Charles Duke, delegate: In early from L.A. no disputes; new bosun relief. Clarification on watchstander tying up and letting on.

Also worked in the front office.

Bill Berger

Vice President’s Report *continued from page 11*

port for a Marine Highway exemption from the Harbor Maintenance Tax as contained in two bills (HR 981 and HR 1499) introduced in the House of Representatives. It was also agreed that an ad hoc working group be formed to deal with a number of issues on a continuous basis. Developing feasibility studies on a carbon credit system for short sea operations is one such issue. Educating state lawmakers on the benefits of using the Marine Highway towards eventual funding through state transportation bonds is another. There was a collective realization of the positive effect of including shippers in the discussion, and the group resolved to expand membership to include distribution centers and other supply chain stakeholders in future meetings. Regional shipping opportunities exist in all areas of the country, but so far there has been only one successful service in the Gulf. And many have observed that Short Sea Shipping has so far resulted in a lot of talk and twisted tongues. But given the level of interest of operators and their customers at this conference, that may change in the years ahead.

Ships Checked

Manoa: delegate John Hamann. No problems.

Lurline: delegate Ed Suguitan. No problems

APL China: delegate Dave Reinking. In at Oakland. No beefs.

Cape Orlando: delegate Rhonda Benoit. Call from Bosun Steve Zombro in Alaska indicates most things okay. Loaded choppers and containers for the war zone.

Cape Jacob: delegate Paul Harsany relieved Sam Scott. Underway off Darwin Australia in readiness exercise. Problem C/M has resumed unacceptable anti-sailor behavior. Action taken.

Mississippi Voyager: delegate Earl Eastmark. Investigating problems on timely reliefs. In port, the Company can require both members of the watch to be on deck, but not arbitrarily and not automatically. In these situations, delegates should require explanations from new C/M’s as to why it is necessary to stress the gang with unnecessary work while adding to the accumulation of the long-term fatigue whose causal relationship to accidents and injuries is without question.

Foss Maritime Company: delegates Mike Worth, Mel Jackson, and Tom Tynan. Investigating several payroll issues. Barge outfitting grievance no good.

San Francisco Bar Pilots: delegates Steve Ross and Louie Urbano have things well in hand.

Dave Connolly

Bloody Thursday

Coastwise events Thursday, July 5

San Francisco

ILWU Local 10, 400 North Point St. at 10:00 A.M.

Speakers, music and food.

Seattle

ILWU Local 19 will host a barbecue at Vasa Park on Lake Sammamish (Bellevue), off of Highway 90, from 11:00 A.M. to 3:00 P.M.

Wilmington

There will be a picnic sponsored by the ILWU Local 13 at Peck Park in San Pedro from 11:00 A.M. to 5:00 P.M.. There will be food, live bands, speakers and games for the kids.

Support the SUP Political Fund

Dispatcher's Report

Headquarters—May 2007

Deck	
Bosun	5
Carpenter	0
MM.....	7
AB	17
OS	2
Standby	10
Total Deck Jobs Shipped	41
Total Deck B, C, D Shipped	12
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. ...	41
Total B, C, D Shipped-All Depts. .	12
Total Registered “A”	74
Total Registered “B”	69
Total Registered “C”	7
Total Registered “D”	3