



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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583

SAN FRANCISCO, CALIFORNIA

Friday, June 19, 2009

JACK HENNING

A lion of the labor movement

Longtime California labor leader Jack Henning died at his home in San Francisco on June 4. He served as Executive Secretary-Treasurer of the California Labor Federation, AFL-CIO for 26 years before his retirement in 1996.



1915-2009

Jack was a lion of a man and a great labor leader. His vision and his magnificent oratory inspired several generations of Union activists.

He was an iconic figure of the American labor movement, an extraordinary man with a brilliant mind and a deep commitment to working people. He was always the first to stand for social justice and the strongest voice for the underprivileged.

Henning's leadership produced some of the great milestones in California labor history. Almost immediately after his election to the top

office of the state AFL-CIO, he joined the struggles of the United Farm Workers, campaigning successfully for passage of the historic Agricultural Labor Relations Act in 1975. He led the campaign to restore Cal-OSHA in 1988 a year after it was abolished by then-Governor George Deukmejian, and spearheaded a successful drive to reform the state's worker's compensation system.

His commitment to global Unionism and racial equality were ahead of his time, and he never hid from a good fight. He led the labor movement at times of great growth and opportunity, and through challenging times as well. There will be a silence where his voice once was heard, and he will be dearly missed.

The man whose oratory and commanding bearing came to symbolize the California labor movement was born in 1915, the son of a charter member of the Plumbers Union. His father's three-foot steamfitter's pipe wrench, now copper-plated, adorned his office for decades. His mother's father was an early member of Teamster Local 85.

He was a man of remarkable and convincing presence. His speeches were, in a word—spell-binding. Enthralled Union conventioners would rise to their feet cheering, matching the crescendo of Jack Henning's voice.

He was the father of seven children, 12 grandchildren and

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Pacific Coast Maritime Strike of 1934 observed next month

This year marks the 75th anniversary of the Pacific Coast Maritime Strike of 1934 and the General Strike in San Francisco—events which sparked the resurgence of the maritime labor movement and the labor movement as a whole.

The Maritime Strike began on May 9, 1934, when thousands of longshore workers up and down the West Coast, then affiliated with the International Longshoremen's Association, walked off the job after fruitless negotiations with the shipowners. By May 15, over 4,000 members of the Sailors' Union and the Marine Firemen's Union walked off their ships and were soon joined by members of the Marine Cooks & Stewards. Members of the MM&P and MEBA then joined the strike so that by May 21, some 15,000 mariners had hit the bricks.

The strike, which was marked by violence, bloodshed and death, was the result of longstanding grievances after the longshore Union was broken in 1919 and the SUP and the other

seagoing Unions lost a strike in 1921 and were locked-out.

The first striker to fall was in Wilmington when 20-year-old longshoreman Richard "Dickie" Parker was shot in the chest by a scab and died on May 15, 1934. Longshoreman John Knudsen was also shot in Wilmington and died a few weeks later. On June 30, at the Standard Oil dock at Point Wells, north of Seattle, longshoreman Shelvy Daffon was shot in the back by a company guard and died the next day. In Seattle, on July 3, SUP member Olaf Helland was hit by a police gas bomb and died on August 6.

In San Francisco, the employers were determined to open the port. On July 3, 700 police were met by over 5,000 strikers and sympathizers. The fight raged up and down the Embarcadero and up Rincon Hill where the SUP is headquartered today. The violence by the police and National Guard intensified, culminating on July 5 (Bloody Thursday) with the killing of Howard Sperry, a striking longshoreman, and Nickolas

Bordoise, a member of the shoreside Cooks & Waiters Union #44.

The funeral for Sperry and Bordoise was held on July 9, when 15,000 workers silently marched up Market Street to honor the fallen martyrs.

In a demonstration of solidarity not seen since, the San Francisco Labor Council called for a General Strike that lasted from July 16 to July 19. The city was effectively shut down with only essential businesses authorized by the Strike Committee allowed to be open.

The maritime strike slowly wound down as the longshoremen accepted a government proposal to arbitrate and began voting on July 22. The results announced on July 26, were overwhelmingly in favor of arbitration. On July 29, the longshoremen voted to return to work on July 31. On July 31, the seagoing maritime Unions voted to end their strike by agreeing to balloting by the National Longshoremen's Board to determine the organization they desired to represent them in bargaining and arbitration. In this election, the SUP won the right to represent the unlicensed deck department, the MFOU the unlicensed engine department and the MC&S the steward department. The award handed-down almost ten months later on April 10, 1935, raised monthly wages of able seamen and firemen from \$50.00 to \$62.50.

With much sacrificed and seemingly little gained, the 1934 strike laid the groundwork for unified action that would strengthen all maritime workers. For the SUP and the other seagoing Unions the fight continued as the Unions successfully struggled to rid the ships of scabs. That too had its price: in Hong Kong on February 3, 1935, 19-year-old SUP member and Ordinary Seaman Bruce Lindberg was stabbed to death

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Maritime Security Program fully funded for fiscal 2009

Top priority legislation for seagoing maritime labor was signed into law when President Obama signed the Omnibus Appropriations Act for 2009. Included in the bill is \$174 million for the Maritime Administration to maintain the 60-ship Maritime Security Program (MSP) fleet.

Initially established by the Maritime Security Act of 1996, the MSP program was expanded from 47 to 60 ships under a defense bill in 2003.

SUP-contracted APL Marine Services operates nine vessels enrolled in MSP: *President Adams, President Jackson, President Polk, President Truman, APL china, APL Korea, APL Philippines, APL Thailand* and *APL Singapore*.

MM&P, MEBA, ARA continue negotiations with Matson

Bargaining between the Masters, Mates & Pilots, the Marine Engineers Beneficial Association and the American Radio Association and Matson Navigation Company have been extended until June 25.

The agreements with all three licensed Unions expired on June 15.

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Anonymous in memory of	
Bob "Ho ho" Cranston ...	20.00
Jose Angeles	20.00
Bienvenido Banzon	50.00
Diane Ferrari	50.00
Erik Finnerman	50.00
Lincoln Lee	25.00
Volkert Lories	20.00
Gunnar Lundeberg	50.00
Leo Moore	50.00
David Pangan	20.00
Jordan Polon	10.00
Richard Reed in memory of Archie Green	50.00
Steven Ross	50.00
George Shaffer	40.00
Andy Simkanin	50.00
Gabriel Sipin	100.00
Ernest Stimach	100.00
David Sylstra	50.00
Tulilo Tautala	50.00
Morris Thibodeaux	100.00
Dennis Tinsley	50.00
Grant Wegger	100.00
Roy Yates	100.00

Political Fund

Stephen Campbell	100.00
Clinton Gregg	100.00
Lincoln Lee	25.00
Gunnar Lundeberg	50.00
Raul Macalinao	50.00
William Ofthus	100.00
Jordan Polon	10.00
Javier Riano	25.00
Steven Ross	50.00
Gregory Schauf	25.00
Andy Simkanin	50.00
Dennis Tinsley	25.00
Richard Watkins	100.00
Erik Williamson	10.00

West Coast Sailors

Robert Doyle	25.00
Erik Finnemann	50.00
Sylvan Frankel	25.00
Kim Hoogendam	50.00
James Kawasaki	25.00
Tom Larkin	25.00
Lincoln Lee	25.00
John Masterson in memory of Ivar Thorbjornsen	100.00
William Ofthus	50.00
John Palenapa	25.00
Carl Schou	30.00
Andy Simkanin	25.00
Ray Simpson	25.00
William Smith	25.00
Kai Sorensen	25.00
Dennis Tinsley	25.00
Roy Yates	25.00

Dues-Paying Pensioners

Robert Copeland	Book #4763
Romaine Dudley	Book #2593
Alexander Earle	Book #1885
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Stanley Lane	Book #4106
James K. Larsen	Book #4055
John McKeon	Book #6456
Keith Miller	Book #6497
Joseph Moitoso	Book #6517
Joseph Napier	Book #2299
Duane Nash	Book #2437
John Pedersen	Book #3834
John Perez	Book #3810
Alex Romo	Book #3193
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Richard Sexton	Book #203

Final Departures

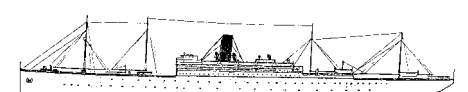
Jens Hansen, Book No. 5081. Born in Denmark in 1914. Joined SUP in 1948. Died April 26, 2009. (Pensioner)

James Carter, Book No. 4494. Born in Washington in 1922. Joined SUP in 1948. Died in Santa Rosa, California, May 16, 2009.

Antone Henriques, Book No. 5764. Born in Hawai'i in 1927. Joined SUP in 1948. Died in Hawai'i, May 8, 2009. (Pensioner)

Joseph Napier, Book No. 2299. Born in Georgia in 1923. Joined SUP in 1946. Died in Naples, Florida, May 28, 2009. (Pensioner)

Robert Bradley, Book No. 5557. Born in Montana in 1925. Joined SUP in 1952. Died in Eureka, Montana, June 1, 2009. (Pensioner)



Timely Reminder Third quarter 2009 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 Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

Maritime Day on the Bay



Photo by Jeff Wiener

San Francisco Business Agent Bill Berger and SUP member Arthur Thanash pose for the camera before tossing the Union's wreath into the Bay on May 23, from the deck of the Liberty Ship *Jeremiah O'Brien*. The vessel's relief master, Captain Pat Maloney is on the right.

Obama officials refuse to cross picket line

What's the difference between a president who supports working families and their Unions and one beholden to corporate and anti-worker interests? As President Obama has shown, there's a lot, but on June 5, the Obama administration did something the Bush administration would never have imagined doing.

The White House announced that Vice President Joe Biden and a delegation of top administration officials—including Labor Secretary Hilda Solis—would not cross a Firefighters International Association of Firefighters (IAFF) picket line to attend the U.S. Conference of Mayors annual meeting in Providence, Rhode Island.

Providence Mayor David Cicilline has waged a nearly seven-year campaign against the men and women of IAFF Local 799, refusing to bargain a fair contract, forcing the union into arbitration over each contract, and even going so far as to introduce antiunion ordinances and calling for similar state legislation.

Local 799—along with the Rhode Island AFL-CIO and several other unions—picketed the mayors' conference when it got underway to highlight Cicilline's anti-worker actions and lack of a fair contract.

IAFF President Harold Schaitberger said: "The administration deserves credit for its full support of our members in this fight. And by refusing to attend this high-profile conference, they have sent a strong message to the entire country—that unions and workers rights matter, too."

Providence Firefighters have fought a long battle with city officials who forced contract talks into arbitration for several years before Cicilline took office. He was propelled into office in 2002 with strong support from Local 799 after he promised to end years of stalemate and negotiate a fair contract. But the last contract expired in 2005, and the local has been forced back into binding arbitration each year.

Local 799 President Paul Doughty said: "We tried to settle our differences with the mayor, but he continues to antagonize the hard-working firefighters of Local 799, so we will use this opportunity to shed light on the mayor's epic mismanagement and his disdain for workers."

Along with the lack of a fair contract, Firefighters say Cicilline has sought to cut jobs, implemented "adverse and demeaning internal policies and conditions" and spent more than \$1 million of taxpayer money on legal fees to fight the union.

White House Press Secretary Robert Gibbs told reporters: "Because of the circumstances surrounding the conference, administration officials will not be participating in this year's meeting.... We have always respected picket lines, and administration officials will not cross this one."

Source: AFL-CIO

SUP Meetings

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

	Hdqs.	Branch
July	13	20
August	10	17
September	14	21
October	13*	19
November	9	16
December	14	21

*Tuesday

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Unemployment rate rises to 9.4%

In May across the nation, 345,000 jobs were lost, worsening the U.S. unemployment rate to 9.4%, according to data released on June 5 by the Department of Labor.

There are now 14.5 million jobless U.S. workers, a number that doesn't reflect the severity of the problem. If those who are underemployed or who want a job but have given up looking are counted, the broader U.S. unemployment rate stands at 16.4%—more than 25 million Americans who need jobs or full-time work but cannot find it.

The number of long-term unemployed (those jobless for 27 weeks or more) increased by 268,000 over the month to 3.9 million and has tripled since the start of the recession in December 2007.

According to the Labor Department's Bureau of Labor Statistics (BLS), the job loss was spread throughout most industries, moderating in construction and retail: "Manufacturing employment fell by 156,000 in May.... Employment in construction decreased by 59,000 in May, compared with an average monthly job loss of 117,000 in the industry for the previous six months.... Job losses in professional and business services moderated in May, with the industry shedding 51,000 jobs.... Retail trade employment was down by 18,000 in May; job cutbacks in retail have moderated markedly in the past two months."

Health care employment increased by 24,000, and employment in government changed little in May.

Minutes after the BLS released the May unemployment data, the corporate media already was predicting the end of the recession because the nation lost "only" 345,000 jobs in May.

Not so fast. Even if monthly job losses continue to diminish and the recession ends this year, the nation likely will confront a massive employment deficit of 10 million jobs and a long period of slow wage growth, according to the Economic Policy Institute (EPI).

In the early 1990s, it took 15 months from the official end of the recession before the unemployment rate stopped rising—and 19 months after the end of the recession in the early 1980s. But it's not sufficient for the unemployment rate to fall to turn around the economy. The number of new jobs created must keep up with population growth—that means 127,000 new jobs must be created a month, according to EPI.

Underemployment, long-term unemployment and wage growth are three key factors to keep in mind when the Wall Street crowd crows that losing 340,000 in one month is good news.

Source: AFL-CIO

Hawai'i Superferry files for bankruptcy

Hawai'i Superferry has filed for Chapter 11 bankruptcy protection after a court decision derailed its interisland service in March.

The company conceded on May 30, in a statement: "With no ability to operate, the company has no revenues, only ongoing expenses to maintain the vessels *Alakai* and *Huakai*, our second ship (which was never put in service). Our recent objective was to charter the ships outside of Hawai'i, which would keep Hawai'i Superferry operating. Although there are potential charter opportunities around the world, they haven't materialized in time for the company to meet its financial obligations. Our efforts to refinance and restructure the company for this interim period have not been successful, as yet. A filing of Chapter 11 was an unavoidable next step."

According to Delaware Bankruptcy Court documents, the company lists both estimated assets and estimated debts in the \$100-\$500 million range. Hawai'i Superferry's list of unsecured creditors is topped by the State of Hawai'i (owed \$731,080); engine technician MTU (\$544,653); Monarch Insurance Services (\$202,000); onboard F&B service provider Sodexo (\$182,198); Laird Christianson Advertising (\$134,725); consultant Entrix (\$126,002); Hornblower Marine Services (\$113,685); and Sea Engineering (\$112,192).

Matson's outlook is "negative" according to Standard & Poors

Standard & Poors has downgraded its rating for Alexander & Baldwin (A&B) and its subsidiary Matson Navigation Company. The long-term ratings on A&B and Matson were lowered to BBB+ from A-.

"The negative outlook reflects our view that there could be a more meaningful reduction in the company's cash generation and financial profile over the next year, if shipping volumes or real estate sales continue to fall or if the agribusiness deteriorates further," said Standard & Poors credit analyst Funmi Afoxja.

Over the past year, Matson has experienced a steep drop in container volumes in all trade routes served—except Guam—S&P reported.

Horizon Lines settles \$20 million class-action anti-trust lawsuit

Horizon Lines has agreed to pay \$20 million and freeze freight rates in its Puerto Rico trade route for two years to settle a class-action lawsuit brought by disgruntled customers. The company was facing multiple class-action suits from customers who claimed damages because of the company's allegedly unlawful conduct, after the Department of Justice antitrust division's investigation into price fixing between Horizon Lines and its trade rivals became known. The actions were consolidated in a federal court in Puerto Rico.

Horizon Lines said it would deposit \$20 million in a court escrow account in stages after the court approves its settlement of the class action. Customers with Puerto Rico contracts with the Jones Act container line would have the option, in lieu of receiving cash, of a freeze on their base rates for two years beyond the expiration of the contracts.

Long Beach container slump bodes badly for U.S. economy

Container traffic at the bellwether Port of Long Beach remains in the doldrums, with a decline of 22% in May imports. Imports for the first five months of the year were down 27%. Total teu throughput at Long Beach for May and the year to date was down 21% and 27% respectively.

The southern California gateway of Los Angeles and Long Beach funnels an estimated 40% of U.S. containerized imports, a statistic that serves as a ready reckoner for consumer confidence and by extension the health of the world's leading economy. The woes of Long Beach and Los Angeles provide a reality check for container lines, many of which are struggling with low rates and anaemic demand. Discouraging figures have forced both ports into budget cuts and more creative tactics, such as discounts

to attract discretionary intermodal business that could leak away to other ports on the North American Pacific seaboard.

Long Beach has accentuated the positive, stating that container counts increased consecutively from March to May. However, experts see this as normal. Traditionally, volumes increase steadily towards the peak months of October and November. The May figure for Long Beach this year is barely higher than the figures for the traditionally slow month of January.

Los Angeles handles 7.8 million teu in 2008 and 8.4 million teu the year before. The Port of Los Angeles has slashed its budget for fiscal 2009-2010 by 1.8% to \$1.1 billion and the Port of Long Beach has slashed its budget by 14% to \$881 million.

Supreme Court rejects Valdez tax

In a 7-2 decision, the U.S. Supreme Court has ruled in favor of ConocoPhillips' U.S.-flag subsidiary Polar Tankers in its long-running tax dispute with Valdez, Alaska.

The case relates to the city of Valdez' circa-1999 property tax on vessels regularly calling at its port. Polar argued that this was effectively a tonnage tax by another name. U.S. states are forbidden to levy a tonnage tax without congressional approval.

The Alaska Superior Court had upheld the tax, ruling it was a value-based property tax to pay for services available to all taxpayers and that "a charge based on the value of the property is not a duty on tonnage."

In the June 15 ruling, Justice Stephen Breyer noted that the tax "applies almost exclusively to tankers, but no other form of personal property" and is "closely correlated with cargo capacity. This case lies at the heart of what the tonnage clause forbids," wrote Breyer, emphasizing that the clause prohibits a state from imposing "a charge for the privilege of entering or trading in, or lying in a port." The clause doesn't ban "any and all taxes on vessels that use a state's port or waterways," which would give vessel owners preferential treatment over other property owners, but "because the tax depends on a factor related to tonnage and is not for services provided to the vessel, it is unconstitutional," Breyer concluded.

The Atlantic Maritime Employees Union represents the unlicensed mariners aboard Polar Tankers.

"Global Unionism is indeed the answer to global capitalism. There is no other answer."

Jack Henning, July 26, 1994

Pacific Coast Maritime Strike of 1934

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in the *President Grant* by a scab ship's carpenter, Alvin Chown. The murderer was never punished.

Events marking the strike will take place in Seattle, Wilmington and San Francisco are as follow:

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 4:00 P.M.

Wilmington

There will be a picnic sponsored by the ILWU at El Dorado Park in Long Beach, from 10:00 A.M. to 6:00 P.M. There will be food, live bands, speakers and games for the kids.

San Francisco

July 3, (Friday) 9:00 A.M.

1934 SF General Strike History and Educational Conference at the Marine Firemen's Hall, 240 Second Street;

July 5 (Sunday) 9:00 A.M.

Bloody Thursday 75th Anniversary Procession: along the Embarcadero, meets at Music Concourse (Steuart and Market Streets).

July 6 (Monday) 6:00 P.M.-9:00 P.M.

International Labor Solidarity Night at the ILWU Local 34 Hall, 4 Berry Street.

Hebei two freed

The *Hebei Two*, Captain Jasprit Chawla and Chief Mate Syam Chetan, have finally been freed by a South Korean court on June 11, after being found not guilty of causing destruction of property for their involvement in the country's worst oil spill.

The two mariners returned to India after being detained in South Korea for more than 18 months since their tanker *Hebei Spirit* was hit by a drifting crane barge on December 7, 2007. However, their criminal conviction for allegedly not doing enough to prevent 10,500 tons of oil leaking from the holed single hull tanker still stands. A spokesman for V.Ships, which managed the very large crude carrier and has taken care of the two seafarers, expressed disappointment the conviction was not overturned and said it could affect their future seafaring career.

The decision by South Korea's High Court confirms a Supreme Court appeal judgment on April 23. The Supreme Court cleared Chawla and Chetan of destruction of property, for which they both received jail sentences and served nearly two months in jail. Under South Korea's justice system the Supreme Court decision still had to be approved by the appellate court.

National Union of Seafarers of India General Secretary Abdulgani Serang confirmed the men returned to India after being detained in South Korea for 540 days.

The detention, conviction and jailing of the men caused international outrage among industry groups and seafarer Unions and led to an international campaign that put pressure on South Korea to free the men. Seafarer groups in India also launched a boycott of South Korea and in particular Samsung products. Samsung was targeted because it owned the crane barge which hit the anchored tanker.

Nigeria pirate attacks going unreported, warns IMB

The International Maritime Bureau (IMB) has warned that serious under-reporting of piracy attacks off Nigeria is hampering the fight against increasingly violent incidents.

IMB manager Cyrus Mody said there had been a serious under-reporting of pirate attacks off Nigeria and the IMB's piracy reporting center had received reports of just 10 attacks this year. "We know for a fact there are at least another 25," Mody said. "The under-reporting of piracy incidents is not good for the industry. It has to be addressed," he added.

If owners fail to report incidents to the IMB's piracy reporting center in Kuala Lumpur, it is unable to issue warnings to shipping. As a result, the industry does not know the extent of the risk in the area.

Piracy incidents off Nigeria were increasingly "very violent" and incidents where seafarers are injured or killed were now very common, Mody said.

The IMB has been successful in other parts of the world in combating piracy by publicizing the large number of incidents that happen in littoral governments' waters. Mody said as Nigeria has a government, unlike Somalia, it should in principle be able to deal with the incidents. "The fight against piracy can only be effective if people know it exists," he said.

International Transport Workers Federation Seafarers Section secretary Jon Whitlow raised the issue of the post-traumatic stress that seafarers face from having been held hostage. "Seafarers need to be guaranteed that they will not lose their jobs as a result of the trauma they may experience," he said.

Starving crew's ship arrested in Norway

The German cargo ship *Kormorant* was arrested in the Norwegian port of Larvik on June 12, after reports that its crew had not been paid for two months and were living on fruit and vegetables.

The vessel's owner and skipper, Klaus Jules from Rostock, Germany, was ordered to pay the crew by Norwegian authorities. When he refused, authorities placed under arrest the 650 dwt ship, which was carrying a cargo of sand.

The three crew members of the *Kormorant* were taken off the ship and put up in a hotel.

PIRACY WATCH

Vishvakalyan: The crew of this dhow (flag unknown) was held and beaten by pirates off Somalia until released on June 12. The following day the Portuguese warship *NRP Corte-Real* intercepted the dhow and gave the crew food and fuel. According to a Portuguese Navy spokesman, "the crew would have probably died if we hadn't found them, as they had no supplies." The *Vishvakalyan* was attacked as it was carrying coal from Brava, south of Mogadishu, to Sharjah in the United Arab Emirates.

Charelle: The German-owned, Antigua and Barbuda-flagged cargo ship was hijacked by Somali off of Oman on June 12. According to Portuguese Navy Lieutenant Commander Alexandre Fernandes, the seizure was "the first case of armed robbery outside the normal operations area of the pirates." When captured the *Charelle* was enroute to India from Jebel Ali, United Arab Emirates.

Aisha: Libyan tanker evaded a pirate attack on June 7, in the Gulf of Aden after she was fired on by a single skiff. The vessel zigzagged to dodge fire. None of the crew were reported injured. The attack took place just weeks after Libyan President Muammar Gaddafi defended piracy "as a response to greedy Western nations, who invade and exploit Somalia's water resources illegally".

Yenego Ocean: Pirates released the 1168 dwt Panama-flagged and Nigerian-owned tugboat and its 10-man crew after holding it captive for more than 10 months. She was hijacked on August 4, in the Gulf of Aden enroute from Nigeria to Singapore. The release of the tug was confirmed by the royal Netherlands Navy, which said marines from the Dutch destroyer *De Zeven Provinciën* boarded the ship around 0400 hours June 6, local time, off the coast of Caluula in northeast Somalia.

Postojna: Enroute to Saudia Arabia from South Korea this 42,000 dwt Liberian-flagged and Slovenian-owned bulk carrier was pursued by pirates in three speedboats in the Gulf of Aden on June 5, however, an unnamed Indian warship fired warning shots and the pirates fled.

HMS Portland: On June 4, this British frigate pursued and boarded two pirate skiffs in the Gulf of Aden and arrested 10 suspects after arms and ammunition were

Russians allege Iranians and Pakistani nationals among Somali pirates

Iranian and Pakistani nationals were discovered among a group of pirates in the Gulf of Aden captured by the Russian navy some weeks ago, according to Russian media sources.

Maritime security specialists were not immediately able to provide independent verification of the reports. However, if confirmed, the development would be a worrying pointer to the potential internationalization and politicization of the Somalia piracy explosion.

The Voice of Russia news service, citing Russian naval officials, said that the suspects were 29 in number, and had been handed to the Iranian and Pakistani authorities for trial. The Russian Today television channel said that the men were planning to hijack a tanker with Russian nationals on board.

Roger Middleton, a Somalia expert with the Chatham House foreign affairs think tank in London, said that if the claims stand up, criminality is the most likely motive. "If it is the case, it is the first time there has been any suggestion of foreign nationals being involved in Somali piracy. In the past, people thought there may have been some Yemenis involved, but in most cases when Yemenis have been found, they have actually been hostages." One possibility is that the suspects are actually arms smugglers, Middleton suggested. If they were seeking to join the al Shabab insurgency inside Somalia, they would be unlikely to be hitching a lift with the pirates, given the animosity between the pirates and the Islamists. "If they were engaged in piracy, it would be as criminals, I would have thought. If they were engaged in arms running, the most likely probability, that is criminality, obviously," Middleton added.

found. Once the pirates were removed, the Royal Navy confiscated rocket-propelled grenades, grappling hooks and machine guns then blasted one of the boats out of the water. The suspected pirates were released due to lack of evidence linking them with a specific attack.

Stolt Strength: Philippines-flagged chemical tanker was attacked by pirates in the Red Sea near Djibouti on June 1. Although the vessel was damaged from small arms fire, she zigzagged away from the pirates. The *Strength* was previously captured by Somali pirates in the Gulf of Aden in November 2008 and was released on April 21, after a ransom was paid.

Topnich 5: Malaysian-flagged tug toting towing the Singapore-flagged barge *Chrisniche 4* was boarded by pirates brandishing guns and knives on May 28, off Pulau Aur, Malaysia. Cash and personal belongings were stolen, but the crew was not injured.

Maud: Liberian-flagged vessel attacked by pirates 200 nautical miles east of Aden on May 27. The vessel sent a distress call indicating that a small vessel was approaching fast with eight men onboard. The message was picked up by the Indian Navy frigate *Talwar* which launched a helicopter with commandos onboard. They fired on the pirates, two of whom were seen to fall in the water, as they tried to climb aboard the *Maud*. The helicopter ran ahead of the boat and the commandos then disarmed the pirate vessel and confiscated her fuel. The *Talwar* then proceeded to escort the *Maud*.

Maersk Virginia: This 4,381 teu U.S.-flagged vessel avoided a pirate attack on May 22, in the Gulf of Aden when Canadian helicopters from *HMCS Winnipeg*, and joined by an Italian helicopter hovered over the *Virginia*. The pirates threw their weapons overboard before their boat was boarded by Italian sailors.

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Somali pirate ransom demands soaring to astronomical levels

Somali pirates are squeezing bigger ransoms out of shipowners as they become savvier negotiators and some victim companies remain in the dark about the going rate, experts say.

"Settlements are on the increase and cases are becoming less standard in nature and much more difficult to settle," said Alex Kemp, operations manager for Group 4 Security subsidiary NYA International. (Group 4 Security is the world's largest international security solutions company.) Pirates' opening demands had jumped from a range of \$2.5 million-\$6 million last year to "absolutely astronomical" numbers, ranging from \$5 million to \$15 million this year, he said. Settlements last year were running at an average \$900,000-\$1.2 million, although there had been spikes of higher deals. This year, ransoms paid were believed to average \$1.5 million-\$1.7 million and NYA's expectations were for another small rise in the course of this year.

The duration of captivity by pirates is also increasing, with the average of just over 20 days in 2005 being doubled by 2007 and increasing dramatically again last year to 60-80 days. This year there had been "no set format," with individual cases stretching between 11 and 164 days in captivity, although the average hijack was still lasting 50-80 days or more.

From remarks made by pirate negotiators the Somalis were "starting to understand some of the tactics in negotiations," Kemp said.

Jack Henning

continued from page 1

four great-grandchildren. His wife Betty passed in 1994.

Henning was seven when San Francisco building trades Unions were crushed in the post-World War I anti-labor movement and his father was thrown out of work for nearly a year. He began his successful career in the labor movement in 1938 while working with the Association of Catholic Unionists in San Francisco. That same year he joined his first Union, the United Federal Workers of the CIO not long after graduation from St. Mary's College. Later he was a member of the Boilermakers in San Francisco. He was a long time member of the Office and Professional Employees, Local 3. He became administrative assistant to C.J. Haggerty, then head of the California Labor Federation, AFL, in 1949, and frequently represented the Federation before state commissions and regulatory bodies.

Governor Edmund G. (Pat) Brown named Henning director of the state Department of Industrial Relations in 1959. Three years later, he was summoned to Washington by President John F. Kennedy where he served until 1967 as United States Undersecretary of Labor. President Lyndon Johnson appointed Henning as U.S. Ambassador to New Zealand, where he served through 1969. He returned to the California Labor Federation and was elected Executive Secretary-Treasurer in 1970 to succeed Tommy Pitts as principal officer of the state AFL-CIO.

While at the helm of the California Labor Federation for 26 years, Henning was faced with an 18-year reign of Republican governors. Despite the odds, he produced legislative gains that amassed nearly \$4.2 billion for the state's worker's compensation, unemployment insurance and unemployment disability insurance programs, benefiting millions of California workers—a remarkable achievement.

His influence was reflected in progressive legislation that brought broad improvements in working conditions, the minimum wage, women's rights, labor standards enforcement, low-income housing, consumer protection, safety and health standards, education, and child labor laws. In 1996 the Federation played a major role in establishing the first ergonomics standard in the U.S. The Federation went to court to force OSHA to adopt the standard and prevailed.

He led battles in the Legislature that produced advances in collective bargaining rights for all workers employed by public agencies encompassing employees of cities, counties and the state; for teachers and public school employees including those of the University of California and California State University systems.

At the same time, he defended workers against employer assaults on their rights and established gains, such as attempts to destroy the 8 hour day standard, eliminate prevailing wage requirements, erode job safety protections, privatize work in government and education, reduce social insurance benefits, impose a school voucher system, abolish teachers' tenure and the endless anti-Union pursuit to make California a "right-to-work" state.

Jack's efforts led to the abolishment of the short-handled hoe in the agricultural fields; the extension of disability insurance to pregnant workers; passage of legislation limiting the use of pesticides in the fields; and the defeat of state legislation that would have pre-empted local rent control ordinances.

His work in the labor movement was considered by many as an expression of his progressive ideals engaged in class warfare against the chilling influence of conservatives, reactionaries, right-wingers and constant corporate assault on workers, the poor and the disadvantaged.

In addition to his career in the labor movement and public service, Jack had a strong passion for issues related to Ireland and Israel. Jack Henning had a great love and passion for Ireland's culture, history, and struggle for freedom. He co-founded the Irish Literary and Historical Society in 1945, and the United Irish Cultural Center in 1971, both of which still flourish today. He also gave his time and support to the creation of the State of Israel having joined Histadrut in 1938. This continued support over the years earned him honors from Israel's government and many Jewish organizations, including the Torch of Liberty Award from the Anti-Defamation League; and, in 1969 Prime Minister Golda Meir presented Jack with the Medal of Honor of the State of Israel for his life-long dedication of Zionism and the formation of the State of Israel. At the time he was only the second American to receive this award.

He served 12 years as a Regent of the University of California where he fought for affirmative action and led the successful fight to have the university divest in apartheid South Africa. His public service included numerous boards and commissions, community and church positions. Henning was a recipient of the 1986 Statue of Liberty Ellis Island Medal of Honor. He was awarded honorary doctorates by St. Anselm's College, St. Bonaventure University, and St. Mary's College.

While he was noted for visionary speeches and writings, Henning also stressed the basics of trade Unionism throughout his stewardship. "I believe strongly in social Unionism. We begin with the fundamentals of wages, hours and conditions of employment. However, the very nature of labor organization brings the movement into the areas of social change, to concern with seniors, with race discrimination, with housing, with unemployment—issues that go beyond the bargaining table."

During his speech at the 1996 Federation convention, Henning delivered a thundering defense of political liberalism that was his farewell address after 26 years as Executive Secretary-Treasurer of the California Labor Federation. The loudest, longest cheers followed Henning's closing words:

"And if by a suspension of the laws of nature I were young again, I would follow no other course, no other flag but the flag of labor."

U.S. Navy pinpoints traits of vessels at high risk

Characteristics of vessels most in danger of being boarded in the Gulf of Aden, and of those most likely to escape the attention of pirates, have been profiled by U.S. Navy Intelligence.

Slower vessels transiting the region during the daytime without any special defensive preparations being taken were likelier to be hijacked, while a "complacent crew" was another factor heightening the risk.

According to an unclassified Navy briefing presented to Greek shipowners in Athens this month as part of a policy of cooperation with the shipping industry, the key risk factors were: Maximum speed less than 15 knots; hook points lower than six meters; daytime transit; complacent crew; and no defensive measures taken.

By contrast, low risk vessels were capable of speeds more than 15 knots, had "hook points"—the nearest point where pirates could hook a makeshift ladder or other scaling device—higher than six meters had a "vigilant crew" and implemented defensive measures. As has often been pointed out by security analysts, few of the hijack attempts by Somali pirates have been launched at night, so this too was part of the profile.

Former naval intelligence analyst Commander Philip Campbell, currently assistant naval attaché of the U.S. Embassy in Athens, said that while all vessels faced the risk of attack, the higher risk category of vessels were more prone to boarding. Speaking at the general assembly of the Hellenic Marine Environment Protection Association, the shipowner and seafarer body, Campbell cast a degree of doubt on reports last month that Somali pirates are acting on sophisticated intelligence about vessels. The report, sourced from a European military intelligence document, suggested that informers in London could be helping pirates select their targets. The report was "one of the things we are looking into" but the "tentative" American opinion was that it was "probably not true".

Campbell said that one of the reasons for scepticism was that pirates were spending as much as two weeks out at sea at a time waiting for a victim to present itself. There was typically "a three-vessel approach" with a support ship backing two attack skiffs. The pirates were "equipped to stay at sea for days waiting for targets of opportunity," he said. He also questioned the logic that having armed personnel on board merchant vessels would escalate the violence, increasing risks to the crew. "They generally start the attack by shooting at the vessel to intimidate," said Campbell. "My personal view is that the risk of escalation with these pirates is somewhat minimal as they are already shooting at you."

According to data compiled by naval intelligence, Greek owners have suffered the largest number of piracy hijacks by nationality of ownership, with eight vessels taken, followed by owners in South Korea, the United Arab Emirates and Japan.

Ferry disasters in Italy and Indonesia

Over 500 passengers and crew were evacuated on May 29, from the Italian ro-pax (roll-on/roll-off passenger vessel) *Vincenzo Florio* after a fire broke out in its car hold, according to local port officials.

The 30,000 gross ton vessel was enroute from Naples to Palermo when the fire broke out. Its 526 passengers were rescued by lifeboats and taken to another ferry and coastguard ship.

"They knocked on the door of the cabin and told us to get on deck[...]. It was hard to breathe, the whole ship filled with smoke and they ordered the lifeboats lowered," said passenger Stephan Friscia. Five passengers including a pregnant woman were taken to a hospital as a precaution. While most of the Tirrenia do Navigazione-owned ro-ro's 35 crew helped firefighters put out the blaze. The cause of the fire is still being investigated.

It is the fifth time the 1999-built the ro-ro has been involved in an accident or fire. An inquiry was held in 2004 after the ro-pax's garage deck caught fire off the coast of Palermo.

At least 350 people were rescued from the east Java Sea after the 8,257 gross ton ro-ro ferry *Mandiri Nusantara* caught fire and sank on May 30. Five crew members and ten passengers are still missing.

Kholik Kirom of Tanjung Perak port told the *Jakarta Globe* that survivors were taken back to Surabaya, the provincial capital, aboard the 7,722 dwt general cargo ship *Timur Galaxy*.

The fire started on the vehicle deck off East Java's Keramian Island, said Bambang Ervan, the ministry's chief spokesman; the ro-ro had been bound for Balikpapan in East Kalimantan.

Record of SUP Shipping					
May 2009					
	Hdq	Seattle	Wilm	Hono	Total
Bosun	3	1	1	1	6
Maint. Man.	5	0	0	0	5
A.B. Dayworker	0	0	3	5	8
A.B.	10	12	9	2	33
O.S.	2	0	1	0	3
Standby	7	0	44	3	54
TOTALS	27	13	59	11	110

ESU Office Assignments

For the month of July, John Straley will be in the Seabrook office.

ESU NEWS

JUNE 2009

Official Publication of the Exxon Seamen's Union

Petition to amend the ESU Constitution and Bylaws

During the recent Ship Representative Conference in May, the Executive Board and Ship Representatives completed a review of the ESU Constitution and Bylaws for possible areas to amend. A couple areas to amend were identified and the ESU is circulating petitions to gather the required signatures in order to have a vote for or against the proposed changes.

Each Ship Representative will have a copy of the petition and proposed changes on the vessel for the membership to review. The petitions for the amendments require signatures from 30% of the membership before the amendments can be voted on by the entire membership. Provided the petition is signed by the required percentage of members, the Executive Board has 90 days to put the proposed amendments out for voting.

Once the petition process and vote is complete, the ESU plans to have revised booklets of the ESU Constitution and Bylaws printed for membership distribution. We are hopeful that new booklets will be mailed to the membership later in the year.

Summary of Proposed changes are as follows: Simplify the nomination process for candidates to seek Union office. Currently, under Article V, of the ESU Constitution, candidates are required to obtain signatures from members in good standing in order to stand for election to any Union office (25 for the Executive Board and 15 for Ship Representatives). The proposed amendment will eliminate

the signature requirement. Candidates that wish to run for Union office will be allowed to submit a "Candidate Intent Form" for the particular office that the individual is seeking directly to the ESU office by the designated deadline. The old way of collecting signatures can be logistically difficult and as long as a member is qualified to seek Union office he should be allowed and encouraged to have his/her name on the ballot.

Another proposed change pertains to voting eligibility. Currently, for voting purposes a member must be in good standing for at least three (3) months before the beginning of any voting period. The proposed amendment would delete this language and the following stipulation would apply to voting eligibility: *"To be eligible to vote in an election, a member must have his dues paid up through the month prior to the month in which the election or balloting period begins"*.

All members are urged to take a look at the proposed amendments on the vessel. There are several areas of the Constitution and Bylaws that will change because of the proposed amendment for candidates seeking Union office appears in several parts. The petition and attachment will clearly show how the changes will look in the ESU Constitution and Bylaws. Additionally, there are a couple of cleanup items that are highlighted in the document. If you have any questions, please feel free to talk with your Ship Representative or call the ESU office.

ESU members visit Solidarity Monument



During the recent shipyard stay at the Gdansk, Poland Shipyard, ESU members took time out to visit the monument to the fallen Shipyard Workers of 1970. The monument honors the more than 80 workers killed by riot police during an "illegal" labor strike. The monument, erected in 1980, was the first to be created in honor of victims of communist oppression in a communist country. Pictured from left to right: Joao Lobo (AB), Peter Flaherty (AB), Jonnie Wright (AB), Domingos Gomes (AB), Bob Ross (PM) and Marlon Quidlig (MS). Photo taken by Joe DaRosa (PM).

New Safety Cents catalog

SeaRiver Safety Department has updated the Safety Cents catalog and each vessel should have a couple of copies onboard. The catalog is in CD format and contains the latest items that are available to employees for redemption of their accumulated safety cents.

2008 ESU Financial Statements

As per the Exxon Seamen's Union Constitution and By-Laws, one of the duties of the Vice-President/Treasurer is to have the Union's finances reviewed by a certified accountant. The following is a summary of the year-end 2008 Financial Statements prepared for the ESU by Ratliff & Jentho, Certified Public Accountants in Baytown, Texas.

"We have reviewed the accompanying statement of assets, liabilities, and net assets—modified cash basis of the Exxon Seamen's Union (a non-profit organization) as of December 31, 2008, and the related statement of support, revenue and expenses—modified cash basis for the year then ended, in accordance with Statements on Standards for Accounting and Review Services issued by the American Institute of Certified Public Accountants. All information included in these financial statements is the representation of the management of the Exxon Seamen's Union.

Based on our review, we are not aware of any material modifications that should be made to the accompanying financial statements in order for them to be in conformity with the modified cash basis of accounting, as described in Note 1."

NOTE 1 – ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Nature of Organization

Exxon Seamen's Union ("the Union") is a non-profit union organized on March 28, 1941. Its purpose is to bargain collectively and seek to attain harmonious relations with their employer, to render service to their fellow employees, to secure proper representation and to provide adequate administration under their Constitution.

In September 1999, the Union organized a lateral affiliation with the Sailor's Union of the Pacific in order to strengthen the bargaining position of its membership. The Union pays a per capita affiliation fee to the Sailor's Union of the Pacific in the amount of \$5 per month. The Union is exempt from federal income tax as a labor union described in Section 501(c)(5) of the Internal Revenue Code.

Basis of Accounting

The Union's policy is to prepare its financial statements on the modified cash basis of accounting. Under this method, revenue is recognized when received rather than when earned, and expenses (other than depreciation) are recognized when cash is disbursed rather than when the obligation is incurred.

NOTE 2 – FIXED ASSETS

Fixed assets are recorded at cost and depreciated over the estimated useful lives of the assets using straight-line and accelerated methods. Expenditures for repairs and maintenance are charged to expense as incurred.

Fixed assets consist of the following as December 31, 2008:

	<u>COST</u>	<u>ACCUMULATED DEPRECIATION</u>	<u>NET</u>
Automobiles	\$19,211	\$(9,990)	\$9,221
Office Equipment	3,882	(2,925)	957
Furniture and Fixtures	205	(108)	98
Total	\$23,298	\$(13,023)	\$10,275

Depreciation charged to income was \$7,892 in 2008.

NOTE 3 – LEASES

During the year ended December 31, 2008, the Union leased office space in Seabrook, Texas and Benicia, California. The office facility in Seabrook, Texas is leased on an annual basis with the current lease expiring October 31, 2008. The monthly lease payments were \$730 per month at December 31, 2008. The office facility in Benicia, California was leased on an annual basis and was closed on December 31, 2008. During their period of service to the Union, the Executive Board Officers also utilize this facility as a residential unit. During the year ended December 31, 2008, the rental expense for this facility was \$1,175 per month, which was split equally between the Union and the officer residing in the residence.

Rental expense for both office facilities amounted to \$13,619 for the year ended December 31, 2008. The minimum future lease payments for both office facilities amount to \$7,300.

NOTE 4 – CONCENTRATION OF CREDIT RISKS

The Union maintains bank accounts at institutions insured by the Federal Deposit Insurance Corporation ("FDIC"). As of December 31, 2008, the carrying amount of the organizations deposits was \$129,222 and the bank balance was \$129,462. The bank balance was covered by \$129,462 of FDIC insurance.

EXXON SEAMEN'S UNION Statement of Assets, Liabilities and Net Assets as of December 31, 2008

Current Assets:	Cash	\$129,222
	Fixed Assets	\$ 10,275
	Total	\$139,497
Liabilities:	Credit Card	\$ 804
Total Net Assets Less Liabilities		\$138,693

Every vessel has a hard copy of the full report. If you would like to review it, please ask your Ship Representative to make it available to you and if you have any questions, please feel free to call the ESU office.

ESU News

ESU Updates

In addition to our monthly *ESU NEWS* in the *West Coast Sailors'* newspaper, the Union occasionally sends out Union updates via-email to those members that have submitted an e-mail address to our office. If you have not submitted your e-mail address and would like to be included in our update group, please e-mail our office at esusea@sbcglobal.net.

The ESU also maintains its own database with member addresses and phone numbers which is totally separate from the SeaRiver and ExxonMobil systems. Don't forget to inform the ESU Seabrook office when you change your address, phone number and e-mail, if you have one, so that we may get in touch with you with important information when necessary.

Lastly, don't forget the *ESU NEWS* is available on the Internet, on the Sailors' Union of the Pacific website. The website is www.sailors.org. The current edition is posted the day the newspaper is published, usually the third Friday of every month. Additionally, past editions are archived and can be accessed.

Looking sharp!



After receiving a new shiny coat of paint, the S/R Wilmington floats out of the drydock at the Remontowa Shipyard in Gdansk, Poland. The vessel entered the shipyard on April 19, and departed in early June for Fawley UK to load mogas for delivery in the northeast US. The Wilmington is the second SeaRiver vessel in as many years to have maintenance and repair work at the Gdansk shipyard. The S/R American Progress was there in the fall of 2007. Photo taken by Joe DaRosa.

Ship reports

S/R American Progress

Vessel boarded by ESU on June 1, at Beaumont, TX. Vessel presently on the Beaumont to Ft. Lauderdale run but is slated to start loading Mogas in Corpus Christi for delivery to Tampa in early July. It was reported that unlicensed Internet access and e-mail was out of order. Shoreside support met the vessel in Beaumont on June 12, to access and correct the problem.

S/R Baytown

An ESU Board officer visited the S/R Baytown on May 29, at the Tesoro Refinery in Anacortes, WA. The ship returned to Valdez for one load of ANS for discharge in the San Francisco Bay area. Vessel received order in mid-June to sail for Singapore at eco-speed and clean tanks on the way. Further orders are yet to come about the shipyard period. Regular Ship Rep. Joe Bernavich returned from paid leave before the vessel departed San Francisco.

Kodiak

The Kodiak continues in her Valdez to Puget Sound and San Francisco run. Regular Ship representative Tim Williams back on board. In early June while docking in Valdez a dead humpback whale was discovered on the bulbous bow of the vessel. Neither crewmembers on the Kodiak nor those aboard the tugs that escorted the tanker during the final approach to Valdez noticed anything out of the ordinary during the transit. It is unclear whether the vessel had a role in the whale's death. Based on the poor condition of the whale it is possible the whale was already dead before it was picked up by the vessel.

The carcass was later towed by a local charter about 70 miles south of Valdez and let go around Seal rocks. It is believed this is the first time for a tanker-whale collision after more than 20,000 tanker calls in Prince William Sound.

S/R Long Beach

The Long Beach arrived in Singapore on June 14 for slop disposal and preparations for layup around June 22. The crew should depart the vessel shortly thereafter. AB Mike Harrison staying in touch with the ESU via e-mail reports the trip has been good but everyone is anxious to arrive in Singapore after a long trip from the Gulf of Mexico.

Sierra

An ESU Board member visited the Sierra on May 29, at COP Refinery in Ferndale, WA. The vessel continues to rotate discharge ports between the Bay Area and the Puget Sound. Regular Ship Rep. Thor Floreen returned from paid leave in Anacortes in mid-June and reports everything is running smooth.

S/R Wilmington

The Wilmington completed her periodic major M&R shipyard period and sailed from Poland on June 6. The vessel loaded mogas at ExxonMobil in Fawley UK for split delivery in Newport, RI and New Haven, Connecticut. Regular Ship Rep. Jeff Harris joined the vessel before it left the shipyard. Jeff reported in from Fawley that everyone is fine. After discharge in New Haven the vessel is scheduled to take over the mogas trade between Beaumont and Fort Lauderdale.

Lunchtime on the AP



S/R American Progress crew enjoying a well deserved lunch break while loading alongside the ExxonMobil Refinery in Beaumont, TX. From left to right are: Jonathan Blackwell (QMED), Ship Representative Rudy Benavides (AB), Roque Salute (AB), Arick Brown-Johnson (MS) and, Joseph Sena (QMED).

Joint Union Management Training meeting

Following the Ship Representative conference in May, the Executive Board and members of the Joint Union/Management Training Committee (JUMTC) met on May 15, with SeaRiver management. The JUMTC committee members consist of (1) Union Officer (John Straley) and the three Departmental Trustees (William Ackley, Kurt Kreick and Pat Campbell). SeaRiver attendees included, Captain William Sheehy, Training Coordinator, Kharon Delaney and HR Specialist, Dona Steadman. The committee meets at least once annually as per the Collective Bargaining Agreement. The primary focus of this meeting dealt with evaluating current unlicensed training programs and what the training picture will look like in 2010.

Confined Space, Entry and Rescue course – This course has been offered since 2007 and 3 classes were scheduled in 2008 and 2009. The reviews about this course have been excellent, particularly the opportunity to get involved with hands on experience at Texas A&M in College Station. The class has been offered to Deck and Engine (PM) personnel. The plan is to continue this course again next year with 2 classes on the schedule.

Basic Fire Fighting (2 days) – There are a couple of Basic FF on the schedule later in the year but putting a class together can be difficult if there are not enough willing participants.

Advanced Fire Fighting (5 days) – Advanced FF has pretty much replaced the Basic course and open to all unlicensed personnel. There are 3 classes on the schedule after June 2009 and we expect several courses again next year.

Advanced Deck/Engine Ops (DLC) – We have one class on the 2009 schedule and plan to hold one class in 2010. This class has been held for several years now and many unlicensed have been to this course. It may be phased out in the future, so if you're interested in attending don't miss your chance.

Maintenance Skills Training – This course will be a new 5-day course offered in 2010 and is currently under development with input from Deck Trustee, Pat Campbell and Engine Trustee, Will Ackley. The target audience for this class will be Deck and Engine department personnel and the curriculum should come together in the third quarter of 2009. The current plan is to offer 3 classes in 2010 starting with the 1st class in early 2010. The location is yet to be determined.

Culinary Training - There was one Steward Department course held earlier this year at the Star Center in Dania, FL. This five-day class focuses on food safety, nutrition and sanitation and is tailored to fit the needs of the class participants. The ESU received excellent feedback on the course but next year's schedule does not include another class since most Steward department personnel have been recently to this course or a course that was held previously in Toledo, OH. There may be additional culinary training offered in 2011.

Below you will find the remaining training courses and dates that are available to the unlicensed group for 2009. Participation in these courses by eligible members is highly recommended and the Union encourages any member that has not yet attended a course to contact their Fleet Manning Administrator and advise her that you would like to attend.

Basic Firefighting

October 13-14

December 1-2

Advanced Engine Ops.

November 14-15

Advanced Deck Ops.

November 7-8

Dangerous Liquids

November 9-13

Confined Space Rescue

August 31 – September 4

Advance Firefighting

June 23-26

September 29–October 1-2

November 3-6

November 10-13

December 8-11

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Frank O'Malia

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick

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, 2008. The annual report has been filed with Employee Benefit Security Administration, 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, Inc., Kaiser Foundation Health Plan, Inc., Dental Health Services, Group Health Cooperative, Bluecross Blueshield of Louisiana, Guaranty Assurance Company, MHN Services, Delta Dental of California, UnitedHealthCare 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, 2008 were \$3,374,756.

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$13,908,209 as of July 31, 2008, compared to \$14,047,370 as of August 1, 2007. During the plan year, the Plan experienced a decrease in its net assets of \$139,161. 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 \$6,012,877 including employer contributions of \$5,274,986, participant contributions of \$73,598, realized gains of \$30,043 from the sale of assets, earnings from investments of \$617,172 and other income of \$17,078.

Plan expenses were \$6,152,038. These expenses included \$862,265 in administrative expenses and \$5,289,773 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.

Rallying for labor law reform



The SUP and the MFO stand as one on June 3, in Los Angeles to urge Senator Dianne Feinstein (D-California) to support the passage of the Employee Free Choice Act.

Welfare Notes

June 2009

At the end of this month, The Standard Retirement Services, which administers the Money Purchase Pension and 401(k) Plans, will be making upgrades to their systems that will affect the manner in which participants access their account information. **There will be no changes in the funds available to participants.**

New Website and Phone System

The name of the new website will change from MasterPlan Retirement Services to The Standard's Personal Savings Center. The new website address will be <http://retirement.standard.com>. Around the third week of June, Plans participants will be mailed a new Personal Identification Number (PIN) and instructions on how to register on the new website. Participants who attempt to access the MasterPlan Retirement website after June 26th will be redirected to the new website.

Participants will need their social security number and new PIN number for the initial login to the Personal Savings Center. If you have lost your PIN number or do not receive it in the mail, you can contact customer service from 6:00 A.M. to 6:00 P.M., Pacific Time, by calling 1-800-858-5420. Flyers with phone numbers and website information will be available at all Union Halls, aboard ship and at the Plan Office in San Francisco.

The Money Purchase Pension Plan and 401(k) Plan will now have separate quarterly statements. This change will be effective with the September quarterly statements. Also, once you have logged onto the new website, the Money Purchase Pension Plan and 401(k) Plans will be accessed separately. **Investment election changes** must be submitted **separately** for each Plan.

The final change is that the detailed Voyage and Manday information will be sent in a separate mailing from the quarterly statements beginning with the reporting period ending September 30, 2009. There will be no changes in service personnel. Todd Smithpeter remains as the Plans' investment advisor.

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

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

SUMMARY ANNUAL REPORT FOR ANDREW FURUSETH OF SEAMANSHIP TRAINING PLAN

This is a summary of the annual report of the Andrew Furuseth of Seamanship Training Plan, FIN 30-0162507, for the year ended July 31, 2008. 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

The value of plan assets, after subtracting liabilities of the plan, was \$819,375 as of July 31, 2008 compared to \$688,989 as of August 1, 2007. During the plan year, the plan experienced an increase in its net assets of \$130,386. The plan had total income of \$462,374 including employer contributions of \$412,630, earnings from investments of \$7,220 and other income of \$42,524.

Plan expenses were \$331,988. These expenses included \$84,792 in administrative expenses, and \$247,196 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; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Andrew Furuseth of Seamanship Training Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94105, telephone (415) 764-4990. The charge to cover copying costs will be \$2.00 for the full annual 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, CA 94105, 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, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Aloft in the *Truman*



Bosun Norman Christianson in APL's President Truman supervises two SUP unidentified sailors paint the starboard side of the house last month.

Unemployment driving up home foreclosures

More homeowners than ever before are falling behind on mortgage payments and sliding into foreclosure, according to figures released on May 28, a sign that the housing crisis is spreading through the ranks of previously stable borrowers.

About 5.4 million of the country's 45 million home loans were delinquent or in some stage of the foreclosure process in the first three months of the year, according to the Mortgage Bankers Association. About 12.07% of all mortgages were delinquent or in foreclosure, up from 11.93% at the end of 2008.

Suspensions on foreclosures imposed by lenders and underwriters have mostly ended, and banks are moving quickly against homeowners who fall behind.

Housing specialists said the number of foreclosures would probably keep rising as more people lose jobs or are forced to trade full-time work for part time. Nearly six million jobs have been lost since the recession began a year and a half ago, and many economists expect unemployment to rise to 10% by next year, for 8.9% now.

More defaults by the unemployed could shunt more houses onto a saturated market, economists said, sending prices lower.

"We're still caught in this vicious cycle," said Patrick Newport, an economist at IHS Global Insight. "These numbers were horrible, and they're going to get worse. This problem's going to be with us for awhile."

Last *Titanic* survivor crosses the bar

A part of maritime history passed May 31, with the death of Millvina Dean, 97, the last survivor of the *Titanic*.

The vessel's youngest passenger, Dean was nine weeks old when the ill-fated liner sank in the North Atlantic, killing 1,517 passengers, including Dean's father Bertram. Her mother Georgetta and two-year-old brother Bert also survived.

Titanic left Southampton, England, on April 10, 1912 bound for the United States with 2,223 passengers and crew onboard. At 1140 hours on April 14, the famously unsinkable liner struck an iceberg. Two hours and 40 minutes later it sank. Fewer than a third of its passengers survived.

Dean's family had been travelling in third class aboard the ship and planned to go to Kansas where they hoped to open a tobacconist's shop. They returned to Southampton, where Dean spent most of her life.

Facing eviction from her private nursing home after financial difficulties in 2008, Dean auctioned some of her *Titanic* mementos, including a suitcase full of clothes and compensation letters sent to her mother by the Titanic Relief Fund. A canvas mail bag in which she was lowered into the lifeboat went for \$2,465. The buyer put up the cash and returned the bag to its owner.

Obama Must Take On the Giant Lobbyists Blocking Health Care Reform

by Robert Reich

On June 10, the American Medical Association (AMA) came out against a public option for health care. The President reaffirmed his support for it. The next weeks will show what Obama is made of—whether he's willing and able to take on the most formidable lobbying coalition he has faced so far on an issue that will define his presidency.

And make no mistake: A public option large enough to have bargaining leverage to drive down drug prices and private-insurance premiums is the defining issue of universal health care. It's the only way to make health care affordable. It's the only way to prevent Medicare and Medicaid from eating up future federal budgets. An ersatz public option—whether democratic North Dakota Senator Kent Conrad's non-profit cooperatives, Maine's Republican Senator Olympia Snowe's "trigger," or regulated state-run plans—won't do squat.

The last president to successfully take on the giant health care lobbies was President Lyndon Johnson. He got Medicare and Medicaid enacted because he weighed into the details, twisted congressional arms, threatened and cajoled, drew lines in the sand, and went to war against the AMA and the other giant lobbyists standing in the way. The question now is how much LBJ is in Barack Obama.

The big guns are out and they're firing. All major lobbying firms in Washington—many of them brimming with ex-members of Congress—are now crawling all over the Hill. Lots of money is on the table. AMA's political action committee has contributed \$9.8 million to congressional candidates since 2000, and its lobbying arm is one of the most formidable on the Hill. Meanwhile, Big Insurance and Big Pharma are increasing their firepower. The five largest private insurers and their trade group America's Health Insurance Plans spent a total of \$6.4 million on lobbying in the first quarter of this year, up more than \$1 million from the first quarter last year, and are spending even more now. United Health Group spent \$1.5 million in the first quarter, up 34 percent from the \$1.1 million it spent in the first quarter last year. Aetna spent \$809,793 between January and the end of March, up 41 percent from last year. Pfizer, the world's biggest drugmaker, spent more than \$6.1 million on lobbying between January and March, more than double what it spent last year. It also spent nearly \$3.3 million lobbying in the fourth quarter of 2008. Every one of them is upping their spending.

Some congressional Democrats are willing and able to stand up to this barrage. Many are not. They need cover from the White House. The President can't do this alone. You must weigh in and get everyone you know to weigh in, too. Bombard your senators and representatives. Organize and mobilize others. And let the White House know how strongly you feel. This is one of those battles that define a presidency. But more importantly, it's one of those battles that define the state of American democracy.

[Robert Reich was the Secretary of Labor in the Clinton administration. This article is from his blog on AlterNet.]

"Stink" ship on the move again

The Ukrainian refrigerator ship *Beriks* carrying more than 200 tons of rotting meat left the Black Sea port of Kerch on June 18 after being refused a permit for repair work on the vessel.

The *Beriks* had been stuck at the Ukraine port for two-and-a-half months, with only border guards approaching the vessel to deliver food and water to the crew. Now, according to local news reports, the ship is on its way to the nearby port of Nikolaevsk in an attempt to get docking permission.

Its cargo includes Brazilian poultry and Chinese pork, whose sell-by date passed in 2006. Other Ukraine ports have refused *Beriks* permission to dock for the past six months, since it left the Georgian port of Poti.

AMA trying to torpedo health care reform again

On June 10, the American Medical Association (AMA) announced it, was "letting Congress know" that it would resist a public plan for health insurance coverage.

Historically and philosophically, AMA's opposition is hardly newsworthy. Despite a lofty reputation and purported commitment to universal coverage, AMA, an organization of 250,000 physicians, has fought almost every major effort at health care reform of the past 70 years. The group's reputation on this matter is so notorious that historians pinpoint it with creating the ominous sounding phrase "socialized medicine" in the early decades of the 1900s. "The AMA used it to mean any kind of proposal that involved an increased role for the government in the health care system," Jonathan Oberlander, a professor of health policy at the University of North Carolina said, "They also used it to mean things in the private system that they didn't like. So, at one point, HMOs were a form of socialized medicine."

The role played by AMA throughout health care reform battles past has often been primarily as the defender of the status quo. In 1935, fears of an AMA backlash helped persuade Franklin Roosevelt's advisers to drop a health care article from the Social Security package—fearful that the opposition would sink the legislation altogether. Concerned about government restriction on and oversight over surgical activities—not to mention the loss of physician income—the group deployed the "socialized medicine" argument to undermine Harry Truman's effort at a national health care system years later.

In 1961, AMA organized a campaign to block Medicare. Titled "Operation Coffeecup," the effort insisted that the government-sponsored system would lead to a varying form of totalitarianism. For a spokesman, the group turned to Ronald Reagan, who lent his famous actor's voice to a 10-minute plus recording. "One of the traditional methods of imposing state-ism or socialism on a people has been by way of medicine," said the then-future president. "It is very easy to disguise a medical program as a humanitarian project. Most people are a little reluctant to oppose anything that suggests medical care for people who possibly can't afford it."

During the most recent effort at reform—the Clinton administration's go at it in the early 1990s—AMA found itself, once again, the spoiler. The group, worried about cost-control measures, poured \$3 million into defeating Hillary Clinton's proposal. Perhaps as significantly, it lent its name (and the prestige of its members) to the political opposition. In 1995, AMA endorsed then-House Speaker Newt Gingrich's Medicare Preservation Act. It was interpreted, at the time, as a patently political ploy, an effort to align with the party that held the keys to legislative power.

The same cannot be said of the American Medical Association's decision to oppose a public plan in the current health care reform quarrel, in which the Obama White House holds the vast majority of political power. Indeed like most other private players, had kept its powder dry. So why speak up now? The group cited impossible-to-avoid policy disagreements.

"The AMA does not believe that creating a public health insurance option for non-disabled individuals under age 65 is the best way to expand health insurance coverage and lower costs," read an organization statement to the Senate Finance Committee. "The introduction of a new public plan threatens to restrict patient choice by driving out private insurers, which currently provide coverage for nearly 70 percent of Americans." Without private insurers in the market, the statement added, "the corresponding surge in public plan participation would likely lead to an explosion of costs that would need to be absorbed by taxpayers."

On this front as well, AMA's critics have room to scoff. Indeed, in mid-February, the Commonwealth Fund put out a report on the most cost-effective ways to revamp the health care industry. The public plan, it concluded, "plays a central role in harnessing markets for positive change" by lowering premiums for many Americans by, potentially, \$1,000 a year. In addition, the Commonwealth Fund added, a public plan would help decrease the number of uninsured in the country from "an estimated 48 million in 2009 (16 percent of the U.S. population) to 4 million by 2012."

Source: Sam Stein, Huffington Post

Remembering the *Lompoc* In need of real labor reform



(David Boone photo/www.tugboatpainter.net)

Many retired and active members of the Sailors' Union have fond memories of T-2 tanker *Lompoc*, pictured above in an undated photo anchored in east San Francisco Bay.

Built in 1945 by Kaiser Shipbuilding Company in Portland, Oregon, she was originally christened *Jordan Valley* but renamed *Lompoc* the following year by Union Oil Company of California. She was crewed in all three unlicensed departments by the SUP.

Engaged in the coastwise tanker trade, the 16,765 dwt *Lompoc* had her share of mishaps. On July 12, 1952, the *Lompoc* and the SUP-crewed tanker *Victor H. Kelly* were docked at the Union Oil facility at Oleum, north of Richmond, California. Both vessels were transferring crude oil after arriving from Los Angeles. A fierce fire started on the pier and spread fast to the *Kelly*, which sank

alongside what remained of the dock. Three SUP members in the *Kelly* died in the fire. The *Lompoc* was also damaged, but was towed into San Pablo Bay and was later repaired by Todd Shipyards; it was then returned to service.

Twelve years later, in 1964, *Lompoc* became the first deep-draft tanker to enter the port of Anchorage in winter, doing so after a Sea-Land container ship, ironically named *Anchorage*, had made its own history by ramming its way through heavy ice unaided.

The *Lompoc* ceased trading in 1982 and was converted to a hopper barge in 1985. Her whereabouts now are not known.

Despite the fact that living conditions in the *Lompoc* were primitive by today's standards, SUP member and former tanker stiff Frank Portanier says he'd be aboard her if she was running today.

by Ray Marshall and Robert Reich

While the debate surrounding the Employee Free Choice Act continues to grow, the underlying principles behind the measure shouldn't be swept under the rug or marginalized for political convenience. We have a president and secretary of labor who both support making it easier for workers to join Unions. We shouldn't squander this opportunity for change.

A combination of personal greed, individual irresponsibility and unsustainable financial conditions caused the meltdown that has wreaked havoc on our economy. For far too long, Americans' productivity increased, but their wages did not. Many hoped that one day their fortunes would improve, and in the interim dug themselves into a mountain of debt. Unfortunately, many greedy Wall Street executives and speculators happily made it all too convenient for them to do so, leading to a burst in the bubble economy we had all grown so accustomed to.

A vital component of our nation's recovery is making sure that we don't return to a bubble-and-bust economy, where the rich get richer, the poor get poorer and the middle class gets squeezed. In addition to many of the regulations and measures President Barack Obama and Congress have taken to prevent this financial collapse from happening again, the economy we are rebuilding must be a sustainable one. That starts with good-paying, secure jobs.

Long-term economic growth requires consumers to have the purchasing power necessary to buy the goods and services small and large businesses provide.

We can simply take a chapter in the history of our own nation to understand what it will take to make the American dream available for everyone again. The years following World War II saw the largest increase in Union membership in U.S. history, and along with it came increased productivity and shared prosperity. We can repeat this, but we must reform our obsolete labor laws so workers can join Unions without the roadblocks so many face.

The principles that are the foundation of the Employee Free Choice Act — giving workers a direct path to form Unions, toughening penalties against employers who break the law and helping workers secure a first contract in a reasonable period of time — are ones we must never waiver on.

The reasons are clearly obvious. The 1935 National Labor Relations Act extended the basic right for workers to organize and bargain collectively, yet it has failed to keep up with the massive Union-busting campaigns by big business over the past several decades.

Intimidation, harassment and other illegal activity are rampant in many workplaces across the nation. This is simply unacceptable. The Employee Free Choice Act is a vehicle for the kind of labor law reforms so many in Congress, and so many Americans, support. Public polling has found that when asked whether it should be easier for workers to form Unions to bargain for better pay, benefits and job security, an overwhelming majority of respondents support such a measure.

In this economy, people should be able to bargain, not beg, their way into the middle class.

Ray Marshall was labor secretary from 1977 to 1981 in the Carter administration and Robert Reich was labor secretary from 1993 to 1997 in the Clinton administration.

This article first appeared in the Chicago Tribune on June 11, 2009.

Who do you call? Smokebusters!

Tests began this month in Long Beach of a ship smokebuster apparatus that the port hopes can eliminate all but 5% of SOx and NOx emissions.

Its bonnet-like cap fits over the top of a smokestack and scrubs out pollutants. The port has set aside \$2.4 million for tests at the bulk cargo terminal owned by Metropolitan Stevedore. Advanced Cleanup Technologies of southern California makes the devices.

Earlier this month, the port switched on its first cold-ironing facility for oil tankers, said to be the first in the world. Delivering 6,600 volts, the facility is a joint venture with BP America and cost \$24 million.

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$30 per year international.

NATIONAL MARITIME DAY

May 20, 2009

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A Proclamation

Americans have long looked to the sea as a source of security and prosperity. Bounded by two oceans and the Gulf of Mexico, and criss-crossed by a myriad of inland waterways, America's destiny as a maritime nation was a story foretold.

The Merchant Marine took up arms alongside the Continental Navy to help defeat the British Navy during the American Revolution. Since then, they have served bravely as the United States has faced threats ranging from war to piracy, and our seafaring fleet has proven instrumental in protecting our safety. In times of conflict and crisis, the Armed Forces rely on the Merchant Marine's sealift capability to transport critical equipment and supplies. Time and again, mariners have demonstrated their willingness and ability to meet daunting challenges.

Waterways have also enabled much of the commerce that has expanded America's economy. Domestic and international commerce occurred along rivers and coasts even before our Nation's birth. Great cities have sprouted near waterways, and maritime activity remains crucial to our economy today.

The men and women of the U.S. Merchant Marine and the many other workers who have supported the maritime industry have made significant contributions to our leadership in the global marketplace, and to our security.

On this National Maritime Day, we also mark the opening of a permanent exhibition at the Smithsonian Institution, "On the Water." It demonstrates the importance of the maritime industry and chronicles our history as a maritime nation.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2009, as National Maritime Day. I call upon the people of the United States to mark this observance by honoring the service of merchant mariners and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand nine, and of the Independence of the United States of America the two hundred and thirty-third.

BARACK OBAMA

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450 Harrison Street
San Francisco CA 94105



SUP President's Report

June 8, 2009

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 at today's Headquarters meeting or at the Branch meetings on June 15. The resolutions will be referred to a Committee on Constitution, comprised of three members elected at today's Headquarters' meeting and one member elected at the Seattle, Wilmington, and Honolulu Branch meetings next week.

The Committee will convene at Headquarters on Monday, June 22, at 9:30 A.M., to review the resolutions submitted and report back to the membership at the July coastwise meetings. If a proposed Constitution or Shipping Rule amendment or a substitution thereof is endorsed by a majority vote of the membership at the July coastwise meetings, it shall be placed on the 2009-2010 referendum ballot.

MATSON & APL WAGE INCREASE

In accordance with the 2008-2013 collective bargaining agreement between the Sailors' Union and Matson Navigation Company, a 3% increase in wages and wage-related items (overtime, supplemental benefits, etc.) becomes effective July 1. Also in accordance with the 2005-2015 agreement with APL Marine Services, a 2.5% increase will go into effect on October 1.

Under the terms and conditions of both agreements the Union has the right to allocate monies from the wage increases to the various benefit plans, which has occurred on several occasions over the years.

As reported in March, the Union went into the red in 2008 by over \$331,000, and by almost \$45,000 in the first quarter of this year.

While the SUP remains financially solvent, continued deficit spending weakens the organization. Since the major expense for the Union is wages, payroll taxes (Social Security and Medicare) and medical coverage for SUP officers, austerity measures were put in place to reduce expenditures. Beginning in March all officers agreed to take a voluntary 5% wage reduction for one year which also means that they will not receive a percentage increase in wages this year based on the Matson and APL increases. Also, effective January 1, 2010, Seattle will become a "one man" port with the SUP handling MFOW business—a significant cost savings for both Unions.

Therefore, given the financial situation, recommend that \$3 per manday be allocated to the hiring hall fund (Joint Employment Committee Trust) out of the Matson 3% wage increase and the supplemental benefit increase, but not overtime rates. Further recommend that the allocation be applicable to all Matson commercial vessels—except the *Moku Pahu*—and for those employed under the Maintenance and Extra Maintenance agreements. Recommend that the same allocation shall be applicable to the APL agreements (Offshore and Shoreside) with the exception of the *APL Agate* and *APL Japan*.

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

It should be noted that the MFOW, which is also experiencing a deficit situation, allocated \$3 per manday from the Matson and APL increases last month.

SUP MONEY PURCHASE PENSION & 401(k) PLANS

At the end of this month, The Standard Retirement Services, which administers the SUP Money Purchase Pension and 401(k) Plans, will be making upgrades to their systems that will affect the way participants access their account information. There will be no changes to investment funds available to participants.

New Website & Phone System

The name of the new website will change from MasterPlan Retirement Services to The Standard's Personal Savings Center. The new website address will be www.retirement.standard.com. Around the third week of June, Plans participants will be mailed a new Personal Identification Number (PIN) and instructions on how to register on the new website. Participants who attempt to access the MasterPlan website after June 26, will be redirected to the new website.

Participants will need their social security number and a new PIN number for the initial login to the Personal Savings Center.

If a participant does not receive a new PIN number in the mail or loses it, contact customer service from 6:00 A.M. to 6:00 P.M., Pacific Time, by calling 1 800 858-5420.

Flyers with phone numbers and website information will be available at all Union halls, aboard ship and at the Plan office in San Francisco.

The Money Purchase Pension Plan & the 401(k) Plan will now have separate quarterly statements.

This change will be effective with the September quarterly statements. Also, once a participant logs on to the new website, the Money Purchase Pension Plan and 401 (k) Plan will be accessed separately. Investment election changes must be submitted separately for each Plan.

The final change is that detailed voyage and manday information will be sent in a separate mailing from the quarterly statements beginning with the reporting period ending September 30, 2009.

There will be no changes in service personnel. Todd Smithpeter remains as the Plan's investment advisor.

JACK HENNING

A true champion of labor, Jack Henning, died June 4. Henning served as former Executive Secretary-Treasurer of the California Labor Federation, AFL-CIO, from 1970-1996. During that period he fought tirelessly for the rights of workers not only in California but across the nation. Henning first went to work for the Federation in the late 1940's taking a keen interest in maritime labor. Throughout his career, he was of great assistance to the SUP. Brother Henning's obituary will be published in this month's *West Coast Sailors*.

ARCHIE GREEN MEMORIAL

There will be a gathering to celebrate the life and work of the late labor folklorist Archie Green at the McKenna Theater, Creative Arts Building, San Francisco State University on Sunday, June 21, from 1:00 P.M. to 4:00 P.M.

Brother Green was a nationally known Union activist and prolific author who wrote a series of essays for the *West Coast Sailors* on the traditional lore of the Sailors' Union which were compiled and published by the Carquinez Press in 2006 as *Harry Lundeberg's Stetson and Other Nautical Treasures*. A biographical sketch of Green was published in the April *West Coast Sailors*.

FOURTH OF JULY

Since Independence Day falls on a Saturday this year, all SUP halls will be closed on Monday, July 6, in observance of the holiday.

BLOODY THURSDAY

The 75th commemoration of Bloody Thursday will be held at ports up and down the West Coast this year on Sunday, July 5.

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 allocate \$3.00 per manday from the Matson and APL wage increases to the hiring hall fund (Joint Employment Committee Trust). Carried unanimously.

M/S Committee on Constitution—Elected: Mike Worth, Arthur Thanash, Kaj Kristensen, and Terry O'Neil (alternate). Carried unanimously.

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

Gunnar Lundeberg

Vice President's Report

June 2009

APL Agate: Cameron Baldwin, delegate, relieved John Duran. Boarded in New York. Investigated disciplinary action. SUP crew doing outstanding work to square this ship away following the re-flag.

APL Japan: Allen Gonzales, delegate. Email from the bosun Robin Colonas notes challenging situations as the crew works to improve the ship.

APL Philippines: Juan Magana, delegate, took over from Dmitri Seleznez. Ramiro Montoya is the bosun. In at Oakland on King Kamehameha Day with no beefs.

APL Singapore: Joe Eckerd, delegate. In at Oakland with no problems. Medical issue prevented relief bosun from joining; promoted the delegate to one trip relief bosun.

APL Thailand: Ernesto Lecarneque, delegate. In at Oakland with no problems. Promoted Pangan to bosun and shipped an AB relief for Musgrove's trip off.

Manoa: Mike Dirksen, delegate. In at Howard's Terminal in Oakland with no beefs. Delegate and crew expertly packed and inventoried the gear of a sailor who had a sudden problem ashore. Considerable discussion on allocation from wages to support the Union.

Mahimahi: Mark Hurley, delegate. Clarification on the purpose, mechanics, and history of allocations from wage increases.

Mokihana: George Simpier, delegate. No beefs. Discussed the amendment process to the SUP Constitution and the mechanics of the then proposed allocation.

Cape Jacob: Dan Moran, delegate, turned the sheets over to Ben Hulsey. Running smooth in Korea. All Cape Jacob sailors must have a valid Small Arms certificate to be eligible for work in this ship.

Arizona Voyager: John Svane, bosun. Phone call from the bosun at anchor in Tampa Bay. No problems but the fast turnaround strains the crew.

Mississippi Voyager: Anton Seravaseiyar, delegate. Scott Oliphant is the bosun. In at Richmond Long Wharf after a trip to Alaska to Hawaii with oil rescued from Mt. Redoubt lava flows. Clarification on sanitary work.

California Voyager: Chad Avellar, delegate, turned the sheets over to Brian Dixon. In at the old Richmond Long Wharf from Texas via Panama Canal. Timely reliefs are important in this ship since the one-way run can last more than two weeks depending on Canal transit.

USNS Waters: Barbara Shipley, delegate. Paul Harsany is the bosun. On a long mission in the South Atlantic. Reliefs expected on return to Florida.

USAV Worthy: Patrick Meagher, delegate. Called for crew for new mission to Honolulu and California. Challenging visa process for Kwajalein entry.

Cape Farewell: Rex Simbre, delegate. Robert Vandermeij is the bosun. Laid off most of the crew after more than two weeks work in Beaumont. Some retained for barge work.

Foss Maritime Company: Mel Jackson, Tom Tynan, and Sean Gaddis, delegates. New behavior based safety program under review by the gang.

San Francisco Bar Pilots: Louie Urbano and Steve Ross, delegates. Investigating 401(k) access options for members past retirement age. Running smooth.

Dave Connolly

SUP Branch Reports

Seattle

May 18, 2009

Shipped during the period: 1 Boatswain shipped to an A-card member; 9 Able Seaman filled by 2 A's; 3 B's; 1 C and 2 D-registrants; 6 standby's were also shipped and filled by A members.

Registered during the period: 4 A cards for a total of 21; 7 B cards for a total of 22; 3 C cards for a total of 7.

Ships Checked

Matson vessels *Maui* and *Manoa* called in Seattle twice with little or no problems. *President Polk* and *President Jackson* called in New York with Seattle gangs. Both of these vessels reported lots of overtime with good payoffs.

I represented the SUP at the following meetings: the King County Labor Council meetings; the Puget Sound Area Maritime Security Committee meeting; the U.S. Navy Maritime Information Sharing Taskforce meeting; the Alaska Way Viaduct Replacement North Portal Working Group meeting; the "Keep NOAA in Seattle" committee meeting; and the Coast Guard Foundation dinner which raises money for USCG enlisted families.

Shipping has improved through out our union as we head into spring and summer. Please make sure all your documents are in order. To walk up a gangway you must have a valid MMD; TWIC; Passport; drug validation certificate; STCW; a year's worth of discharges during the last five years in conjunction with your STCW; and your sign-on physical paper. If you are reading this paper, then take a moment and read the dates on your documents. During this last

year it has taken some of our members up to seven months before they finally received approval from the National Maritime Center for renewal of their MMD's and STCW's. We strongly suggest starting the process for renewal early particularly when a mariner has less than a year before expiration.

Vince O'Halloran, Branch Agent

Wilmington

May 18, 2009

Shipping: AB 6, ABD 3, STOS 1, Standbys 50, total 60 jobs shipped.

Registration: 41 A cards, 20 B cards, 3 C cards.

Ships Checked

Maunalei, Thailand, Pfeiffer, Manukai, Singapore, Manulani, Mahimahi, Lihue, Mokihana, Korea

Represented the SUP at the L.A. County Federation and the MTD.

Had John Fernandez' remains put to rest off the *Korea*. Sailors were paid for missed assignment.

Note Brother, we need to get back to where we were on these ships. We need to put together a common routine for the watchstander on all our ships.

I am still working on our 30th Annual Labor Day event and you are still the biggest part of it. On Labor Day, we will all wear red arm bands on the right arm. It is the color of labor. But if it's on your left arm it stands for the communist party, that's where you get the title left winger from. Yes Brothers this is just a small step but it is still a step forward.

As always yours in struggle,

Paul Calais, Branch Agent

Honolulu

May 18, 2009

During the month of April, dispatched the following: 1 bosun return, 1 ABD, 2 ABD reliefs, 1 ABW, and 3 AB maints. These jobs were filled by: 5 A members, 2 B members and 1 C member. Also shipped 15 standby jobs filled by 5 A members, 6 B members and 4 C members, for a total of 23 jobs shipped.

Registered the following during the month of April: 13 A members, 4 B members and 3 C members. To day registered are: 9 A members, 14 B members and 7 C members, for a total of 30.

Ships checked

Manulani, Manukai, Manoa, Maunalei, Maunawili, Mokihana, Mahimahi, R.J. Pfeiffer and *Maui*. All with few or no beefs. Paint & Rigging gang running smoothly with Monte Kalama as bosun.

On May 20, attended the monthly Hawai'i Ports Maritime Council meeting. Discussions on the grim economic conditions here in Hawai'i with most Unions experiencing layoffs, cutbacks, and budget constraints.

On May 22, Maritime Memorial Day came and went with much indifference and apathy although the MMPA threw an all Unions invited beach barbecue which was appreciated by our members.

Pensioner Thomas Vail's ashes were put aboard the *Mokihana* for burial at sea. Would like to thank Captain Tom Crawford and crew for their efforts in providing the May 26 ceremony. "Smooth sailing," Tommy.

Mike Duvall, Branch Agent

Dispatcher's Report

Headquarters—May 2009

Deck	
Bosun	3
Carpenter	0
MM	5
AB	10
OS	2
Standby	7
Total Deck Jobs Shipped	27
Total Deck B, C, D Shipped	8
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. ...	27
Total B, C, D Shipped-All Depts. ...	8
Total Registered "A"	36
Total Registered "B"	27
Total Registered "C"	3
Total Registered "D"	16

Oakland TWIC Center moved

The TWIC enrollment center for the port of Oakland relocated. Effective June 8, all scheduled appointments and walk-ins will be processed at the following address:

Oakland TWIC Enrollment Center
350 Pendleton Way
Oakland, CA 94621-2102
Monday-Friday: 8:00 AM - 5:00 PM
For more information visit: <http://twicinformation.tsa.dhs.gov>.

San Francisco Business Agent

June 8, 2009

Visited and paid off the following ships:

Mahimahi— Tom Larkin, delegate; Joe McDonald returned as bosun: New ice maker was promised in Long Beach. Made twice and the ice maker was put aboard and in good working order.

Manoa— Gabe Sipin, delegate: Coastwise run. Few questions on overtime, otherwise in good shape. Made twice.

Maui— John Hamann, delegate: In from Honolulu. B.B. winch is being repaired. Two new safety harnesses for the deck department. Made twice.

Mokihana— George Simpier, delegate: Van and car carrier. Running to Hawai'i Islands. New bosun Frank Portanier. Ship running smoothly.

APL China— Randy Runyan, delegate: Voyage pay off. In from the Far East. No disputes.

Washington Voyager— Visited at Richmond Long Wharf. Few questions or restrictions to ship. Checked with the Vice President. Worked in the front office.

Bill Berger

"We know the enormity of our task, but labor has survived all of the employer abuses of history and still has within itself the power that will not accept surrender."

Jack Henning
July 28, 1992

City of Seattle • Office of the Mayor

PROCLAMATION

WHEREAS, the City of Seattle recognizes that our maritime industry is a major economic driver in our community and contributes to the unique character of our city; and

WHEREAS, the City of Seattle is home to the North Pacific fishing fleet, the Alaskan tug and barge freight fleet and the Port of Seattle – the ninth largest container port in the United States; and

WHEREAS, Vince O'Halloran – Sailors' Union of the Pacific Branch Agent, M.L. King County Labor Council, AFL-CIO Executive Board Member and Puget Sound Ports Council, Maritime Trades Department, AFL-CIO President – has devoted his career to promoting the good and welfare of his union membership, the stability and expansion of the U.S.-Flag Merchant Marine, and the economic vitality of Seattle's industrial and maritime community; and

WHEREAS, Vince's talents as a labor official, negotiator, conciliator, public advocate, colleague and mentor are exceeded only by his generosity of spirit and good will; and

WHEREAS, on May 21, 2009, colleagues, friends, and admirers will gather to honor and pay tribute to Vince as the Maritime Person of the Year at the Puget Sound Ports Council's annual Labor-Management Luncheon for his numerous contributions and dedication to the Seattle maritime community;

NOW, THEREFORE, I, GREGORY J. NICKELS, Mayor of the City of Seattle, proclaim May 21, 2009 to be

VINCE O'HALLORAN DAY

in Seattle, and I hereby urge citizens to join me in commending this great citizen for his service, leadership, and commitment to our city and region.




GREG NICKELS
Mayor