



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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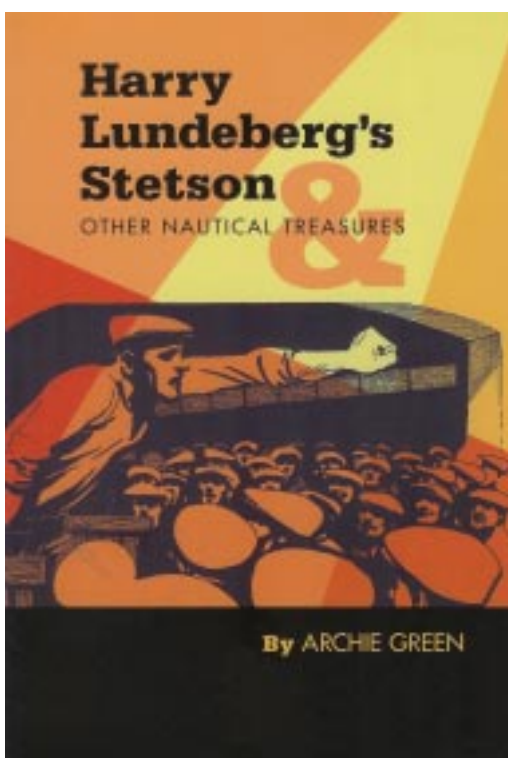
New book on nautical lore & legend published

A book that is sure to interest those who go to sea for a living, those who are arm-chair sailors and those who are interested in working class culture, was published this month by the Fund for Labor Culture & History and is available from the Sailors' Union.

Written by distinguished labor folklorist Archie Green, *Harry Lundeberg's Stetson & Other Nautical Treasures*, focuses on a variety of nautical expressions and cultural artifacts with a West Coast bent. Green, a 65-year member of Carpenters' Union Local 2236 and a retired professor of folklore at the University of Texas, eloquently delves into the origins of waterfront vernacular speech, trade union tales, bucko mates, finks, shanghaiers, the shape up, etc., among many topics.

While primarily focusing on the SUP, Green references all other maritime Unions and the American labor movement in this masterful publication.

Harry Lundeberg's Stetson & Other Nautical Treasures is \$25.00 (including postage and shipping) and can be obtained from the Sailors' Union of the Pacific, 450 Harrison Street, San Francisco, California, 94105.



PORT SECURITY LEGISLATION ENACTED

On September 30, the Senate passed and on October 13, President Bush signed into law the Security and Accountability for Every Port (SAFE Port) Act of 2006 (H.R. 4954)—also known as the Port Security Improvement Act of 2006—which raises port security grant funding to \$400 million annually for the next five years. The \$6.7 billion Act also mandates that radiological detectors be installed at the nation's 22 largest ports by the end of 2007 and directs the Department of Homeland Security (DHS) to establish pilot projects at three overseas ports to start scanning every container bound for the United States.

The legislation also mandates accelerated implementation of the Transportation Workers' Identification Credential (TWIC). Specifically, the DHS has until January 1, 2008, to issue the credential at the four largest ports, and one more year to cover all U.S. ports. The DHS also has until January 1, 2009 to process all applicants who work on the waterfront including merchant mariners. For more on this part of the legislation and labor's fight to stop an anti-worker initiative that would have denied many maritime workers the right to obtain a

TWIC, and hence the ability to work, see SUP President Gunnar Lundeberg's report on page 10.

The legislation provides for a number of strategic maritime security measures that will improve policies, procedures and communications among federal agencies as well as key public and private sector stakeholders. For example, the legislation calls for policies in the event of a maritime transportation incident or disruption, identifies procedures for a lead agency and requires development of a plan to resume trade in the case of such an event. This bill furthers emergency communications by establishing interagency operational centers ensuring greater port security coordination among federal, state and local officials.

The legislation essentially "pushes our borders out" through the collection of information closer to the point of origin, and addresses needed improvements in the maritime sector by tightening security gaps in the international supply chain, neutralizing potential cargo risks before shipment to the United States. The bill also establishes a number of programs designed to augment port security operations, such as the Container Se-

curity Initiative (CSI) which examines international cargo and identifies potential threats before any risky cargo reaches U.S. shores. The bill authorizes the establishment of a voluntary program, Customs-Trade Partnership Against Terrorism (CTPAT) to strengthen the international supply chain and border security, facilitate the movement of secure cargo and provide benefits to eligible participants. The bill also improves upon existing practices by requiring a plan to examine containers entering ports for radiation and Weapons of Mass Destruction (WMD) and by increasing the number of random searches using the Automated Targeting System (ATS). The legislation establishes several new offices within the Department of Homeland Security to coordinate cargo policy and international trade policy to assure that appropriate emphasis is placed on security and trade aspects inherent in the maritime transportation sector.

The SAFE Port Act realized what its creators wanted in the first place: improvements in existing programs along with items to prod the Department of Homeland Security to close gaps

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STUDY WARNS MARITIME TERRORISM RISK EXTENDS BEYOND DANGERS POSED TO THE CONTAINER SHIPPING INDUSTRY

Cruise ships and ferry boats need more protection against terrorist attacks that could kill and injure many passengers and cause serious financial losses, according to a new RAND Corporation report.

"Attacks on cruise ships and ferry boats would meet the interrelated requirements of visibility, destruction and disruption that drive transnational terrorism in the contemporary era," said Peter Chalk, one of the report's co-authors. "Recognizing this is essential to any comprehensive regime of maritime security."

The report concludes it is not adequate to base maritime counterterrorism efforts only on

increasing port security and the security of cargo container ships, rail cars and trucks that transport goods into and out of United States ports.

"Focusing solely on securing the container supply chain without defending other parts of the maritime environment is like bolting down the front door of a house and leaving the back door wide open," said Henry Willis, a RAND researcher and a co-author of the report.

The study by RAND, a non-profit research organization, also says a maritime terrorist attack is likely to create complicated liability issues that will slow efforts to compensate victims of an attack.

"We need to examine closely the challenges that a maritime attack would create for our civil justice system," said Michael Greenberg, another of the report's authors. "Tort liability is supposed to compensate victims while providing appropriate security incentives for firms. But ambiguous liability standards in the maritime terrorism context raise the prospect that the civil justice system may neither be effective as a compensation mechanism, nor in generating clear incentives for the private sector."

The report, titled "Maritime and Terrorism: Risk and Liability," was produced by the RAND Center for Terrorism

Risk Management Policy.

RAND researchers prepared the report by considering different types of terrorist attacks that could strike maritime activities. The authors assessed each scenario for its likelihood, its potential impact on the loss of life, and the potential economic impacts. They also considered the likely application of civil liability in the aftermath of different attacks.

Researchers point out that their review of more than 30 years of terrorist activity shows that less than two percent of international terrorist attacks have hit maritime targets. Historically, this is

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		Jack Stasko	Book #7430



Final Departures

Guy Guidotti, Book No. 2867. Born in California in 1922. Joined SUP in 1951. Died in California, September 17, 2006. (Pensioner)

Harvey Smith, Book No. 7156. Born in California in 1928. Joined SUP in 1948. Died in Martinez, California, September 17, 2006. (Pensioner)

Rufus D. Sagmeister, Book No. 7217. Born in Wisconsin in 1920. Joined SUP in 1950. Died in Nevada, August 22, 2004. (Pensioner)

Norman Mason, Book No. 6224. Born in Colorado in 1918. Joined SUP in 1946. Died in Washington, August 6, 2006. (Pensioner)

Indian mariners perish at sea as bulkcarrier sinks off Japan

Ten Indian seafarers are confirmed dead after they were washed over the side from Mitsui-Osk Lines-controlled, Panama-flagged ore carrier *Giant Step* on October 9. The remainder of the 26-man crew, including the captain, were rescued by the Japanese Coast Guard.

The 197,000 dwt vessel, carrying 200,000 tons of ore from Port Wolcott, Western Australia, was at anchor off Kashima, Japan, waiting for a berth to discharge when severe weather struck. The master, a Sri Lankan national, ordered the anchor raised to reposition the vessel but instead the ship ran aground, subsequently broke in two and eventually sank.

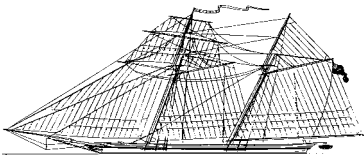
The Maritime Union of Australia (MUA) has demanded a full investigation as the Union was denied access to the ship's crew when she called Port Wolcott. MUA National Secretary said, "A maritime disaster of this magnitude just does not happen without a cause."

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2006:

	Hdqs.	Branch
November	14*	20
December	11	18

*Tuesday



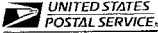
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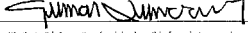
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PS Form 3526, September 2006 (Page 2 of 3)

Kauai crew assists stricken shipmate

From Matson’s containership *Kauai*, SUP delegate Greg Schauf reports that on October 16, the vessel was notified that Third Assistant Engineer Ken Beasley had to be medivac’d to Honolulu due to an injury. At the time the ship was at sea enroute to Seattle just a few hours after departing Matson’s Sand Island Terminal.

According to Brother Schauf, after the general alarm was sounded at 1300, by the vessel’s captain Gary Schrock, bosun Robert Jones and chief mate Dave

Miles mobilized the SUP gang to clear the stern area so that Beasley could be lifted off by a Coast Guard helicopter. “ABs Rhonda Benoit, Joe Ginez, Jerry Komoto (and Schauf) assisted as directed and were ready for anything that came their way,” said Brother Schauf. “Also of assistance were members of the MFOW, MEBA, MM&P and SIU.

“Teamwork was present,” said Schauf, adding that “the Brothers and Sisters of the s/s *Kauai* wish Ken a speedy recovery.”

North Korean ships banned from Japan ports after nuclear test

Japan banned all North Korean ships from entering its ports as part of a package of tougher sanctions against the impoverished communist country following its nuclear test on October 9.

The measures, which were decided at an emergency meeting on October 11, were confirmed at a cabinet meeting the following day in Tokyo.

NHK, Japan’s public broadcasting company, said 24 North Korea-registered ships were berthed at Japanese ports at the time of the announcement, but all were expected to be ordered out as soon as possible. Stevedoring activities on the vessels had already come to a virtual standstill after Japanese companies boycotted the ships in protest at the test.

The package of measures announced by Japan included a total ban on North Korean imports and visits to Japan by North Korean nationals. Figures from Japan’s finance ministry show Japan’s total trade with North Korea was worth about \$180 million in 2005, down from about \$350 million in 2002.

After the emergency meeting, Japanese Prime Minister Shinzo Abe said: “Japan is in gravest danger, if we consider that North Korea has advanced both its missile and nuclear capabilities. We cannot tolerate North Korea’s actions if we are to protect Japanese lives and property. These measures were taken to protect the peace.”

Coast Guard readies new security strategy

The U.S. Coast Guard is preparing a new security strategy that could lead to fundamental changes in the way the country protects its territory against seaborne attack.

Coast Guard Commandant Admiral Thad Allen said there was still no consensus on how to address the danger of ship-borne bombs in a U.S. port, five years after the September 11 attacks. “The issue of a vessel-borne improvised explosive device is so complicated, crosses so many regime stakeholders in both governmental and private sector equities, that I don’t know how you do this unless you first achieve a consensus that ... this is a problem that has to be solved,” he said.

Allen said his office will release a new strategic guidance document in the next few weeks that he expects to form the basis for a national discussion with the public, Congress and state officials about the federal government’s role in maritime security.

The document will address not only security issues but also safety and Coast Guard stewardship of U.S. coastal waters. Allen said the Coast Guard is prepared to take the lead in developing a comprehensive maritime regime that would help set national standards and coordinate maritime security with U.S. and-border initiatives from the Department of Homeland Security.

Jones Act shipowners retain rights to repair vessels in foreign shipyards under defense bill

The final language of the Defense Authorization Act for 2007 has given U.S. flag shipowners at least a temporary victory in their battle to maintain the right to repair Jones Act ships in foreign shipyards. Passing unanimously in the U.S. Senate and 398-23 in the House of Representatives, the bill requires the Secretary of Defense to issue an acquisition policy no later than June of next year to “establish as a criterion the extent of foreign repair” under which a ship might undergo overseas and still remain eligible for U.S. defense cargoes.

Until about six years ago, the U.S. Coast Guard ruled on work for U.S. ships in foreign yards on a case by case basis as they determined whether the vessel could be considered to have been “rebuilt.” More recent rules call for not more than 10 percent of a Jones Act compliant vessel’s hull work to be done in foreign shipyards. Unfortunately, says the American Shipbuilding Association’s (ASA) Cynthia Brown, “Jones Act shipowners are continuing to have work done overseas in successive, 10 percent incremental visits.” Brown also questioned why the decision should be left up to the Department of Defense when the rules restricting foreign repairs are set forth and enforced by the U.S. Coast Guard.

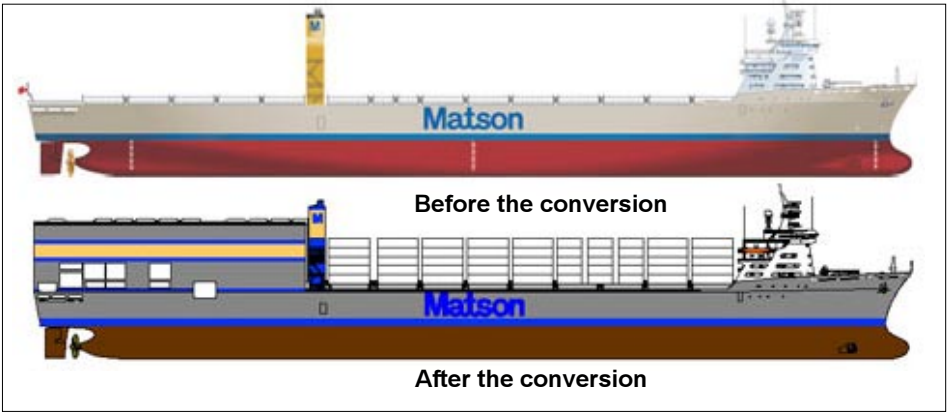
According to ASA’s Brown, two provisions which might have restricted the amount of work performed on Jones Act vessels in overseas shipyards failed in the latest legislation. Among them, an effort to limit DOD long-term leasing of foreign built hulls also fell short of inclusion. But, according to some industry analysts, the latest legislation also soothed fears in Washington that the threat of a full review of the exemption enjoyed by the Jones Act at the World Trade Organization might be forthcoming. Brown called those threats, “Hollow posturing.”

Although opponents of foreign repairs to U.S. vessels might claim their concerns have been totally ignored, the bill does not seem to change the current rules that restrict the total steel weight attributable to foreign repairs to 10 percent and also calls for U.S. Coast Guard approval for projects that would increase the weight to more than 7.5 percent.

Conversion of Moki-hana for roll-on/roll-off capacity slated

Matson Navigation Company announced on September 29, that it has signed a \$17 million contract with Atlantic Marine Alabama, LLC to perform work related to the conversion of the company’s C-9 Class vessel, *Moki-hana* (ex-*President Monroe*), to a combination roll-on/roll-off (ro-ro) and container vessel. Modification work on the 2,800 TEU containership will commence in April 2007 at Atlantic Marine’s shipyard in Mobile, Alabama, with delivery scheduled for June 2007.

“The conversion of the *Moki-hana* will increase Matson’s ro-ro capacity in our Hawaii service by 35 percent,” said Dave Hoppes, Senior Vice President, Ocean Services. “It will help further Matson’s objective of providing our auto customers with the two features they prefer: frequency of service and ro-ro capacity. The new state-of-the-art garage unit will have all of the features of a pure car carrier, including a fully enclosed garage, ventilation, lighting and various safety components to minimize damage in transit. Given the fluctuations in volume in Hawaii’s auto market, Matson’s research has shown that a combination ro-ro/containership provides both economic and service advantages, as the vessel’s capacity and associated revenue are not tied solely to vehicle shipments.”



“As one of the leading U.S.-flag carriers, Matson is proud to further demonstrate its commitment to supporting U.S. shipyards,” said James Andrasick, Matson president and CEO. “In the past six years, Matson has awarded \$584 million of work to U.S. shipyards, including over \$500 million to Aker Philadelphia Shipyard for the construction of four new containerships.”

The conversion of the *Moki-hana* is part of a previously announced \$45 million upgrade of Matson’s ro-ro service capabilities in its Hawaii service, which includes shoreside facility improvements and investments in new information technology. The converted *Moki-hana* will complement Matson’s two other combination ro-ro/containerships, *Lurline* and *Matsonia*.

“Matson is particularly pleased that we continue to receive the full support of most of the major auto manufacturers,” said Hoppes. “Matson has multi-year agreements with Ford Motor Company, General Motors, Dollar Thrifty Group, BMW, Mercedes Benz, Toyota and Nissan. The Ford agreement includes Volvo Cars, Jaguar and Land Rover. In addition to these valued customers, our ro-ro capabilities have been utilized by the U.S. military for the movement of military equipment to and from Hawaii.”

Hoppes also emphasized that reliability is another service advantage for Matson. “With our eight ship fleet in our Hawaii service, as well as our reserve vessel, *Lihue*, Matson is fully capable of ensuring reliability of service for all of our customers, including the auto market,” added Hoppes. “If a Matson ship needs to be temporarily taken out of service, we have enough reserve capacity to prevent any disruption or delay in our scheduled service.”

SUP named to Maritime Transportation System Advisory Council

The Maritime Administration has invited the Sailors’ Union to join the Marine Transportation System National Advisory Council (MTSNAC).

The MTSNAC was established in 2000 by the Secretary of Transportation to advise the Secretary on matters relating to the Marine Transportation System (MTS) —waterways, ports and their intermodal connections. The MTSNAC is composed of 30 senior level representatives from transportation related organizations. The first meeting was in May 2000, and since then the Council has been addressing a number of challenging issues, including port security, freight system capacity and congestion in and around U.S. ports. The MTSNAC membership term is for three years.

SUP President Gunnar Lundeborg will represent the Union and SUP Vice President will serve as his alternate.

Julie Nelson named Deputy Maritime Administrator

President Bush appointed Julie Nelson as the Deputy Administrator of the Maritime Administration on October 6. Nelson took over the responsibilities of the Acting Deputy Maritime Administrator on May 1, upon the resignation of John Jamian and before the confirmation of Sean Connaughton as Maritime Administrator. Nelson joined the agency as Chief Counsel in August 2005.

Nelson has extensive experience in the Maritime Industry and Admiralty Law, which gives her a solid understanding of the work done within the Maritime Administration. In addition to her career in private practice, Nelson worked from July 1985 to August 1993 at the Pentagon for the Department of the Navy as an Intelligence Research Analyst and Program Manager. She was on active and reserve duty with the Navy from 1981 to 1989.



Washington State Labor Council

AFL-CIO

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Position 9: Tom Chambers

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2nd: House 2: Tom Campbell
3rd: House 1: Alex Wood; House 2: Timm Ormsby
4th: House 2: Edward Foote
6th: Senate: Chris Marr; House 2: Don Barlow
7th: Senate: Chris Zafares; House 1: Jack Miller
8th: House 1: Shirley Hankins; House 2: Larry Haler
9th: House 1: Caitlin Ross*
10th: House 1: Chris Strow; House 2: Tim Knue
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28th: House 1: Troy Kelley; House 2: Tami Green
29th: Senate: Rosa Franklin; House 1: Steve Conway;
House 2: Steve Kirby
30th: Senate: Tracey Eide; House 1: Mark Miloscia;
House 2: Skip Priest*
31st: Senate: Pam Roach; House 1: Karen Willard;
House 2: Christopher Hurst
32nd: Senate: Darlene Fairley; House 1: Maralyn Chase;
House 2: Ruth Kagi
33rd: Senate: Karen Keiser; House 1: Shay Schual-Berke;
House 2: Dave Upthegrove
34th: Senate: Erik Poulsen; House 1: Eileen Cody;
House 2: Joe McDermott
35th: House 1: Kathryn Haigh; House 2: Bill Eickmeyer
36th: Senate: Jeanne Kohl-Welles; House 1: Helen Sommers;
House 2: Mary Lou Dickerson
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40th: House 1: Dave Quall
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45th: Senate: Eric Oemig; House 1: Roger Goodman;
House 2: Larry Springer
46th: Senate: Ken Jacobsen; House 1: Jim McIntire;
House 2: Phyllis Kenney
47th: Senate: Claudia Kauffman; House 1: Geoff Simpson;
House 2: Patrick Sullivan
48th: Senate: Rodney Tom; House 1: Ross Hunter;
House 2: Deb Eddy
49th: House 1: Bill Fromhold; House 2: Jim Moeller

*limited endorsement

State Ballot Measures

- Initiative 920:** Repealing estate tax NO
Cuts \$100 million per year from the Education Legacy Trust supporting K-12 school improvements to create a tax break for 250 multi-millionaires.
- Initiative 933:** NO
Property Regulations: Creates “pay or waive” system forcing taxpayers to pay millions for irresponsible land development, or exempt owners and corporations from land-use rules.
- Initiative 937:** Renewable energy resources YES
Promoting the use of clean, renewable energy resources.

VOTE . . . NOVEMBER 7



Oregon State

AFL-CIO

State Assembly

State Offices

Governor

Ted Kulongoski

Commissioner of the Bureau of Labor and Industries

Dan Gardner

Superintendent of Public Instruction

Susan Castillo

State Senate

3. Alan Bates
4. Floyd Prozanski
6. Bill Morrisette
7. Vicki Walker
8. Frank Morse
10. Paul Evans
11. Peter Courtney
16. Elizabeth Johnson
17. Brad Avakian
19. Richard Devlin
20. Kurt Schrader
24. Rod Monroe
26. Rick Metsger

3. Howard Owens
5. Peter Buckley
8. Paul Holvey
9. Arnie Roblan
11. Phil Barnhart
12. Elizabeth Terry Beyer
13. Nancy Nathanson
16. Sara Gelser
17. Dan Thackaberry
19. Brian Grisham
20. Vicki Berger
21. Brian Clem
22. Betty Komp
23. Jason Brown
24. Sal Peralta
25. Charles Lee
27. Tobias Read
28. Jeff Barker
29. Chuck Riley
30. David Edwards
31. Brad Witt
32. Deborah Boone
33. Mitch Greenlick
34. Suzanne Bonamici
35. Larry Galizio
36. Mary Nolan
37. Scott Bruun
38. Greg MacPherson
40. Dave Hunt
41. Carolyn Tomei
42. Diane Rosenbaum
43. Chip Shields
44. Tina Kotek
45. Jackie Dingfelder
46. Ben Cannon
47. Jeff Merkley
48. Mike Schauffler
49. Rob Brading
58. Jim Gilbertson
59. Bob Jensen

Ballot Measures

Support

- Measure 44: Prescription Drug Purchasing Pool

Oppose

- Measure 40: Judges by District
Measure 41: Bill Sizemore’s Shell Game
Measure 45: Term Limits
Measure 46: Campaign Finance
Measure 47: Campaign Finance
Measure 48: Colorado’s TABOR Failed Formula Constitutional Amendment



U.S. Senate



Dianne Feinstein

- U.S. House**
1. Mike Thompson

2. No endorsement

3. Bill Durston

4. Charlie Brown

5. Doris Matsui

6. Lynn Woolsey

7. George Miller

8. Nancy Pelosi

9. Barbara Lee

10. Ellen Tauscher

11. Jerry McNerney

12. Tom Lantos

13. Fortney “Pete” Stark

14. Anna Eshoo

15. Mike Honda

16. Zoe Lofgren

17. Sam Farr

18. Dennis Cardoza

19. T.J. Cox

20. Jim Costa

21. Steven Haze

22. Sharon Beery

23. Lois Capps

24. Jill Martinez

25. Robert Rodriguez

26. Cynthia Matthews

27. Brad Sherman

28. Howard Berman

29. Adam Schiff

30. Henry Waxman

31. Xavier Becerra

32. Hilda Solis

33. Diane Watson

34. Lucille Roybal-Allard

35. Maxine Waters

36. Jane Harman

37. Juanita Millender-McDonald

38. Grace Napolitano

39. Linda Sanchez

40. Florice Hoffman

41. Dual: Louie Contreras; Jerry Lewis (R)

42. No endorsement

43. Joe Baca

44. Louis Vandenberg

45. David Roth

46. Jim Brandt

47. Loretta Sanchez

48. Steve Young

49. Jeeni Criscenzo

50. Francine Busby

51. Bob Filner

52. John Rinaldi

53. No endorsement

California Labor Federation, AFL- CIO

State Assembly

1. Patty Berg

2. No endorsement

3. Mickey Harrington

4. Rob Haswell

5. Brandon Bell

6. Jared Huffman

7. Noreen Evans

8. Lois Wolk

9. Dave Jones

10. Jim Cook

11. Mark DeSaulnier

12. Fiona Ma

13. Mark Leno

14. Loni Hancock

15. Terry Coleman

16. Sandre Swanson

17. Cathleen Galgiani

18. Mary Hayashi

19. Gene Mullin

20. Alberto Torrico

21. Ira Ruskin

22. Sally Lieber

23. Joe Coto

24. James Beall, Jr.

25. James Lex Bufford

26. Kenneth Goeken

27. John Laird

28. Anna Caballero

29. No endorsement

30. Nicole Parra

31. Juan Arambula

32. No endorsement

33. Robert Cuthbert

34. No endorsement

35. Pedro Nava

36. Bo Bynum

37. Ferial Masry

38. Lyn Shaw

39. Richard Alarcon

40. Lloyd Levine

41. Julia Brownley

42. Mike Feuer

43. Paul Krekorian

44. Anthony Portantino

45. Kevin deLeon

46. Fabian Nunez

47. Karen Bass

48. Mike Davis

49. Mike Eng

50. Hector de la Torre

51. Curren Price

52. Mervyn Dymally

53. Ted Lieu

54. Betty Karnette

55. Laura Richardson

56. Tony Mendoza

57. Ed Hernandez

58. Charles Calderon

59. Elliott Barkan

60. Van Tamom

61. Nell Soto

62. Wilmer Amina Carter

63. No endorsement

64. Paul Rasso

65. Rita Ramirez-Dean

66. Laurel Nicholson

67. Ray Roberts

68. Paul Lucas

69. Jose Solorio

70. Mike Glover

71. Charlie La Chance

72. John MacMurray

73. No endorsement

74. Roxana Folescu

75. No endorsement

76. Lori Saldana

77. Chris Larkin

78. Maxine Sherard

79. Mary Salas

80. Steve Clute

State Constitutional Offices

Governor



Phil Angelides

Lieutenant Governor John Garamendi

Insurance Comm. Cruz Bustamante

Attorney General Jerry Brown

Secretary of State Debra Bowen

Treasurer Bill Lockyer

Controller John Chiang

Superintendent of Public Instruction Jack O’Connell

Board of Equalization

District 1 Betty Yee

District 4 Judy Chu

State Senate

2. Pat Wiggins

4. Paul Singh

6. Darrell Steinberg

8. Leland Yee

10. Ellen Corbett

12. Wiley Nickel

14. No endorsement

16. Dean Florez

18. No endorement

20. Alex Padilla

22. Gil Cedillo

24. Gloria Romero

26. Mark Ridley-Thomas

28. Jenny Oropeza

30. Ron Calderon

32. Gloria Negrete-McLeod

34. Lou Correa

36. Mark Hanson

38. No endorsement

40. Denise Ducheny

California Ballot Measures

1A Transportation Funding Protection. Legislative Constitutional Amendment YES

1B Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 YES

1C Housing and Emergency Shelter Trust Fund Act of 2006 YES

1D Kindergarten-Univ. Public Education Fac. Bond Act of 2006 YES

1E Disaster Preparedness and Flood Prevention Bond Act, 2006 YES

83 Sex Offenders. Sexually Violent Predators. Punishment, Residence Restrictions and Monitoring. Initiative Statute No Rec.

84 Water Quality, Safety and Supply. Flood Control, Natural Resource Protection. Park Improvements. Bonds, Initiative Statute YES

85 Waiting Period and Parental Notification Before Termination of Minor’s Pregnancy, Initiative Constitutional Amendment NO

86 Tax on Cigarettes. Initiative Constitutional Amendment and Statute YES

87 Alternative Energy. Research, Production, Incentives, Tax on California Oil, Initiative Constitutional Amendment and Statute YES

88 Education Funding. Real Property Parcel Tax, Initiative Constitutional Amendment and Statute. NO

89 Political Campaigns. Public Financing. Corporate Tax Increase, Contribution and Expenditure Limits, Initiative Statute No Rec.

90 Government Acquisition, Regulation of Private Property, Initiative, Constitutional Amendment. NO



Hawai’i State AFL-CIO

U.S. Senate



Daniel K. Akaka

U.S. House



Neil Abercrombie

State Senate

2. Russell Kokubun

4. Shan Tsutsui

9. Les Ihara

10. Brian Taniguchi

11. Carol Fukunaga

13. Suzanne Chun Oakland

14. Donna Kim

15. Norman Sakamoto

19. George Yamamoto

20. William Espero

24. Jill Tokuda

25. Frank Lockwood

9. Robert Nakasone

10. Angus McKelvey

11. Joe Bertram III

12. Kyle Yamashita

13. Diana Mele Carroll

14. Hermina Morita

16. Roland Sagum III

17. Avelino Halagao

18. Lyla Berg

19. Mike Abe

20. Calvin Say

21. Scott Nishimoto

22. Scott Saiki

23. Tom Brower

24. Kirk Caldwell

25. Della Belatti

26. Sylvia Luke

27. Sesnita Moepono

28. Karl Rhoads

29. Joey Manahan

30. John Mizuno

31. Glenn Wakai

32. Jane Sugimura

33. Blake Oshiro

34. Kyle Takai

35. Alex Sonson

36. Roy Takumi

37. Ryan Yamane

38. Marilyn Lee

39. Marcus Oshiro

40. Sharon Har

41. Jon Karamatsu

42. Rida Cabanilla

43. Scott Belford

44. Michael Kahikina

45. Maile Shimabukuro

46. Michael Magaoay

48. Kenneth Ito

49. Dwight Chong

51. Thomas Waters

State House

1. Dwight Takamine

2. Jerry Chang

3. Clifton Tsuji

4. Faye Hanohano-Ka’awaloa

5. Robert Herkes

6. Joshua Green

7. Cynthia Evans

8. Joseph Souki

Constitution Amendments

1. Support UH Board of Regents be nominated from qualified candidates

3. Support repeal of man-

datory retirement age for justices and judges

Ballot Initiatives

Oppose earmarking of property tax revenues on Oahu, Maui, and Big Island.

Board of Education

Windward

John Penebacker

Central

Eileen Clark

At Large

Karen Knudsen

Donna Ikeda

Terrence Tom

ESU Office Assignments

For the month of November, John Straley will be in the Seabrook office and Tommy Thompson will be in the Benicia office.



ESU NEWS

OCTOBER 2006

Official Publication of the Exxon Seamen's Union

Insurance payments refunded, rates reduced for remainder of 2006

As a result of continuing exceptional claims experiences it was determined that a retroactive premiums reimbursement was in order for ESU represented employees and annuitants participating in the SeaRiver Blue Cross/Blue Shield of Texas Medical Plan. Refunds were included in active employees mid-October paycheck. Annuity payments are scheduled to receive their refunded contributions in November. In addition, employee/annuitant contributions will be drastically reduced for the final three months of 2006, to better reflect the current claims trend.

The table below illustrates the original 2006 contribution amount, the adjusted October, November and December premium contributions that will be paid by employees and annuitants, and the amount of reimbursement to members and participating retirees. Total reimbursement amounts can be determined by multiplying the monthly refund amount by the first nine months of 2006 for each class of coverage. Contributions will re-adjust to 2007 rates on January 1, 2007.

Employee rate adjustments/refund amounts				
Class of Coverage	2007 Contribution	Initial 2006 Contribution	3-Month Reduced Contribution	Refund per Month (Total = per month x 9)
Employee Only	\$68.55	\$81.00	\$51.00	\$30.00
Employee +1	\$123.55	\$150.00	\$87.00	\$63.00
Empl. +2 or More	\$187.00	\$226.00	\$134.00	\$92.00

The medical plan had experienced a steady increase in claims paid out from 2000-2004, topping off at well over \$2 million in plan year 2004. The upward trend in costs to the plan culminated with a significant increase in premium rates, to offset the anticipated continued escalating costs to the fund in 2005. For 2005 the Union proactively addressed these spiraling costs by adjusting its prescription drug plan to better reflect standards within the industry.

The 2005 claims experience showed a reduction in total claims paid of approximately \$337,000 less than that of peak year 2004. For 2006 member/annuitant contributions experienced a slight decrease due to the favorable 2005 claims experience, as well as due to an increase in company subsidies to the plan. Additionally, the prescription drug plans mail order program was enhanced.

However, 2006 claims data continues to show positive results, again mirroring 2005, with more than \$330,000 less money paid out than in 2004. These consecutive years of decreased spending has resulted in surpluses well above what is needed, resulting in the refunds to the participants.

Currently, ESU members and annuitants are bucking national trends in health care costs. Double-digit increases are the norm in respect to medical costs (+11.7%) and prescription drugs (12.3%). Even factoring these inflationary costs, plan participants have continued to reduce costs to the plan. A trend that has contributed most significantly to the reimbursement of a portion of premiums for 2006 and a reduction in contributions paid by members and annuitants to the plan for 2007.

Consideration was given to the overall financial health of the plan going forward, and how to best manage the surplus funds generated by the exceptional performance of the plan over the last two years. Though cost trends to the plan have been historically inconsistent, the Union is satisfied that sufficient built-in reserve levels have accumulated in the plan to assure reasonable premium rates for the time being.

Member's use of the health care coverage is the single biggest factor in determining premium rates. And claims numbers indicate that represented employees and annuitants have become increasingly mindful of minimizing unnecessary costs to the plan. For that participants should be complimented. Striving to live healthier lives, using BC/BS preferred providers and electing to purchase, when available, lower cost prescription drugs are major contributors to controlling health care costs.

Munich retired last month

John Munich elected to retire from SeaRiver Maritime, Inc., on September 25, with almost 21 years of service. John's first ship with the company was the *Exxon Benicia*, which he boarded in November of 1985, filling an Able-bodied Seamen's billet. Besides sailing as an AB, John also served as a QMED-Oiler before being promoted to Pumpman.

Not only has he been a staunch supporter of the ESU, but on countless occasions has come to the assistance of the Union when asked. John has selflessly volunteered to serve as Temporary Ship Representative many times and has served the Union as the elected Engine Department Trustee. During his tenure as a Trustee, John actively participated in the formulation of meaningful training courses for the benefit of the members that he served. Always a "straight-up" shipmate and loyal member, John's retirement will create a void within the membership that will not be easily filled.

The ESU wishes John the most sincere best wishes in all his future endeavors.

Significant decreases to BC/BS Medical Premiums for 2007

As previously reported in the September edition of the *West Coast Sailors/ESU News*, on October 2, 2005, the ESU Executive Board met with Company and Blue Cross/Blue Shield (BC/BS) representatives in Seabrook, Texas to review the Blue Cross/Blue Shield (BC/BS) medical and dental insurance plans for 2006 and finalize new rates for 2007. Representing the Union were ESU's President; Kevin Conroy, Vice President; John Straley, Secretary-Treasurer; Leo DeCastro and Recording Secretary, Tommy Thompson. Also participating were Engine Trustee; Will Ackley, Deck Trustee; Michael Harrison and Steward Trustee; Joe Pereira.

Unlike 2006, there will be no increase in the company's contribution to the medical plan. However, a very favorable claims experience during the 2006 tracking period shows an exceptionally favorable downward trend, not only resulting in lower premiums to be paid by the ESU represented employee's and annuitants to the plan for 2007, but a reimbursement to be paid to plan participants for contributions paid in the first nine months of 2006 (see article: **Insurance payments refunded, rates reduced for remainder of 2006**). This is the second consecutive year of decreases in member/annuitant contributions to their health care plan. For 2006 a substantial increase in the company's contribution, coupled with a favorable claims experience in plan year 2005 resulted in no increase in premiums for "Employee Only", and a three dollar (\$3.00) decrease for those electing "Employee +1" and "Employee +2 or more" coverage.

The Company contributions reflect the current maximum amounts available under the agreement between the Company and the Exxon Seamen's Union. The Collective Bargaining Agreement (CBA) between the ESU and SeaRiver Maritime contains a "me too" clause requiring the company to pay subsidies to the BC/BS equal to what they contribute to the ExxonMobil Health Care Plan that most company employees participate in. 2007 will see a significant decrease in those subsidies to the company plan, however the company is prohibited by the CBA from decreasing subsidies to ESU represented employees.

Revised monthly contributions and total dollar amount (per month) decreases are illustrated in the tables below:

BCBS Medical Plan/Current Rates				
Class of Coverage	Initial 2006 Employee Contribution	Surplus Transfer	Company Contribution	Total Rate
Employee Only	\$81.00	\$0.00	\$300.00	\$381.00
Employee +1	\$150.00	\$0.00	\$642.00	\$792.00
Empl. +2 or More	\$226.00	\$0.00	\$926.00	\$1,152.00

New Rates effective January 1, 2007				
Class of Coverage	Employee Contribution	Surplus Transfer	Company Contribution	Total Rate
Employee Only	\$68.55	\$0.00	\$300.00	\$368.55
Employee +1	\$123.45	\$0.00	\$642.00	\$765.45
Empl. +2 or More	\$187.00	\$0.00	\$926.00	\$1,113.00

Savings: 2006 vs. 2007			
Class of Coverage	Initial 2006 Employee Contribution	2007 Employee Contribution	Amount of Reduction for 2007 (monthly)
Employee Only	\$81.00	\$68.55	\$12.45
Employee +1	\$150.00	\$123.45	\$26.55
Empl. +2 or More	\$226.00	\$187.00	\$39.00

In reviewing the medical plan and its performance the last two years the Union is in agreement that these reductions are appropriate and are confident that sufficient reserve funds are still available to help in off-setting any unforeseen exceptional increases to participants in the coming year. The ESU Executive Board remains committed to monitor, work with consultants, the Company and BC/BS to explore options that will help defray the cost of future premium increases and deliver to the membership the very best medical coverage that can be obtained.

Contractual Holidays in November

Veterans Day, Friday, November 10 and Thanksgiving, Thursday, November 23. Veterans Day is recognized contractually on the day before the nationally recognized date, which falls on a Saturday.

ESU News

British Petroleum expects full Prudhoe resumption In October

By late September British Petroleum (BP) had cranked up production at the Prudhoe Bay oilfield to 300,000 barrels a day and is expected to return to the normal production level of 400,000 barrels by the end of October. Resumption of full production at the site in Alaska is expected to ease supply concerns. In August the British energy giant had shut down much of its operations at Prudhoe Bay, citing “unexpectedly severe corrosion”, and a small spill from an oil transit line.

News reports say BP’s record of inspecting its Alaskan pipelines has been poor. Reportedly, the company had not run a “smart pig” —an electronic drone that detects corrosion— through its eastern pipeline for 14 years. The detection procedure, widely used in the industry is economical and generally considered to be the most effective way to identify pipeline deterioration. Prudhoe Bay accounts for about 8% of total oil production in the United States. The pipeline transports oil from the field to the Valdez, Alaska Marine Terminal to be loaded on crude oil tankers for transport. BP operates the pipeline on behalf of not only itself, but also a consortium of companies that includes ExxonMobil, Chevron and ConocoPhillips.

At present, SeaRiver Maritime has four vessels operating in the west coast ANS trade: *S/R Baytown*, *Sierra*, *Kodiak* and the *S/R Long Beach*.

BC/BS Dental Plan to increase slightly in 2007

As a result of an increased claims experience and rising medical costs the BC/BS Dental Plan employee contributions to the plan will see a slight increase beginning January 01, 2007. There were no increases in company subsidies to offset increased cost projections.

2006 to 2007 Dental Plan Premium Comparisons

	2006 \$/Month Employee Contribution	2007 \$/Month Employee Contribution	Company Contribution Unchanged for 2007	2007 Employee Increase \$/Month
Class of Coverage				
Employee Only	\$9.50	\$10.32	\$19.00	+\$0.82
Employee +1	\$36.50	\$38.24	\$26.00	+\$1.74
Empl. +2 or More	\$48.00	\$50.46	\$39.00	+\$2.46

The increase of 5% to employee’s contribution is well below national trends, which in many cases are projecting double-digit increases in dental insurance premiums for 2007. No plan changes are being implemented for the coming year.

Ship reports

S/R American Progress

Ship visit conducted on September 25, at ExxonMobil, Beaumont, Texas, with next visit scheduled for the third week of October. ESU Representative Chuck Bell scheduled to return from paid leave the end of October. QMED-Oiler Donald Hatch has represented the ESU in his absence and communicating frequently with the Union. Vessel continues on her trans-Gulf trade between the west coast of Florida and the Texas Gulf Coast.

S/R Baytown

The vessel has returned from Singapore to the west coast and continues to run between Valdez and the Puget Sound area. Regular Ship Representative Joe Bernavich is back on board. No beefs reported.

Kodiak

The *Kodiak* was delayed at the City Dock in Port Angeles, WA, for some maintenance and repair in early October. An ESU Executive Board officer visited the vessel on September 28, at Port Angeles, and then again on October 13 and 14, at the Richmond Long Wharf, Richmond, CA. Able Seamen Pete DeWilde filling in for regular Ship Representative Tim Williams. Reporting smooth sailing.

S/R Long Beach

Board officer visited the *Long Beach* in Port Angeles, WA on September 28.

FC David Franklin filling in for ESU Representative Joe Graca, reports all is well. Vessel has been at anchorage for an extended period of time as it performs the required CAIP inspections. At the press time, plans were for her to load at the Valdez Terminal and discharge at S.F. Bay Area facilities. Plans for trade routes beyond the expected early November Bay Area visit are not confirmed. Mail concerns were reported by the crew and are being addressed ashore.

Sierra

The vessel recently returned from Singapore and entered the ANS trade flying SeaRiver’s house flag. An Executive Board visit was conducted on October 6, at Valero, Benicia, CA. Temporary Ship Representative Wen Shie Tai stepping-up and assuming the Union responsibilities in Representative Thor Floreen’s absence. Crew continues to make headway in getting ship up to standards. No beefs.

S/R Wilmington

ESU Executive Board officer visited the vessel at the ExxonMobil Docks in Baytown, Texas, on October 15. Michael Gore once again stepping forward to assume the Representative duties while Jeff Harris takes some well-deserved leave. Vessel continues clean oil trade between Gulf Coast/East Coast ports. All’s well onboard.

We’re outta here!



Pictured are recent retirees, Pumpman John Munich (L) and Able Seamen Nick Wise (R) during an assignment to the *S/R Baytown* earlier this year. Two great shipmates and loyal Union supporters that are truly going to be missed. Good luck guys!

Financial audits of Union books completed

Deck Trustee Michael Harrison, Steward Trustee Joe Pereira and Engine Trustee Will Ackley conducted and completed a financial audit of ESU books on October 2, at the Union office in Seabrook, Texas. The audit encompassed financial statements for both 2004 and 2005. These reviews are required by the Exxon Seamen’s Union Constitution and By-laws, that state in part, “*It shall be the duty of the three (3) Trustees to conduct or have conducted an annual audit of the books of the Union and review the annual financial statement prepared by the Secretary-Treasurer. When the Trustee finds the books and financial statement correct and the bank balances are verified, he will sign the financial statement.*” (Article IV, Section 6(A))

The financial statements, prepared for review by Secretary-Treasurer Leo DeCastro, as well as the annual Certi-

fied Public Accountant’s (CPA) audit statement for 2005 are now in the possession of all Ship Representatives and are available, on request to all members. A CPA audit, like the Trustee audit is required for each year’s books. The CPA firm of Ratliff & Jentho was commissioned to perform the financial audit. Copies of the 2004 CPA financial review had previously been distributed to all Ship Representative’s.

The 2004 Trustee audit of the financial statement was delayed to coincide with the completion of the 2005 statement due to no Ship Representative’s Conference being held in 2005. Audits traditionally have been conducted in conjunction with the Conference. The Trustees, as required after assuring the books, financial statement and bank balances are acceptable, signed a written acceptance of the financial statement.

2007 BC/BS Open Enrollment period

The BCBS Medical and Dental Plan open enrollment this year will be from October 23, 2006 through November 10, 2006. ESU represented employees in the SeaRiver Ocean Fleet and their eligible dependents who are not currently enrolled in the Blue Cross Health or Dental Plans are eligible to enroll during the this nineteen day enrollment period.

It is important that all members note the short “window of opportunity” in making wanted changes and act immediately.

Pre-Tax Spending Plan:

Members, who have not taken advantage of the Pre-Tax Savings Plan in the past, should consider starting this year. At a minimum the annual total dollar amount paid in premium contributions by employees to the Medical and Dental plans should be declared, so that those expenses paid by the member will be deducted on a pre-tax basis.

If additional out-of-pocket expenses for medical or dental services are expected during 2007, it is advisable to also deduct those estimated employee costs, and in essence pay the anticipated medical costs, to be borne by the employee, with untaxed dollars, as well. Information packets were mailed to all employee home addresses and to SeaRiver Ocean-going vessels in mid-October.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Fax (707) 746-7859
E-Mail: esuben@sbcglobal.net

President Kevin Conroy

Vice President John Straley
Secretary/Treasurer Leo DeCastro
Recording Secretary Thomas Thompson III

Deck Trustee Michael Harrison
Engine Trustee William Ackley
Steward Trustee Joe Pereira

Maritime terrorism risks — continued from page 1

because it has been difficult to successfully carry out maritime terrorist attacks and because such attacks have rarely caused the large loss of life or generated the heavy news coverage that terrorists seek, the study says.

The report acknowledges that the contemporary relevance of these factors is in a state of flux but that relative prioritization of risks in the maritime domain remains underdeveloped.

The largest maritime disaster would involve the detonation of a nuclear device smuggled through a major domestic port inside a shipping container. However, the report stresses that the likelihood of such an event occurring is far lower than for other types of attacks.

Though considerably less catastrophic than worst-case scenario, the report argues that attacks on passenger ferries or cruise ships would be more probable. These attacks might involve on-board bombs or biological contaminants inserted into the food supply, according to researchers.

The report highlights several findings and recommendations that have relevance for understanding the evolving nature of maritime terrorism and addressing potential attacks that might occur.

Reducing the risk of an atomic device being smuggled into a U.S. port is a priority, though increasing attention to the control of nuclear weapons and materials may be more important than inspecting containers. Policies must balance the need for reducing the risk with the need to keep shipping open.

There is no observable evidence that terrorists and piracy syndicates are collaborating to attack maritime targets. In fact, their motivations and overall objectives are frequently in conflict.

The potential economic impact of a

maritime terrorism incident could be reduced by improving procedures to reopen ports and restore container shipping systems that might be shut down following a terrorist attack or natural disaster. There is little prospect of terrorists successfully blocking a shipping lane by sinking a ship. Such an attack would not achieve terrorists’ desire for maximum public attention through inflicted loss of life, and modern hull design makes it difficult to sink a ship. In addition, if an obstruction were created in a critical shipping channel it could be cleared quickly.

Because cruise liners and ferries must allow passengers to move freely, security improvements should focus on developing more stringent and effective means for screening passengers, crew and luggage.

Negligence liability for maritime terrorist attacks creates a likelihood that firms will be held financially responsible for harm to victims. But ambiguity regarding whether specific attacks are foreseeable, and regarding the steps required to prevent attacks, may undermine the effectiveness of the justice system in setting meaningful incentives for the private sector. Other authors of the report are Ivan Khilko and David S. Ortiz of RAND.

The RAND Center for Terrorism Risk Management Policy provides research to inform public and private decision-makers on economic security issues created by the threat of terrorism. The center is a partnership of the RAND Institute for Civil Justice, the RAND Infrastructure, Safety and Environment unit, and Risk Management Solutions, the world’s leading provider of models and services for catastrophe risk management.

Text of the 200+ page report may be downloaded at: <http://www.rand.org/pubs/monographs/MG520>

Welfare Notes

October 2006

Health Reminders

Moving from the summer into the fall and winter season, weather changes and a decrease in daylight hours puts many people into a less active state. It is important to your physical and mental health to continue good habits like walking and exercise.

It is also the time of the year to check with your doctor regarding immunizations that you will need in the upcoming flu season. You can also check with your pharmacy about scheduled immunizations that will be in your area.

Update Your Information

Active members please be sure to keep the SUP Welfare Plan information on file updated. Check with our office if you have not recently sent us a beneficiary form for your death benefit or Money Purchase Plan. Those members enrolled in the 401(k) plan should also keep updated beneficiary information on file for their 401(k) plan.

Pensioner’s Allowance

Invoices that state “This is not a bill” and proposed treatment plans are not adequate proof of loss for reimbursement under the Pensioner’s Annual Allowance. Please submit itemized bills that include the name of the patient, the name and address of the provider of services, the charge, and the date of services. Medicare explanations of benefits and Prescription bills with the above information are also acceptable.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net
Patty Martin martinpatty59@sbcglobal.net
Virginia Briggs Claims vbriggs80@sbcglobal.net
Michael Jacyna Eligibility mjacyna67@sbcglobal.net
Terry O’Neill, Training Representative terenceo@gmail.com

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Training Representative Terry O’Neill 415-957-1816
SIU-PD Pension 415-764-4987
SIU-PD Supplemental Benefits 415-764-4991

Port security legislation — continued from page 1

that remain in port security.

Senator Patty Murray (D-Washington) said, “After five long years of work, my cargo security legislation is headed to the president’s desk to be signed into law.” That work included the GreenLane Maritime Cargo Security Act that Murray and Senator Susan Collins (R-Maine) developed.

The House used the GreenLane bill as the basis for its SAFE Port Act, which members approved by a wide margin. When it returned to the Senate, the bill caught in a jurisdictional web between Collins’ Homeland Security and Governmental Affairs Committee, the Commerce Committee chaired by Senator Ted Stevens (R-Alaska), and the Finance Committee chaired by Senator Chuck Grassley (R-Iowa).

The Senate bill grew by the addition of rail and mass-transit security measures that Stevens wanted, and provisions to strengthen and affirm the role that Customs and Border Protection plays in trade facilitation and revenue collection that Grassley wanted.

To square with the House bill, Stevens agreed that rail and mass-transit security would be dealt with early next year. Grassley got language requiring Customs to study its staffing needs to fulfill the agency’s trade functions, and a means for reconciling entries made for in-bond cargo.

Text of the Conference Report on H.R. 4954 may be downloaded at: <http://www.aapaports.org/files/PDFs/HR4954%5Fconferencereport%5F09%2D29%2D06.pdf>.

Union-busting at Guatemalan port

Over 300 Guatemalan riot police on October 9, occupied the Pacific Coast port of Puerto Quetzal, one of the country’s main ports, in order to force striking dockers back to work.

The strike by the Puerto Quetzal Dock-

ers Union is over the port’s plan to expand its container terminal using longshore pension fund money.

As the *West Coast Sailors* goes to press, Guatemalan police continue to arrest Union organizers.

Moku Pahu Wage and Overtime Rates

Effective September 1, 2006

RATING		Money Purchase Plan
Bosun		
Monthly Base Wage	\$4,271.40	
Daily Base Wage	128.63	
Daily Supplemental Wage	47.46*	\$21.00
A.B.		
Monthly Base Wage	\$3,330.90	
Daily Base Wage	86.34	
Daily Supplemental Wage	37.01*	\$17.00
Overtime	\$24.87	
CARGO RATES		
Straight Time Hours:	\$18.65	
Overtime Hours:	30.74	
FUEL OIL SPILL CLEANUPS		
All Ratings: Straight Time	\$14.51	
*Supplemental wages at 10 days per month.		

Record of SUP Shipping September 2006

	Hdqs.....	Seattle	Wilm	Hono	Total
Bosun	5	0	2	2	9
Maint. Man.....	3	0	0	1	4
A.B. Dayworker	0	0	8	6	14
A.B.	13	6	9	5	33
O.S.	2	1	0	2	5
Standby	17	26	77	45	165
Messman	0	1	0	0	1
TOTALS	40	34	96	61	231

Organized labor outraged over NLRB supervisor ruling

In a decision condemned by Unions but praised by business, the National Labor Relations Board issued a ruling on October 3, that will exempt registered nurses—and many other workers—from Union membership if they have certain kinds of supervisory duties.

Some labor experts predicted that the ruling could affect more than eight million workers who might also be deemed supervisors, including teachers who oversee aids. The board's 3-to-2 decision involved nurses overseeing shifts at Oakwood Heritage Hospital in Taylor, Michigan.

National Labor Relations Act Section 2(11) defines a supervisor as an employee who has the authority to perform any of 12 tasks and to do so in the interest of the employer and using independent judgment. The board issued new interpretations of certain parts of the definition—what it means to “assign” other employees, to responsibly “direct” others, and to use “independent judgment.”

In applying the guidelines to a unit of 181 registered nurses at the hospital, NLRB interpreted “assign” as the act of “designating an employee to a place (such as a location, department, or wing), appointing an individual to a time (such as a shift or overtime period), or giving significant overall duties, i.e. tasks, to an employee.” However, the board said that “choosing the order in which the employee will perform discrete tasks within those assignments (e.g., restocking toasters before coffeemakers) would not be indicative of exercising the authority to assign.”

In interpreting “responsibly to direct,” the board said “for direction to be ‘responsible,’ the person directing and performing the oversight of the employee must be accountable for the performance of the task by the other, such that some adverse consequence may befall the one providing the oversight if the tasks performed by the employee are not performed properly.”

As for “independent judgment,” the board said it followed the U.S. Supreme Court's decision in *NLRB v. Kentucky River Community, Care Inc.*, and found “that a judgment is not independent if it is dictated or controlled by detailed instructions, whether set forth in company policies or rules, the verbal instructions of a higher authority, or in the provisions of a collective bargaining agreement.”

In conclusion, the board found that only the 12 RNs who serve as charge nurses on a permanent basis, not those who undertake charge nurse duties on a rotating basis, are supervisors under the act. The permanent charge nurses regularly assign other personnel to specific patients and exercise independent judgment in doing so, the board said, while the rotating charge nurses do not exercise supervisory authority for a substantial part of their work time.

In two other cases issued the same day, the board applied the new guidelines and held that all charge nurses at a nursing home operated by Beverly Enterprises-Minnesota Inc. and lead persons at an aluminum and vinyl products manufacturing facility are not supervisors.

Unions representing nurses blasted the decisions, saying the NLRB has set up a road map by which employers can deny union rights to nurses and other skilled workers.

The decision “welcomes employers to strip millions of workers of their right to have a union by reclassifying them as ‘supervisors’ in name only,” AFL-CIO President John W. Sweeney said. Supervisors are not protected under the NLRA.

According to Sweeney, the immediate implications of the *Oakwood* case are “devastating to workers in the health care industry and potentially in other industries, where professional employees direct or assign the work of others.” The AFL-CIO president said the board has rewritten “broad definitions of supervisory duties, such as assigning work, responsibility to direct, and use of independent judgment. In fact, the board decided that if an employee spends as little as 10 to 15 percent of their time performing supervisory functions that they will be considered to be supervisors, and thus likely stripped of their right to have a union,” he said.

Candice Owley, chair of AFT Healthcare, a division of the American Federation of Teachers, said that the rulings provided a “road map for excluding workers from a union” and that the “Bush-dominated board is giving employers the blueprint to make workers supervisors.”

Suggesting that hundreds of thousands of RNs could lose their rights, Rose Ann DeMoro, the executive director of the California Nurses Association/National Nurses Organizing Committee said the decision “forces RNs to choose between protecting their patients or keeping their job.”

CNA's DeMoro vowed a -comprehensive response to this disgraceful decision.” Initially, she said, the union will put employers on notice that its members will strike if any employer that has a contract with CNA attempts to exploit the current NLRB decisions. According to DeMoro, more than 30,000 CNA members already have signed pledges to strike.

Contending that the labor movement will not “silently stand by and let the NLRB hand over workers’ rights to opportunistic employers without a fight,” AFSCME President Gerald McEntee said that workers will participate in the mid-term elections “like never before...We’re going to elect U.S. Senators who will insist that nominees to the NLRB be fair and impartial and ultimately get this decision reversed.”

Vice President's Report

October 2006

SUP East Bay phone banks

The first and second SUP phone banks in Oakland for the Central Labor Council of Alameda County, were fully and ably manned by Allen Gonzalez, Terry O'Neill, Steve Garrett, Noel Itsumaru, and Sam Scott. The activity consists of using auto-dialing computers to call Union households urging them to vote for Union-endorsed candidates in national, state and local races on November 7.

Mobilizing a base of supporters is a tried-and-true technique of political activism. Organized labor has been doing it for decades and the SUP in particular has been doing it for more than a century. The SUP's first legislative success, for example, was achieved through the collective efforts of sailors, as they canvassed the waterfront in support of Judge McGuire in the old Embarcadero congressional district of San Francisco. Once elected, he wrote and introduced the McGuire Act of 1893, which briefly became the first law in the history of seafaring to make it legal for a sailor to quit a ship.

Base mobilization is so effective that Karl Rove adopted this official AFL-CIO strategy to engineer the Republican victories in 2002 and 2004 after looking at the numbers from the 2000 election debacle. Turnout then was 54% of eligible voters and 26% of those voters identified themselves as Union members despite Unions representing only 12.5% of the workforce. What it means is that a dedicated minority can have a wildly disproportionate effect on the outcome of elections because of the apathy of the general population. Despite losing the popular vote the Republicans won the presidency, but Rove understood that the Republicans needed a turnout strategy for their base constituency that could rival labor's contribution for the Democrats.

Rather than bread and butter Union issues such as jobs, health-care, and trade policy, he mobilized a phantom base on “wedge” issues with a common thread of fear: fear of terrorism, etc. Rove's success created a dangerous unchecked single-party government resulting dozens of horrific problems such as unnecessary war, abridgement of civil rights, torture, etc. And although it was a brilliant political maneuver, it also became clear that it was an electoral ploy empty of substance as the base unity in the election could not be converted into the major legislation the base wanted. Even with majorities in both houses of Congress, Republicans would fail to dismantle Social Security, to name only one initiative.

Of course, they still managed a lot of damage to workers. They gave the top 1% of the country's wealthiest families pay raises via tax breaks while squashing a modest and long overdue increase in the minimum wage. This government has attempted to remove basic collective bargaining rights from millions of Defense Department workers. It has converted hundreds of thousands of lead workers into supervisors depriving them of protections under the National Labor Relations Act. It has rolled back workplace safety requirements on ergonomics. In maritime, this government is responsible for an unnecessary waiver of the Jones Act as part of the inept response to Katrina. Although we've seen a recent expansion of the Maritime Security Program, the legal underpinnings that have ensured precedence for American companies since 1916 has been largely swept away. Most of all, this government has unfairly and irresponsibly disregarded the national security advantages presented by alternative labor pools such as the SUP in contracting awards that the government's own inspectors have labeled careless and inappropriate.

In its Labor Day message the AFL-CIO declared: “Our nation is at a tipping point. People are working harder and making less. We're in a health care crisis that's deeper than any of us ever imagined. We all worry about how we'll retire with dignity. A good middle-class life is increasingly out of reach.” November 7 could be the beginning of the end of the forces presently lined up against us, and some of you will be able to say that you were part of it. I understand that for some partisan politics is repulsive and discouraging. But understand that apathy is also a political position and your enemies are counting on your sense of futility. Like it or not, here is how you win elections: whoever gets more of the base to the polls wins.

In any case, if you care about your Union and your own economic interests, then vote for Union-endorsed candidates. (See pages 4 and 5 for a list of endorsements)

Next Oakland phone bank is October 30, 2006.

Dave Connolly

Skipper convicted of criminal misconduct in electrician's death

The captain of the *Zim Mexico III* was convicted by a federal court jury on October 12, in the death of a shoreside electrician at Mobile on May 8.

It took jurors seven hours of deliberations to find Wolfgang Schroder, 58, guilty of criminal misconduct in the accident, which occurred when the container ship was departing from the dock after completing cargo operations. While moving into the swift currents of the river, the ship's bow swept across the pier, toppling a container crane on which electrician Shawn Jacobs was working, crushing him to death.

The key issue in the trial was the ship's bow thruster and whether it was working properly at the time of the accident. Prosecutors claimed the captain knew the thruster was not working properly and was therefore to blame for the tragic accident. Sentencing, where a sentence of three to four years imprisonment is likely, is set for February 2007. Although Schroder's lawyer says he will appeal the verdict, state local media reports. “We hope that this verdict does two things, that it provides some measure of comfort to the family, and we hope that it increases safety at the Port of Mobile,” Assistant U.S. Attorney Maria Murphy said in a statement.

VOTE NOVEMBER 7!

“There's a direct relationship between the ballot box and the bread box, and what the union fights for and wins at the bargaining table can be taken away in the legislative halls.”

Walter Reuther
(1907-1970)

former president
of the United Autoworkers Union



SUP President's Report

October 10, 2006

PORT SECURITY LEGISLATION

Due to pending action by Congress on port security legislation, was in Washington, D.C. during the week of September 25, to contact members of that body regarding issues of concern to the Sailors' Union.

The SUP, in conjunction with others in maritime labor, had to fight hard to remove an amendment submitted by Senator Jim DeMint (R-South Carolina) to codify a large list of crimes that would disqualify a waterfront worker from obtaining a Transportation Workers' Identification Credential (TWIC). The DeMint amendment passed the Senate but when the House and Senate Conferees met, labor was able to convince legislators to strip the amendment down to four crimes that could be codified: an act of terrorism, espionage, treason and sedition.

The Conference also agreed on language regarding a "transportation security incident" significantly better than the definition embodied in the bill passed by the Senate. The Conference Report which became the final version of the Port Security Improvement Act of 2006 (H.R. 4954) agreed that a transportation security incident does not include a "work stoppage or other employee-related action not related to terrorism and resulting from an employee-employer dispute." In addition, maritime labor was successful in stripping "labor dispute" from the definition of a transportation disruption. The Senate bill would have equated a labor dispute, terrorism and natural disasters in a way that would have allowed the federal government to intervene.

Regarding empty containers, an amendment by Loretta Sanchez (D-California) was retained in the final legislation. The amendment calls for a one-year pilot program to assess the risk posed by and improve the security of empty containers at U.S. seaports to ensure the safe and secure delivery of cargo and to prevent potential acts of terrorism involving such containers. The pilot program shall include the use of visual searches of empty containers at U.S. seaports.

The House and Senate Conferees also agreed that workers should be charged for TWIC cards only once, so that if the card reader technology changes, maritime workers are not charged for new cards.

Congress will return after the November 7 election for a "lame duck" session and work through part of November and December. It is anticipated that Senator DeMint will try to amend other legislation to fulfill his anti-worker agenda, but if we remain vigilant, his efforts will be fruitless.

Spearheading this critical legislative lobbying effort was Lindsay McLaughlin, Washington Legislative Director for the ILWU.

Those in Congress that assisted were Senator Ted Steven (R-Alaska), Senator Dan Inouye (D-Hawai'i), Senator Barbara Boxer (D-California), Senator Maria Cantwell (D-Washington), Senator Susan Collins (R-Maine), Senator Joe Lieberman (D-Connecticut), Senator Patty Murray (D-Washington), Senator Edward Kennedy (D-Massachusetts), Senator John Kerry (D-Massachusetts), Representative Nancy Pelosi (D-California), Representative Don Young (R-Alaska), Representative Peter King (D-New York), Representative Bennie Thompson (D-Mississippi), Representative Jim Oberstar (D-Minnesota), and Representative Sanchez.

TRANSPORTATION TRADES DEPARTMENT, AFL-CIO

At the invitation of the ILWU, attended the semi-annual meeting of the Transportation Trades Department, AFL-CIO, Executive Board on September 27 at AFL-CIO Headquarters in Washington.

The Transportation Trades Department, commonly referred to as the TTD, is a Washington, D.C.-based labor organization, representing several million transportation workers in the private and public sector. The

31 member Unions (including the ILWU, ILA, MEBA and MM&P) of TTD work in aviation, bus, mass transit, rail, trucking, highway, longshore, maritime and related industries. TTD works with Congress and the Executive Branch, including the federal agencies related to transportation, to protect good jobs, increase wages, defend workers' rights, increase transportation safety and security and to ensure adequate funding for our nation's transportation infrastructure. Under the umbrella of the AFL-CIO and founded in 1990, the TTD handles policy and legislative issues related to transportation.

With the presidents of most of the 31 member Union's in attendance, listened to the lobbying efforts of this group especially on the issue of how to stop AmTrak outsourcing, ensuring fairness in standards for commercial driver licenses, and on an initiative to improve cabin air quality to protect flight attendants and passengers. Senator Byron Dorgan (D-North Dakota) also addressed the Committee on his legislative efforts to stop corporate offshoring.

Recently, the TTD was one of the first organizations to take a strong, pro-worker position on the TWIC (or Transportation Workers' Identification Credential). Like the Sailors' Union, they pushed for privacy controls, due process rights, and focusing on true security risks as opposed to further punishment against workers who made bad decisions years ago. In fact, on TWIC, the TTD position was nearly identical to ours.

In its materials, the TTD characterizes itself as a "bold voice for transportation workers" and in my judgment that is not only accurate but consistent with the principles of the SUP. Our Union needs greater representation in Washington and TTD affiliation is a partial solution. Membership is voluntary and established by application and the payment of a modest per capita of 23¢ per member per month plus a one-time initiation fee of \$1,000. Therefore, recommend that the SUP apply for affiliation with the TDD.

NATIONAL MARITIME CENTER

At the invitation of U.S. Coast Guard Captain Ernest Fink, commanding officer of the agency's National Maritime Center (NMC), along with representatives of the MM&P, MEBA and SIU-A&G, toured the center's temporary headquarters in Kearneysville, West Virginia and the future permanent location in Martinsburg, West Virginia on September 29. Both facilities are approximately 90 miles east of Baltimore and were apparently located there due to the political juice of the state's senior Senator, Robert Byrd.

By 2008, all merchant mariner documents and licenses will be issued by the NMC as will medical appeal evaluations. The 17 Regional Examination Centers (REC) will continue to operate, but with changed responsibilities, focusing on providing direct service to mariners with application assistance, fingerprinting, identity verification, administering exams and conducting local course oversight. However, all information collected by the REC's will be sent to the NMC in Martinsburg for further evaluation.

It remains to be seen whether this new system will be an aide to merchant mariners as the Coast Guard contends.

On a matter that has been of concern to many SUP members, your secretary asked Captain Fink if it was necessary for sailors to pack one year's worth of discharges or a letter from a company to prove to a ship's master that the sailor has one-year's worth of seetime in the past five years to satisfy the Coast Guard's Basic Safety Training requirement. Captain Fink stated that it was necessary.

The SUP still disputes the necessity, and considers the policy misguided and contradictory, but for now it is the law of the land.

PHYSICAL STANDARDS FOR MARINERS

On September 28, the Coast Guard published in the Federal Register a set of new medical evaluation standards for merchant mariners. The proposed rules, which will not become final until after a public comment period, grew out of the investigation into 2003 Staten Island ferry disaster in New York by the National Transportation Safety Board.

The essential point of the proposed guidance is that a mariner must be physically capable of performing his or her duties not only on a routine basis but also during an emergency. Connected with that point is the public safety risks associated with the "sudden incapacitation" that precipitated the ferry disaster. Accordingly, the guidance lists dozens of disqualifying conditions, medications, dietary supplements, that might lead to sudden incapacitation and therefore denial of a Merchant Mariners Credential. It is very specific and very restrictive. For example, a mariner prescribed any anti-depressant medication must pursue a waiver, even if prescribed as an aid to smoking cessation. A mariner prescribed antihistamines will require a waiver if the drug is used within 24 hours of working under the authority of the credential.

The Coast Guard claims that the new rules are not new at all, but only the written expression of current practices in the physical and medical evaluation process. The Coast Guard further claims that the Navigation Inspection & Vessel Circular (NVIC) is necessary not only to update the existing medical regulations (the NVIC will replace NVIC 2-98) but also to serve the interests of transparency and consistency. They speculate that service to mariners will improve, in terms of reducing the time to process applications, because the guidance will "eliminate the guesswork that mariners may currently encounter as to what specific physical and medical information needs to be submitted to process their application."

The SUP has repeatedly objected to all these claims. At various industry forums and meetings, where the Coast Guard has unveiled draft versions of the document, the Union has stressed that a major shift in the physical evaluation process could put new strains on the nation's merchant mariner manpower pool. The Union has characterized the shift as a move from a prescriptive set of rules to a preemptive set of rules. Where in the past mariners would provide a medical snapshot of their physical condition to enable the Coast Guard to determine "good physical condition" at the time of application, now mariners must continuously update their medical records to prove at any given time that they are physically fit to perform both their routine and emergency duties and have a low risk of sudden incapacitation.

There is a waiver and appeal process for mariners that have a potentially disqualifying condition or medication. But all waivers will be processed by the National Maritime Center's medical staff, which at the present time consists of two doctors. Moreover, some waivers will be granted for periods of time shorter than the usual five year life of a credential, depending on the condition or medication.

The NVIC is available on the internet at the site containing the docket for public comment. That address is <http://dms.dot.gov>. A full analysis of the draft guidance indicates that the Coast Guard has retreated from some earlier more restrictive positions. The Sailors' Union will stay on the offensive and continue to fight against a regulatory environment that favors companies over mariners by restricting our right to go to sea for a living.

MATSON NAVIGATION COMPANY

At the request of Matson, MFOW President Anthony Poplawski, SUP Vice President Dave Connolly, MFOW

continued on next page

SUP President's Report continued

Vice President Bill O’Brien and your secretary met with the company on September 21, to discuss issues related to Matson’s Ready Reserve Force (RRF) vessels. Representing the company were Tom Percival, Labor Relations & Vessel Operations Manager, and Dale MacGillivray, Labor Relations Manager.

Due to the deactivation of the RRF vessels *Comet* and *Meteor* and their transfer to the National Defense Reserve Fleet at Suisun Bay, Matson is left with only one RRF vessel —the *Cape Jacob*. According to the company, it is under pressure by the Maritime Administration to reduce costs in the *Jacob* or face the possibility that the vessel could be transferred to another operator, despite the fact that Matson’s management contract was renewed for another year in June. The increased costs in the *Jacob*, as documented by the company, are in part due to overmanning (as compared with the last operator) and illness/injury costs.

While Matson has reduced its internal RRF costs by laying off two office employees, it requested that the SUP and MFOW, and presumably the licensed Unions, reduce manning in order to comply with MarAd’s demand.

For the SUP the current manning is one bosun, six AB/Watchstanders, three OS/Watchstanders, one AB/Dayworker and one OS/Dayworker. Matson requested and the Union reluctantly agreed, subject to membership ratification, to sail the vessel without the dayworking AB and OS when the *Jacob* is in point-to-point service, but that the two jobs would be reinstalled when the ship resumes underway replenishment operations. The MFOW agreed to a similar temporary reduction.

The continued operation of the *Cape Jacob*, which is full operating status, is important both to the membership and Matson.

Recommend that the Memorandum of Understanding, signed on October 3, regarding manning in this vessel, be approved.

AMERICAN PRESIDENT LINES

On September 20, the SUP, MFOW and SIU-Marine Cooks met with APL Labor Relations consultant Jerry Carbiener to finalize the General Rules portion of the collective bargaining agreement that had previously been negotiated between the Unions and American Ship Management in 1999 and 2005, and which were assumed by APL on October 1, 2005.

The SUP had further meetings with APL regarding Work Rules and the Maintenance Agreements to insure that everything negotiated will be incorporated into the new agreement books. This project is close to completion and it is anticipated that new agreement should be available by the end of the year.

SUP WELFARE PLAN

In accordance with the collective bargaining agreement between APL, Ltd. and the SUP and MFOW, the contribution rate to the SUP and MFOW Welfare Plans will be increased, effective October 1, by the percentage increase in the Medical Services Component of the Consumer Price Index (United States Average for Urban Wage Earners and

Clerical Workers or its agreed upon successor during the most recent 12-month period for which such index has been calculated by the Bureau of Labor Statistics of the U.S. Department of Labor).

After the Labor Department released statistics on September 15, showing that the Medical Services Component had increased by 4.3%, the SUP and MFOW notified APL which agreed to the increase on September 25. The new contribution rates for the SUP are as follows:

- Offshore Agreement: \$78.23 per day
- Maintenance Agreement: \$57.37 per day
- Extra Maintenance Agreement: \$25.03 per day

SAN FRANCISCO BAR PILOTS

On October 6, negotiations for a new collective bargaining agreement between the Union and the San Francisco Bar Pilots, covering marine personnel began.

Representing the SUP were rank-and-file members Jim Kolm, Leo Moore, Steve Ross, Vice President Dave Connolly and your secretary. The Pilots were represented by Captain Bill Greig, Port Agent; Captain Dan Boriolo; C.J. Johnson, Marine Superintendent; and Julie Brown, Benefits Manager.

The parties exchanged preliminary proposals and scheduled further bargaining sessions throughout October. The cost of health care in the future is a key issue in bargaining, as it is in all negotiations throughout this country.

It is anticipated that negotiations for the SUP dispatchers employed by the Pilots will commence when bargaining of the marine personnel is completed.

Both the dispatchers and marine personnel collective bargaining agreements expire on December 31.

SUP BUILDING CORPORATION

As reported last year and in June and September of this year, the SUP Building Corporation has demanded that the City of San Francisco honor its obligation to fund the rehabilitation of Headquarters. That obligation is outlined in the approved Rincon Hill Plan and earmarks \$2.5 million for the renovation. The Building Corporation has proposed lease terms to the City without response. Moreover, the exact source of the funding remains in doubt because of a legal snag, called Mello-Roos.

In order to understand Mello-Roos, you have to go back to Proposition 13 which was passed by California voters in 1978. Prop 13 limited the ability of local public agencies to increase property taxes, and so in 1982 the Mello-Roos Community Facilities Act created an alternate method of funding public improvements. Mello-Roos bonds are favored by developers because the entire cost is passed on to future homeowners. Although they are usually limited to basic infrastructure such as streets, sewers, schools, police protection, etc., there is also a provision for cultural facilities. The trouble is that such improvements are typically for infrastructure that can be safely understood to be 100% public. Since the Headquarters building is privately owned, city officials have balked at channeling Mello-Roos funds to a private owner despite the Rincon Hill Plan’s acknowledgment of the public benefit of

a community center in the building.

The Building Corporation has offered alternatives. For example, the City could make its own renovation contribution separate from the Mello-Roos funds made by neighborhood developers. Another possibility is for the City to require an “in-kind” contribution of developer construction crews to simply do the renovation work as part of their permit approvals avoiding the problems of a direct monetary contribution. So far, despite many meetings and conversations, and despite tours of the building by possible future city tenants, the negotiations remain deadlocked.

After a series of ad hoc meetings with the Mayor of San Francisco, Gavin Newsom, your secretary sent the following letter in another attempt to break the logjam on September 12:

The Honorable Gavin Newsom
Mayor, City & County of San Francisco
1 Dr. Carlton B Goodlett Pl.
San Francisco CA 94102
RE: Rincon Hall Plan
Dear Mayor Newsom:

As I have mentioned to you on several occasions, the Sailors’ Union of the Pacific has been patiently waiting for the City to honor its commitment regarding our building at 450 Harrison — across the street from the One Rincon Hill development.

In anticipation of the redevelopment of Rincon Hill, my organization made a costly presentation to the Planning Department to erect a residential tower in the airspace above our building. However, Planning strongly indicated that permits for such a structure would be denied. The Union then considered selling the building and fleeing to Oakland as other maritime Unions and businesses have done. However, we rejected that impulse given the fact that the Sailors’ Union was founded and has flourished in San Francisco since 1885.

We then became early supporters in the drafting and promotion of the Rincon Hill Plan because from the outset, 450 Harrison Street was envisioned, by your Planning Department, as a location for a community center and community focal point.

With its enactment by the Board of Supervisors, the Rincon Hill Plan allocates \$2.5 million to rehabilitate 450 Harrison Street towards that end, mainly for alterations to comply with the Americans with Disabilities Act. Unfortunately, the developers of the One Rincon Hill project—which we were told by Planning Department personnel were supposed to generate the necessary funds— elected instead to make a so-called Mello-Roos contribution towards other community improvements (parks, greenspace, etc.) outlined in the Rincon Hill Plan. The City (Planning and the Mayor’s Office of Economic Development) then informed us that the use of public funds for rehabilitation of a private property were legally problematic, even if a community center, etc. anchored by a long-term lease for City agencies was the goal. As you can imagine we were stunned, especially when the Planning Department stated that they did not know this would be the case!

However, we continued to work with Planning and your office to seek re-

lief. The Sailors’ Union has proposed a variety of solutions, including urging the City to convert the Mello-Roos contribution or consider an in-kind rehabilitation requirement from the area’s other developments. We also proposed to the City a long-term lease with favorable terms.

While the City initially seemed interested, we have not had a positive response for a couple of months. Are we left to believe that despite years of effort and many promises to the contrary, the City by its indifference to the rehabilitation of 450 Harrison Street is deliberately excluding one of its oldest residents from participation in the economic revitalization of Rincon Hill?

I urge you to use your influence and energy to clear the bureaucratic hurdles so that the rehabilitation of 450 Harrison Street can begin and its environs can be enjoyed by all residents of our City.
Sincerely,
GUNNAR LUNDEBERG
President/Secretary-Treasurer

Will continue to press the City to live up to its obligation and explore all available alternatives with the Building Corporation trustees.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today’s Headquarters meeting to review the finances of the Union for the third quarter of 2006, and report back to the membership at the November coast-wise meetings. In the event the committee cannot be filled today, recommend that when the quarterly audit of the Union’s funds is completed, which will be in about three weeks, necessary committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn to on Friday, November 10, at 9:00 A.M..

HOLIDAYS

Since Veterans’ Day falls on a Saturday this year, this contractual holiday is observed on Monday, November 13. As all SUP halls will be closed on that date, the Headquarters meeting will be on Tuesday, November 14. Veterans’ Day is not a holiday under the Ready Reserve Force agreements with Matson and Patriot Contract Services.

All SUP halls will be closed on Thanksgiving Day, November 23.

ACTION TAKEN

M/S to affiliate with the Transportation Trades Department of the AFL-CIO. Carried unanimously.

M/S to ratify Matson MOU of October 3, 2006. Carried unanimously.

Quarterly Finance Committee: Art Thanash, Romaine Dudley, Sonny Cooper, Bob Copeland and Jim Bailey. Kaj Kristensen is the alternate.

M/S to concur with the President’s report. Carried unanimously.

Gunnar Lundeborg

SUP Branch Reports

Seattle

September 18, 2006

During the period, shipped 2 boat-swains to one regular job and one vacation return; 5 able-seaman berths shipped to 3 A and 2 B members; 2 Ordinary-Seaman jobs filled with 1 B and 1 C member; 21 standby's taken by 10 A, 9 B and 2 C members.

Registered for the period: 9 A cards for a total of 32; 9 B cards for a total of 30; 2 C cards for a total of 11.

Ships checked

Matson ships *Kauai* and *Manoa* in twice with little or no problems. Clarification on penalty meal hour; if a sailor comes off watch and turns-to before his meal hour expires he will receive one hour of overtime plus one hour for work performed.

On August 21, I represented the SUP at the Washington State Labor Council's constitutional convention held in Wenatchee. The SUP and Inland-boatmen's Union submitted a joint resolution regarding the Transportation Workers Identity Certificate. Tacoma Teamsters Union official Bob Francis took the mike and along with Tony Jones and ILWU Local 19 President Herald Ugles spoke and argued to get the resolution passed. This was a tough issue for the non-maritime delegates to grasp and will affect any worker whose trade or craft brings them on the waterfront.

The SUP and MFOW stood with the Operating Engineers Local 302 during their strike with Cascade Cement Company. One of the key issues for IUOPE 302 was language that allowed them to recognize other Unions' picket lines that the employer wanted eliminated. This strike shut down the entire building industry in King County including state highway projects. There was a lot of heat

felt by 302 from within the house of labor to settle, but they "held fast" and eventually prevailed. Without the ability to honor another Union's legitimate picket line we would all be sunk.

The Seattle Branch wishes to thank SUP Welfare and Pension Plans Administrator Michelle Chang for taking the floor and answering any question thrown her way during our Branch meeting. Michelle told everyone that she would be happy to take their phone calls if they or any member need answers to questions. We will also take this opportunity to thank the SUP Welfare Plan staff in San Francisco, Ms. Hensley, Michael, Patty, Anne Marie, Victoria and Dan for going to any lengths to assist the membership.

Terry O'Neill, who has recently shipped as the Andrew Furuseth School of Seamanship Administrator, also took the floor and explained some of the new courses offered and answered questions. Terry states that he welcomes all phone inquiries and urged members to check their STCW certificate dates and not let them lapse. His help and suggestions was well received by the Seattle membership.

Vince O'Halloran
Branch Agent

Wilmington

September 18, 2006

Shipped during the period: 1 bosun, 10 ABs, 5 ABDs, 2 OSs, 43 standbys for a total of 61.

Registered are: 34 A members, 31 B members and 5 C members.

Ships checked

China, Korea, Thailand, Philippines, Manukai, Manulani, Maunawili, Maunalei, Mokihana, Mahimahi, R.J. Pfeiffer.

Attended meeting with L.A. Harbor

coalition. Met with the MTD and working with them on outreach programs

Brother Lundeborg attended the branch meeting and talked on the issues the Union faces and answered many questions.

Brothers: In regards to food beef. Ships have been coming in lacking and or low on supplies. And in some cases sailing short of stores. I have heard many complaints not only from the crews but also from officers that asked me not to say their names. If there is a problem on your ship with the food stores, have your delegate collect all the daily meal menus. And check food inventory against our contracted food items, then present it to your captain and Branch Agent.

Yours in struggle,

Paul Calais
Branch Agent

Honolulu

September 18, 2006

During the month of August dispatched the following: 1 bosun, 2 ABD reliefs, 1 ABD, 3 ABW, 1 ABW relief. These jobs were filled by 6 A members and 2 B members. Also shipped 31 standby jobs filled by 7 A members, 6 B members, 12 C members, and 6 D registrants for a total of 39 members shipped.

During the month of August, registered the following: 7 A members, 8 B members and 1 D registrant. To date registered are: 12 A members, 10 B members, 7 C members and 3 D registrants, for a total of 32 registered.

Ships checked

Manoa, Mahimahi, Kauai, Lurline, Manulani, R.J. Pfeiffer, Maunawili, Manukai, Mokihana, and Maunalei. All with few or no beefs.

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

On September 11, attended the SUP meeting in San Francisco. Nice to see the Headquarters gang and many old friends. Took the week off to attend the wedding of my niece. Would like to thank Bonny Coloma, MFOW Honolulu agent for holding down the hall while I was gone.

On September 20, attended the Hawai'i Ports Maritime Council meeting which was all political action in preparation for the September 23 Hawai'i primary election. Am happy to report that all our national candidates won by a very respectable margin. Senator Dan Akaka knocked the Jones Act hating Ed Case out of the political arena, Mazie Hirono won Case's vacated 2nd Congressional seat and Neil Abercrombie held down his first congressional district spot. All these candidates are maritime and Union labor endorsed. It is imperative to continue our support to those candidates for the November 7 general election especially Mazie Hirono who has the Republican television talking head Bob Hogue, another Jones Act nay sayer, running against her.

Have two members on the binnacle list. Roger Liunoras is at Kaiser hospital while Falefatu Malvina is at Queen's hospital. Matt Ledesma is recovering on the Big Island and Jim Savage still in rehab, almost one year now.

Mike Duvall
Branch Agent

San Francisco Business Agent

October 10, 2006

Visited and paid off the following ships:

Kauai— Greg Schauf, delegate: Coast-wise run, no disputes. Going into lay up in October as rumor goes.

Lurline— Charles Butler, delegate (Roadkill) car/van carrier. In and out Hawai'i run. No disputes.

Mahimahi— Ed Stimach, delegate; bosun relief Jan-Peter Johnsson: No disputes; ship running smoothly.

Manoa— John Kerlin, delegate, Teo Rojas, bosun: No disputes, good gang.

APL Korea— Bob Anderson, delegate: Steve Zachman bosun: Voyage pay off. Clean, with no disputes. Good gang.

APL Thailand— Dmitri Seleznev, delegate, Lee Dancer, bosun: Time up; clean ship on starboard side; port side dirty.

Colorado Voyager— Marck Pitcher, delegate, Scott Oliphant, bosun: In good shape on the milk run.

Washington Voyager— Matthew Barrett, delegate, Paul Seager, bosun: No disputes.

Also worked in the front office.

Bill Berger

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members now receiving a pension to 692:

Ronald Fague, 63, Book No. 2225, joined SUP in 1967, 34 years seetime.

Stephen Foster, 70, Book No. 2236, joined SUP in 1967, 22 years seetime.

Donald Persian, 66, Book No. 3860, joined SUP in 1990, 15 years seetime.

Ralph Shioshita, 69, Book No. 7476, joined SUP in 1984, 20 years seetime.

Charles Supple, 63, Book No. 7500, joined SUP in 1989, 10 years seetime.

Dispatcher's Report


Headquarters—Sep. 2006

Deck

Bosun	5
Carpenter	0
MM	3
AB	13
OS	2
Standby	17
Total Deck Jobs Shipped	40
Total Deck B, C, D Shipped	10

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. ...	40
Total B, C, D Shipped-All Depts. .	10
Total Registered "A"	84
Total Registered "B"	73
Total Registered "C"	4
Total Registered "D"	3



International Union of Operating Engineers

LOCAL 302 • Washington and Alaska • AFL-CIO

Allan B. Darr, Business Manager and General Vice President

September 26, 2006

Mr. Vince O'Halloran,
Branch Agent
Sailors' Union Of The Pacific, AFL-CIO
2414 SW Andover Street, Suite F-105
Seattle, Washington 98106

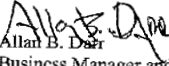
Dear Brother O'Halloran:

It is with this letter that I offer my sincere appreciation to you, your Executive Board, officers and members for the support you gave to IUOE Local 302 during our recent strike. The solidarity demonstrated by the Sailors' Union Of The Pacific was a source of great pride for all of us as union members.

The membership and leadership of IUOE Local 302 will remember who stood with us. Your Union is steeped in a history and philosophy that not one of us is greater than all of us. What a novel ideal with so many puff-bags around us.

Please extend to all of the Maritime Trades that we will stand with them when they need us.

In Solidarity,



Allan B. Darr
Business Manager and
General Vice President

ABD/aa opeisr

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