




# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, October 19, 2012

## This is no time to weaken American maritime laws

by Tony Munoz, Publisher & Editor-in-Chief of The Maritime Executive and MarEx Newsletter

In a recent *New York Times* article, Senator John McCain described the Jones Act as “protectionist” law serving only U.S. shipping companies and maritime Unions. He said the argument that the Jones Act is needed for national security is “laughable.” He would have us believe that foreign shipping companies are as patriotic as American companies trading on U.S. coastlines and inland waterways.

The world is a dangerous place where international laws are breaking down, and geopolitical change is unpredictable and carries all sorts of risks. The Arab Spring, which fostered hope, has turned into a bloody winter of discontent, and Americans have been killed in the sanctuary of their own embassies.

Meanwhile, the U.S.’s strategic objectives and mission abroad are also changing rapidly. China and Russia are now building massive military complexes as “defensive” measures against the overwhelming presence of U.S. military capability in Asia Pacific, the Middle East and Europe. China is expanding its national security perimeters and has threatened war with its neighbors over natural resources and maritime borders. The Russian leadership, including Vladimir Putin, is preparing for war and plans to spend nearly a trillion dollars over the next decade on intercontinental ballistic missiles, fighter aircraft, submarines and sophisticated warships.

On September 16, an international Mine-Sweeping Coalition consisting of more than 30 nations began an unprecedented 10-day exercise off the coast of Iran with an armada of warships, including U.S. Nimitz-class vessels transporting about 70 tactical fighters. The muscle-flexing in the Strait of Hormuz was meant to intimidate the Iranian leadership. Moscow let it be known that “wars often begin through a provocation,” and Beijing concurred that

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## Candidates declare for triennial SUP election

Sixteen Sailors’ Union members have declared their candi-

dacy for the upcoming triennial election of Union officers by accepting the nominations made at the September coastwise meetings.

The Committee on Elections/Candidates met at Headquarters on October 15, to verify the eligibility of those accepting the nomination and to select an Impartial Balloting Agent to conduct the election as required by the SUP Constitution.

The Committee’s report is on page 5 and is subject to membership approval at the November coastwise meetings.

The secret mail balloting for SUP officers for the 2012-2015 term and Constitutional amendments and a Shipping Rule amendment will begin on December 1, 2012, and continue through January 31, 2013.

## Protect & Defend Our Work! Re-elect President Obama

by Gunnar Lundeberg,  
President/Secretary-Treasurer

The American labor movement is solidly behind the re-election of President Barack Obama and the membership of the Sailors’ Union, active and retired, should be too. President Obama honors the values of hard work, of mutual respect, and of solving problems together—not every person for himself or herself. He believes that together we will get through the most challenging economic crisis in memory and restore opportunity for all. Republican presidential candidate Mitt Romney and his running mate Paul Ryan, on the other hand, have pledged to uphold the special privileges of Wall Street and the 1%—privileges that have produced historic economic inequality and drowned out the voices of working people in America.

President Obama took America from the brink of a second Great Depression by pressing Congress to pass the American Recovery and Reinvestment Act, which saved or created 3.6 million jobs. He championed comprehensive health insurance reform, which—while far from perfect—set the nation on a path toward health security that had eluded our country for nearly 100 years. He insisted upon Wall Street reform—passed over the objection of almost every Republican—that is now beginning to reverse decades of financial deregulation that put our entire economy at risk.

Although the labor movement has sometimes differed with the president and often pushed his administration to do more and do it faster, we have never doubted his commitment to working families. He has worked hard to create good jobs; he has made the revival of the manufacturing sector a hallmark of his jobs agenda; he has moved aggressively to protect workers’ rights, pay and health and safety



President Barack Obama

on the job; he has worked for a fair resolution of the housing crisis and he put his confidence and administration unequivocally behind the workers and companies in the American auto industry—a move that saved hundreds of thousands of jobs and is helping to revive the economy now and for the future.

On the maritime front, the future growth and viability of the U.S.-flag fleet and the jobs of American maritime workers in all segments of the industry depend heavily and directly on the re-election of President Obama.

I ask that you and your family think very carefully about how the outcome of this election will affect your job and the jobs of all American maritime workers.

Think about whether you want a President like Barack Obama who has worked with us to keep the Jones Act strong and excluded from international trade negotiations. We need President Obama who believes that only U.S.-flag vessels built in American shipyards and crewed by American mariners will carry cargo along our coasts and on our rivers and the Great Lakes. Republican candidate Mitt Romney has given every indication that he wants to repeal the Jones Act, a move that would give our jobs away to exploited foreign workers.

Think about whether you want President Obama to continue to work with us to make sure the Maritime Security Program is funded each year. We need President Obama who agrees that U.S.-flag vessels and U.S. crews will be available to support our country’s economy and security, rather than a president like Mitt Romney who would weaken the program as suggested by his maritime mentor Senator John McCain.

Think about whether you want a president like Barack Obama who supports American cargo preference laws. We need President Obama who agrees that American vessels should carry U.S. government cargoes. There is no doubt that Romney would follow McCain who consistently voted against cargo preference so that foreign vessels with foreign crews would carry U.S.-taxpayer-fund commodities.

There is too much at stake in this election—both for President and for members of Congress—for many of us to be misled and sidetracked into looking at things that are not important and relevant. When all is said and done, this election is about your job, your future and your family’s future.

**VOTE YOUR JOB!  
VOTE OBAMA!  
VOTE DEMOCRATIC!**

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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund West Coast Sailors

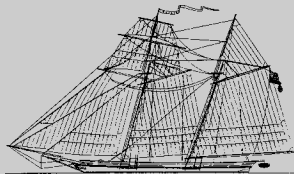
<b>Calvin Browning</b> estate .....	<b>204,562.44</b>	<b>Archie Aki</b> .....	<b>50.00</b>
<b>Clinton Gregg</b> .....	<b>85.00</b>	<b>William Berry</b> .....	<b>10.00</b>
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## Political Fund

<b>Brett Barthelmy</b> .....	<b>50.00</b>	<b>Javier Riano in memory</b> of John Elghanti .....	<b>25.00</b>
<b>Timothy Benton</b> .....	<b>125.00</b>	<b>George Schemoon</b> .....	<b>25.00</b>
<b>Reginald Clark</b> .....	<b>50.00</b>	<b>William Wood</b> .....	<b>5.00</b>

## Dues-Paying Pensioners

<b>Gordon Abbott</b>	<b>Book #3785</b>
<b>Robert Copeland</b>	<b>Book #4763</b>
<b>Donald Cushing</b>	<b>Book #4777</b>
<b>Romaine Dudley</b>	<b>Book #2593</b>
<b>Diane Ferrari</b>	<b>Book #2251</b>
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<b>John Jewett</b>	<b>Book #4291</b>
<b>Kaj E. Kristensen</b>	<b>Book #3120</b>
<b>Hannu Kurppa</b>	<b>Book #3162</b>
<b>James K. Larsen</b>	<b>Book #4055</b>
<b>Duane Nash</b>	<b>Book #2437</b>
<b>John Perez</b>	<b>Book #3810</b>
<b>Alex Romo</b>	<b>Book #3193</b>
<b>Francisco Salvatierra</b>	<b>Book #7498</b>
<b>James Savage</b>	<b>Book #7488</b>
<b>Ralph Senter</b>	<b>Book #7323</b>
<b>David Shands</b>	<b>Book #7483</b>
<b>Peter Villanueva</b>	<b>Book #0857</b>



# No time to weaken U.S. maritime laws

continued from page 1

the U.S.-led exercise was "extremely explosive."

But the stuff really hit the fan on September 17, when Secretary of Defense Leon Panetta announced the U.S. intends to build another missile defense station in Japan aimed at "rogue states." The Russians and Chinese were incited further and increased their opposition rhetoric about being encircled by U.S. aggression. Moscow said, "today there is imminent danger of a thermonuclear confrontation with the U.S. Beijing warned, "its longstanding nuclear policy of 'no first use of nuclear weapons'" has changed.

Taiwan is another flashpoint for the U.S. as Beijing is claiming sovereignty over the nation of more than 20 million. China has strategically positioned about 1,600 Dong Feng 16 missiles aimed directly at the island nation. Meanwhile, the 1979 Taiwan Relations Act requires that the U.S. sell arms to Taiwan, and it

has sold more than \$25 billion worth, including \$10 billion since 2003, making Taiwan the largest recipient of U.S. arms sales during that period.

Senator McCain is way off base about the unimportance of the Jones Act for national security. Must "free trade" mean total access by foreign carriers to America's coastlines and inland arteries? McCain has continually voted against any measure that would afford more Americans jobs, but always votes for agricultural interests so that highly subsidized farmers can sell a few more bushels overseas.

# SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2012/2013:

	Hdq.	Branch
November	Tues. 13	19
December	10	17
January	14	Tues. 22
February	11	Tues. 19
March	11	18
April	8	15
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	Tues. 15	21
November	Tues. 12	18
December	9	16

# VOTE

## Tuesday

# Nov. 6!

# Final Departures

**Feliciano Salcido**, Book No. 7213. Born in Arizona in 1926. Joined SUP in 1948. Died June 12, 2012. (Pensioner)

**Joseph Muir**, Book No. 6265. Born in Iowa in 1928. Joined SUP in 1950. Died in Pt. Orchard, Washington, September 14, 2012. (Pensioner)

**Carroll Gundersen**, Book No. 2940. Born in Washington in 1925. Joined SUP in 1947. Died in Puyallup, Washington, September 25, 2012. (Pensioner)

**Roy Dragoun**, Book No. 2153. Born in California in 1917. Joined SUP in 1944. Died September 12, 2012. (Pensioner)

**Joseph Cerniglia**, Book No. 4773. Born in Louisiana in 1926. Joined SUP in 1971. Died in Slidell, Louisiana, September 24, 2012. (Pensioner)

**Samuel Yue**, Book No. 215. Born in Hawai'i in 1920. Joined SUP in 1948. Died September 11, 2012. (Pensioner)

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87. Total Paid Distribution (Sum of 87a, 87b, 87c, and 87d): 2,388

88. Total Paid Distribution (Sum of 88a, 88b, 88c, and 88d): 2,388

89. Total Paid Distribution (Sum of 89a, 89b, 89c, and 89d): 2,388

90. Total Paid Distribution (Sum of 90a, 90b, 90c, and 90d): 2,388

91. Total Paid Distribution (Sum of 91a, 91b, 91c, and 91d): 2,388

92. Total Paid Distribution (Sum of 92a, 92b, 92c, and 92d): 2,388

93. Total Paid Distribution (Sum of 93a, 93b, 93c, and 93d): 2,388

94. Total Paid Distribution (Sum of 94a, 94b, 94c, and 94d): 2,388

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97. Total Paid Distribution (Sum of 97a, 97b, 97c, and 97d): 2,388

98. Total Paid Distribution (Sum of 98a, 98b, 98c, and 98d): 2,388

99. Total Paid Distribution (Sum of 99a, 99b, 99c, and 99d): 2,388

100. Total Paid Distribution (Sum of 100a, 100b, 100c, and 100d): 2,388

# West Coast Sailors

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## Retailers forecast October increase in inbound container volumes

U.S. inbound container volumes for retailers are forecast to rise 9.9% in October as shippers complete the annual delivery cycle for the year-end sales surge. According to National Retail Federation (NRF) Vice President for Supply Chain and Customs Policy, Jonathan Gold, NRF's annual forecast expects retailers to "see solid growth during the holiday season this year and our cargo numbers back it up".

The latest monthly Global Port Tracker report by NRF and independent container analysts Hackett Associates saw first-half U.S. inbound retailer container volumes of 7.7 million teu, up 2.9% from the like period last year. For full-year 2012 compared to 2011, inbound volumes are expected to increase 4.1% to 16 million teu.

The top 10 U.S. container gateway ports monitored by the report handled 1.4 million teu in August, an increase of 3.3% compared to the same month in 2011, a rise that may reflect inventory building ahead of the then-looming U.S. East Coast dock strike. The strike was averted when labor and management agreed to continue talks to a December 31 deadline.

September's inbound volumes are estimated at 1.5 million teu, up 8% from last year. October volumes are forecast at 1.4 million teu, up 9.9%. Inbound 2012 container volumes for August, September and October—traditionally the three busiest months of the year—registered a combined increase of 7% over the like period of 2011.

The NRF said: "With most holiday merchandise already at least in distribution centers by the end of October, monthly cargo volume will drop off for the remainder of the year but will remain above 2011 levels." U.S. inbound retailer container volumes for November are forecast at 1.3 million teu, up 2.4% from last year. December 2012 is forecast at 1.3 million teu, up 4.6% over year-end 2011. January 2013 is forecast at 1.3 million teu, down 0.5% from January 2012, and February at 1.2 million teu, up 9% from the like month of 2012.

## L.A. Harbor Commission approves \$7.5 million to complete dredging

The Los Angeles Harbor Commission last month approved \$7.5 million for the final phase of the port of Los Angeles' Main Channel Deepening Project (MCDP). The project has taken the port's main navigational channels and basins to a 53-foot depth, ensuring that the port will be able to accommodate container ships of all sizes in the future.

"Channel deepening has been our single-most important infrastructure priority," said Geraldine Knatz, Port of Los Angeles Executive Director. "Channel depth and state-of-the-art facilities are critical components of our superior logistics. The completion of this project is critical to meeting the needs of the shipping lines that call at our port and growing our cargo business well into the future."

The dredging of the port's main channel and turning basins has already been completed. The final phase of the project involves removal of dredge surcharge material and completion of a shallow water habitat in the outer harbor. The 15-year, \$370 million project will be completed in early 2013.

The tenants of the port's nine container terminal, which generate approximately 74% of the port's revenues, rely on deep channels to move cargo in a more efficient manner.

## Long Beach awards \$36.8 million for Green Port Gateway project

The Long Beach Board of Harbor Commissioners has awarded a \$36.8 million construction contract for the "Green Port Gateway," a railroad project designed to enhance the Port of Long Beach's capacity for on-dock rail to reduce truck traffic and air pollution.

A combination of state and federal funds have helped pay for the Gateway project, designed to serve terminals like the \$1.2 billion Middle Harbor Terminal, which is currently under construction at the Port. The Green Port Gateway includes a major track realignment and development of a rail support yard.

The United States Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) program has provided \$17 million for the project while the state's Proposition 1B transportation measure has provided an additional \$31.75 million.

"We're grateful to our state and federal funding partners for their help with this important project. The Green Port Gateway is an important component of the Port's overall modernization project. It will allow us to move cargo more efficiently," said Susan E. Anderson Wise, President of the Long Beach Board of Harbor Commissioners.

Construction on the project could begin as early as November and is expected to continue until July of 2014. The project includes demolition and removal of existing tracks, laying of 29,000 linear feet of new tracks and building of 6,000 linear feet of retaining walls. The improvements are intended to minimize derailments and optimize rail traffic flow to and from waterfront terminals.

The Green Port Gateway Project is the first of four rail projects expected to begin over the next year at the Port of Long Beach to enhance on-dock rail, which allows terminals to load containers right on their facilities rather than having them trucked to rail yards outside the port. The project is also part of the larger San Pedro Bay Ports Rail Enhancement Program, which includes several projects by the Port of Long Beach, the Port of Los Angeles and the Alameda Corridor Transportation Authority.



Probably the last FOS Pre-Positioned crew of the USNS Lt. Harry Martin gathered near the stores crane shortly before payoff in Jacksonville, Florida, on September 25. From left: Bosun Tom Cook, STOS Robert Leeper, AB Jack Forde, AB and delegate Jon Beeman, AB Eduardo Zepeda, STOS Hussein Ali, AB Reggie Clark, AB Tim Conley, and STOS Jeff Foster. Photo: Dave Connolly

## Much at stake for seniors (and future seniors) in this election

by Max Richtman, President and CEO of the National Committee to Preserve Social Security and Medicare

It should be no surprise that Medicare, Medicaid and Social Security are issues driving voters in this election. A total of 49 million people depend on Medicare, more than 60 million on Medicaid and 55 million on Social Security. These programs touch the lives of virtually every American family in every community in our nation, yet candidates continue to dodge and deflect on their plans for these vital programs. We saw this strategy played out in full view during the first presidential debate.

Working people of all ages are tired of the political spin used by candidates who call benefit cuts "reform" and privatization "preservation." Republican Party leaders have been understandably worried that voters will get a good look at their radical plans to end traditional Medicare by replacing it with privatized "CouponCare." They've adopted an avoidance strategy, which was implemented extremely well by Mitt Romney in the first presidential debate.

This election will likely determine the very future of these programs and thereby the economic futures of generations of middle- and working-class American families. So, I say it's past time that candidates get beyond political platitudes and phony promises. Voters must hold them accountable for the real-life consequences of their plans for Social Security, Medicare and Medicaid. Here are a few of those consequences:

### The End of Traditional Medicare

Paul Ryan and Mitt Romney understand that it's politically impossible to pass legislation ending traditional Medicare. However, their "CouponCare" plan is a means to that end by putting traditional Medicare into a fiscally untenable position. Seniors will end up going back in time, to the days before Medicare, where they will once again be at the mercy of private insurance companies. "CouponCare" gives seniors a voucher that loses value over time, meaning older Americans will pay more for less, while private insurance companies reap the gains. Contrary to GOP claims of increased choice, this privatized plan will actually make it much harder for seniors to choose their own doctor.

### Benefit Cuts for Current and Future Medicare Beneficiaries

Governor Romney promised to repeal "Obamacare" on day one. That means on the first day of his administration, seniors would lose free preventive benefits and annual wellness exams, prescription drug and premium costs would increase by hundreds of dollars per year, the Part D donut hole returns, private insurance companies get their taxpayer handouts back and Medicare's hospital trust fund would be bankrupt by the end of Romney's first term. So much for those cynical promises to leave current retirees untouched.

### Block Granting Medicaid and Slashing Benefits

The Romney-Ryan plan proposes cutting Medicaid's federal funding by more than \$800 billion in the next 10 years and even more in future decades. It does this by converting the current Medicaid program, which is jointly funded by the federal government and states, into block grants. This means that seniors would see higher costs for long-term services and supports (like nursing home care) because of cuts to Medicaid. The Romney-Ryan proposed Medicaid cuts mean a loss of more than \$2,500 annually for millions of seniors who are dually eligible for Medicare and Medicaid.

### Raises the Retirement Age, Cuts Benefits and Privatizes Social Security

Need I say more? Governor Romney and Representative Ryan have tried to avoid addressing Social Security as much as possible during this campaign; likely because both men support private accounts. Both have also argued we should raise the retirement age and change the formula used to determine benefits. Raising the retirement age to 70, for example, would lead to an additional reduction ranging from 13% to 15% reduction for workers who need to file for early benefits at age 62. Add that to the cuts which resulted from the last time we raised the retirement age in 1983, and the total benefit reduction for a person who retires at age 62 could be as much as 43% to 45%. Changing the benefit formula also cuts benefits even further. Nor surprisingly, the Romney-Ryan plan for Social Security is all about benefit cuts for seniors and no changes in revenue, including the most popular solution of lifting the payroll tax cap.

## ITF blasts Cyprus and Panama over container weight check delays

Cyprus and Panama have been lambasted by the International Transport Workers' Federation (ITF) for action that will delay the introduction of global container safety regulations. ITF President Paddy Crumlin and General Secretary David Cockroft have joined other industry leaders in voicing dismay about the intervention of the two flag states that will hold up progress on mandatory box weight verification. Both are putting the interests of their ship registers above safety standards, said Cockroft in response to calls from Cyprus and Panama for the industry to undertake further preparation before submitting formal proposals to the International Maritime Organization (IMO). Those sentiments were echoed by Crumlin, who said the two countries raising issues that supporters of mandatory rules had already promised to consider. Their action "reinforces the views that neither Panama nor Cyprus are operating at a quality level," he added. "They are not doing themselves any favors. They already have rather poor reputations as flags of convenience. If they want to rehabilitate their reputations, why do that and [create] a view of the industry that is not very flattering?"

Cyprus and Panama have defended their decisions to raise points about proposals agreed by a working group. Their concerns persuaded the chair of an IMO subcommittee that further work was needed on how to verify container weights. Both countries insist they support moves to ensure the weight of every container is declared prior to loading onto a ship, but say legislation should not be rushed through. The regulations and accompanying guidelines need to be developed together, rather than consecutively, to ensure that no unforeseen consequences are overlooked, Panama said. But *Lloyd's List* learned that Panama has just declined an invitation to participate in an IMO correspondence group established specifically to follow up on the issues raised by the two flag states.

"These actions do not represent the interests or objectives of the ocean carriers operating ships under their registries," a shipowner source said in support of the ITF's condemnation. "Naked obstructionism" was how one person described the behavior of the pair.

Cyprus proposed during the working group that the master should have the authority to refuse to load any container when not satisfied by the reported gross mass, but said the working group opted not to consider this. Panama also expressed concern about the liability of masters, but this was dismissed by shipowner representatives as a "red herring," since a ship's master already has the discretion to reject a container.

Proposals on weight verification were drawn up in September after intense discussions between members of a working group on how to amend the Convention on the Safety of Life at Sea. One proposal was presented by the International Chamber of Shipping, World Shipping Council, BIMCO, International Association of Ports and Harbors, and ITF, along with Denmark, the Netherlands and the U.S. Germany put forward a separate recommendation. The working group had agreed a compromise proposal before Cyprus and Panama intervened.

Supporters of mandatory rules had hoped for a faster timetable. World Shipping Council President and Chief Executive Chris Koch described the delay as "very disappointing". Crumlin, who is also National Secretary of the Maritime Union of Australia, said the action by Cyprus and Panama illustrated poor governance "and a separation between cause and effect".

## The U.S. faces \$16 billion investment gap at ports and inland waterways

U.S. ports and inland waterways face a \$16 billion investment gap between now and 2020, the nation's civil engineers have warned. In its Failure to Act report, the American Society of Civil Engineers (ASCE) warns that unless the United States infrastructure investment gaps are filled, "transporting goods will become costlier, prices will rise, and the U.S. will become less competitive in the global market".

ASCE President Andrew Herrmann said: "Congestion and delays lead to goods waiting on docks and in warehouses for shipment, which in turn leads to higher transportation costs and higher-priced products on store shelves. "If we don't close the investment gaps, everyone is going to feel the negative impacts because we are on course to lose more than one million jobs and more than \$1 trillion in personal income by 2020."

The report estimates that investment requirements in the U.S. marine ports and inland waterways sector total \$30 billion, while planned expenditures are about \$14 billion, leaving a "total investment gap" of nearly \$16 billion. The United States has 300 commercial ports, 12,000 miles of inland and infra-coastal waterways and about 240 lock chambers, which carry more than 70% of U.S. imports by tonnage and just over half of our imports by value.

American Association of Port Authorities Chairman Jerry Bridges, speaking at the launch of the report, said that U.S. sea ports and marine terminal partners will invest \$46 billion to maintain and improve infrastructure over the next five years. "The federal government, however, has not committed to matching this investment in improving the connections with our ports," said Bridges.

With an expanded Panama Canal able to handle boxships of 12,500 teu capacity from 2015, up from the present 5,000 teu limit, some U.S. East Coast ports are playing catchup to cope with the looming prospect of deeper-draft vessels. Bridges continued: "Funding for dredging federal navigation channels has slowed and decreased, especially for new construction. Further, maintenance dredging is sorely underfunded, despite a nearly \$7 billion surplus in the Harbor Maintenance Trust Fund. Landside improvements have also been too low a priority, with little of the highway funds going to freight transportation projects." Bridges added: "When billions of dollars of cargo are delayed daily due to deficient connections to roads and rail in and around port cities, supply chains and business operations are affected throughout the country, also threatening the price competitiveness of the goods we export."



Bosun Robert Turner heaves in the chocks as AB's Ed Windeler and Joe Cox prepare to hookup on the containment of the California Voyager in Port Everglades, Florida on September 25. Photo: Dave Connolly

## Vote NO on California Prop. 32 Stop the Special Exemptions Act!

Proposition 32, on the November statewide ballot, is not what it seems. While it claims to be about "stopping special interests" the measure actually give special exemptions to corporate special interests and Super PACs. It would do nothing to fix what's broken in Sacramento. Instead, Prop 32 would give more power to the wealthy and well-connected, to influence elections, control government and weaken our state's middle class.

The millionaire backers misleadingly call it "The Stop Special Interest Money Now Act," claiming it would rein in campaign contributions by both Unions and corporations. In fact, the deceptive wording of the initiative specifically limits the voice of Union members.

This one-sided measure would make our system even more imbalanced and it does nothing to stop the flow of money from the wealthy in politics.

Here's what leading newspapers say about the deceptive measure: *LA Times* "...a fraud to end all frauds"; *Sacramento Bee* "...dripping with cynicism"; *Ventura County Star* "...a sham... wouldn't even begin to do what its backers promise"; *San Jose Mercury News* "would magnify the influence of wealthy interests while shutting out many middle-class voters"; *Long Beach Press Telegram* "a phony veneer of fairness... one-sided and biased"; *Contra Costa Times* "...a deceptive sham ... would make a bad system worse"; *LA Times* "...would just expand unaccountable independent expenditure committees, the Super-PACs".

### The Facts

- Prop 32 was written to limit the voice of Union workers and create special exemptions for corporate interests, giving the wealthy and well-connected even more political power to write their own set of rules.

- Prop 32 exempts secretive Super PACs and corporate front groups, which can raise unlimited amounts of money from corporate special interests and billionaire businessmen to support their candidates or defeat their enemies. The measure does nothing to prevent anonymous donors from spending unlimited amounts to influence elections.

- Prop 32 is NOT campaign finance reform, as its backers claim. The wealthy supporters of this initiative created exemptions for Wall Street hedge funds, real estate investors, insurance companies and other well-heeled special interests allowing them to continue contributing directly to the coffers of political candidates.

- Prop 32 would severely restrict Union members in both the public and private sector from having a voice in our political process. As a result, teachers, nurses, fire-fighters, police and other everyday heroes would be unable to speak out on issues that matter to us all —like cuts to our schools and colleges, police and fire response times, patient safety and workplace protections.

This measure would give corporate CEOs and their lobbyists even greater influence over our political system. Corporations already outspend Unions 15-1 in politics. This measure would effectively clear the playing field of any opposition to big corporations' agenda, which includes outsourcing jobs, gutting homeowner protections, slashing wages and health benefits and attacking retirement security.

Nonpartisan groups like the California League of Women Voters, California Common Cause, Public Citizen and Public Campaign, who advocate for policies that curb special interest influence, are urging voters to REJECT Prop 32. Public Citizen calls it "an attack on labor masquerading as campaign finance reform". California Common Cause says it "will do more harm to California's democracy than good."

The primary financial backers are retired CEOs and millionaires associated with the extreme right-wing Lincoln Club of Orange County. All of the primary funders of the measure would benefit personally from the exemptions created for certain companies and organizations.

Despite the proponents' claims that this initiative is geared toward "getting special interest money out of politics," the truth is, Prop 32 is a deceitful measure designed to silence working people while giving big CEOs and the very wealthy free rein to exert limitless influence on our political system.

Prop 32 is misleading, deceptive and full of consequences that hurt all of us. It does absolutely nothing to limit special interest influence on politics while severely curtailing working people's ability to stand up to powerful corporate interests. The result would be a devastating tilt in power to big banks, corporate CEOs and billionaires that would further undermine California's middle class and working class.

# SAILORS' UNION OF THE PACIFIC

## COMMITTEE ON ELECTION 2012-2013

In accordance with the SUP Constitution, Article XII: Nomination, Election and Term of Officers, the Committee on Election convened at 0900 on October 15, 2012, at Headquarters.

The Committee is charged with "...preparing the ballot" and selecting an Impartial Balloting Agent for membership approval.

The Committee recommends the Pacific Election Services, Inc. be used for this election. Pacific Election Services, Inc. will print, mail and count the ballots in accordance with the SUP Constitution. The approximate cost will be \$8,500.00.

Also, the Committee has the duty to verify the eligibility of candidates for office. In accordance with Section 3, Section 4, and Section 5 of Article XII, all candidates duly nominated (as per Section 2 and published in the September 21, 2012 edition of the West Coast Sailors), who had returned acceptance letters (as per Section 5) were found eligible.

The following candidates accepted the nomination and will appear on the ballot:

President/Secretary-Treasurer

Gunnar Lundeberg

Vice President/Assistant Secretary-Treasurer

David J. Connolly

San Francisco Business Agent

William Berger

Colin Dewey

Samuel L. Scott

Remoni L. Tufono

Michael E. Worth

Seattle Branch Agent

Vincent A. O'Halloran

Wilmington Branch Agent

Paul L. Calais

Mark Hurley

Honolulu Branch Agent

Michael L. Dirksen

Robert Jones

Maea M. Loe

SUP Building Corp Trustees (Five to be elected)

William Berger

Paul L. Calais

Norman O. Christianson

David J. Connolly

Colin Dewey

Michael L. Dirksen

Paul Fuentes

Robert Jones

Gunnar Lundeberg

Vincent O'Halloran


William H. Williamson

Michael E. Worth

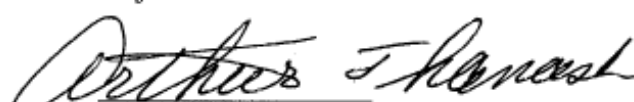
Fraternally

  
Dave Frizzi #2255

  
Norhaslan Idris #19142

  
Noel Itsumaru #886

  
Kaj E. Kristensen #3120

  
Arthur Thanash #3249

The membership will vote on the Committee's report at the November coastwise meetings.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 14, for inclusion in the election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8½" x 14") on a first-come, first-served basis.



## Injection of cash could revive Indian Ocean pirate attacks

As the debate over the state of piracy in the Indian Ocean rages on, experts argue that strapped cash flow is limiting pirate activity but resurgence is possible if certain factors come into play.

C-Level Maritime Risks founder Michael Frodl said that pirates had almost no one lending to them and that they have had to move to cash flow finance. For the past three months, pirate activity in the Indian Ocean has been at an all-time low. In August and September not a single commercial vessel was attacked, while only two fishing dhows were attacked in August and just one last month. "Very few pirates have any cash flow today. That explains why one gang executed a hostage, a frightening first—they absolutely, positively need to monetize the bulk carrier *Orna*. In the good old days, if an owner refused to pay, you could just wait it out, you'd get your funds for a new mission fronted by a lender, and go out and hijack another prize," he said. "Now you need to get the money from the owner for the ship you already have before you can go out and grab that other prize, and so you need to show them you're deadly serious about getting paid."

This is deeply concerning for the 188 seafarers who are still held hostage. Frodl also warned that at least two out of the five major pirate groups that have dominated the business in the past couple of years were still in good shape. He expected some attacks even if there was something in the region of a 60% drop.

Control Risks Maritime Risk Analysis Manager Tom Patterson said there had been a 66% decline in the number of attacks this year. "This has had an impact upon investment and blunted operations. In the south, the Mudug piracy network has felt a lack of success more keenly than Puntland," he said. The pirates there have hijacked the tanker *Orna* and the containership *Albedo*. Patterson said these were tantamount to toxic assets. "They have been hijacked for two years and operational costs have had to be paid—there is little hope of offsetting these with a ransom payout. In Puntland there have been more recent successes of the bulk carrier *Free Goddess*, the tanker *Smyrni* and the chemical tanker *Royal Grace* that are likely to draw in ransoms still. In turn this money is likely to be reinvested." However, Patterson said the first generation of investors had insulated itself from the decline by diversifying and putting money into anything from hotels to the khat trade.

Exclusive Analysis Head of Current Intelligence Gary Li said opinion on piracy in the Gulf of Aden was still very much divided. "On one side there are those that claim it is over and pirates have moved on to other things. However there is another group that has vested interests in saying piracy hasn't gone anywhere," he said. "Since the lull in piracy, a lot of security industry firms have been waging media campaigns claiming shipowners must be careful. We are stuck in the middle ground." He said, "Information on the ground was patchy at best, but there had been an erosion of pirates' capability in terms of manpower and cash flow. No major ransoms have been paid for a long time. This means that the pirates are stressed and we can see that coming out in their behavior. Pirate action groups don't have the investors ploughing money into a highly risky venture." While the United Arab Emirates pulled its funding from counter-piracy operations in Puntland, the authorities in the area were still committed to continuing this, Li said.

## Attempted murder charged in Swedish overboard case

Swedish police are investigating a man-overboard case in which the victim's companion has been charged with attempted murder.

The 46,398gt cruise ferry *Viking Cinderella* had been approaching its Stockholm terminal dock on September 30, when a 29-year-old Swede is believed to have forced his cabin mate to jump overboard, police said. Amazingly, the victim not only survived the 70-foot drop into the Baltic but swam back to the ship and climbed up its hull rungs to the vehicle deck, reported Sweden's *Expressen* newspaper.

"It could have ended up more seriously," Soderholm Police Chief Ulrika Lonngren told reporters, "but the victim has nothing more than bruises to show for his nightmare". The suspect might also face further charges: police said witnesses told them that just before the alleged threat, he demanded money from the victim.

The two men had booked a cruise to the autonomous Finnish Aland archipelago's capital of Mariehamn and back.

*Viking Cinderella* cruises between Mariehamn and Stockholm, leaving the Swedish capital at 1800 and arriving back the next day at 1530. Many Swedes make this voyage to take advantage of the duty-free prices aboard the ferry.

## Mariners allege abuse on ship

Three Filipino seafarers alleging maltreatment while aboard a bulker off Australia have been repatriated. International Transport Workers' Federation (ITF) Coordinator Dean Summers said the seafarers allege that they had "suffered significantly" under four officers for months aboard bulker *K. Coral*. However, the situation then deteriorated quickly after the attempted suicide of one of the Filipinos while the ship was en route to Newcastle, Australia. "The remaining crew—some seriously traumatized—have had no access to counseling or support until the ITF intervened," Summers stated.

In response to these allegations, a representative for *K. Coral's* operator SK Shipping said that it was aware of the allegations. The company had not yet received an explanation of events from the Korean officers, the representative added: "Once the Filipinos get back home, we will be discussing this matter further with crewmen through our Philippine representatives." The three Filipinos will be assigned to other ships in its fleet, SK confirmed.

*K. Coral* is a Panama-flagged, 58,015 dwt ship that was built in 2010.

## Port of Oakland facing \$123 million lawsuit

A major port terminal operator, Stevedoring Services of America, is pushing forward with a lawsuit against the Port of Oakland that could ultimately cost the public agency \$123 million or force it to hand over control of public property to a corporation in which Goldman Sachs owns a major stake. Late last year, an administrative law judge with the Federal Maritime Commission denied the port's request to dismiss the suit. And the case has garnered little attention from the media and public, even though the judge has already made important rulings that have recast the relationship between the port and the City of Oakland.

The origins of the suit stem back to 2009 when the port approved a major privatization contract with another marine terminal operator, Ports America. Unlike previous contracts with companies that operate the various berths at the port where ships are loaded and unloaded, the Ports America agreement was precedent-setting; it allowed Ports America to effectively own Berths 20 through 25, which are on public property in West Oakland. Under the concession's terms, Ports America may make its own infrastructure investments, is exempt from some state environmental laws, and may keep a larger share of profits generated at the port than other companies. The Ports America contract lasts fifty years, much longer than most port leases, which top out at ten to fifteen years.

SSA contends that the Port of Oakland, because of the lease it awarded to Ports America, is violating the Shipping Act of 1984, a federal law designed to ensure maritime companies are treated fairly in an industry otherwise dominated by global monopolies and powerful cartels.

The Ports America concession at the Port of Oakland, worth about \$700 million, is among the first of what has become a growing trend in privatizing US port infrastructure. Ports America, owned by New York-based private equity group Highstar Capital, is only one player in this industry. Other investors seeking concessions include investment banks like Goldman Sachs Infrastructure Partners, a subsidiary of the Wall Street giant. Goldman Sachs also owns 49 percent of SSA and therefore has much to gain if SSA's suit succeeds. Further complicating matters is the fact that Goldman Sachs employees acted as advisers to Highstar Capital and Ports America in the Port of Oakland deal that is at the center of SSA's case.

Anne Van Praagh, a Morgan Stanley vice president, described the essence of the new concession agreements, like the one Ports America has in Oakland, in a recent presentation to the American Association of Port Authorities. Under what Van Praagh characterized as the "traditional model" of public US ports, "economic development goals often drive financing and investment decisions." But under the "emerging model" of long-term concessions, "government gives up control" to private entities, and "market discipline is imposed."

SSA leases what has been the busiest container terminal at the port—the Oakland International Container Terminal—but the company alleges in its suit that Ports America's concession gives it an advantage that will ultimately cost SSA \$123 million in lost business. Under the Shipping Act of 1984, most ports may not "give any undue or unreasonable preference or advantage ... to any person." Persons by legal definition include global corporations like SSA.

The Port of Oakland sought to dismiss SSA's lawsuit on the grounds that it is a state agency, and that under the Eleventh Amendment of the US Constitution, states and their agencies cannot be sued in federal court. California Attorney General Kamala Harris even supplied the court with an amicus brief supporting Oakland's contention that the port is an agency of the state government. The Federal Maritime Commission ruled in December, however, that the Port of Oakland is in fact a "department of the City of Oakland." The ruling also recast the legal definition of the Port of Oakland in ways that may affect other aspects of its relationship to the city, the port and city's finances, and the port's economic development mission.

Most importantly, the ruling opened up a can of worms for the port and other municipal ports that have moved to privatize part or all of their infrastructure and operations under similar concessions agreements. Now the port's lawyers must argue against the actual substance of the claims alleging a violation of the Shipping Act, and it may prove difficult. Ports America's concession does, in fact, give the company considerable financial and operational advantages over its rivals. These types of long-term monopolistic deals between public ports and investor-backed stevedoring companies expose ports to legal liabilities under the Shipping Act, a federal law whose origins date back to 1916.

The Port of Oakland declined to comment for this article because it addresses ongoing litigation. SSA did not respond to requests for comment.

Goldman Sachs, Highstar Capital, and other financial corporations that own major stakes in marine terminal operators have competed and teamed up in bidding wars and lawsuits over the control of US and international port infrastructure in recent years. In 2009, Goldman Sachs went up against the Carlyle Group private equity fund and CenterPoint, a company owned by the California Public Employees Retirement System and Menlo Park-based private equity group GI Partners, to take control of the Port of Virginia's multiple terminals and railyards. While their bids were all rejected, the Port of Virginia reopened bidding this summer after receiving an unsolicited offer from the Danish corporation APM Terminals. APM Terminals was actually the tenant at Berths 20 to 24 at the Port of Oakland until it was displaced by Ports America under the controversial concession.

SSA's case against the Port of Oakland is currently in the evidence-collection process and it could be several more years before the Federal Maritime Commission makes a decision.

[This article is from the *East Bay Express*, written by Darwin Bond Graham.]

## ESU Office Assignments

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



OCTOBER 2012

Official Publication of the Exxon Seamen's Union

# ExxonMobil Medical Plans take another hit in 2013

For a third year in a row the premiums are increasing with the ExxonMobil medical plans that go into effect on January 1, 2013. Although ExxonMobil expenses continue to increase at levels below the rate of overall medical cost inflation, health care costs continue to escalate and unfortunately a moderate increase will apply to Company and participant contributions. For all plan options, participant and Company monthly contributions will increase approximately 7% for the POS II and HMO options.

The annual open enrollment for ExxonMobil Medical, Dental, Vision and Pre-Tax Spending Plans begins on October 22, 2012 and runs through November 9, 2012. All employees should receive the 2013 Benefits Open Enrollment booklets and forms from benefits administration around the October 22, 2012 start date. Your booklet, as it was last year, will contain options specific to each employee and the information will be sent to wherever the person is (i.e. home on paid leave or on assignment on the vessel). The Union was also informed that each vessel will receive copies of all the booklets and forms for use if anyone did not receive their own packet. Additionally, should anyone need assistance or has any questions about their benefit plans and availability they can contact Benefits Administration at 713-680-5858 or 800-262-2363.

### POS II "B" Option - Monthly Participant Contributions—Eff. Jan. 2013

Class of Coverage	Monthly Participant Contribution		New Monthly Participant Contribution	Annual Participant Contribution
	Contribution	Increase		
Participant Only	\$109	\$8	\$117	\$1,404
Participant & Spouse	\$245	\$17	\$262	\$3,144
Participant & Child(ren)	\$245	\$17	\$262	\$3,144
Family	\$395	\$28	\$423	\$5,076

### POS II "A" Option - Monthly Participant Contributions—Eff. Jan. 2013

Class of Coverage	Monthly Participant Contribution		New Monthly Participant Contribution	Annual Participant Contribution
	Contribution	Increase		
Participant Only	\$84	\$6	\$90	\$1,080
Participant & Spouse	\$179	\$12	\$191	\$2,292
Participant & Child(ren)	\$179	\$12	\$191	\$2,292
Family	\$257	\$18	\$275	\$3,300

### POS II "A" and "B" Options

Some highlights are listed below:

#### Reimbursement of Multiple Diagnostic Tests

The reimbursement for certain multiple imaging diagnostic tests (e.g., MRIs, CT scans, X-rays) with the same date of service will change. The first diagnostic test will be covered at 100% of the fee schedule (network) or reasonable and customary charge (non-network); subsequent tests ordered during a single encounter will be covered at 50%. This change aligns with industry best practice and encourages proper provider use of diagnostic tests and results. When network providers are used, participants should see no change in their cost share.

#### Change to Reimbursement Method for Certain Non-Network Services

For certain services, a participant may be unable to choose a network provider (e.g., physicians in an emergency room, radiologists, anesthesiologists, pathologists, and ambulances). When services are obtained from a non-network provider under these circumstances, the method for reimbursing these services will now be limited to a reasonable and customary amount rather than billed charges. In most instances, the provider will accept this reimbursement; however in the event a participant is billed for

any balance, the participant will be able to submit the balance to Aetna for additional processing. If the participant does so and is enrolled in the automatic rollover process to his or her Health Care Flexible Spending Account (HCFSA), an overpayment from the HCFSA may result, and the participant should contact Aetna to discuss options to return the overpaid HCFSA funds back into the account.

#### Pharmacy Benefit Manager Name Change from Medco to Express Scripts

With the acquisition of Medco by Express Scripts, participants will receive communications regarding a change in branding from "Medco" to "Express Scripts" for the pharmacy benefit manager for these options. No action by participants is necessary, and Medco identification cards will continue to be honored. Prescription drug benefits and network pharmacies are unchanged.

#### HMO Options

To expand the health care coverage options available to participants residing in the Gulf Coast area of the United States, the Cigna Gulf Coast HMO will be added. The coverage area for the new Gulf Coast option includes significant portions of Mississippi, Alabama, and the Florida panhandle.

### Monthly HMO Employee Contributions – Eff. January 1, 2013

Participant	Participant & Spouse	Participant & Child(ren)	Family	
				Only
Aetna – Connecticut CT	106.00	247.00	247.00	388.00
Aetna – Dallas/FT Worth TX	112.00	254.00	254.00	409.00
Aetna – Houston/Baytown TX	110.00	226.00	226.00	409.00
Aetna – Mid Atlantic DC/DE/MD/VA	106.00	233.00	233.00	381.00
Aetna – New Jersey NJ	110.00	254.00	254.00	402.00
Aetna – New York City NY	116.00	258.00	258.00	409.00
Aetna – Oklahoma City OK	108.00	247.00	247.00	388.00
Aetna – Philadelphia PA	108.00	205.00	205.00	346.00
Aetna – South Florida FL	106.00	232.00	232.00	381.00
Cigna – Beaumont SO TX TX	117.00	262.00	262.00	423.00
Cigna – California CA	105.00	198.00	198.00	290.00
Cigna – Chicago IL	108.00	228.00	228.00	399.00
Cigna – DC/MD/VA	105.00	198.00	198.00	290.00
Cigna – Gulf Coast MS/FL/AL	117.00	262.00	262.00	423.00
Cigna – Houston SO TX TX	108.00	212.00	212.00	388.00
Cigna – Louisiana LA	108.00	228.00	228.00	296.00
Cigna – NJ/CT NJ/CT	113.00	254.00	254.00	402.00
Cigna – N. Central IL IL	110.00	226.00	226.00	402.00
Cigna – New York NY	110.00	254.00	254.00	402.00
Blue Choice – Rochester NY	108.00	226.00	226.00	338.00
Harvard Pilgrim MA	108.00	234.00	234.00	366.00
HMO Illinois (BC/BS) IL	106.00	223.00	223.00	338.00
Kaiser – Mid Atlantic DC/MD/VA	108.00	212.00	212.00	290.00
Kaiser – S CA CA	106.00	197.00	197.00	296.00

### ExxonMobil Dental Plan—Eff. January 1, 2013

The Company is increasing its share of monthly contributions for the second consecutive year. While participant contributions will not increase for 2013.

Class of Coverage	Monthly Participant Contri.	Annual Participant Contri.
Participant	\$25.00	\$300.00
Participant+ 1	\$44.00	\$528.00
Participant+ 2		
or more	\$72.00	\$864.00

### ExxonMobil Vision Plan—Eff. January 1, 2013—Increase in Monthly Participant Premiums

Monthly premiums will increase between \$0.71 and \$2.19 for all participants, depending on class of coverage selected.

Class of Coverage	Monthly Participant Contri.	Annual Participant Contri.
Participant	6.55	78.60
Participant & Spouse	12.72	152.64
Participant & Child(ren)	12.72	152.64
Family	20.05	240.60

## Ship reports

### S/R American Progress

The vessel is settling in the normal trading routine from Valdez, Alaska to the Puget Sound area for discharges. The ESU Board has officially appointed AB Mike Harrison to the Ship Representative position after Rudy's recent retirement. Mike is currently on board and stays in touch with the ESU office regularly with no beefs.

### Kodiak

The vessel was visited by the ESU Board officer at the Anacortes anchorage on October 12. Regular Ship Representative Joe Butler went home on vacation leaving AB Jeff Harris with the Temporary Ship Rep. duties. Jeff reports all is going well. The crew enjoyed a couple days at anchor awaiting the berth availability at Phillips 66 dock in Ferndale. The vessel was slated to steam south to the San Francisco Bay Area for a second discharge.

### Sierra

ESU Board officer visited the vessel on October 12, at the Shell dock in Anacortes. Regular Ship Representative Thor Floreen aboard and no issues to report so far. The vessel after a quick discharge was also heading south to the San Francisco Bay area for the 2<sup>nd</sup> half of the split discharge.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro  
Board Member at Large Joe Bernavich  
Board Member at Large John McCarthy

Deck Trustee Kevin Conroy  
Engine Trustee William Ackley  
Steward Trustee Kurt Kreick

**USNS Martin (ROS)**  
Effective October 1, 2012

Rating	Base Wages		Supp. Benefit Daily	Hourly OT Rate	Money Purchase Pension Plan Daily
	Weekly	Daily			
Bosun	\$1,434.30	\$204.90	\$10.25	\$25.33	\$10.61
A.B.	\$1,016.26	\$145.18	\$7.26	\$17.70	\$10.61
O.S.	\$777.98	\$111.14	\$5.56	\$16.33	\$10.61

## Panama Canal records record tonnage

The Panama Canal Authority has announced that a record total of 333.7 million tons passed through the Panama Canal during its recently completed fiscal year. The figure represents a 3.6% increase over the 322.1 million tons recorded the previous year.

"This milestone attests to the reliable and continuous service offered by the Canal, which is supported by a workforce of 10,000 men and women. The Panama Canal works tirelessly to provide its customers with first-rate service, including new products and services in response to their evolving shipping and maritime needs," said Panama Canal Authority Administrator/CEO Jorge Luis Quijano.

Over the past 10 years, tonnage through the Panama Canal has increased from 235.1 million in 2002 to 333.7 million today.

The top market segments during the past fiscal year were full container vessels with 119.8 million tons, followed by dry bulk carriers and tankers.

## ILA and East and Gulf Coast employers extend agreement

The International Longshoremen's Association (ILA) and the United States Maritime Alliance, a group representing maritime employers, have agreed to a 90-day extension of their current collective bargaining agreement according to a press release issued by Federal Mediation and Conciliation Service (FMCS) Director George H. Cohen. The extension pushes back the deadline from September 30, to December 29, 2012.

According to the press release, two sides agreed to the extension "for the

good the country" to avoid any potential interruption of commerce.

"This extension will provide parties an opportunity to focus on the outstanding core issues in a deliberate manner apart from the pressure of an immediate deadline," said Cohen via the press release.

Future negotiations will continue with the help of FMCS and talks on a master agreement will be conducted during the same time as negotiations for local agreements.

## Philippines closes another maritime training school

*Move follows European Union criticisms of seafarer training standards*

The Philippines has closed another maritime school in its bid to raise standards after coming under pressure to do so from the European Commission. Around 1,400 students at the College of Maritime Education of Negros Oriental State University in Dumaguete City, known as NORSU, have been told that the establishment will close next semester on the order of the authorities.

At least three other schools have been closed as part of the purge and as the *West Coast Sailors* reported earlier this year, that up to a dozen more could be on the government hit list.

The Commission is believed to have threatened to withdraw recognition by European Union (EU) flags for all new seafarer certificates issued by the Philippines, after mounting concern about the quality of some graduates from its maritime academies. However, industry sources believe this is largely a bluff as the inability to recruit fresh blood from the world's largest labor supply nations would paralyze EU shipowners, forcing them to turn to open registries.

Nevertheless, the government of the Philippines is taking seriously the potential economic consequences of Brussels acting on its threat. In late April, President Benigno Aquino intervened directly in the situation, strengthening the powers of the Maritime Industry Administration to reform underperforming schools.

The NORSU decision has sparked protests among the trainee seafarers, who say that they have not been given a full explanation of the move. Many have racked up hefty debts to fund their studies and some were due to graduate as imminently as March 2013. Some students hope to transfer to another accredited maritime school.

The clampdown follows long-simmering concern about an audit by the Lisbon-based European Maritime Safety Agency, which inspected Philippines maritime schools in 2010, and sent an unfavorable report to the Commission. Although EMSA has refused to make its findings public, it is understood to have recommended withdrawal of recognition of Filipino Standards of Training, Certification and Watchkeeping certificates unless the bar is raised.

Recent years have brought growing concern about STCW observance in the Philippines. The issue came to the forefront in the *Rena* casualty. The containership's Filipino master and second officer were charged and convicted in a New Zealand court case for negligence and recklessness following the grounding of the vessel on Astrolabe Reef last October.

## Welfare Notes

October 2012

### Reimbursement for Vision Care

The vision care benefit for active participants is allowed once in a two year period. The \$200.00 maximum includes the exam and glasses. The cost of tints is not included in the reimbursable amount. The vision benefit is for members only and does not include dependents. An itemized bill must be submitted to the Plan office within 90 days of the service. The bill must indicate the patient's name, date of service, and an itemization of the charges.

The vision care allowance for pensioners is included in the \$500.00 maximum of the Pensioners Annual Allowance for medical, dental, and vision copayments. Glasses are an allowable expense once in a fiscal year.

### Reimbursement for Active Participant Co-pays

Kaiser and other HMO Plan member's co-pays can be submitted to the Plan office by sending a copy of the co-payment that indicates the patient name, date of service, and the amount charged the member. PPO Plan members must submit a billing and the PPO Plan explanation of benefits that show how the charge was applied to the plan and the required payment due from the member.

### Unfit for Duty Documentation

It is important to make sure your attending physician submits Unfit for Duty documentation to the Plan office. The documentation may extend your medical and dental coverage and prevent a break in service that will affect your pension benefits. Be sure to have this information sent to the Plan office if you are injured on the job. Your employer will not automatically forward the information to the Plan office. It will be much easier to take care of this paper work during your Unfit For Duty period then try to reconstruct the information at a later date.

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Virginia Briggs, Claims [vbriggs80@sbcglobal.net](mailto:vbriggs80@sbcglobal.net)

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Berit Eriksson, Training Representative 415-957-1816,  
[berittrainrep@sbcglobal.net](mailto:berittrainrep@sbcglobal.net)

SUP Welfare Plan 730 Harrison Street, #415

San Francisco, CA 94107

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

Fax: 415-778-5495

## British crewing agent found guilty of cheating mariners

A British magistrates' court has found a director of a crewing agent operating in the U.K. guilty of withholding approximately \$31,770 in pay from four seafarers.

The court in Liverpool ordered Susan Myers, who is also known as Susan Leech, a director of Relay Marine U.K. Limited, to pay fines and costs totalling \$5,200. Myers, who admitted the offenses, was prosecuted by the Employment Agency Standards inspectorate following an investigation into claims of non-payment of wages.

One seafarer who failed to receive the pay he was due said: "The vast majority of crewing agencies are really great folks to work with, but seafarers must be cogent, that, as in other industries which are perhaps better highlighted, there are those who are less scrupulous or downright dishonest. Employees in shipping are particularly vulnerable due to the international aspects of the industry with offshore contracts, etc."

Relay Marine U.K. Limited has now gone into liquidation. "Outfits like this cause nothing but misery for the seafarers they cheat," commented Nautilus/International Transport Workers' Federation Inspector for Liverpool and North West U.K. ports Tommy Molloy. "We are used to hearing of such agents operating outside of good practice and in some cases outside of the law in some other countries but this case shows that they can just as easily be operating in the U.K. We had hoped that a successful employment tribunal and prosecution by the U.K. authorities might have put paid to this person's involvement in the maritime sector, but we are informed that she has set up a "recruitment program" in Bulgaria."

Information about the company —Marine Alliance— has been passed to colleagues in Bulgaria so that members can be alerted. It has also been reported that another company thought to be headed up by Myers, Sue Leech Marine Services, still operates in the U.K.

## NEWS YOU CAN USE

This is a reminder that all cell phone numbers are being released to telemarketing companies and you will start to receive sales calls. You will be charged for these calls.

To prevent this, call 1-888-382-1222 from your cell phone. It is the National DO NOT CALL list. It will only take a minute of your time and it blocks your number for five years. You must call from the cell phone number you want to





# SUP President's Report

October 9, 2012

## SUP ELECTION

As per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desire to become candidates for the 2013-2016 term of office shall have their acceptance in the office of the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, CA 94105) prior to midnight, Sunday, October 14, 2012.

The acceptance shall be by letter which shall be dated and shall contain the following: a) The name of the candidate; b) His/her home address and mailing address; c) His/her membership number; and d) The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the positions of Trustee of the SUP Building Corporation.

Nominees who shall fail to comply herein with shall be regarded as having declined the nomination.

The Committee on Candidates/Election Committee will turn-to at Headquarters at 9:00 A.M., Monday, October 15, to verify the eligibility of the candidates, select and recommend for membership approval an Impartial Balloting Agent and otherwise prepare the ballot. The Committee's report will be acted upon at the November coastwise meetings.

Candidates for office may request and require the Union to distribute campaign literature at the candidate's request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 3. Campaign literature that the candidate requests to be mailed must be ready for mailing: stamped; envelopes stuffed and sealed; or flyers stamped, folded, and sealed.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 14, for inclusion in the election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8½" x 14") on a first-come, first-served basis.

The secret mail ballot election of officers for the 2013-2016 term and referenda on two proposed amendments to the SUP Constitution and one proposed SUP Shipping Rule amendment will begin on December 1, 2012 and end on January 31, 2013.

## PATRIOT CONTRACT SERVICES

The Union was informed on September 27, that the Military Sealift Command (MSC) has retained Patriot as the operator of the Test Support Ship *USNS Waters* for a firm period of one year and, if exercised, four one-year option periods.

The award is for \$11,881,049 firm-fixed-price contract with reimbursable elements for the operation and maintenance of the vessel. The options, if exercised for five years, would bring the cumulative value of the contract to \$57,100,910, including reimbursable elements. However, MSC states the vessel's work may be completed by October 2013.

The *Waters* primary mission is to support the Navy's Strategic Systems Program Office by assisting with submarine weapons and navigation system testing.

The contract was competitively procured using a 100% small business set-aside, via the Federal Business Opportunities and Military Sealift Command's E-commerce websites, with more than 100 small businesses solicited and four offers received.

The SUP has six sailors aboard this vessel in Full Operating Status: 1 Bosun, 3 ABs and 2 STOSs. New wage rates were published in last month's *West Coast Sailors*.

Under the agreement covering the MSC vessel *Lt. Harry L. Martin*, Total Labor Costs (wages, wage-related items and fringe benefits) increased by 2% effective October 1. The rates will be published in this month's *West Coast Sailors*.

The vessel currently is in Reduced Operating Status (ROS) in Jacksonville, Florida. In ROS the SUP gang is 1 Bosun, 1 AB and 1 OS.

## APL MARINE SERVICES

In accordance with the 2005-2015 collective bargaining agreement with APL, effective October 1, all contributions (MSP vessels, non-MSP vessels, Maintenance and Extra Maintenance Shoreside Labor) to the SUP Welfare Plan were increased by the percentage increase in the Medical Care Services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers) during the most recent previous 12-month period for which such index has been calculated by the Bureau of Labor Statistics of the Department of Labor. That rate, published on September 14, was 4.4%.

## WEST COAST SAILORS

After printing the *West Coast Sailors* for many years, Howard Quinn Company notified the Union last month that it was going out of business. As a sign of the times, this was particularly poignant as Quinn was the last Union shop in the Bay Area to print in the *West Coast Sailors*-type format. In addition to the SUP, many Unions will be affected. The October issue of the paper will be the last printed by Quinn.

Due to the research and diligence of Editor Teresa Anibale, Commerce Printing Services, a Union shop, in Sacramento, will print the paper beginning in November, hopefully without a glitch.

## ESTATE OF CALVIN BROWNING

Last month the Sailors' Union received a generous bequest from one of our departed brothers.

Calvin (Cal) Browning, born in Ohio in 1933, joined the SUP in 1954, and shipped out of San Francisco with Matson until he retired in 1995. Brother Browning enjoyed the watering holes in North Beach until his passing in 2011. He left the Union \$204,562.

The posthumous gift Brother Browning is a testament to his dedication and love for the Sailors' Union of the Pacific.

## OFFICE & PROFESSIONAL EMPLOYEES, LOCAL 3

Health costs continue to increase with no end in sight. In this instance, it is an additional expense to the SUP.

Last month, the SUP was notified by the Office & Professional Employees International Union (OPEIU) Local 3, that contributions to the Union's healthcare trust will increase by \$105 per month – a 7.4% increase for a total of \$1,520 per month. Ten years ago in 2002, the cost was \$510.69. These figures are comparable to contributions made by SUP-contracted employers to the SUP Welfare Plan.

SUP employees represented by OPEIU Local 3 are Editor and Executive Secretary Teresa Anibale, Controller Jihan Johnson, and Secretary Martha Vizcarra.

## 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 2012, and report back to the membership at the November coastwise meetings. In the event the committee cannot be filled today, recommend that when the quarterly audit of the Unions funds is completed, which will be in about three weeks, necessary committee members will be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will turn-to on Tuesday, November 13, at 8:00 A.M.

## NOVEMBER 6

Americans across the country on Tuesday, November 6, will have the opportunity to exercise their right to vote. The result will chart the course this country takes for the next four years.

The choice is stark: Mitt Romney and the Republican Party is anti-worker and anti-Union. The platform he is running on supports right-to-work legislation, and would end both Social Security and Medicare as we know it. President Obama is pro-worker and pro-Union. The Democratic platform he is running on seeks to advance the working class.

For SUP member and their families it is imperative that you vote in your own self interest as your job is in jeopardy if Romney is elected. His views on maritime issues are in synch with Senator John McCain: repeal the Jones Act. His opinion of the Maritime Security Program are not known, but again, McCain is no fan of the legislation that keeps U.S.-flag ships and U.S. mariners in the international trades. President Obama is a supporter of both the Jones Act and the Maritime Security Program. Vote your job– Vote Obama.

In California, Proposition 32 would silence the voice of workers in the political process. All hands who are residents of the state are urged to Vote NO on Proposition 32.

## HOLIDAYS

All SUP halls will be closed on Monday, November 12, in observance of Veterans' Day and on Thursday, November 22, for Thanksgiving Day.

Due to the Veterans' Day holiday, the Headquarters meeting will be on Tuesday, November 13.

Under the ILA Agreement, Tuesday, November 6, is an election day holiday. Therefore, it is also a holiday for APL vessels calling East Coast ports.

## ACTION TAKEN

Committee on Election: Nominated and elected were: Dave Frizzi, Haz Idris, Noel Itsumaru, Kaj Kristensen, Art Thanash.

Quarterly Finance Committee: Nominated and elected were: Bill Berry, Colin Dewey, Noel Itsumaru, John Perez, Mike Worth.

M/S to concur with the President's report in its entirety. Carried unanimously.

Gunnar Lundeberg

“Democrats think low wages are a problem. Republicans think low wages are the solution.”

Congressman Richard Gephardt  
(D-Missouri, 1977-2005)



# California Labor Federation, AFL- CIO Endorsements

## President



Barack Obama

## U.S. Senate



Dianne Feinstein

## U.S. House of Representatives

- |                    |                           |
|--------------------|---------------------------|
| 1. Jim Reed        | 28. Adam Schiff           |
| 2. Jared Huffman   | 29. Tony Cardenas         |
| 3. John Garamendi  | 30. No recommendation     |
| 4. Jack Uppal      | 31. No endorsement        |
| 5. Mike Thompson   | 32. Grace Napolitano      |
| 6. Doris Matsui    | 33. Henry Waxman          |
| 7. Ami Bera        | 34. Xavier Becerra        |
| 8. Paul Cool (R)   | 35. Joe Baca              |
| 9. Jerry McNerney  | 36. Raul Ruiz             |
| 10. Jose Hernandez | 37. Karen Bass            |
| 11. George Miller  | 38. Linda Sanchez         |
| 12. Nancy Pelosi   | 39. Jay Chen              |
| 13. Barbara Lee    | 40. Lucille Roybal-Allard |
| 14. Jackie Speier  | 41. Mark Takano           |
| 15. Pete Stark     | 42. No endorsement        |
| 16. Jim Costa      | 43. Maxine Waters         |
| 17. Mike Honda     | 44. Janice Hahn           |
| 18. Anna Eshoo     | 45. Sukhee Kang           |
| 19. Zoe Lofgren    | 46. Loretta Sanchez       |
| 20. Sam Farr       | 47. Alan Lowenthal        |
| 21. John Hernandez | 48. No endorsement        |
| 22. Otto Lee       | 49. Jerry Tetalman        |
| 23. Terry Phillips | 51. Juan Vargas           |
| 24. Lois Capps     | 52. Scott Peters          |
| 25. Lee Rogers     | 53. Susan Davis           |
| 26. Julia Brownley |                           |
| 27. Judy Chu       |                           |

## State Assembly

- |                                  |                         |
|----------------------------------|-------------------------|
| 2. Wes Chesbro                   | 42. Mark Anthony-Orozco |
| 3. Charles Rouse                 | 43. Mike Gatto          |
| 4. Mariko Yamada                 | 44. Jeff Gorell (R)     |
| 7. Roger Dickinson               | 45. Bob Blumenfield     |
| 8. Ken Cooley                    | 46. Adrin Nazarian      |
| 9. Richard Pan                   | 47. Joe Baca Jr.        |
| 10. Michael Allen                | 48. Roger Hernandez     |
| 11. Jim Frazier                  | 49. Ed Chau             |
| 14. Susan Bonilla                | 50. Betsy Butler        |
| 15. Nancy Skinner                | 51. Jimmy Gomez         |
| 16. Joan Buchanan                | 52. Norma Torres        |
| 17. Tom Ammiano                  | 53. John Perez          |
| 18. Dual: Rob Bonta/Abel Guillen | 54. Holly Mitchell      |
| 19. Phil Ting                    | 56. V. Manuel Perez     |
| 20. Bill Quirk                   | 57. Ian Calderon        |
| 21. Adam Gray                    | 58. Christina Garcia    |
| 22. Kevin Mullin                 | 59. Reggie Jones-Sawyer |
| 24. Rich Gordon                  | 60. Jose Luis Perez     |
| 25. Bob Wieckowski               | 61. Jose Medina         |
| 27. Nora Campos                  | 62. Steven Bradford     |
| 28. Paul Fong                    | 63. Anthony Rendon      |
| 29. Mark Stone                   | 64. Isadore Hall        |
| 30. Luis Alejo                   | 65. Sharon Quirk-Silva  |
| 31. Henry Perea                  | 66. Al Muratsuchi       |
| 32. Rudy Salas                   | 70. Bonnie Lowenthal    |
| 33. John Coffey                  | 71. Patrick Hurley      |
| 34. Mari Goodman                 | 75. Matthew Herold      |
| 36. Steve Fox                    | 78. Toni Atkins         |
| 37. Das Williams                 | 79. Shirley Weber       |
| 38. Edward Headington            | 80. Ben Hueso           |
| 39. Richard Alarcon              |                         |
| 40. Russ Warner                  |                         |
| 41. Chris Holden                 |                         |

## State Senate

- |                         |                            |
|-------------------------|----------------------------|
| 3. Lois Wolk            | 21. Star Moffatt           |
| 5. Cathleen Galgiani    | 23. Melissa Ruth O'Donnell |
| 7. Mark DeSaulnier      | 25. Carol Liu              |
| 9. Loni Hancock         | 27. Fran Pavley            |
| 11. Mark Leno           | 29. Greg Diamond           |
| 13. Jerry Hill          | 31. Richard Roth           |
| 15. Jim Beall           | 33. Ricardo Lara           |
| 17. Bill Monning        | 39. Marty Block            |
| 19. Hannah-Beth Jackson |                            |

## California Ballot Measures

- 30. PREVENTS SCHOOL CUTS— YES
- 31. Puts worker safety and environmental protection at risk— NO
- 32. ANTI-UNION MEASURE— NO
- 33. Favors auto insurance companies over consumers— NO
- 34. Death penalty repeal— YES
- 35. Human trafficking penalties— YES
- 36. Three strikes revision— YES
- 37. Genetically engineered food labeling— YES
- 38. State Income tax increase— NO
- 39. Funds clean energy jobs, closes corporation tax loophole— YES
- 40. Upholds redistricting of State Senate seats— YES



## Oregon State AFL-CIO Endorsements

### President:

Barack Obama

### U.S. Congress

- 1: Suzanne Bonamici
- 3: Earl Blumenauer
- 4: Peter DeFazio
- 5: Kurt Schrader

### State candidates

- Supreme Court:** Richard Baldwin
- Court of Appeals:** Jim Egan
- Secretary of State:** Kate Brown
- State Treasurer:** Ted Wheeler
- Labor Commissioner:** Brad Avakian
- Attorney General:** Ellen Rosenblum

### State Senate

- |                               |                            |
|-------------------------------|----------------------------|
| 5. Arnie Roblan               | 22. Chip Shields           |
| 14. Mark Haas                 | 23. Jackie Dingfelder      |
| 17. Elizabeth Steiner Hayward | 25. Laurie Monnes-Anderson |
| 21. Diane Rosenbaum           |                            |

### State Assembly

- |                     |                           |
|---------------------|---------------------------|
| 5. Peter Buckley    | 30. Joe Gallegos          |
| 8. Paul Holvey      | 31. Brad Witt             |
| 9. Caddy McKeown    | 34. Chris Harker          |
| 10. David Gomberg   | 35. Margaret Doherty      |
| 11. Phil Barnhart   | 36. Jennifer Williamson   |
| 12. John Lively     | 37. Carl Hosticka         |
| 13. Nancy Nathanson | 38. Chris Garrett         |
| 14. Val Hoyle       | 40. Carolyn Tomei         |
| 16. Sara Gelsler    | 42. Jules Bailey          |
| 19. Claudia Kyle    | 43. Lew Frederick         |
| 21. Brian Clem      | 44. Tina Kotek            |
| 22. Betty Komp      | 45. Michael Dembrow       |
| 26. Wynne Wakkila   | 46. Alissa Keny-Guyer     |
| 27. Tobias Read     | 47. Jessica Vega Pederson |
| 28. Jeff Barker     | 48. Jeff Reardon          |
| 29. Ben Unger       | 49. Chris Gorsek          |

### Ballot Measures

- Measure 84: Oregon Estate Tax Phase-out Initiative .. NO
- Measure 85: Oregon Corporate Tax "Kicker" Funds for Education Initiative ..... YES

- 51. Shemia Fagan
- 52. Peter Nordbye
- 54. Nathan Hovekamp
- 58. Bob Jenson



President: Barack Obama

U.S. Senate



Maria Cantwell

### U.S. House of Representatives

- 1st District: Suzan DelBene
- 2nd District: Rick Larsen
- 3rd District: OPPOSE Beutler
- 4th District: Mary Baechler
- 5th District: Rich Cowan
- 6th District: Derek Kilmer
- 7th District: Jim McDermott
- 8th District: Karen Porterfield
- 9th District: Adam Smith
- 10th District: Denny Heck

**Election: Tuesday, Nov. 6 VOTE!**

# Washington State Labor Council AFL-CIO Endorsements

Following are the endorsement for the 2012 election for the Washington State Labor Council, AFL-CIO. It includes post-primary endorsements made at the WSLC 2012 Convention.

## Statewide

- Governor: Jay Inslee
- Lt. Governor: Brad Owen
- Secretary of State: Kathleen Drew
- Attorney General: Bob Ferguson
- Public Lands Commissioner: Peter Goldmark
- Superintendent of Public Instruction: Randy Dorn
- Insurance Commissioner: Mike Kreidler

### Judicial

- State Supreme Court
  - Position 2: Susan Owens
  - Position 8: Steven Gonzalez
  - Position 9: Sheryl Gordon McCloud

## State Senate/House

- 1st: Senate: Rosemary McAuliffe  
House 1: Derek Stanford; House 2: Luis Moscoso
- 2nd: Senate: Bruce Lachney
- 3rd: Senate: Andy Billig  
House 1: Marcus Riccelli; House 2: Timm Ormsby
- 4th: House 2: Amy Biviano
- 5th: Senate: Mark Mullet; House 2: David Spring
- 6th: House 2: Dennis Dellwo
- 8th: House 1: Jay Clough
- 10th: House 2: Thomas Riggs
- 11th: Senate: Bob Hasegawa  
House 1: Zach Hudgins; House 2: Steve Bergquist
- 16th: Senate: Scott Nettles
- 17th: Senate: Tim Probst  
House 1: Monica Stonier; House 2: James Gizzi
- 18th: Senate: OPPOSE Joe Zarelli
- 19th: House 2: Brian Blake
- 20th: Senate: Dan Swecker
- 21st: House 1: Mary Helen Roberts; House 2: Marko Liias
- 22nd: Senate: Karen Fraser  
House 1: Chris Reykdal; House 2: Sam Hunt
- 23rd: Senate: Christine Rolfes  
House 1: Sherry Appleton; House 2: Drew Hansen
- 24th: House 1: Kevin Van deWege; House 2: Steve Tharinger

- 25th: Senate: Eric Herde  
House 1: Dawn Morrell; House 2: Bill Hilton
- 26th: House 1: Karin Ashabraner; House 2: Larry Seaquist
- 27th: Senate: Jeannie Darneille  
House 1: Laurie Jenkins; House 2: Jake Fey
- 28th: Senate: Yoshi Wong  
House 1: Eric Choiniere; House 2: Tami Green
- 29th: House 1: David Sawyer; House 2: Steve Kirby
- 30th: House 1: Roger Flygare
- 32nd: House 1: Cindy Ryu
- 33rd: House 1: Tina Orwall; House 2: Dave Upthegrove
- 34th: House 1: Eileen Cody; House 2: Joe Fitzgibbon
- 35th: House 1: Kathy Haigh
- 36th: House 2: Noel Frame
- 38th: House 1: John McCoy; House 2: Mike Sells
- 39th: Senate: Scott Olson  
House 1: Linda Wright; House 2: Eleanor Walters
- 40th: Senate: Kevin Ranker; House 1: Kristine Lytton
- 41st: Senate: Maureen Judge
- 42nd: House 1: Natalie McClendon; House 2: Matthew Krogh
- 43rd: House 2: Frank Chopp
- 44th: House 1: Hans Dunshee; House 2: Mary McNaughton
- 45th: House 1: Roger Goodman
- 46th: Senate: David Frockt;  
House 1: Gerry Pollet and Sylvester Cann;  
House 2: Jessyn Farrell
- 47th: House 1: Bud Sizemore; House 2: Pat Sullivan
- 48th: House 2: Cyrus Habib
- 49th: Senate: Annette Cleveland  
House 1: Sharon Wylie; House 2: Jim Moeller

## Ballot Measures

- Referendum 74** - Marriage Equality Act allowing same-sex couples to marry ..... **APPROVE**
- Init. 502** - Marijuana reform that decriminalizes possession of small amounts of regulated marijuana and taxes it .. **YES**
- Initiative 1185** - Tim Eyman "minority-rule" measure that requires 2/3rds super-majority to repeal special interest tax breaks or raise taxes ..... **NO**
- Initiative 1240** - Legalizing taxpayer-funded private for-profit charter schools, which would divert funds from public schools ..... **NO**



President: Barack Obama

U.S. Senate



Mazie Hirono

### O'ahu State Senate

- 9- Kurt Lajala
- 10- Les Ihara
- 12- Brickwood Galuteria
- 13 - Suzanne Chun-Oakland
- 15- Glenn Wakai

# Hawai'i State AFL-CIO Endorsements

- 16- David Ige
- 17- Alex Sonson
- 18- Michelle Kidani
- 19- William Espero
- 21- Maile Shimabukuro
- 22- Donovan Delacruz
- 24- Jill Tokuda
- 25- Pohai Ryan
- 34- Eloise Tungpalan
- 35- Roy Takumi
- 36- Marilyn Lee
- 37- Ryan Yamane
- 38- Henry James Aquino
- 39- Ty Diaz Cullen
- 44- Georgette Jordan
- 45- Jacob Bradshaw
- 46- Marcus Oshiro
- 49- Kenneth Ito
- 51- Christopher Lee

### O'ahu State House

- 19- Bert Kobayashi
- 21- Scott Nishimoto
- 22- Thomas Brower
- 23- Isaac Choy
- 25- Sylvia Luke
- 26- Scott Saiki
- 27- Takashi Ohno
- 28- John Mizuno
- 29- Karl Rhoads
- 32- Linda Ichiyama
- 33- Kyle Takai

**Mayor of Honolulu  
Kirk Caldwell**

### Maui State Senate

- 5- Shan Tsutsui
- 6- Rosalyn Baker
- 7- Jaime Kalani English

### Maui State House

- 8- Joe Souki
- 9- Gilbert Keith-Agaran
- 10- Angus McKelvey
- 12- Kyle Yamashita
- 13- Diana Mele Carroll

### Kaua'i State Senate

- 8- Ronald Kouchi

### Kaua'i State House

- 14- Derek Kawakami
- 16- Daynette Morikawa

### Big Island State Senate

- 2- Robert Herkes
- 3- Josh Green

### Big Island State House

- 1- Mark Nakashima
- 2- Clifton Tsuji
- 3- Richard Onishi
- 4- Faye Hanohano
- 5- Denny Coffman

### State Senate

- 2: Russell Ruderman
- 4: Malama Solomon

### State House

- 6: Nicole Lowen
- 31: Aaron Johanson

### Honolulu Council

- 1: Kymberly Pine

### Hawai'i County Council

- 6: Maile David

### U.S. House of Representatives



Colleen Hanabusa (pictured) and Tulsie Gabbard

# SUP Branch Reports

## Seattle

September 17, 2012

Shipping: 4 Boatswains filled by 2 A's to regular jobs, 1 B and 1 C to U.S. Navy bottoms; 12 Able Seaman jobs shipped and filled with 3 A-cards, 7 B-cards and 1 C, 2 Ordinary Seamen to registrants.

Registered: 10A cards for a total of 27; 6 B cards for a total of 17; and 3 C cards for a total of 10.

### Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The *President Polk* and *President Truman*; *APL Coral*, *APL Japan*, *APL Cyprine*, all called Seattle SUP/MFU for crew changes. The Patriot vessels *USNS Gilliland* and *USNS Yano* called for emergency crews for hurricane duty.

I represented the SUP/MFU at the following meetings. The King County Labor Council Executive Board and Delegates meetings. We attended meetings with the Pacific Merchant Shippers Association, the Manufacturing Industrial Council, and the Washington State Labor Council on the proposed SODO site for a sports arena. Maritime Labor and

businesses vigorously continue to oppose this location.

All members and their families will be receiving their ballots for national and state elections in the immediate future. Labors' agenda is very clear. Vote for politicians who support our ability to earn a living. We should not be voting for politicians who take away our collective bargaining rights; who give away our health care benefits for vouchers to insurance companies; who will gut our Social Security and Medicare programs. Please think of the State of Wisconsin workers and Senator John McCain's endless quest to abolish the Jones Act when you vote. And vote for the Democrats!

Vince O'Halloran  
Branch Agent

## Wilmington

September 17, 2012

Shipped during the period: Bosun: 3, AB: 15, AB Maint.: 4, and OS: 1. Also shipped 52 standbys. A total of 75 jobs shipped.

Registration: A: 33; B: 24; C: 6; and D: 12.

### Ships Checked

*Maunalei*, *Matsonia* (happy ship), *APL Philippines*, *RJ Pfeiffer*, *APL Singapore*, *Manukai*, *Matsonia*, *Manulani*, (fumes in house—letter sent to Matson), *APL Korea*, *Mokihana*, *Maunawili*.

Attended the L.A. County Federation of Labor, Harbor Labor Parade Committee, American Merchant Marine Veterans Memorial Committee and MTD meeting.

The 33<sup>rd</sup> Annual Labor Day Parade went well. Thanks to all the brothers who helped with the barricades. Special thanks to Robert Mintz, who worked all day starting at 0400. It was the largest parade so far with more marching bands than ever before. The main topic of the speeches was NO on 32.

Harry Freeman generously donated five bags filled with school supplies to the George DeLaTorre Elementary School across the street from our hall. Vice Principal, Joe Hill, and the ladies in the office were very grateful.

MFOW's Bob, I and Dr. Shappes had a meeting about moving to another sign-on clinic. After investigating several other potential facilities, the trustees decided to stay right where we are at.

Mark Hurley  
Branch Agent

## Honolulu

September 17, 2012

Shipped the following jobs in September: 4 AB Watch Steady, 1 AB Watch Relief, 1 AB Watch Return, 1 AB Day Relief, and 1 AB Maint Steady. The shipping jobs were filled by 5 A cards, 2 B cards, and 1 C card.

Also shipped 6 standby jobs for the month of September. The standby jobs were filled by 4 B cards, and 2 C cards.

Registered in September: 3 A cards, 6 B cards, 1 C cards, 1 D cards. To date totaled registered: 9 A cards, 10 B cards, 6 C cards, 4 D cards.

### Ships checked

The *Manukai*, *Maunawili*, *Maunalei*, *Manulani*, *RJ Pfeiffer*, *Manoa*, *Maui*, *Mokihana*, *Matsonia*, *Lurline*, and the Paint and Rigging gang. All running with few or no problems.

I represented the SUP at the Hawai'i AFL-CIO Executive board meeting, and the Hawai'i Port Council. The main topic at both meetings was November's General Election. Making sure all members vote this November is the number one priority and we could use some more volunteers to get involved with all campaigns; i.e. sign waving, phone banking, canvassing local neighborhoods and whatever else you can do to help. It is not too late to help. If you are interested in volunteering just let me know. I have all the dates and times for doing these things.

We had the pleasure of having Gunnar Lundeberg at our meeting this month and as usual he was very helpful and open in talking with the membership about any questions that they had. Mahalo,

Michael Dirksen  
Branch Agent

## Dispatcher's Report

Headquarters—Sept. 2012

Deck	
Bosun .....	2
Carpenter .....	0
MM .....	6
AB .....	4
OS .....	0
Standby .....	14
Total Deck Jobs Shipped .....	26
Total Deck B, C, D Shipped .....	4
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. ...	26
Total B, C, D Shipped-All Depts. ...	4
Total Registered "A" .....	29
Total Registered "B" .....	25
Total Registered "C" .....	21
Total Registered "D" .....	51

**VOTE NO  
on California  
Prop. 32**

## Costa Concordia captain sues over his firing

Costa Crociera, a subsidiary of Carnival Cruises, fired Captain Francesco Schettino back in July of this year following the infamous *Costa Concordia* tragedy in which the cruise ship under Schettino's command ran aground off Italy's Giglio Island, killing 32 passengers.

The company confirmed that it established punitive actions against the captain resulting in his dismissal. In turn, Schettino—who abandoned his sinking ship—is now suing the company for "unfair dismissal".

About seven months after the shipwreck, the captain apologized for being distracted on the night of the incident upon his release from a house arrest sentence. The prosecutor handling the case said Schettino told lies when giving his account of his handling of the ship during an appearance on Italian television.

Schettino is currently under investigation for multiple manslaughter charges, abandoning his post before the evacuation of all 4,200 passengers and crew had been completed and failing to communicate properly with the maritime authorities.

## Nautical terms in everyday speech

*Bitter End...* (to carry a long, difficult struggle to its inevitable conclusion)

The usually accepted explanation of the origin of this popular metaphor has a distinctly nautical origin. The anchor rope (which today is called "line") on old sailing vessels was attached to a stout oak post called a *bitt*, which was firmly fastened to the deck. Securing turns were taken around the bitt as anchor and anchor rope were paid out to the sea. The end of the rope nearest the bitt was called the *bitter end*. When at the end of your rope, on land or at sea, you've reached the bitter end.

## Vice President's Report

October 2012

**USNS Martin:** Jonathan Beeman, delegate. Boarded at Blount Island Marine Corps base in Jacksonville, Florida and found the ship in far better shape than when the SUP first boarded her in June of 2010. Bosun Tom Cook and the crew did a great job returning the ship from its station in the eastern Pacific without incident. Military pre-positioning realignment due to defense budget issues forced this ship into Reduced Operating Status for the foreseeable future. Clarification on watchstanding in FOS: everyone is a watchstander. Investigation on inappropriate payroll practices: comp time ended. Bosun and crew rigging for life in ROS.

**California Voyager:** Joe Cox, delegate. Boarded in Pt. Everglades. In good shape with Robert Turner as bosun. Steady on the Pascagoula to Ft. Lauderdale run.

**Florida Voyager:** Micah Saunders, delegate. In at Richmond with no problems. Back on the Columbia River run. All hands discussion on the long-term outlook for Chevron shipping. Paul Seager is the bosun.

**Mississippi Voyager:** Jeff Martinez, delegate. On the El Segundo to Richmond run. Thor Erikson has things well in hand as bosun.

**APL Thailand:** William Sullivan, delegate. Email clarification on work during watches on straight time in port when arriving and sailing on the same day—can be assigned to regular maintenance work subject to the 1500 KO.

**APL Philippines:** delegate to be elected at sea. Dave Sylstra has things squared away as bosun.

**APL Agate:** Peter Leo, delegate. Clarification on voyage stores—payable at the low cargo rate on straight time. Weekend watch duties are limited to watchstanding and work necessary for the safety of the ship: no regular maintenance. Support in Section 17 of the SUP Work Rules. Rusty water issue under investigation—Company indicates engineers are working on piping and valve issues since tanks were just cleaned and coated in the yard. APL Pearl's tanks slated for yard fix.

**APL Singapore:** Adam Tassin, delegate. In at Oakland on the weekend. Dave Mercer is the new bosun. Shanghai river transit with a two man watch in hand steering and lookout for more than an hour requires a third man to be called out to perform the duties of the watch. Support in Section 18 of the SUP Work Rules.

**Lurline:** Mark Relajo, delegate. Clarification on midday meal—start time can be varied but not to exceed one hour either way and only on the hour or half hour between 1100 and 1300. If there is one unbroken hour for the meal within those times there is no penalty. Expected layup in November.

**Moku Pahu:** Cory Edgil, delegate. In at Crockett and slated for layup. Clarification on Shipping Rules for call back. No beefs.

**Mokihana:** Joe Moniz, delegate. Discussion on SUP election in Oakland: voting entirely by mail means that turnout depends heavily on the validity of our mailing list. If in the last three years you have moved to a new address, or for other reasons have a new mailing address, be sure to notify SUP Headquarters. If you will not be able to access your mail during the election period (12/1/12 through 1/31/13) you can notify SUP Headquarters to have a ballot sent to the ship.

**San Francisco Bar Pilots:** Mike Koller and Colin Dewey, delegates. New 200 ton training requirement being handled by the Andrew Fureseth School of Seamanship and operators mining logs for station boat sea service but it is the responsibility of the marine employer to maintain records adequate to properly document seatime.

Dave Connolly