



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, April 23, 2010

## Short-term jobless aid bill breaks Republican stranglehold

After a nearly month-long tantrum by Republican senators that cost hundreds of thousand of workers their unemployment insurance (UI), the U.S. House and Senate on April 15, finally approved legislation to extend UI benefits through June 2, and President Obama immediately signed it.

But with unemployment still remaining at an official 9.7%, and more than two in every five unemployed workers out of work for more than six months, and more than five jobless workers for each job opening, AFL-CIO President Richard Trumka says Congress must pass a year-long extension "so working families don't face Republican obstruction and uncertainty every single month."

Obama also called for a longer extension when he signed the legislation shortly after the House (289-120) and Senate (59-38) passed the bill: "I urge Congress to move quickly to extend these benefits through the end of this year...to move forward on legislation to help small businesses grow and hire and other measures to increase the pace of job growth."

Representative Sander Levin (D-Michigan), whose home state suffers from a 14.1% un-

employment rate, blasted the Republicans' continued efforts to block the UI extension that have included two filibusters, led by Senator Jim Bunning (R-Kentucky) in February and Senator Tom Coburn (R-Oklahoma) this time around. "Holding unemployed Americans, hundreds of thousands of them, hostage to score what some think may be political points I think is reprehensible. Extending unemployment benefits has traditionally been a strong bipartisan effort, yet today some Republicans are claiming that their opposition is rooted in concern about the deficit. They seem to have discovered fiscal responsibility when it comes time to extend unemployment benefits but not when it came to paying for tax cuts for the rich and the Iraq war," Levin said.

Three Senate Republicans voted for the bill: George Voinovich (Ohio) and Susan Collins and Olympia Snowe of Maine. The bill also extends COBRA benefits, which help jobless workers pay for health insurance.

## Program to expand use of America's Marine Highways announced by Transportation Dept.

U.S. Transportation Secretary Ray LaHood on April 7, unveiled a new initiative to move more cargo on the water rather than on crowded U.S. highways. Under the "America's Marine Highway" program. The Department's Maritime Administration (MarAd) will help identify rivers and coastal routes that could carry cargo efficiently, bypassing congested roads around busy ports and reducing greenhouse gases.

"For too long, we've overlooked the economic and environmental benefits that our waterways and domestic seaports offer as a means of moving freight in this country," said Secretary LaHood, speaking to transportation professionals at the 7th Annual North American Marine Highways and Logistics Conference in Baltimore, Mary-

## California labor movement endorses Edmund "Jerry" Brown for Governor

Meeting in its Pre-Primary Convention in San Jose, California, on April 14, delegates of the 2.1 million-member California Labor Federation, AFL-CIO, endorsed Edmund G. "Jerry" Brown for Governor citing his longtime pro labor record. The endorsement of Brown and other candidates for the state's June 8 Primary Election kicks off labor's unprecedented grassroots election campaign, which will be the broadest in history.

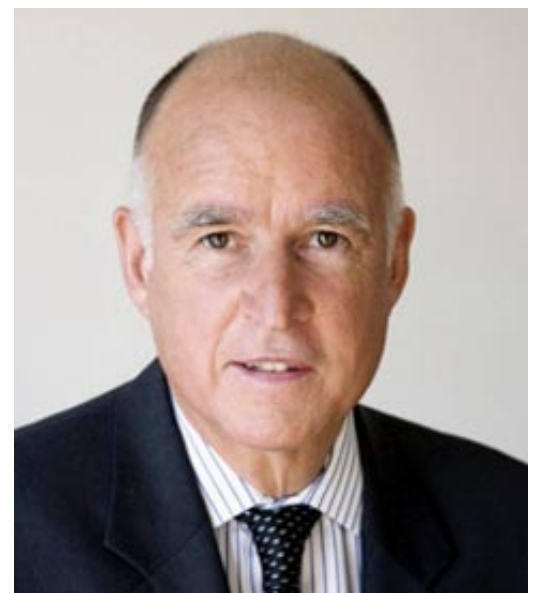
"Jerry Brown has spend a lifetime fighting for working families. Time and again, he's shown that he's on our side on jobs, health care, retirement security and so many other issues," said California Labor Federation Executive Secretary-Treasurer Art Pulaski. "Jerry Brown is the people's candidate — a proven, experienced leader who will stand up to the big banks and corporations and stand with working families to rebuild our economy."

Brown is currently California's Attorney General. Before that he

served as Mayor of Oakland (1998-2006), Governor (1975-1983) and California Secretary of State (1971-1975).

A glimpse at Brown's record shows why he's the right person to renew California's promise and rebuild the middle class. During his nearly four decades of public service, he has compiled an impressive record in support of working families' priorities. Brown fought to:

- Protect and improve our wages. As Governor, Brown strengthened the state's equal pay law (SB 1051, 1976), and signed a law that requires the University of California to pay prevailing wage on construction projects (SB 394, 1975).
- Ensure a safe and healthy workplace. In 1980, Brown



Edmund G. "Jerry" Brown

signed a ground-breaking law (SB 1874) that requires employers to provide Information to workers on toxic substances produced or handled in their workplace.

- Strengthen the safety net for laid off and injured workers. During his eight years as Governor, Brown increased unemployment benefits for laid off workers (AB 91, 1975), and signed several bills to extend and increase workers' compensation for those who were injured on the job (SB 469, 1975; AB 467, 1976; AB 3028, 1978).

- Expand and defend the right of workers to form and join Unions. Under Brown's leadership, California established collective bargaining rights for teachers, school employees and other state workers (SB 160, 1975), firefighters, police and other local government workers (AB 644, 1978) and farm workers (SB 1, 1975). Additionally, Brown signed a law that prohibits the use of professional strikebreakers in labor disputes (SB 719, 1975). Today, more than a million Californians can bargain for better wages, benefits and working conditions thanks to Jerry Brown.

- Crack down on employers that don't play by the rules. As Attorney General, Jerry Brown has taken legal action against a number of companies that ex-

nation in many ways: reduced gridlock and greenhouse gases and more jobs for skilled mariners and shipbuilders."

The Marine Highway initiative stems from a 2007 law requiring the Secretary of Transportation to "establish a short sea transportation program and designate short sea transportation projects to mitigate surface congestion."

Earlier this year, Secretary LaHood announced \$58 million in grants for projects to support the start-up or expansion of Marine Highways services, awarded through the Department's TIGER grants program. Congress has also set aside an additional \$7 million in grants which MarAd will award later this year.

The final rule can be found on the MarAd website at [www.marad.dot.gov](http://www.marad.dot.gov).

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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

Jose Angeles .....	20.00
James Buster .....	40.00
George Cooney .....	25.00
Erik Finneman .....	50.00
David Green .....	25.00
Marcelo Javier .....	20.00
John Linderman .....	25.00
Alex Mitchell .....	75.00
Joe Moniz, Sr. ....	30.00
Charlie Noble .....	20.00
Teo Rojas in memory of	
Dave Pangan .....	100.00
Steven Rossi .....	100.00
Joel Schor .....	10.00
Peter Villanueva .....	20.00
Frank Walsh .....	30.00

## Political Fund

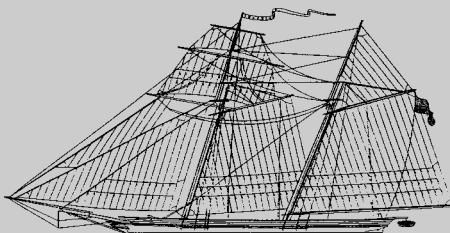
Knud Andersen .....	80.00
Brett Barthelmy .....	25.00
Marc Calairo .....	50.00
David Fadoul .....	100.00
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Tattoo Gardiner in memory of	
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Charlie Noble .....	20.00
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Mike Orosz .....	50.00
Jesper Pfeil .....	50.00
Ray Ramirez .....	30.00
Rich Reed .....	25.00
Emmanuel Rezada .....	20.00
Ralph Senter .....	100.00
David Sylstra .....	50.00
Tulilo Tautala .....	25.00
Ray Tavai .....	10.00
Al Villacrusis .....	20.00

## West Coast Sailors

Knud Andersen .....	50.00
Brett Bartheley .....	25.00
Roy Bradshaw .....	25.00
George Cooney .....	25.00
Thomas Dougherty .....	25.00
Erik Finneman .....	50.00
Tattoo Gardiner in memory of	
Whitey Secrest .....	50.00
Ramero Jalomo .....	10.00
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Roberto Ramirez .....	25.00
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## Dues-Paying Pensioners

Gordon Abbott	Book #3785
Robert Copeland	Book #4763
Romaine Dudley	Book #2593
Alexander Earle	Book #1885
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Stanley Lane	Book #4106
James K. Larsen	Book #4055
Duane Nash	Book #2437
John Perez	Book #3810
Alex Romo	Book #3193
James Savage	Book #7488
Ralph Senter	Book #7323



## Final Departures

**Frank Rosas**, Book No. 3148. Born in California in 1933. Joined SUP in 1953. Died in South San Francisco, California, March 9, 2010. (Pensioner)

**John McKeon**, Book No. 6456. Born in California in 1922. Joined SUP in 1959. Died in Novato, California, February 26, 2010. (Pensioner)

**Harold Meditz**, Book No. 6026. Born in New York in 1927. Joined SUP in 1947. Died in North Carolina, March 8, 2010. (Pensioner)

**Walter Jones**, Book No. 4285. Born in Canada in 1926. Joined SUP in 1952. Died in Nampa, Idaho, March 13, 2010. (Pensioner)

**Ojvind Bernhagen**, Book No. 3177. Born in Denmark in 1923. Joined SUP in 1946. Died in St. Croix, U.S. Virgin Islands, March 20, 2010. (Pensioner)

**Sven Wallstrom**, Book No. 3125. Born in Sweden in 1919. Joined SUP in 1945. Died in San Francisco, California, February 7, 2009. (Pensioner)

**Tommy Tamblin**, Book No. 3271. Born in Montana in 1924. Joined SUP in 1966. Died February 26, 2010. (Pensioner)

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2010:

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

## CA Labor Fed endorses Brown for Governor

continued from page 1

exploit and abuse their workers and violate California's labor laws. Just this month, Brown secured a settlement for construction workers whose rights have been violated by their employer (CA v. Evleth Construction, 4/5/2010). He's never shied away from a fight, even when the odds were against him.

"In short, Jerry Brown did more than any governor in California history to build the middle class," said Pulaski. "From his time as Governor to his work as Attorney General, Brown has been on the side of workers."

Brown's opponent in the November General Election will be the victor of the Republican June Primary. The GOP candidates are billionaire former CEO of eBay, Meg Whitman and billionaire State Insurance Commissioner Steve Poisner. Whitman, the likely winner of the Republican contest, has already poured over \$60 million of her fortune into her campaign.

The elements of the Federation's campaign to elect Brown and other labor endorsed candidates include:

- Activating and deploying 25,000 volunteers statewide;
- Mobilizing more than two million Union voters in support of working-family candidates;
- Emphasis on direct voter communication to Union families—which account for up to 20% of all votes statewide—including phone calls, mail, e-mail, websites, social networking and in-person contact at both the door and the worksite;
- Sustained grassroots actions across the state to expose Meg Whitman's Wall Street agenda (if she's the GOP candidate);
- The most cutting-edge and targeted voter communication program ever used in California to ensure working families receive the information they want and need on the candidates and issues they care about;

An Independent Expenditure campaign to reach non-Union workers through the mail, in person and on the air about the candidates' positions on core economic issues.

The Labor Federation also endorsed U.S. Senator Barbara Boxer in her bid for re-election. Senator Boxer has been a stalwart of support on working family issues during her time in the Senate. She's championed important priorities like job creation, health care reform, reining in the financial industry, workers' freedom to join Unions and protecting the environment.

"California families couldn't have a better friend in Washington, D.C. than Senator Barbara Boxer," Pulaski said. "Whether it's taking on the Big Banks, Big Oil or Big Insurance, she battles for us every single day. Her re-election is critical to our economic recovery as a state and nation."

In addition to the Governor's race, the Labor Federation made Primary Election endorsements for statewide constitutional offices, ballot measures, congressional seats and State Senate and Assembly seats.

- Lieutenant Governor (dual): Janice Hahn (D); Gavin Newsom (D)
- Attorney General Open—All Democratic candidates for this office were deemed acceptable by the convention delegates.
- Secretary of State Debra Bowen (D)
- Treasurer-Bill Lockyer (D)
- Controller John Chiang (D)
- Superintendent of Public Instruction Tom Torlakson (D)
- Insurance Commissioner (dual): Hector De La Forre (D); Dave Jones (D)

A complete list of all candidates endorsed by the California Labor Federation will be published in the May issue of the *West Coast Sailors*.

## Three face manslaughter charges over Princess Ashika deaths

Three people have been charged with manslaughter following last year's sinking of the Tongan ferry *Princess Ashika*. According to newswire and press reports last month, those charged included managing director John Jonesse, as well as the master and first mate. The Shipping Corporation of Polynesia has also been charged with operating an unseaworthy ship after *Princess Ashika* sank off the Tongan coast on August 5, 2009, claiming 74 lives.

## Long-term jobless rates at new high

Nearly 23% of the unemployed, or 3.4 million Americans have been out of work for more than a year, the highest such percentage of long-term joblessness since such records were started after World War II, according to an analysis by the Pew Economic Policy Group.

## White House wants \$50 million for Port of Guam modernization

This month President Obama requested that the House of Representatives authorize the transfer up to \$50 million of Department of Defense funds that will expire in FY 2010 to the Maritime Administration for improvements to the Port of Guam. Modernization of the Port is a critical prerequisite for the military construction program supporting realignment of Marine Corps forces from Japan to Guam.

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## Retirements bring changes to Masters, Mates & Pilots

The Masters, Mates & Pilots online publication *Wheelhouse Weekly* reported on March 29, that three new officers were seated April 1, as members of the Union's General Executive Board (GEB) following the retirement of Secretary-Treasurer Glen Banks, Gulf Ports Vice President Bob Groh and Atlantic Ports Vice President Rich May.

Don Marcus, formerly Pacific Ports Vice President, is the Union's new International Secretary-Treasurer. Marcus was relieved on the West Coast by David Boatner. Wayne Farthing became the new Gulf Ports Vice President. Steven Werse assumed the job of Atlantic Ports Vice President.

"The men who will be assuming seats on the GEB as of April 1, are supremely qualified to lead our Union into the future," said MM&P International President Timothy A. Brown.

"In the wake of the changes brought about by the Pension Protection Act of 2006, Banks, Groh and May made the difficult decision to take their retirement sooner than they would otherwise have

desired, in common with the situation being faced by numerous other MM&P members."

"On behalf of every MM&P member and employee, I want to thank Glen Banks, Bob Groh and Rich May for their many years of devoted service to our Union and to the U.S.-flag merchant marine," Brown said. "At the same time, I want to extend my best wishes to International Secretary-Treasurer Don Marcus and to the three new vice presidents."

The new GEB members have served the Union and the maritime industry for many years and are well-known to the membership. Pacific Ports Vice President David Boatner, a former Lykes Lines master, has been MM&P's Agent-Pacific Ports since 2001. Gulf Ports Vice President Wayne Farthing sailed as a chief mate for Lykes Lines and as master of a number of research vessels before becoming MM&P's Agent-Gulf Ports in 2001. Atlantic Ports Vice President Steven Werse has sailed continuously with MM&P for 31 years, the last 20 as master for Waterman Steamship.

## U.S. and Canadian workers demonstrate for locked-out ILWU California borax miners

Workers in five cities and two nations protested in front of British consulates on April 16, to demand justice for nearly 600 members of International Longshore and Warehouse Union (ILWU) Local 30, who were locked-out January 31, at Rio Tinto's borax mine in Boron, California. It is the world's second largest borax mine.

(You can help the miners and their families by making a tax deductible contribution to Labor Community Services with the notation for Boron Lockout in the memo field. Send the check to Labor Community Services, 2130 W. James M. Wood Blvd., Los Angeles, Calif., 90006.)

The protests came a day after a locked-out miner addressed shareholders at the company's annual general meeting in London, England, asking the company to end its lockout against families in Boron.

More than 1,000 Union and community activists, joined by about 200 locked-out miners and their families, marched outside the British consulate in Los Angeles on April 16, to protest British-owned Rio Tinto's two and half-month lock out.

The miners and their families drove from Boron, about 90 miles northeast of Los Angeles, and joined a convoy of cars and big rigs that circled the consulate before activists set up a picket line. Speaking from the bed of a pickup truck, Maria Elena Durazo, secretary-treasurer of the Los Angeles County Federation of Labor, urged the British government to use its influence with Rio Tinto to "end the lock out now.... You're the British government. We expect you to do the right thing."

In San Francisco, some 200 activists and locked-out miners marched and chanted outside the building that houses the British consulate. After discussions with police on the scene, locked-out ILWU Local 30 member Tom Owen was allowed to go upstairs to the consulate offices and meet with consular officials. He delivered a declaration signed by the demonstrators urging an end to the lock out.

In Seattle, David Freiboth, Executive Secretary of the Martin Luther King County Labor Council, told a crowd of about 200 outside the consulate: "Corporations are destroying good jobs all across America today, but these locked-out families in California deserve special support because they're fighting for the good jobs that America needs and taking on a corporate bully like Rio Tinto."

In Boston, as 30 Union members rallied outside, two representatives of the group went inside and met with the deputy consul general and his staff. Electrical Workers (IBEW) Local 103 member John Brooks delivered a petition signed by the protestors calling on the consulate staff to inform the British government about their concerns and to press Rio Tinto to end its cruel and illegal lockout immediately.

Rallies were also held in Salt Lake City and Vancouver, British Columbia.

Rio Tinto is one of the world's largest mining companies with a history of human rights abuse around the globe. In Boron, the company locked out the workers after they voted down the giveback-packed contract from Rio Tinto. According to the ILWU, Rio Tinto in 2009 made nearly \$5 billion in profits, despite a worldwide recession.

The London-based company operates mines on five continents and has a long record of Union-busting actions, according to the International Federation of Chemical, Energy, Mine and General Workers' Unions (ICEM).

## Greeks bust master for human trafficking

The master and chief engineer of the Cambodian-flagged cargo ship *Sea Omar* have been charged with human smuggling in Greece.

Police said the men were arrested on March 15, after 15 migrants without documents disembarked from the 1,562 dwt vessel at Platyalli's port on Greece's west coast. The ship drew the attention of the Coast Guard when it ran aground at the entrance to the port while enroute from Ukraine to Israel with a cargo of potatoes.

## New Labor Department drive sets campaign to inform worker rights and stop wage theft

In a 180-degree turn from a Labor Department under the Bush Administration that tried to gut overtime rules for millions of workers, Labor Secretary Hilda Solis has unveiled a new campaign to inform workers about their pay rights and to put a stop to wage theft.

In Chicago last month before a group of Union, community and faith activists, Solis said: "I have a message for those employers who break this nation's labor laws and prey on vulnerable workers: It ends today. I'm here to tell you that your president, your secretary of labor and this department will not allow anyone to be denied his or her rightful pay—especially when so many in our nation are working long, hard and often dangerous hours."

The Labor Department's "We Can Help" multi-lingual campaign is aimed at low-wage and vulnerable workers with a special focus on reaching employees in such industries as construction, janitorial work, hotel/motel services, food services and home health care. It also will address such topics as rights in the workplace and how to file a complaint with the Wage and Hour Division to recover wages owed.

Last year, an investigation by the Government Accountability Office (GAO) found the department's Wage and Hour office, under former Labor Secretary Elaine Chao, had failed miserably in enforcing minimum wage and overtime laws. The division's failure to act, says the report, "left thousands of actual victims of wage theft who sought federal government assistance with nowhere to turn."

A 2008 GAO report found that under the Bush Administration, the number of wage and hour inspectors dropped from 942 to 732. At the same time, the number of investigations into employers' refusal to pay minimum wage, overtime—or even any wages at all—has dropped from 47,000 in 1997 to 30,000 in 2008.

Since taking office, Solis has added 250 new inspectors to the wage and hour division, bringing the total to 949.

Solis said the "We Can Help" effort will work with Unions, faith groups and community groups to get the information into work places and neighborhoods. Interfaith Worker Justice (IWJ) also offers a Wage Theft Online Resource Center, which includes a list of resources and information about the wage theft crisis. Said Solis: "If someone is stealing your wages, you can and should call the Department of Labor.... We can help, and we will help. If you work in this country, you are protected by our laws. And you can count on the U.S. Department of Labor to see to it that those protections work for you."

## President Obama orders mine safety crackdown after West Virginia disaster

President Obama this month ordered a federal safety blitz on coal mines with a history of safety violations, like Massey Energy Company's Upper Big Branch where 29 miners were killed April 5. He also called for stronger enforcement of current mine safety laws and closing loopholes "that permit companies to shirk their responsibilities."

Speaking specifically of the West Virginia mine disaster, Obama said: "The people of West Virginia are in our prayers. But we owe them more than prayers. We owe them action. We owe them accountability. We owe them an assurance that when they go to work every day, when they enter that dark mine, they are not alone."

"Owners responsible for conditions in the Upper Big Branch mine should be held accountable for decisions they made and preventive measures they failed to take."

United Mine Workers of America (UMWA) President Cecil Roberts who called for the arrest and jailing of Massey CEO Donald Blankenship, said Obama "hit the nail on the head." The issues surrounding the explosion at the Upper Big Branch mine are very troubling, and we need to get to the bottom of what happened there. But we must go further and deal with the larger issue of serial 'safety violators like Massey' that must be addressed."

Obama met with Secretary of Labor Hilda Solis, Mine Safety and Health Administration (MSHA) chief Joe Main and other MSHA officials who briefed the president on the latest in the investigation of the Upper Big Branch blast.

Obama told Solis to work closely with Congress to strengthen existing laws and also to consult with the U.S. Department of Justice "to ensure that every tool in the federal government is available in this investigation." The focus on mine safety, said Obama, isn't "just about a single

mine. It's about all of our mines. The safety record at the Massey Upper Big Branch mine is troubling. And it's clear that while there are many responsible companies, far too many mines aren't doing enough to protect their workers' safety.

Representative George Miller (D-California), Chairman of the House Education and Labor Committee, released the list of 48 mines (32 coal mines and 16 other types of mines) identified by MSHA officials in August 2009 for increased scrutiny, but were not targeted due to unresolved appeals filed by mine operators. Upper Big Branch and five other Massey coal mines are on the list.

When a violation is under appeal, it does not count in the formula MSHA uses to initiate the tougher inspections and penalties, including closure of the mine for unsafe conditions. Miller said he released the list because "we owe it to the families of these fallen miners, all mining communities across the country, and the American people to ensure that all relevant information regarding potentially dangerous conditions at mines be made public, especially as investigations into the explosion at the Upper Big Branch mine continue. Mine operators who game the system to avoid tough scrutiny by federal safety officials must be held accountable."

Obama said one tool to help save lives is the right of miners to refuse to work—without fear of reprisal—in unsafe conditions, even in nonunion mines. Roberts says he "applauds" Obama's "determination that miners must have the right to refuse to work in unsafe conditions. UMWA members have that right written into our contracts, but nonunion miners do not have the protection of a contract and are at risk of being fired if they refuse to work in conditions that threaten their lives or their health."

## Norwegian Unions and ITF tackle cheap foreign maritime labor

Norway's offshore maritime sector faces a future without Norwegian seafarers unless action is taken now to stem the use of cheap foreign labor, the International Transport Workers' Federation (ITF) warned last month.

The ITF voted in Berlin on March 19, to support Norwegian maritime Unions after serious concern was raised about social dumping and widespread flagging-out on the resource-rich Norwegian Continental shelf.

Several Unions want to stop Norwegian seafarers from being replaced by cheaper labor—a widespread practice criticized by the Union because it has led to poor working conditions and flimsy job protection in Norway's economically-vital offshore sector. Also, vessels registered in Norway are being reflagged to compete with other registers, while continuing to reap the rewards offered by oil and gas on Norway's continental shelf. The ITF said it will act as a mediator for Norway's labor and reflagging problems.

## Harbor maintenance legislation introduced to ensure funding for American ports

Senator Carl Levin (D-Michigan), introduced legislation on April 15, that would ensure funding for federal ports and harbors across the nation. Senator Debbie Stabenow, (D-Michigan), is an original co-sponsor of the bill. If enacted, the bill would help ensure that all revenue collected by the Harbor Maintenance Trust Fund (HMTF) would be used for its intended purpose: to properly maintain and operate harbors and ports. The bill has broad bipartisan and multi-regional support, with four Democrats and four Republicans sponsoring the legislation at the time of its introduction. Senator Kay Bailey Hutchison (R-Texas), is the lead Republican co-sponsor of the bill.

The HMTF has collected a surplus of \$5 billion over what has been spent for its intended purposes, even as there are great needs for improved harbor infrastructure across the nation. For example, the Army Corps of Engineers estimates there is a backlog of about 15 million cubic yards of dredging needs at commercial federally-authorized Great Lakes harbors and channels. HMTF revenue comes from fees, based on the value of the cargo, paid by shippers that use federal harbors and ports.

Since 2003, there has been a growing gap between the annual amount of revenue deposited into the HMTF and the annual amount of expenditures from the HMTF. Similarly, administration-requested funding levels for harbor maintenance have lagged behind HMTF revenues. Funds that are not spent on HMTF purposes are available for use as general revenue.

If enacted, the legislation would allow

any member of Congress to raise a point of order against a spending bill that seeks to use less than the total HMTF projected revenue. If a harbor bill is considered that does not use all of the funding available that year, any member could block the bill to encourage the full expenditure of the funds. The point of order could be overridden with a separate vote.

"By compelling Congress to properly fund harbor and port maintenance, our legislation will improve the commercial viability of our harbors and improve the economy as a whole by allowing for greater efficiency for delivery of shipments that impact every level of our economy," Levin said. "This bill would simply force the government to use funds for their intended purpose, which will lead to the creation of jobs and the securing of our national transportation infrastructure."

Levin, Stabenow and Hutchison are joined as sponsors by Senators David Vitter, (R-Louisiana), Richard Shelby, (R-Alabama), Susan Collins, (R-Maine), Sherrod Brown, (D-Ohio), and Mary Landrieu, (D-Louisiana). The House of Representatives has a companion bill, H.R. 4844, introduced by Representatives Charles Boustany, (R-Louisiana), and Bart Stupak (D-Michigan).

The HMTF was established in 1986 to fund the operation and maintenance of federal ports and harbors. Expenditures from the HMTF are used by the Army Corps of Engineers for maintenance dredging, dredged material disposal areas, jetties and breakwaters, and to pay for certain St. Lawrence Seaway maintenance costs and Harbor Maintenance Tax collection costs.

## U.S. inland barge fleet smallest in nearly quarter century

The 2009 U.S. inland barge fleet shrank for the first time in four years and now is the smallest since 1988. There were 628 new barges added to the overall fleet as of the end of last year while 1,126 barges were retired, according to a just-released report. Among the different barge types, the number of covered barges declined for the 11th consecutive year, open barges fell for the first time since 2004, while the number of tank barges increased for the third year. The Barge Fleet Profile, now in its 23rd year, is an annual report published by Informa Economics.

The report identifies the line haul, commodity carrying fleet of inland barges operating on the Mississippi River system, its connecting waterways and the Gulf Intracoastal Waterway. The report, which is compiled through an annual survey of operators as well as information from the Army Corps of Engineers, also summarizes the size and average age of the fleet by barge operator for each type of barge. Included are covered barges that move grains and oilseeds, fertilizers, steel and other products, as well as open barges that haul coal, sand, gravel and similar product types. Details on tank barges that transport liquid products, such as crude oils and renewable fuels, also are incorporated into the report.

## The Jones Act is still the law and more relevant to jobs than ever before

by Ken Wells

Our maritime cabotage laws are among the oldest in the nation, so why is the Department of Homeland Security (DHS) acting like they've never heard of them before?

The most famous of our cabotage laws, the Jones Act, says simply that cargo, no matter what its value, can only be transported between U.S. points on a vessel that flies the U.S. flag. That means it is built here, owned by Americans and crewed by Americans. Sounds simple enough. Yet every day foreign vessels carry cargo from U.S. ports to offshore facilities for installation.

Last summer, the Customs and Border Protection Agency, a part of DHS, appeared ready to address this very issue when it proposed returning to the original intent of the Jones Act and to dramatically limit the ability of foreign vessels carrying cargo between our shores and our offshore energy sites.

But opponents of the law argued hard to keep from having to use American-crewed, American vessels and ever since last summer, that proposal had been stalled at DHS. Just recently DHS said it would move forward with the proposal but needed to use a formal and much longer rulemaking process to do so. Instead of addressing the problem now, this process may delay a solution for months. Some rulemaking processes have dragged on for years.

Why would the Administration need to take even one more day to study a law that keeps Americans working? The issue is really on the front burner right now because it is so closely related to our future offshore energy plans.

The Administration will likely soon announce a plan to expand and explore America's offshore energy resources, whether through the opening of new areas for oil and gas leasing or alternative sources like wind power and wave generation. In order to make this possible, American maritime companies already working offshore are ready to commit to building new, state-of-the-art, multimillion dollar vessels for the coming energy expansion. But they need a commitment from Washington that our country is willing to properly interpret and enforce the laws which protect our domestic maritime trade.

We have watched with alarm as more and more offshore energy work is being done by foreign vessels; vessels which limit their spending in U.S. ports, which aren't built in America, generally don't hire Americans to work aboard, and which are often not subject to the same kinds of rigorous security requirements as the U.S. vessels. Recently the IRS put together a task force to investigate why so many foreign boats working in our offshore energy sector weren't even paying taxes on profits earned while in America.

What are the stakes for our industry, local and state economies, as well as the national bottom-line? A recent study commissioned by the Offshore Marine Service Association indicates that U.S. vessels involved in offshore energy, the shipyards that build them and the companies that assist them create over 100,000 American jobs on the water and shore-side, producing over \$18 billion in business sales activities and \$4.6 billion in household earnings per year. That is money that is generated back into our U.S. economy.

But if we are going to continue to see that positive impact on our nation's economy we must ensure that the offshore work is performed on U.S.-flag vessels that are built in America, and owned and crewed by Americans.

Exploring our offshore oil, gas and wind resources can provide relief to our nation's energy challenges and sustain and create new jobs for American mariners if we hold true to the Jones Act now and for the future. President Obama said, "Jobs must be our number one focus in 2010," during his State of the Union address at the end of January.

We support that. We need his agencies to support it as well.

Ken Wells leads the Offshore Marine Service Association (OMSA), which represents more than 250 member companies, including about 100 firms that own and operate marine service vessels. These sophisticated vessels, some 1,200 in number, connect America with its offshore energy resources, providing every pipe, wrench, computer, barrel of fuel, and gallon of drinking water to rigs and platforms, as well as transporting tens of thousands of workers to and from the facilities. In addition to its members that own and operate vessels, OMSA's associate members include shipyards, surveyors, vessel equipment manufacturers and distributors, even financial institutions, attorneys, and accountants. [www.offshoremarine.org](http://www.offshoremarine.org)

### *A look astern... from the April 27, 1910 Coast Seamen's Journal*

SUP Secretary-Treasurer Andrew Furuseth testifying before the House Merchant Marine and Fisheries Committee requesting that forecastle size be increased: "The forecastle of American vessels built before 1894, sail or steam, is under no regulations at all. Steamers built after 1894 must provide the seaman with a space 6 by 6 by 2, high enough to stand up in by an ordinary man, long enough to lie down in by an ordinary man, and broad enough—if his shoulders are not too wide. What we ask for is 100 cubic feet per man, 16 feet on the floor, 16 square feet on the floor."

When questioned about forecastle size in foreign vessels, Furuseth replied: "Germany provides 120 cubic feet. Our (U.S.) provision is 72 cubic feet. France provides 120 cubic feet. England provides 120 cubic feet. Norway provides 120 cubic feet. In addition to that space, France, Germany and Norway provide extra space in a larger vessel for men who are sick and aside from that they provide for washrooms in the larger vessel, bath-rooms too usually. As a matter of fact, yesterday when I informed a gentleman from the Senate about what German law said and I almost showed it to him, he said: "My God, it is almost human."

When asked how 72 cubic feet became standard in American ships, Furuseth said it came from the old line of U.S. battleships. "I believe that the hammock hooks used to be hung 14 inches apart, and that will make 6 by 6 by 2." He further testified that he current forecastle size in U.S. Navy vessels is "148 or 160 feet."

# TransPacific lines agree to support rate increases

Member lines in the TransPacific Stabilization Agreement (TSA) have confirmed their support for new rate increases to be brought in on the TransPacific container trades, as lines try to push freight prices back up to the break-even point.

The TSA guidelines recommend an increase of \$800 per feu on Asia to U.S. West Coast traffic, and \$1,000 per feu on Asia to U.S. East and Gulf Coasts, as well as inland destinations. It is recommended the increases come into effect on May 1, 2010, as carriers and shippers conclude the annual contract negotiations period.

The organization said that even if the rate increases were achieved, they might just reach 2008 levels, which the TSA said was "viewed at the time as barely compensatory," and forecast volumes to grow by 6% to 8%. Last year volumes on the trade fell by 15%, the TSA claimed, and said that rates fell by 30%-50%, depending on commodity and destination.

TSA Chairman and Hanjin Shipping chief executive Y.M. Kim said: "TransPacific container lines took dramatic, emergency steps to cut costs and preserve basic service levels during a period of unprecedented turmoil. "In the process, freight rates fell to unsustainable levels that were locked into 12-month contracts. The key to reinvestment and service expansion in the trade is a sustained increase in cargo demand, accompanied by return to a viable, compensatory rate structure."

In an interview with Bloomberg, Neptune Orient Lines/APL President and Chief Executive Ron Widdows said that

TransPacific freight rates remained below the break-even point. This is despite a \$400 per feu emergency revenue surcharge introduced in January that was applied on existing contracts between shippers and carriers, and was at the time described by the Asian Shippers' Council as constituting "monopolistic" behavior upping the then-all-in freight rate of 14%.

The TSA said the surcharge would expire when the new contracts took effect, which could indicate a growing belief amongst line executives that the worst is behind them. Widdows added that NOL's liner operating arm APL intends to redeploy its remaining 10 laid-up vessels back into service this year, as well as take another 10 on charter, although an APL source clarified that the 10 charters had been fixed before the recession began, and all vessels would "meet the need to support the structure of existing services."

TSA Executive Administrator Brian Conrad cautioned that while the first quarter of this year had saw "robust liftings" continue after Chinese New Year, he said carriers' fortunes in 2010 would hinge on the contract negotiations. "The market forecast that matters most will be found in the volume commitments, service features and rate levels negotiated in upcoming contracts. That is what will ultimately drive internal carrier decision-making in the months ahead," he said.

TransPacific negotiations between shippers and carriers are underway, with the majority of the new contracts due to take effect on May 1. However, a small minority run to July 1, which were negotiated later last year due to uncertainty over rates and oscillating fuel costs.

## ITF to launch "Time to Beat Piracy" campaign

Union representatives meeting in Berlin have voted to launch a new campaign to persuade all governments to commit the resources necessary to end the increasing problem of Somalia-based piracy.

Seafarers' delegates at International Transport Workers' Federation (ITF) meetings in Germany authorized the Federation to build a campaign that is hoped to deliver half a million signatures to governments by World Maritime Day, September 23. The campaign will call on them to close the circle on protection of ships, and for those states now ducking their responsibilities to stand up and follow the example of those which are actively involved in combating the threat. The petition will call on nations to: Dedicate significant resources and work to find real solutions to the growing piracy problem; Take immediate steps to secure the release and safe return of kidnapped seafarers to their families; Work within the international community to secure a stable and peaceful future for Somalia and its people.

Speaking from Berlin, ITF Maritime Coordinator Steve Cotton said: "This decision has empowered us to build a worldwide campaign to put pressure on all governments to close the gap in their anti-piracy efforts. At the end of last year we warned that a point had been reached where the affected area had become too dangerous to enter, except in exceptional circumstances. We also highlighted the scandalous negligence of countries making billions from ships they are doing nothing to protect. There has been no improvement since then."

He continued: "The reality is that seafarers are risking their lives transporting the world's goods through areas that are daily growing more dangerous. That situation is not going to change without dramatic efforts to address the problems of Somalia and its people and grasp the nettle of confronting and prosecuting piracy."

The Berlin meeting also agreed to support the inclusion, where appropriate, of armed military personnel on ships in addition to the commitment by flag states of naval vessels. The ITF remains firmly opposed to the arming of seafarers. It is also gravely concerned by attempts to prevent the payment of ransoms and considers that it is the duty of shipowners and flag states to take all necessary measures to swiftly reunite seafarers with their families when they are held hostage. The ITF also stated that it is unforgivable that the major flag of convenience states have done little more to fight piracy than sign pieces of paper. They have taken no other concrete action, nor have they used their flag state jurisdiction to enable the prosecution of any pirates.

# NOL volumes rise but rates fall

Neptune Orient Lines, the parent company of APL, revealed the benefit of escalating demand amid constrained container shipping capacity on March 29, when it released its monthly operational update to the Singapore Stock Exchange. In its period two report, covering February 6 to March 5, total volume carried increased by 37% year-on-year to reach 137,800 feu, while average revenue rose 8%.

"Volumes increased 37% over the same period last year mainly due to higher volumes from the TransPacific and intra-Asia trade routes. Average revenue per feu was 8% above the same period last year, largely due to improved core freight rates and higher bunker recovery," the company said.

Volume-wise, its year-to-date results were even better, with a 52% jump to 496,600 feu, compared with 326,200 feu for the first two periods of last year. However, year-to-date average revenues per feu were 2% down on last year due to lower TransPacific freight rates in January.

Spot freight rates have spent much of March sliding softly, and the Shanghai Containerized Freight Index declined on all core Asia-Europe, TransPacific and Asia-U.S. East Coast routes. The average rate per teu from Shanghai to Northern Europe fell by \$53 to \$1,956; to the Mediterranean by \$42 to \$1,885; to the U.S. West Coast by \$15 to \$2,028; and to the U.S. East and Gulf Coasts by \$19 to \$3,064.

## One-time Maltese galley slave yard closes

Malta Shipyards, which began by building galleys in which slaves rowed the Crusader Knights of St. John all over the Mediterranean, has closed for the last time.

Its few remaining workers walked out from the yard's gates on March 30. Of the 60 workers still on its books, just one chose an early retirement; the rest asked to be transferred to the government's Industry Projects & Services, to join other yard workers.

The shipyard will now enter liquidation, as Parliament is expected to approve its transfer to Palumbo Shipyard of Naples and Messina. Those companies, set up in 1967, want to start operations in Malta with a clean slate.

The Knights founded the yard after being expelled from Rhodes by Muslim forces and roving the Mediterranean for years before being granted Malta in 1530 by Holy Roman Emperor Charles V. The facility was enlarged by the British navy after 1800 (the French had by then been driven out of Malta and Viscount Horatio, Lord Nelson, had seized the island). It employed 12,000 workers after World War II, during which it was repeatedly attacked by Axis forces during the second Siege of Malta. It was transferred to Bailey (Malta) for commercial operations in 1959, and in 1975, the government nationalized the yard into Malta Drydocks Corp., that was eventually renamed Malta Drydocks, then Malta Shipyards.

## Panama briber gets the slammer

Virginia businessman Charles Jumet has received a record prison sentence for bribing Panama's president and maritime officials in the late 1990s.

The 7.25-year jail term is "the longest ever imposed for violating the Foreign Corrupt Practices Act," Assistant U.S. Attorney General Lanny Breuer said about the April 19, sentence. Jumet's co-conspirator, John Warwick, pleaded guilty in February and will be sentenced May 14.

Jumet and Warwick confessed to paying more than \$200,000 in bribes to former Panama National Maritime Ports Authority Administrator Hugo Torrijos; the authority's former Deputy Administrator, Ruben Reyna; and Ernesto Perez Balladeres, President of Panama in 1994-1999.

The Virginia businessmen's company, Ports Engineering Consultants, used bribes to obtain a non-bid, 20-year concession in 1997 to collect lighthouse and buoy tariffs in Panama.

After Jumet's sentencing, U.S. Attorney, FBI and Immigration & Customs Enforcement officials warned that the prison term represented a stern warning about aggressive US bribery prosecutions of foreign officials. "The FBI is committed to pursuing those who disrupt the level playing field to which in the U.S. and around the world are entitled," emphasized FBI Assistant Director Shawn Henry.

## Criminalization of accidents still compromising retention of professional mariners

The shortage of skilled seafarers is being exacerbated by the negative impact of criminalization and the problem of global piracy, according to InterManager, the international trade association for the ship management industry whose members employ more than 200,000 seafarers.

"Legislative measures following an accident or incident have put the seafarer increasingly at risk of criminalization, and a rising incidence of piracy has led to correspondingly high personal risks," Brian Martis, chairman of InterManager's Criminalization Committee, told delegates at a recent conference in Mumbai. "These factors have had a direct, negative impact on crew retention and the natural replenishment of the workforce," he added. "Potential recruits are hesitant to take up a career at sea. The current shortage of skilled and qualified seafarers —already a significant crisis in the maritime industry— is further exacerbated. The eventual impact the global economy and the environment cannot be underestimated."

Martis said recent studies identified 14 cases of seafarers' detainment in an 11-year period. These cases involved lengthy detentions and "questionable" applications of law and resulted in no charges. He added that these cases show seafarers are still being criminally prosecuted for maritime accidents beyond their control and indefinitely detained as "security" or "material witnesses" until the shipowner or insurance company pays up. In addition, he said, many countries still deny seafarers shore leave for arbitrary reasons.

Martis suggested that the world take 2010, the Year of the Seafarer, as an opportunity to improve working conditions by protecting the rights of professional mariners.

**"If a man tells you he loves America, yet hates labor, he is a liar!"**

President Abraham Lincoln

## ESU Office Assignment

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

# ESU NEWS

APRIL 2010

Official Publication of the Exxon Seamen's Union

## SeaRiver announces workforce reduction

On April 2, during a regular communications meeting, ESU Board members John Straley and Leo DeCastro were verbally informed by SeaRiver Vice President Stu McRobbie that due to the reduction of vessels in the fleet from six ships to four during the last nine months, the Company is forced to reduce the unlicensed ranks to a more manageable number that reflects operational needs."

As a follow-up to Mr. McRobbie comments on April 2, a formal letter was received by the ESU on April 15, 2010 that outlines the scope of the employee surplus from the Company's perspective. The letter states in pertinent parts, "as a result of the removal of the two vessels from active service, we have determined that a surplus of unlicensed employees currently exists. Specifically this surplus breaks down as follows: Eight (8) Able Seamen; four (4) Oilers; two (2) Pumpmen; one (1) Fleet Chef; and two (2) Cooks." The letter further states that it is anticipated that affected personnel will be notified in early May as per Article XI, Section 1D of the Collective Bargaining Agreement. The letter also stated the Company was prepared to discuss any considerations the Union may have regarding the matter and process.

On April 17, the ESU replied to the McRobbie letter and requested to meet with Company representatives as outlined under the CBA. The Union recognizes the concerns of the Company with regard to the current fleet size and manpower needs and appreciates the commitment of the Company to minimize the size and scope of the impact on employees. Subsequently the ESU Executive Board has scheduled a meeting with management on April 27, 2010 at the Nassau Bay Hilton in Clear Lake, Texas.

As per the Contract between the Exxon

Seamen's Union and SeaRiver Maritime Inc. under Article XI on page 41 and 42 Section 1, A and B allows the Company and the Union to develop programs in an effort to reduce surplus personnel. Ordinarily, reductions in employee numbers have been managed through a combination of normal attrition through retirements and other forms of separations from the company. The Executive Board believes that there are different factors present in these circumstances that would allow SeaRiver managers to offer retirement incentives to some of our current members that may be eligible for retirement. Retirement incentives seem to be the most economical and least painful manner in separating employees. By offering senior employees the option of accelerating their retirement schedule through a monetary inducement, historically more members have volunteered for the offer than is needed by the company to reduce employee numbers to the desired level. By the separation of these employees on a voluntary basis the need to force unwanted employment separations on valuable, younger employees that have more years of service to offer the company becomes unnecessary.

In the event no programs or other alternatives are set forth then Section 1, C and D will apply, it is important to understand that members subject to demotion or layoff under Section 1, C and D will be laid off on the basis of continuous service with the company and will be given six (6) months advance notice by the SeaRiver Human Resources Department that they are considered surplus in their rating. After an employee has received this notification letter they will exercise their contractual right within thirty (30) days to either accept demotion or opt for the layoff allowance. Additionally, employees subject to demo-

tion or layoff will have the option of working the six (6) months or receive the six (6) months in a lump sum payment of his/her normal earnings in addition to the layoff allowance if eligible. However, this option to accept demotion or elect to accept the layoff allowances is contingent on the employee, subject to demotion, having held a position on their present seniority (rating) list for at least one (1) year.

Layoff allowances are based on years of service and are in addition to the six (6) month lump sum if the employee is eligible and elects to receive it in lieu of continuing to be employed during that period. Below is the contractual agreement on layoff allowance.

· **Members with five (5) years of service and under:** One (1) week of pay for each year of continuous service.

· **Members with six (6) through ten (10) years of service:** Five (5) weeks of pay plus 1½ weeks of pay for each year of continuous service over five (5) years.

· **Members with eleven (11) through fifteen (15) years of service:** Twelve and one half (12-1/2) weeks of pay plus two (2) weeks of pay for each year of continuous service over ten (10) years.

· **Sixteen (16) years of service or over:** Twenty-two and one half (22-1/2) weeks of pay plus two and one half (2-1/2) weeks of pay for each year of continuous service over fifteen (15) years.

The ESU recognizes that possible layoffs are very concerning to our membership and the Board will work to the best of our ability to minimize its impact on our members. The simply and speedy solution to the surplus issue would be an incentive separation program that would entice employees that are ready to leave the Company, whether it be retirement or for other reasons. If a separation program is not offered, then the process becomes much longer, but in any event, during this process the Union will be involved and monitor events and insure that the Agreement language is followed accordingly.

## 2009 ESU Financial Statements

As per the Exxon Seamen's Union Constitution and By-Laws, one of the duties of the Vice-President/Treasurer is to have the Union's finances reviewed by a certified accountant. The following is a summary of the year-end 2009 Financial Statements prepared for the ESU by Ratliff & Jentho, Certified Public Accountants in Baytown, Texas.

"We have reviewed the accompanying statement of assets, liabilities, and net assets—modified cash basis of the Exxon Seamen's Union (a non-profit organization) as of December 31, 2009, and the related statement of support, revenue and expenses—modified cash basis for the year then ended, in accordance with Statements on Standards for Accounting and Review Services issued by the American Institute of Certified Public Accountants. All information included in these financial statements is the representation of the management of the Exxon Seamen's Union.

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

*continued on page 7*

## Advance Firefighting Class becoming popular



*Pictured left: AB Joao Lobo, AB Jerzy Romaniuk and AB Kevin Conroy.*

For a couple of years now the SeaRiver Ocean Fleet Unlicensed members can take part in the Advanced Firefighting Classes that are offered at College Station, Texas. Participation in this class was originally setup for SeaRiver officers but now the unlicensed group have the opportunity to participate in a more comprehensive course. This week long class has received very good reviews by those unlicensed that have attended. The ESU recommends that all unlicensed should attend this class every six to eight years since all mariners may have to play a vital role in a fire emergency response on board ship.



*Above are the two latest groups that attended the advanced class. From left in the back row: AB Ed Stoeckel, FC David Franklin, QMED Martin Sanderson; front row: AB Diolo Bonifacio, AB Doug Ensminger and AB Joe Bernavich.*

# Lump Sum Pension rate to increase for 3<sup>rd</sup> quarter 2010

The interest rate for calculating the lump sum payment of ExxonMobil pensions for July - September 2010 will increase to 4.50%. If the first day of retirement is July 1 - September 30, 2010, and commencement of benefit is not deferred, the 4.50% interest rate and the ExxonMobil 2000 mortality table will be used to calculate the lump sum payment. The first day of retirement is the day after the last day on payroll.

As previously announced, the interest rate for calculating the lump sum payment of ExxonMobil pensions for April - June 2010 is 4.00%. If the first day of retirement is April 1 - June 30, 2010, and commencement of benefit is not deferred, the 4.00% interest rate and the ExxonMobil 2000 mortality table will be used to calculate the lump sum payment.

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

### Up to two years from retirement

- Get Personal Identification Number (PIN) information and request a retirement estimate from ACS. Keep in mind PINs are required to access the Savings Plan and Pension Plan systems.

- Address any administrative issues regarding distribution of your assets. Orders related to divorces (QDRO) issues can cause substantial delays in the retirement process. Confirm with retirement services that they have all the information necessary to release your pension.

- Review Beneficiary Designations – While you are not required to fill out beneficiary designation forms upon retire-

ment, it is encouraged in order to keep information current.

- Attend a Retirement Seminar and gather free financial planning information from Ernst & Young (E & Y) – Employees are eligible to attend two courses if 15 years of benefit service will be reached by age 50. For scheduling information, contact Marsha Shorts in Fleet Manning.

### At least one year from retirement

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

### Six months from retirement

- Attend a second retirement seminar.
- Review your final estimate – you should have received the final retirement estimate. With this information you can evaluate the different commencement options available with Social Security.

- Ensure Fleet Manning has your retirement date in order to submit Smart Forms and prevent delays. Contact Fleet Manning well in advance of your anticipated retirement to assist with completing the necessary paperwork (ESU advises 120 days if possible). This will facilitate timely transfer of benefits to the retiree system and pension payment.

### Key Contact Information

#### PIN Information

Savings Plan (CitiStreet) 877-966-4015  
 Pension Plan (ACS) 800-628-2847  
 Fleet Manning  
 Marsha Shorts: 713-656-2991  
 Pension Estimates  
 ExxonMobil Benefits Service  
 Center: 800-682-2847

#### General Information

ExxonMobil Benefits Service  
 Center: 800-682-2847  
 www.exxonmobilfamily.com  
 Ernst & Young Financial Planners  
 866-966-1337

# Sierra in Port Angeles



Onboard of the Sierra, part of the deck gang following docking operations, pictured left to right are AB's Stephen Bowles, Gabriel Reyes and Joao Lobo.

## 2009 ESU financial statements *continued*

### NOTE 1– ORGANIZATION & SUMMARY OF ACCOUNTING POLICIES

#### Nature of Organization

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

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

#### Basis of Accounting

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

### NOTE 2 – FIXED ASSETS

Fixed assets are recorded at cost and depreciated over the estimated useful lives of the assets using straight-line and accelerated methods. Expenditures for repairs and maintenance are charged to expense as incurred. Fixed assets consist of the following as December 31, 2009:

	Cost	Accumulated Depreciation	Net
Automobiles	\$19,211	\$(13,678)	\$5,533
Office Equipment	788	(532)	256
Furniture and Fixtures	4,228	(2,561)	1,667
Total	\$24,227	\$(16,771)	\$7,456

Depreciation charged to income was \$6,657 in 2009.

### NOTE 3 – LEASES

During the year ended December 31, 2008, the Union leased office space in Seabrook, Texas. The office facility in Seabrook, Texas is leased on an annual basis with the current lease expiring December 31, 2009. The monthly lease payments were \$730 per month and the Union expects to renew the lease under similar terms and conditions though December 31, 2010.

Rental expense for the office facilities amounted to \$8,760.00 for the year ended December 31, 2009. The minimum future lease payments for the office facilities amount to \$8,760.

### NOTE 4 – CONCENTRATION OF CREDIT RISKS

The Union maintains bank accounts at institutions insured by the Federal Deposit Insurance Corporation ("FDIC"). As of December 31, 2009, the carrying amount of the organizations deposits was \$130,772 and the bank balance was \$130,947. The bank balance was covered by \$130,947 of FDIC insurance.

#### ESU Statement of Assets, Liabilities & Net Assets as of December 31, 2008

Current Assets	Total Net Assets
Cash	Less Liabilities
Fixed Assets	\$133,795
Total	Every vessel has a hard copy of the full report, if you would like to review it, ask your Ship Representative to make it available to you and if you have any questions, feel free to call the ESU office.
Liabilities	
Credit Card	

## Ship reports

### S/R American Progress

The vessel continues to trade in the ANS crude trade between Valdez and the Puget Sound area. Regular Ship Representative Rudy Benavides is on board and reports no beefs. Management has finally purchased a new satellite system for the ship but it probably won't get installed until the vessel gets to the shipyard. Meanwhile the company has sent a couple of regular outside antennas and digital converter boxes that should be installed by press time. At least the vessel can receive some sort of TV during port calls. The internet system still has some intermittent problems.

### S/R Baytown

The Baytown continues in cold lay-up, in Labuan, Malaysia. There are no crewmembers assigned to the vessel at this time. Future plans for the vessel are unknown at the present time.

### Kodiak

The vessel continues normal trade between Valdez and the Puget Sound area. Regular Ship Representative Tim Williams on board and reports no problems other than an officer getting out of line

trying two put his two cents on the current situation with the reduction of unlicensed personnel.

### S/R Long Beach

The Long Beach continues in cold lay-up, in Labuan, Malaysia. There are no crewmembers assigned to the vessel at this time. Future plans for the vessel are unknown at the present time.

### Sierra

The Sierra continues the run between Valdez and the Chevron Long Wharf in Richmond, CA. Thor Floreen just left the vessel recently in order to attend the new class in Vallejo, CA. Cook, Joel Mitchell filling in as Ship Representative and reporting all is well.

### S/R Wilmington

Board officer visited the vessel in Beaumont, TX on April 3 and 17. Vessel continues the MOGAS run between Beaumont, TX and FL. AB Wen Tai filling in as temporary Ship Rep. and reporting everything running smooth. Meanwhile the crew and the rest of the membership sends sincere get well wishes and speedy recovery to Regular Ship Rep. Jeff Harris.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro  
 Board Member at Large Frank O'Malia  
 Board Member at Large John McCarthy

Deck Trustee Pat Campbell  
 Engine Trustee William Ackley  
 Steward Trustee Kurt Kreick

## SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS' MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2009. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund.

### Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$(138,607) as of June 30, 2009, compared to \$(24,014) as of July 1, 2008. During the Plan year, the Plan experienced a decrease in its net assets of \$114,593. During the plan year, the plan had total income of \$463,938 including employer contributions of \$441,101, earnings from investments of \$96 and other income of \$22,741.

Plan expenses were \$578,531. These expenses included \$495,068 in administrative expenses and \$83,463 in benefits paid to or for participants and beneficiaries.

### Your Rights To Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, 730 Harrison St., Suite 400, San Francisco, CA 94107, (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

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

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

## Court upholds OSHA's power to protect workers

In a major win for workers' safety on the job, a federal appeals court upheld the power of the Occupational Safety and Health Administration (OSHA) to determine how to craft and enforce workplace safety rules.

The saga began when Eric Ho, a contractor in Houston, hired 11 immigrant workers in 2003 to remove asbestos from a building but did not train them or provide them with respirators. After a city inspector issued a stop-work order because of asbestos violations, Ho directed employees to work at night behind locked gates.

OSHA cited Ho for 22 separate violations—11 for not training each worker and 11 for not providing a respirator for each worker. Amazingly, the Bush Administration's Occupational Safety and Health Review Commission overturned the majority of the citations, saying Ho could only be cited once for not training workers and once for not providing respirators. That meant Ho only had to pay two fines, not 22.

OSHA officials rewrote the rules to make it clear that each worker must be given protective equipment and training, and an employer can be cited for each worker not given this protection as a separate violation. But the National Association of Home Builders sued, claiming OSHA didn't have the authority to say that employers could be cited for each worker left unprotected.

This month, the U.S. Court of Appeals for the District of Columbia Circuit said OSHA has such authority and ruled for the agency in the case, National Association of Home Builders v. Occupational Safety and Health Administration.

AFL-CIO General Counsel Lynn Rhinehart said the decision makes clear that if an employer doesn't protect its workers, "the employer can get cited for each worker it doesn't protect. This is a really important principle that will help ensure that workers get the protection they need to be safe on the job."

The AFL-CIO filed a friend of the court brief urging the court to side with OSHA and uphold the rule, Rhinehart said. The AFL-CIO also participated in the rule-making proceeding that produced the rule at issue in the case.

## Welfare Notes

April 2010

### Health Care Reform Legislation

The Patient Protection and Affordable Care Act and the Health Care and Education Reconciliation Act of 2010, which were recently signed into law by President Obama, are currently being reviewed by the SUP Welfare Plan's legal counsel. As information pertaining to the legislation's effect on the SUP Welfare Plan becomes known, Plan participants will be advised in these Welfare Plan Notes and in mailings as appropriate.

### Active Participants' Eligibility and Enrollment

Please be sure to check with the SUP Welfare Plan if you have any questions about your eligibility or enrollment in a Medical or Dental Plan. The plans available to you are dependent upon your residence and your home port. Be sure to take the time to enroll in a plan once you become eligible to give yourself the best options to deal with unexpected illnesses, injuries, or dental emergencies. Also keep us informed of address changes and dependent changes. Check your wallet to make sure you have an ID card for your medical and dental plans.

### Special Pensioners Medical Benefit

This benefit allows up to a maximum of \$4,000 in benefit payments for pensioners and their spouses per benefit year. Benefit payments are further capped according to category of expense as follows:

Medical Premiums: The Plan will pay up to **\$2,500** per benefit year

Prescription Drugs: The Plan will pay up to **\$1,000** per benefit year

All Other Expenses (Medical/dental/vision):

The Plan will pay up to **\$500** per benefit year

The benefit year extends from August 1 through July 31.

Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)

Patty Martin [martinpatty59@sbcglobal.net](mailto:martinpatty59@sbcglobal.net)

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

Michael Jacyna, Eligibility [mjacyna67@sbcglobal.net](mailto:mjacyna67@sbcglobal.net)

Training Representative, Berit Eriksson 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**

**SIU-PD Pension 415-764-4987**

**SIU-PD Supplemental Benefits 415-764-4991**

## Foss Maritime Co. achieves environmental certification

Foss Maritime Company has earned the prestigious ISO 14001 environmental certification to use as a blueprint to achieve its "zero trace" corporate goal.

With its new certification, Foss' entire marine division, both shoreside and marine, moves to the forefront of American maritime companies that have publicly committed to sound environmental practices and continual improvement, bringing in outside auditors to certify their safety, quality and environmental (SQE) processes.

The SQE audit, which incorporates ISO 14001, was conducted by ABS (American Bureau of Shipping), an international classification society with headquarters in Houston, Texas. The ABS SQE certification program allows ship owners to demonstrate adherence to the highest levels of safety, quality and environmental standards.

The ISO 14001 Standard is an internationally accepted specification for environmental management systems created by the International Organization for Standardization to help organizations minimize how their operations affect the environment and comply with related laws, regulations and requirements.

Foss was certified for its environmental management system, which includes a number of programs with objectives that include:

- Reducing vessel emissions, fuel consumption and energy use.
- Updating procedures for hazardous waste disposal and reducing use of hazardous substances where possible.
- Minimizing the risk of spills and reducing frequency and quantity of spills.
- Reducing the volume and improving the quality of graywater released from vessels.
- Increasing recycling efforts in the regional offices and on the vessels.

"Our employees are committed to achieving the highest safety and quality standards. We are now demonstrating our commitment to the environment as well — it is what our customers have come to expect from us," said Gary Faber, President and COO of Foss. Protecting the environment is a core corporate value for Foss. This program goes beyond federal state and local regulations, moving from compliance to proactive prevention of environmental impacts on air, land and water. It goes without saying that that is where Foss wants to be," added Faber.

The SUP has a collective bargaining agreement with Foss covering the company's bunkering operation in the San Francisco Bay Area.

**PUT THE "YOU" IN YOUR UNION  
ATTEND YOUR UNION MEETINGS**



## Iran continues to avoid U.S. shipping sanctions via dummy front companies

A watchdog agency run under the auspices of the University of Wisconsin has released a list of 78 Iranian ships said to have assumed new identities in an apparent bid to sidestep U.S. sanctions imposed in September 2008. Parties doing business with these ships, now registered in places such as Hong Kong, Malta and Germany, are at risk of "taking part in an illegal transaction," even if ignorant of the sanction, the Wisconsin Project on Nuclear Arms Control said in report issued this month.

The report appears equally aimed at the State Department and the Treasury Department's Office of Foreign Assets Control, which released the International Maritime Organization numbers and other identifying details of 123 ships when Islamic Republic of Iran Shipping Lines (IRISL) and 18 affiliates were blacklisted in 2008. American authorities had promised to update the list to provide for counter-moves, but this has not been done, the Wisconsin Project said. "The U.S. blacklist has not kept up with the large-scale relabelling of ships, so it is being circumvented by Iran with relatively little effort," the report stated.

Under the sanctions, U.S. banks were asked to reject funds transfers involving any of the 123 ships. Freight forwarders and shippers were forbidden from chartering, booking cargo on, or otherwise dealing with the vessels. At least 80 of these vessels were renamed as of March 17, the Wisconsin agency said.

IRISL has transferred their nominal ownership to shell companies, mainly in Malta, Germany and Hong Kong — places where IRISL already has operations, thus making it easier to start "new front companies." To further distance itself from the vessels, IRISL is said to have transferred shipmanagement on "more than half" the sanctioned fleet to Tehran-based Soroush Sarzamin Asatir SSA.

The report concluded by stating: "The combined effect of all these changes is to make it harder for honest companies to comply with U.S. sanctions. A compliance check on a transaction involving one of these ships in late 2008 would have raised several red flags, but changes since then mean the same transaction today would probably appear clean. "Only each ship's IMO number is unchanged. But these numbers do not always appear on cargo documents, such as letters of credit. So any U.S. company that screens a vessel against the Treasury sanctions list without checking the IMO number is at risk of taking part in an illegal transaction."

## Lifeboat deficiencies top Asia ship detention list

Inadequate lifeboat safety measures have once again topped the list of deficiencies leading to ship detentions in Asia. According to statistics released by the Tokyo Memorandum of Understanding on port state control, 174 vessels were detained last year for failing to meet basic standards when it came to lifesaving equipment. The results backed up similar findings published by European port state control authorities earlier this year when the Paris MOU revealed that "shocking" deficiencies in lifeboat training and continuing confusion over the multitude of different lifeboat release hooks being used on board ships were putting seafarers' lives at risk.

The continuing problem with lifeboat safety centers on the lack of standardization in on-load release hooks. There are more than 80 types of hook mechanisms made by manufacturers of lifeboats that have each invented their own different solutions. Most crew members do not get onshore training, and those that do are generally only trained with a handful of specific types of hooks.

During the Tokyo MOU's recent inspection campaign targeting lifeboat launching gear, 18.2% of all ships inspected were found to have deficiencies. The inspection also revealed that almost 12% of lifeboat drills were not performed satisfactorily due to inadequate training, and procedures were not being followed when launching lifeboats in nearly 15% of inspections.

However, lifeboats were not the only major problems identified by port state control officials. Statistics released in the Tokyo MOU annual report reveal that regular serious deficiencies in ship maintenance, fire safety and vital ship equipment are being picked up by port state control officers. A steady increase in detainable deficiencies related to maintenance of the ship and equipment has emerged over the past three years. A total of 80 vessels were detained by Asian port state authorities in 2007, but that figure rose to 143 ship detentions last year.

Reefer ships once again topped the list of offenders in terms of detention. Nearly 10% of reefer inspections resulted in a detention during 2009, the highest of any vessel class. Following closely behind in the detention rankings were general dry cargoships, which averaged a 9% detention rate.

In terms of flag state performance, the Tokyo MOU's blacklist was populated by a familiar case of characters, featuring Sierra Leone, Georgia, North Korea and Cambodia. One in five port state control inspections of ships flying these flags lead to detention.

In total, 23,116 inspections involving 13,298 individual ships were carried out by Tokyo MOU port state control officers last year on ships registered under 102 flags. Inspectors uncovered 15,442 deficiencies and detained 1,336 ships from 58 flags because of serious defects found on board.

### Most frequent detainable deficiencies

Lifeboats (lifesaving appliances)	174
Maintenance of the ship and equipment (ISM-related deficiencies)	143
Fire-dampers (fire safety measures)	139
Emergency fire pump (fire safety measures)	130
Oil filtering equipment (Marpol-Annex 1)	117
Ventilation (fire safety measures)	99
Fire prevention (fire safety measures)	90
Ventilators, air pipes, casings (load lines)	89
Jacketed piping system for high-pressure fuel lines (fire safety measures)	69
MF/HF radio installation (radio communications)	68

Source: Tokyo MOU port state control annual report

## Union Sportsmen/Triton Boats partner for bass boat giveaway

Union Sportsmen Alliance's (USA's) has informed the AFL-CIO on the latest on a special offer for Union members that could also put a new bass boat in the water for a lucky Union sportsman or sportswoman.

Triton Boats founder and president Earl Bentz is widely acknowledged as one of the most creative individuals in the fiercely competitive sports fishing boat industry. He also knows that Union workers have been fighting unfair foreign competition for years to keep good manufacturing jobs in America.

That's one of the reasons he says he partnered with the Union Sportsmen's Alliance in 2008 and why he is honoring Union members with a special offer and the chance to win a brand new bass boat. As he puts it: "Our company's success is due in part to our many loyal Union customers."

Triton is donating a boat as part of an upcoming USA Union member giveaway. The winner will visit the Triton facility in Tennessee and spend the day fishing with Bentz, a former race boat driver and avid fisherman, on his 35-acre private lake before going home with a new boat. Details are on the website [www.UnionSportsmen.org](http://www.UnionSportsmen.org).

Also, any Union member who purchases a Triton boat package will get a free USA membership or a one-year extension of their membership, a custom engine cover featuring the USA logo and a \$300 gift certificate to spend on Triton merchandise.

Bentz says for years, Union members have been fighting to keep jobs in this country. "Union members have made concessions to keep American companies competitive within the international market. They have made sacrifices and fought hard to keep jobs in this country, and that's what keeps our employees working. When someone has a job in Thailand, that person isn't going to buy one of my boats, but when that job stays here in America, that guy in Cookeville [Tenn.] is."

Union members can join the USA online or by calling, toll free, 1-877-872-2211. The annual fee is \$25. While connecting Union hunters and anglers across North America, the USA extends Union member benefits to the woods and water. Benefits include valuable hunting and fishing information, discounts on outdoor gear and chances to win special prizes.

Source: AFL-CIO



## Executive Order declares Somali piracy threatens U.S. security

President Barack Obama has issued an executive order that would block the U.S. property of entities "determined to be contributing to the Somalia conflict," which is wrapped into the declaration of a national emergency. Under certain circumstances, entities paying ransoms to pirates could end up falling foul of this order, and see their assets frozen by the U.S. government.

Obama's message to Congress on April 13, said: "**Pursuant to the International Emergency Economic Powers Act and the National Emergencies Act, I have determined that the deterioration of the security situation and the persistence of violence in Somalia, and acts of piracy and armed robbery at sea off the coast of Somalia, constitute an unusual and extraordinary threat to the national security and foreign policy of the United States.**"

"**The order declares a national emergency to deal with this threat. The order is not targeted at the entire country of Somalia, but rather is intended to target those who threaten peace and stability in Somalia, who inhibit the delivery of humanitarian assistance to Somalia or the distribution of such assistance in Somalia, or who supply arms or related material in violation of the arms embargo.**"

The order blocks the property and interests in the United States of persons listed below, as well as of any person determined by the Secretary of the Treasury in consultation with the Secretary of State to have conducted activities that constitute violations of the above criteria.

The proscribed list: 11 designated individuals: Abshir Abdillahi (born circa 1966); Hassan Abdullah Hersi Al-Turki (born circa 1944); Hassan Dahir Aweys (born 1935); Ahmed Abdi Aw-Mohamed (born July 10, 1977); Yasin Ali Baynah (born circa 1966); Mohamed Abdi Garaad (born circa 1973); Yemane Ghebream (born July 21, 1951); Fuad Mohamed Khalaf (born circa 1965); Bashir Mohamed Mahamoud (born circa 1979-1982); Fares Mohammed Mana'a (born February 8, 1965); Mohamed Sa'id (born circa 1966); ...and one entity Al-Shabaab.

The Executive Order sparked widespread fear that ransom payments could technically be deemed "financial support" for pirates. This spurred speculation that assets of ransom-paying owners could theoretically be frozen by the U.S. Office of Foreign Assets Control (OFAC). Administration officials met with the industry on April 16, to clarify their intent. Blank Rome reported that "for the moment, the order applies only to dealings by U.S. persons with persons listed in the Annex (block list)" and "does not extend to payments made by non-U.S. shipowners in currency other than U.S. dollars."

Just two individuals on the current block list are known supporters of piracy: Mohamed Abdi Garaad and Yemane Ghebream.

"The officials emphasized the need to consult with OFAC when considering payment of ransom from a U.S. source or in circumstances in which the order might apply," said a spokesman for Blank Rome. "Unfortunately, this does little to quell the fears of the maritime community, given the industry's global interconnectivity and the need to move quickly when ransom demands hold lives and property in balance."

## International support for seafarers identity document grows; U.S., Canada still not aboard

Russia became the latest nation to ratify an International Labor Organization (ILO) convention on Seafarers' Identity document. The convention, known as ILO 185, now has been ratified by 17 nations. Over the past three months, Brazil, Bosnia and Herzegovina have added their names to the list.

According to Jon Whitlow, Secretary for the Seafarers' Section of the International Transport Workers' Federation (ITF), Russia's decision will add momentum to the process. Unfortunately, the United States and Canada have not yet signed on, much to the detriment of North American mariners.

The irony of the U.S. position was noted in the resolutions, the U.S. proposed the need for such a document to the International Maritime Organization in 2003.

Among other things, ILO 185 covers shore leave so mariners would not need a visa to go ashore. ILO 185 calls for signatory nations to issue identity documents using cost effective technology, including fingerprints encoded with a barcode, a computer strip containing necessary information and a digital photograph. The convention requires that these identity documents be audited every five years. According to an ITF spokesperson, they would eliminate the need for visas for shore leave.

## Port of Los Angeles receives FMC Chairman's inaugural Earth Day award

Federal Maritime Commission Chairman Richard A. Lidinsky, Jr. announced April 21, that the Port of Los Angeles is receiving the Chairman's Earth Day Award for innovation and environmental leadership in developing and implementing its Clean Truck Program. This is the first annual award given by the FMC Chairman for the nation's top leaders on environmental issues in the ocean shipping industry.

"Los Angeles Mayor Antonio Villaraigosa, Port Executive Director Geraldine Knatz, and their team have shown real leadership in developing a Clean Truck program that, as the centerpiece of the Port's Clean Air Action Plan, combines incentives with accountability to make our nation's busiest liner shipping port complex more sustainable," said Chairman Lidinsky.

Chairman Lidinsky noted that in the first year since the Clean Truck Program began operating in October 2008, it reduced truck emissions at the Port of Los Angeles by 70%. The 6,600 clean trucks, including 600 natural gas trucks, that are now operating at the Ports of Los Angeles and Long Beach will reduce particulate emissions by more than 30 tons per year, the equivalent of removing nearly 250,000 automobiles from Southern California's highways for a year. The Port collects and transmits real-time data for emissions and has made this data available at its air monitoring website.

"Earth Day is a time to celebrate the achievements we have made while also renewing our commitment to fight for cleaner waterways and beaches, better air quality, and renewable energy sources," Mayor Antonio Villaraigosa said. "This award is a great honor to all those who have worked so hard to implement the Clean Truck Program with such incredible results. Cleaning the air around the Port has been and continues to be one of my administration's top priorities. The program-already a model for other ports around the country looking to go green-will provide the kind of long-term accountability and sustainability needed for continued success."

"I'd like to thank Chairman Richard Lidinsky and the Federal Maritime Commission for choosing the Port of Los Angeles for this prestigious inaugural award," said Port Executive Director Geraldine Knatz, Ph.D. "We're proud of the results of the Clean Truck Program and the many other environmental initiatives at the Port. Earth Day is an appropriate time to restate our long-term commitment to provide a cleaner, healthier environment for the communities surrounding the port complex."

Chairman Lidinsky added: "One of my top priorities at the Federal Maritime Commission is advancing the Obama Administration's goals of creating green jobs and seeking a more sustainable approach to maritime issues. And the Port of Los Angeles has been piloting the way on these issues. I look forward to continuing to work with Mayor Villaraigosa and Director Knatz as a helpful partner."

Chairman Lidinsky also noted that the Port of Los Angeles has embraced and promoted the provision of dock-side alternative maritime power (cold ironing) for both cargo and passenger vessels; electric and alternative fuel drayage vehicles through demonstration projects; the first hybrid tug in operation in the United States; wildlife habitat promotion and restoration; and water quality and conservation measures.

The FMC Chairman's Earth Day Award recognizes members of the ocean transportation community for their innovation, leadership, and success in developing and implementing sustainable shipping practices. With the assistance of the Maritime Environmental Committee's leader, the Chairman selected the recipient based on the following criteria: 1) innovation in design of sustainability-enhancing incentives, measurement, and accountability; 2) effectiveness in increasing sustainability, efficiency, and reducing environmental impacts; and 3) anticipated creation of green jobs through efficient ocean commerce that grows in a sustainable manner.

## Sinking standards dent submarine

More fodder for the harbingers of slipping watchkeeping standards. The navigator of a U.S. Navy fast attack submarine, who was listening to his iPod when he really should have been keeping an eye out for other vessels, has helped land his employers with a hefty \$87 million repair bill.

According to the *Navy Times*, the Los Angeles-Class sub *Hartford* collided with the *New Orleans* in the Strait of Hormuz on March 20, 2009. The *Hartford's* commander, Ryan Brookhart, was swiftly relieved of his command, and an official report has now condemned the vessel's "informal atmosphere, crew complacency, a 'weak' command and inferior submariner skills".

Fifteen *Hartford* sailors were injured in the incident. The *New Orleans* suffered "a 16 foot by 18 foot gash in its hull that ripped open a fuel tank and two ballast tanks and required \$2.3 million in repairs".

# Vice President's Report

April 2010

**APL Thailand:** Dan McDonald, delegate. Question on Singapore immigration rule that U.S. passports must be valid for six months on arrival or else seamen will be escorted to airport and prevented from shore leave. Investigation of the issue continues.

**APL Singapore:** Dave Sylstra, delegate. Revised 4Q statement for a crew member correct. Food waste inspections required by Customs prior to U.S. arrival is not part of port prep.

**APL China:** Norm Kurtz, delegate. Clarification on trip off.

**APL Turquoise:** Ed Pastolero, delegate. Dryer issue finally dealt with after third Union intervention in New York. Delayed sailing paid correctly after considerable discussion.

**President Truman:** Nabeel Hafid, delegate. Restriction to ship in Karachi under investigation.

**President Adams:** Julian Torre, delegate. In at New York with few problems. Solid gang working together on a tough run.

**California Voyager:** David Ibarra, delegate. Bosun's Bob Turner and Ron Gill have brought this ship quickly up to SUP standards. Running West to Gulf Coasts.

**Lihue:** Email question from Bosun Mick McHenry on stores and manning when there is a UFFD situation: call for standbys.

**Mokihana:** Paul Barbour, delegate. Boarded in Oakland. Questions on the Standard's management of SUP MPP and 401(k) plans.

**Manulani:** Manny Roxas, delegate. Email clarification on watch rotations and garbage.

**Washington Voyager:** Jenn Corner, delegate. New crew members joining the Union. Reports of SUP crew shortages proven wrong by excellent dispatch performance.

**Oregon Voyager:** Danilo Peres, delegate. After a return to the yard in Mobile for repairs ship headed to the West Coast in good shape.

**Cape Jacob:** Dan Moran, delegate. Running smooth with Mahdi Asad Al-Rasullulah as serang. Relief schedule

uninterrupted; accepting applications for next training classes.

**Cape Farewell:** Theofilo Sison, delegate. With the help of Wilmington Agent Vern Johansen investigated non-payment of weekend overtime. Company admitted a problem and agreed to issue a supplemental check.

**Cape Orlando:** Dave Frizzi, bosun. On April 12 the Union was notified by Patriot that this ship along with the **Adm. Callaghan** and the **Cape Flattery** and **Cape Farewell** was designated by MarAd for a "tabletop" breakout, which is to say they wanted all FOS crew available without dispatch or pay. We provided qualified and available members for each billet within 24 hours of the call because of the stand up sense of responsibility of members to do the right thing for the SUP and the United States. Message to the Pentagon: respect rather than question the reliability and dedication of the U.S. merchant mariners that have routinely provided your sealift support since the birth of the nation.

**Cape Flattery:** Norm Christianson, bosun. Delegate to be elected. In the midst of the mock activation, there came a call for a real activation. Remarkable dispatching by all agents provided qualified crew in record time. Sea trials then expected return to layup.

**USNS Yano:** Jack Forde, delegate. Discussion on disciplinary action. The delegate is doing a good job in a tough situation.

**USNS Shughart:** Jason Morris, delegate. Investigation of payroll issue complete: crew is paid daily base wage on a seven day week. Overtime always a key component of retention. Bosun Mark Reed has things well in hand. Problem regarding storeroom checked out.

**USNS Gordon:** Dave Hoffman, delegate. Bosun Paul Harsany with ROS crew directed a successful activation to Full Operating Status with the addition of 5 AB's and 1 OS.

**USNS Gilliland:** Brian McCarthy, delegate. Also activated and safely arrived in new home in Jacksonville. Dennis Belmonte has the ship running smooth.

*Dave Connolly*

## No watch on collision vessel off Oz

An inquiry has found that a fishing boat that sunk in a collision with a bulk carrier off northern Australia had no lookout and its radar had been switched off.

The 11.5 meter commercial fishing vessel *Jolly Roger* hit the port side of the Japanese-owned bulk carrier *F&K* between hatches four and five in April last year. Both vessels were at sea speed in waters off Groote Eylandt, Northern Territory.

The Australian Transport Safety Bureau's (ATSB) inquiry found that the boat's master and crew were unaware of *F&K* until moments before the collision, despite clear conditions and appropriate lighting on the 32,942 dwt vessel. But the ship's bridge team had been watching the boat for 20 minutes, the panel found. The *F&K* circled back to the point of the collision, but the *Jolly Roger's* three crew had safely made their way to shore.

The ATSB found that the *Jolly Roger's* skipper had failed to keep an effective and proper lookout, while the *F&K* officers had not properly assessed the risk of collision.

## Danish workers strike over beer ban

Hundreds of workers at the Danish brewer Carlsberg walked off the job in Copenhagen this month to protest a new policy restricting beer drinking at work to lunch breaks. Warehouse workers used to be able to help themselves to beer throughout the day, provided they didn't get drunk.

The world's fourth largest brewer,

Carlsberg had been considering the restrictions for years.

Carlsberg's truck drivers joined the strike in sympathy even though they are exempt from the new rules. Drivers are permitted to drink three beers a day outside of lunch hours. No worries, says the company. Carlsberg's trucks are equipped with alcohol ignition locks.



# SUP President's Report

April 12, 2010

## PATRIOT CONTRACT SERVICES

At the January Union meetings, the membership approved an extension of the agreement between Patriot Contract Services, the SUP and the MFOW covering crewing services for the *USAV Worthy*. The extension period was from January 1, through May 31. The *Worthy* is operated by Kwajalein Range Services (KRS) for the U.S. Army.

On March 30, Patriot notified the Unions KRS had sent the company a proposal for a new crewing services contract to start on May 1. That agreement would cover the *Worthy* plus the *USAV Double Eagle*, *USAV Mystic*, *USAV Great Bridge* and any other vessel assigned to KRS for the U.S. Army Kwajalein Atoll/Reagan Test Site.

In the past, the *Worthy* has provided work for members registered in Honolulu and with three more vessels job opportunities will be greatly increased, if Patriot is successful in again obtaining a contract with KRS. The SUP and MFOW continue to work with the company to formulate a competitive bid. When that process is completed it will be subject to membership approval.

## SUP MONEY PURCHASE AND 401(k) PLANS

The Standard, the third party administrator that provides administrative services for the Money Purchase Pension and 401(k) Plans, is performing in accordance with the agreement with the SUP Welfare Plan. The fourth quarter 2009 statements that were mailed last month were apparently factually correct as neither the Plan Administrator, The Standard or the Union Trustees have received any complaints. First quarter 2010 statements should be received by participants by April 21.

The Union and employer Trustees, the Plan Administrator and the trust attorneys continue to monitor the performance of The Standard via weekly telephone conference calls.

Participants are again advised to review their statements. If there are any errors, contact SUP Plan Administrator Michelle Chang at 800-796-8003, or The Standard at 800-858-5420.

## APL: GLOBAL GATEWAY CENTRAL

As reported last month, the SUP and MFOW entered into a one-year trial agreement in February with APL Marine Services/Eagle Marine Services to allow the company to reposition empty reefer containers, on a rail release and not under a specific booking, from Oakland's Global Gateway Central (formerly Middle Harbor Terminal) to the Omaha, Nebraska area without the containers being cleaned by the SUP or pre-trip inspected by the MFOW.

The intent of the agreement was to satisfy the request of Tyson Foods, one of APL's largest customers, after cargo (frozen pork) in APL containers had been tampered with after being loaded in Omaha and subsequently condemned in East Asia. Tyson's solution was to have the containers washed and pre-trip inspected, under the supervision of company representatives prior to being loaded.

On March 24, the Unions were notified that APL had lost the business to Japan's Kawasaki Kisen Kaisha, Ltd. (K Line), therefore, the trial agreement is null and void.

## FOSS MARITIME COMPANY

At the request of Foss, the SUP and IBU met at Headquarters on March 15, to discuss the company's safety initiative ShipMate Plus. Representing the Unions were SUP Vice President Dave Connolly, IBU Regional Director Marina Secchitano and your secretary. In attendance for Foss were Mike O'Connor, Director of

Labor Relations; Captain Igor Loch, Director of Marine Operations for Harbor Services; and Bob Gregory, San Francisco Bay Regional Operations Manager.

ShipMate Plus was introduced in the San Francisco Bay Region last spring, which as of January of this year, completed an unprecedented two years without a lost time injury. In the brief meeting, company representatives went over the scope of the program which relies on Foss employees to observe and correct unsafe and/or hazardous situations aboard company vessels.

On the same day, Foss President Gary Faber sent a letter to all company marine employees congratulating them on their safety record and enclosing a safety bonus check.

## SEATTLE: SUP-MFOW AGREEMENT

Last May, reported that the Marine Firemen's Union intended to close their Seattle Branch effective January 1, 2010. However, implementation was delayed pending a formal Memorandum of Understanding drafted by MFOW President Anthony Poplawski and your secretary.

The Memorandum is as follows:

### MFOW-SUP SEATTLE PORT SERVICES AGREEMENT

This Memorandum of Understanding (hereinafter this "MOU") is made as of March 17, 2010, between the Marine Firemen's Union (the "MFOW") and the Sailors' Union of the Pacific (the "SUP").

**WHEREAS, the MFOW Seattle Branch office will cease operation effective May 1, 2010;**

**WHEREAS, the SUP will maintain a Seattle Branch office;**

**WHEREAS, the parties desire to have an agreement in place on the terms and conditions governing Seattle Port Services provided to the MFOW by the SUP;**

**NOW, THEREFORE, the parties agree as follows:**

#### Section 1. Services Provided

**The SUP will provide the following port services in Seattle:**

**a. Maintain the registration list for MFOW seniority classification members seeking work and a non-seniority registrant list for non-seniority applicants seeking work.**

**b. Dispatch registrants to jobs ordered by contracted companies in accordance with the various Shipping Rules.**

**c. Visit vessels in the area and take the necessary steps to adjust grievances of the crews.**

**d. Supply registrants and crews copies of *The Marine Fireman* and other literature issued by the MFOW.**

**e. Refer MFOW members to MFOW Headquarters for dues payments, pension, health and welfare, supplemental benefit and training issues.**

**It is understood that any disputes related to shipping and seniority rights, dispatching of registrants, and/or engine department grievances shall be immediately referred to MFOW Headquarters for clarification and/or resolution.**

#### Section 2. Compensation

**a. The SUP shall continue to bill the MFOW for Seattle hiring hall rent, building service fees and cable TV in accordance with past practice.**

**b. In addition to the items listed in Section 2.a., the MFOW shall pay \$3,000 per month to the SUP as compensation for Seattle Port Services.**

**c. On October 1, 2011, and on each following October 1, the monthly compensation rates identified in Section 2.b. shall be increased by the base salary percentage increase, if any, of SUP officials.**

#### Section 3. Term of Agreement

**This MOU shall remain in effect on a month-to-month basis. Either party may terminate the MOU by giving thirty (30) days notice to the other party.**

Recommend membership approval, as this is a significant cost savings measure for both Unions.

## HAWAI'I CONGRESSIONAL ELECTION

SUP members, their families and friends who are registered to vote in Hawai'i's First Congressional District are urged to vote in next month's Special Election for Colleen Hanabusa to replace Neil Abercrombie, who resigned from Congress to run for governor of the state.

The First District encompasses the urban areas administered by the City and County of Honolulu, concentrated in the central plains and southern shores of O'ahu including the towns of Aiea, Mililani, Waipahu and Waimalu.

**The reasons to support Hanabusa are basic and fundamental: she supports the Jones Act and is pro-labor.**

**Her main Democratic opponent is former Congressman Ed Case, who represented Hawai'i's Second District (rural O'ahu and all the Neighbor Islands). During Case's tenure in the House of Representatives, before unsuccessfully challenging Senator Daniel Akaka, he had a lousy labor voting record plus he supported legislative efforts to repeal the Jones Act. In this campaign he wants it repealed for Hawai'i!**

**Hanabusa's other main opponent is Republican Charles Djou who is also anti-labor and supports Jones Act repeal.**

The May 22 election process itself is unique as it will be held without a primary, meaning all candidates from all parties will run against one another and the person with the most votes (even if only a plurality) wins. In addition, the election will be conducted as a "Vote-By-Mail" election. All registered voters as of the registration deadline of April 22, will automatically be mailed a packet containing the Vote-By-Mail ballot and a return envelope. No polling places will be open on May 22. Ballots will be mailed approximately 20 days prior to the election. The last day a ballot can be requested is May 15. Voted ballots must be received by the State of Hawai'i Office of Elections no later than 6:00 P.M., May 22, in the return envelope provided.

The only place that walk-in voting will take place is at the Office of the City Clerk, Honolulu Ha'le, 530 King Street (Punchbowl and King) from Monday, May 10, to Thursday, May 20, excluding Sundays and holidays between 8:00 A.M. to 4:00 P.M. Walk-in voting will be open on Saturdays during this period. This location is very close to the SUP hall on Alakea Street.

**If you reside in the First Congressional District and are not registered to vote, register by April 22. When you receive your ballot, vote for Colleen Hanabusa to protect our work.**

## 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 first quarter of 2010, and report back to the membership at the May coast-wise meetings.

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

## ACTION TAKEN

M/S to approve the Seattle and SUP/MFOW MOU on port services as of May 1.

Quarterly Finance Committee — Nominated and elected: Romaine Dudley, Art Thanash, Kaj Kristensen, Paul Fuentes, and Mike Worth.

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

Gunnar Lundeberg

# SUP Branch Reports

## Seattle

March 15, 2010

Shipped during the period: 2 Boat-swains shipped and filled with one A-card to a Matson vessel and one B-card to a Navy ship; 10 Able Seaman jobs were filled by 3 A's, 4 B's, 1 C seniority members and 2 D-card registrants; 2 Ordinary Seaman jobs shipped and filled with D-registrants

Registered during the period: 6 A cards for a total of 18; 7 B cards for a total of 23; 10 C cards for a total of 10.

### Ships Checked

Matson vessels *Manoa* and *Kauai* called twice in Seattle with little or no problems. *Maui* recalled the gang to fly to Hong Kong shipyard and is rumored to run for at least six weeks. The *President Truman* called in New York with returning delegate Nick Hoogendam stating Bosun Bob Strabbing is one of the hardest working sailors he has ever shipped with.

I represented the SUP at the following meetings. Along with the ILWU Local 19, the King County Building Trades and the Carpenters Union we attended a meeting in Seattle Mayor Mike McGinn's office concerning the Mayor's Seawall Replacement project. This is the third time in as many months on this and we still have no information as to why we would support accelerating this project and tie up the waterfront for two years. The SUP hosted a reception for Port of Seattle Commission candidate Max Vekich. Max is an ILWU member and with Union members urging him on he entered into this race late in the campaign and did not get the votes to win. We hope to see Max run again in the future. I participated in the Washington State Labor Council's Transportation and Economic Committee meeting and the King County Labor Council's Executive Board meetings.

Vince O'Halloran, Branch Agent

## Wilmington

March 15, 2010

Shipped a total of 51 jobs—the breakdown is as follows: 3 Bosun-1 Steady, 1 Relief, 1 Return; 4 AB/Dayman-3 Steady, 1 Return; 5 AB/Watch- 4 Steady, 1 Return; 1 STOS-Return; 37 standbys.

Registration: Class "A" 36; Class "B" 24; Class "C" 17

### Ships Checked

*Manulani, Maunalei, Maunawili, Mokihana, Mahimahi, Manukai, R.J. Pfeiffer, Philippines, Thailand, Singapore, Japan, and Chevron Mississippi.*

Just a couple of minor problems on the *Manukai* that were worked out.

I wish to thank the membership for their vote of confidence electing me Wilmington Branch Agent. With the assistance of Headquarters, Brothers at the Union hall, the offices of our contracted employers, and Brother Calais the transition went smooth. I wish to personally thank Brother Calais for his service to this Branch and his dedication to this Union.

Next month on Monday, April 19, 2010 Michelle Chang, SUP Plans Administrator, Todd Smithpeter from Standard Retirement, and Berit Eriksson, SUP Training Representative will be at the Hall to provide us with information and conduct a question and answer forum.

Brother Eli Wegger is on the beach and giving splicing classes at the hall every Wednesday at 10am.

Attended the Labor Day Parade Coalition meeting to discuss the theme for this year's parade and event planning. Local Unions put in a lot of time and work to organize these events.

Had a visit from Captain Joe Itson from the *Lane Victory* introducing himself and informing me of the cruises in August and September. Any member that wishes to work the deck will get to enjoy the Victory Ship experience.

Vern Johansen, Branch Agent

## Honolulu

March 15, 2010

Shipped the following jobs during the month of February: 1 Bosun job steady, 1 AB day steady, 1 AB day relief, 1 AB watch relief, 1 OS steady and 12 standbys. The regular jobs were filled by 3 A cards and 2 D cards and the standby jobs were filled with 3 A cards and 9 B, C, and D cards.

Registered during the month of February: 7 A cards; 1 B card; and 2 C cards. To date totaled registered: 11 A cards; 10 B cards; 4 C cards; and 3 D cards.

### Ships Checked

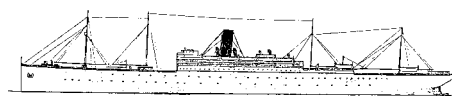
*Manukai, Maunawili, R.J. Pfeiffer, Mokihana, Manoa, Maunalei, Maui, and Mahimahi.* All with few or no beefs. Paint and Rigging gang running smoothly with Monte Kalama as Bosun.

On February 17, attended the Hawai'i Ports Maritime Council meeting with Mike Duvall. This was my first meeting with the council and I was pleasantly surprised to find out that there are nine Unions affiliated with the council. This kind of unity can only help the labor movement in its fight for fair and decent jobs.

Again, the main topic was what we can do to get the vote out for State Senator Colleen Hanabusa in her run for Neil Abercrombie's vacated 1<sup>st</sup> U.S. Congressional seat. We continue to hold the sign waving rally every Monday morning from 7:30am until 8:30am. There are always 15 to 25 people waving signs each week. The SUP and the other three Unions (MFU, MMP, MEBA) in the Sailors Home are doing our best to make sure everybody is registered to vote and then to make sure that they cast their ballots on election day, hopefully, for Colleen Hanabusa.

I wish to thank everybody that voted for me and also everyone that didn't vote for me. Just by voting you show that you care about this Union and how it is run. I'd also like to give a big Mahalo (thank you) to Mike Duvall for all the hard work and time he devoted to the Union while he was here (10 years). Again, thanks Mike.

Michael Dirksen  
Branch Agent



## San Francisco Business Agent

April 12, 2010

Visited and paid off the following ships:

**Kauai**— Jason Pfeil, delegate; Norm Christianson, bosun: The *Kauai* was laid up in Hong Kong for a few months. When the ship received stores at Hong Kong, there were a lot of Chinese stores put aboard which caused the crew to be unhappy. The ship sailed for Long Beach and received no new stores. She then sailed to Seattle, and to Oakland. When she arrived in Oakland, the crew was very unhappy. Had a meeting with the steward, who was new to the ship, the captain and the delegate. The captain and steward were very cooperative and worked together for a solution. They agreed to order more stores at out ports, if needed. Made twice. The second time there was an improvement with getting new stores and the menu was better.

**Mahimahi**— John Gabourel, delegate; Tim Thomas, bosun: Visited at Oakland. No disputes; running smoothly. Made twice.

Worked in front office. Bill Berger

## Dispatcher's Report

Headquarters—March 2010

<b>Deck</b>	
Bosun .....	4
Carpenter .....	0
MM .....	8
AB .....	12
OS .....	2
Standby .....	10
<b>Total Deck Jobs Shipped .....</b>	<b>36</b>
<b>Total Deck B, C, D Shipped .....</b>	<b>14</b>
<b>Engine/Steward</b>	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, D Shipped .....</b>	<b>0</b>
<b>Total Jobs Shipped - All Depts. ...</b>	<b>36</b>
<b>Total B, C, D Shipped-All Depts. .</b>	<b>14</b>
<b>Total Registered "A" .....</b>	<b>43</b>
<b>Total Registered "B" .....</b>	<b>13</b>
<b>Total Registered "C" .....</b>	<b>8</b>
<b>Total Registered "D" .....</b>	<b>24</b>

## Help letter carriers 'Stamp out Hunger' May 8

With the U.S. underemployment rate at 16.9% in March, the National Association of Letter Carriers' (NALC's) annual national food drive next month comes at a time when millions of Americans are struggling to put food on the table. More than 49 million people—including 16.7 million children—live in households that are hungry or risk of hunger, according to the U.S. Department of Agriculture. This represents more than one in seven households in the country (14.6%).

You can help "Stamp out Hunger" by collecting canned goods and dry food, such as tuna, canned meat, soups, pasta, rice and cereal, and leaving them in a bag or box by your mailbox on Saturday, May 8. Your letter carrier will pick them up as they deliver your mail. NALC members will deliver the goods to local food banks, pantries and shelters to help needy families in 10,000 cities and towns in all 50 states and U.S. jurisdictions.

Last year, carriers collected a record 73.4 million pounds of non-perishable food. NALC President Fredric Rolando says the drive this year must be even bigger. "Millions and millions of families are suffering, struggling to make ends meet and put food on the table. Food banks, pantries and shelters need our help more than ever this year. As families count on them for support, they're counting on us and we will not back off on our commitment."

Rolando noted that donations are particularly critical at this time since most school lunch programs are suspended during the summer months and millions of children must find alternate sources of nutrition.

This is NALC's 18th annual food drive, which is held on the second Saturday in May in more than 10,000 cities and towns in all 50 states, the District of Columbia, Puerto Rico and Guam. Donations from this year's drive are expected to push the overall total since the annual drive began to more than one billion pounds.



## Direct costs of piracy to shipping industry top \$100 million annually says new report

Pirate attacks off the coast of Somalia are costing the shipping industry over \$100 million a year, according to a study conducted by an international foundation specialized in conflict analysis. The study, published at the end of January by the World Peace Foundation, reports that shipowners paid about \$110 million in ransoms in 2008 and 2009. These costs are on top of a roughly equal amount in lost revenue from hijacked ships.

From a broader perspective, of course, the direct and indirect expenses of piracy are far greater. They include sharply increased fuel costs and lost time from changes in routes, security systems and insurance premiums, among other things. On an international level, the deployment of naval vessels to the waters around Somalia carries a multi-billion dollar price tag.

The findings of the report, "Combating Maritime Piracy," were outlined in an article in the most recent edition of "Nautilus," the magazine of the British and Dutch officers' Union. One conclusion of the report: Somali piracy has become "a big business" that employs about 1,500 pirates operating under the umbrella of seven criminal syndicates based not just in Somalia but also in Kenya, Dubai, Lebanon and other countries. To read the report in its entirety, go to <http://tiny.cc/Piracy755>.