

# Happy Holidays to all Hands from the Sailors' Union of the Pacific



## West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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583

SAN FRANCISCO, CALIFORNIA

Friday, December 21, 2007

### Lawsuit puts fate of Matson's *m/v Mokihana* in jeopardy

A lawsuit filed by the Shipbuilders Council of America and Pasha Hawaii Transport Lines against three agencies of the federal government calls for Matson's C-9 type container roll-on/roll-off vessel *Mokihana* to be banned from the domestic (Jones Act) trades because, the suit alleges, the vessel was "rebuilt" in violation of the law when she was partially retrofitted to add roll-on/roll-off capacity in a Chinese shipyard.

If the legal action is successful, the domestic trading days of the *Mokihana* could be over.

The suit, filed on December 10 in the U.S. District Court for the Eastern District of Virginia, alleges that the Department of Homeland Security, the Coast Guard, and National Vessel Documentation Center violated the Jones Act by issuing a certificate of documentation endorsed for coastwise privileges for the *Mokihana* because the vessel was "rebuilt" foreign.

Under the law (46 C.F.R. Section 67.177), "A vessel is deemed rebuilt foreign when any

considerable part of its hull or superstructure is built upon or substantially altered outside the United States. In determining whether a vessel is rebuilt foreign, the parameters apply:

(a) Regardless of its material of construction, a vessel is deemed rebuilt when a major component of the hull or superstructure not built in the United States is added to the vessel.

(b) For a vessel of which the hull and superstructure is constructed of steel or aluminum.

(1) A vessel is deemed rebuilt when work performed on its hull or superstructure constitutes more than 10 percent of the vessel's steelweight, prior to the work, also known as discounted lightship weight.

(2) A vessel may be considered rebuilt when work performed on its hull or superstructure constitutes more than 7.5 percent but not more than 10 percent of the vessel's steelweight prior to the work.

(3) A vessel is not considered rebuilt when work performed on its hull or superstructure constitutes 7.5 percent or less of the vessel's steelweight prior to the work."

Pasha operates the roll-on/roll-off vessel *Jean Anne* in competition with Matson in the Hawai'i/West Coast trade, and the Shipbuilders Council, a trade association of U.S. shipyard owners, allege that the conversion work done on the *Mokihana* in China "is well over the 10 percent regulatory threshold defining rebuilding."

Pasha and the Shipbuilders Council therefore have requested in their suit that "the Court declare the *Mokihana* rebuilt foreign, and require the Coast Guard to revoke coastwise endorsement from the certificate

*continued on page 3*

### Former DOT Secretary Mineta calls for complete overhaul of federal maritime policy

Former U.S. Transportation Secretary Norman Y. Mineta this month called for a sweeping overhaul of federal maritime policy that would be centered in a revitalized Maritime Administration to preserve national economic strength.

Federal direction for maritime issues has historically languished due to the parochial evolution of the nation's ports, with control at the state and local level, and as the U.S. merchant fleet mostly evaporated during the past 30 years. But Mineta said the maritime system must receive the same attention and resources as the highway and aviation systems if the United States is to successfully compete in global commerce.

"The federal government must develop a legislative reauthorization process that puts maritime issues on the same level of importance that surface and aviation assets currently

have. If ports and waterways funding is always being relegated to parts of the surface transportation bill, or the defense bill, they will remain second-class subjects where the hope is to get your particular project an earmarked status." To fail is to become a second-rate economic power with a decrease in our quality of life here at home and a reduced ability to effect change in international affairs," Mineta told an audience of financiers, port directors and other freight interests at the North American Port & Intermodal Finance and Investment Summit in Miami.

The government and public have treated the maritime sector as a stepchild compared to surface transportation and aviation, he lamented. The Department of Transportation plays a leading role in establishing national highway, transit and rail policies, and the government

considers aviation so important that the DOT basically operates the air traffic control system.

Maritime responsibilities, however, are scattered through more than a dozen federal agencies, and Mineta said that bringing them together in a reorganized Maritime Administration would allow the government to develop a comprehensive maritime policy and raise money from Congress for shipping needs.

Without a central organization focused on maritime policy, maritime funding is dribbled throughout the federal budget and subject to diversion for other purposes.

The Department of Transportation, through MarAd, needs to become the sponsor of the maritime system in the same way it acts as a major provider of funding, standard-setting authority and safety regulator for all passenger

*continued on page 2*

### Air traffic-like controls won't work for vessels on the Bay

By Peter McIsaac

For more than 150 years, the San Francisco Bar Pilots have guided ships in and out of Northern California waterways efficiently and safely, with little fanfare or public recognition. To some extent that anonymity underscores the professionalism with which these highly trained ship handlers do their work. Now that the recent incident involving the *Cosco Busan* has put our association under the microscope, we want the public to know exactly what we do, how we do it and what measures are in place to insure safe, reliable shipping traffic.

Simply put, we want the pub-

lic and your readers to know that the San Francisco Bar Pilots remain skilled mariners available to direct shipping traffic through San Francisco Bay and other Northern California waterways. While we are always looking at ways to improve how we do our job, we do not agree with recent calls for more federal authority over shipping traffic. Adding another level of bureaucracy and control will not make our industry any safer and could make it more dangerous.

Piloting a large container vessel or oil tanker through a narrow shipping channel, a bridge crossing or a crowded harbor is unlike any maritime experience

most boaters are familiar with. Bar pilots are directing vessels the size of skyscrapers that take a mile or more to fully stop and respond sluggishly at times to helm orders. Moving a ship safely through a narrow channel is like threading a needle with a very large piece of thread.

Bar pilots are prepared to take control of any vessel, at any time of day or night and in nearly any type of weather. We perform some 10,000 vessel movements each year with a safety record unrivaled by any other professional transportation association.

Before even being considered

*continued on page 2*



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# Overhall of federal maritime policy

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and commercial surface and aviation transportation, he said.

Mineta, now vice chairman of communications and government affairs for the consulting firm Hill & Knowlton, said the reorganized agency should be called the Federal Maritime Administration to highlight its overarching maritime role. He recommended that the government transfer virtually all federal maritime programs there, including the responsibilities for aids to navigation from the Coast Guard and the portion of the Army Corps of Engineers that manages domestic ports and waterways. A uniformed Federal Maritime Service would take over responsibility for both programs.

“The Army performing as domestic, civil engineers is not a role for the military, and the country would save money and get a better product if these services were transferred to a single maritime agency,” Mineta said. Savings would partially result from not having to pay military pensions and lodging for Army Corps workers, policy analysts say. The consolidation could encompass activities taken from agencies such as the National Oceanic and Atmospheric Administration, maritime trade promotion in the Commerce Department, the shipping regulators at the Federal Maritime Commission and others. The consolidation would provide a one-stop shop for industry and citizens to address their concerns, and it would help the appropriations process by pooling congressional oversight in a single committee that gives affected stakeholders a door to knock on in search of system resources. Mineta urged that the new organization focus on the entirety of the transportation system, including the inland rail, barge and road networks that are critical to how freight flows in and out of ports.

The former transport secretary for Presidents Clinton and Bush also suggested that the Merchant Marine Academy at Kings Point in Long Island, N.Y., be renamed the National Maritime Academy and given the status of a federal service academy along the lines of West Point, the Naval Academy and the Air Force Academy. Graduates would serve in the Federal Maritime Service or as a commissioned officer in another service branch, including the Department of Homeland Security.

“The federal government must develop a legislative reauthorization process that puts maritime issues on the same level of importance that surface and aviation assets currently have. If ports and waterways funding is always being relegated to parts of the surface transportation bill, or the defense bill, they will remain second-class subjects where the hope is to get your particular project an earmarked status,” Mineta stated.

The United States must also escalate its participation in international maritime organizations and its maritime relations with other countries, he added.

Underpinning these efforts, Mineta said, must be a grassroots education campaign by maritime stakeholders to educate Americans and policymakers about the importance of ports and waterways to the nation’s economy. Most Americans have little connection to the ports and do not understand how these gateways make possible the delivery of affordable goods used in their daily lives.

He proposed that the maritime industry create a national maritime association, with membership to include local

and state government officials, and port authorities, that would educate Congress and the presidential candidates on the role of the maritime system in delivering freight and get hard commitments to fight for maritime’s fair share of infrastructure resources.

Mineta said industry must overcome what he called its habit of avoiding change and settling for “agreements of mutual mediocrity” to spur decisive action by government. Different industry constituencies must put aside their differences to work for the common goal of raising the profile of maritime issues at the federal level, he urged.

Without active participation by industry in pressing for the government to organize the maritime system “investment in this sector will be fraught with unmanageable risk and this space will have limited appeal for investors seeking to put their money in U.S. infrastructure,” he told the audience.

At a time when the United States is faced with an “increasingly globalized economy, a just-in-time freight logistics system, unprecedented energy challenges the federal government must respond—and its response must be more than opening its checkbook. And you in private industry must do more than look for low hanging investment fruit.”

MarAd’s current administrator, Sean Connaughton, already tinkered with the agency’s structure earlier this year to address inland bottlenecks, and has made development of a National Port Strategy one of his goals. The idea is to coordinate what is now an isolated planning process in each locale. However, agency officials are not intent on drafting a big white paper full of new ideas, but rather on making incremental progress by building consensus with industry on better ways to move cargo. Mineta’s suggestions would take the agency to another level through more wholesale change. That is likely to meet resistance from other parts of the government that want to hold onto their missions. Earlier this year, the White House proposed in its fiscal 2008 budget to transfer bridge administration from the Coast Guard to MarAd. The program provides money for bridges, repairs and navigational aids. But the Coast Guard fought hard against the idea and it died. DOT officials have talked internally over the past few years about making some of these changes, but have held back because of the expected jurisdictional resistance, a current department official said.

In the meantime, President Bush a year ago created a Cabinet-level working group called the Committee on the Marine Transport System as a stopgap measure to promote more cooperation among agencies with responsibilities in the marine transport system. The committee gives agencies a formal forum to coordinate their activities. It is chaired by DOT Secretary Mary Peters, but the staff work is currently headed by Ret. U.S. Navy Vice Admiral Conrad Lautenbacher. Connaughton will take over chairmanship of the committee operations in January.



# Controls on S.F. Bay *continued from page 1*

for an apprenticeship with San Francisco Bar Pilots, candidates have anywhere from 10 to 20 years experience at sea. Once admitted into the training program, our apprentices undergo another one to three years of instruction and hands-on training before they are selected for the San Francisco Bar Pilots.

While all the facts concerning the *Cosco Busan* have yet to be determined, we consider the incident to be serious, but isolated. All of us live and work on San Francisco Bay and recognize the tremendous impact this accident has had on the environment and local residents.

While we believe there are strong procedures and policies in place to guarantee safe shipping, we will be working with and making recommendations to our chief oversight agency, the state Board of Pilot Commissioners, as well as other appropriate authorities to further improve our operation and safety procedures. Those recommendations may include enhanced board authority over drug and alcohol testing of bar pilots, improved training on the types of navigation equipment our members use on board the vessels they pilot, and a rigorous review of equipment and policies for pilots carrying laptop computers or other portable navigation systems.

We also believe this incident has shown the need for better designed fender on some Bay Area bridges. Many other bridges around the country use a triangular-shaped plastic or rubber fender that can deflect a vessel away from a direct hit. This would provide a further margin of safety and lessen the chances of a fuel spill in the future.

One much-discussed measure we are not recommending is the implementation of a vessel management system similar to an air traffic control. Our members believe and 150 years of maritime experience show the impracticality of taking an aviation approach to managing maritime traffic. Unlike aircraft, ships operate in only two dimensions. A complex number of forces acting upon a ship’s movement, including vessel hydrodynamics, wind, current and water depth, make remote control of a large ship impossible. Also, in an air-traffic system, most if not all, small craft participate in the system. On any given summer weekend, 95 percent of the small craft on San Francisco Bay are not checked into the vessel management system. The wide range of vessel classes, sizes and abilities further argues against a uniform approach to shipping traffic control.

We recognize the important work the U.S. Coast Guard performs in maintaining an advisory Vessel Traffic Service. While our bar pilots rely on this service, they bear the primary responsibility for communicating with other vessels in close proximity, for communicating with bridge and harbor operators, and for knowing at all times their own position on the water. It is the acceptance of this responsibility and authority which helps maintain safe shipping in Northern California.

The public should know we require the highest professional standards possible for our members. We consider ourselves stewards of the environment and everything we train for, everything we do on the job, is designed to keep life on the water safe for all.

Captain Peter McIsaac is the Port Agent of the San Francisco Bar Pilots, an SUP-contracted company. This article was originally published in the *San Francisco Chronicle*.

## Final Departures

**Leonard Millsap**, Book No. 6140. Born in California in 1926. Joined SUP in 1948. Died in West Hills, California, November 12, 2007. (Pensioner)

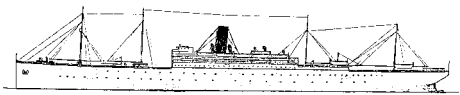
**Hido “George” Ogawa**, Book No. 1953. Born in Hawai’i in 1912. Joined SUP in 1934. Died in California, November 19, 2007. (Pensioner)

**Charles Schwab**, Book No. 5388. Born in Arizona in 1923. Joined SUP in 1941. Died in Bullhead City, Arizona, November 20, 2007. (Pensioner)

**Hans Jorgensen**, Book No. 4319. Born in Denmark in 1935. Joined SUP in 1966. Died in Shoreline, Washington, November 28, 2007. (Pensioner)

**Robert Arnall**, Book No. 3675. Born in Nebraska in 1925. Joined SUP in 1943. Died in Alabama, December 2, 2007. (Pensioner)

**Daniel Lopez**, Book No. 4084. Born in California in 1936. Joined SUP in 1956. Died in Concord, California, December 1, 2007. (Pensioner)



## West Coast Sailors

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**Teresa Anibale, Editor**

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## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2008:

|           | Hdqs. | Branch |
|-----------|-------|--------|
| January   | 14    | 22*    |
| February  | 11    | 19*    |
| March     | 10    | 17     |
| April     | 14    | 21     |
| May       | 12    | 19     |
| June      | 9     | 16     |
| July      | 14    | 21     |
| August    | 11    | 18     |
| September | 8     | 15     |
| October   | 14*   | 20     |
| November  | 10    | 17     |
| December  | 8     | 15     |
| *Tuesday  |       |        |



## Navy and Woodside Natural Gas reach tentative agreement on Southern California project

The Navy late last month reached an agreement in principle with developers of natural gas infrastructure off the West Coast that lifts the service’s opposition to the project, provided certain restrictions are followed to prevent interference with Navy training.

The agreement signals just how far the military is willing to go in working around a fairly new type of encroachment: offshore energy infrastructure projects. The accord ends a dispute that Navy officials claim threatened to compromise the effectiveness of their top naval training range.

The October 26 deal struck with Woodside Natural Gas Inc., an Australian energy giant, would, if implemented, limit the impact of ship-to-ship transfer of liquefied natural gas (LNG) in the Point Mugu sea range, near Los Angeles, setting a possible precedent for how the Navy will handle any future encroachment on sea ranges by energy infrastructure. The project was the first of its kind

to conflict with military training, although concerns have been raised previously over other types of offshore energy projects, such as drilling platforms off the Florida coast.

Woodside’s Oceanway project envisages a deepwater port offshore for piping LNG to a land-based terminal, requiring transfer of gas in liquid form from a tanker to a re-gasification ship at sea. The company’s three top choices for locating the ship-to-ship transfer points raised concerns from the Navy, as one of the sites lies within the Point Mugu range, and another close to it.

The project has yet to make it beyond the application phase, and will have to be approved by the Coast Guard, the lead federal agency reviewing the application, and also the Maritime Administration. City of Los Angeles representatives are also involved in the talks, as the natural gas would come ashore within an area under city jurisdiction.

## Union-busting legal strategy with a twist

Employers are using laws originally aimed at organized crime to combat aggressive Union organizing efforts that amount to extortion.

Two lawsuits filed by employers in the past two months invoked the federal Racketeer Influenced and Corrupt Organizations Act, or RICO, to claim Unions have tried to damage their reputations and businesses through public-relations campaigns and other tactics. In both suits, the companies claim the Unions are spreading false and damaging information through flyers and the internet and at demonstrations.

The suits, which the Unions say are baseless, mark escalating tensions over organizing methods. Unions want to organize workers by approaching them off company grounds and having them sign cards in favor of a Union while the company remains neutral, a process companies say subjects employees to intense pressure. Companies generally favor a secret-ballot election, which is held on company property and usually follows months or years of expensive, time-consuming and negative campaigning by both sides.

RICO was passed in 1970 to make it easier to prosecute organized-crime leaders when they couldn’t be directly tied to murders or other crimes but when a pattern of racketeering existed. Civil RICO claims became common in the 1980s and have been filed in a variety of contexts, alleging fraud or illegal competition. The law allows for the recovery of triple damages.

While unusual, Union-related suits field under RICO laws instead of labor laws have precedent. In 1995, Food Lion LLC sued the United Food and Commercial Workers (UFCW), claiming the Union planted damaging reports in the media and filed frivolous regulatory claims. The case was settled in 2004.

In October, Smithfield Foods, Inc. filed suit against the UFCW which has been trying for more than a decade to organize 4,600 hourly workers at the company’s Tar Heel, North Carolina plant. The suit claims that the Union’s campaign, which includes calls to boycott all Smithfield products, is “designed to destroy Smithfield’s public image and inflict maximum economic damage.”

Wackenhut, a U.S. unit of London’s Group 4 Securicor PLC, filed suit last month accusing the Service Employees International Union, which has been trying to organize the company’s security guards, of using “strong-arm” tactics that have caused it to lose contracts with customers.

“RICO grabs the headlines and demonstrates to shareholders and the public how seriously Smithfield and Wackenhut disagree with the Unions’ allegedly false statements,” said Jeff Grell, who teaches a course on RICO at the University of Minnesota Law School and assists law firms on both sides of RICO litigation.

Extortion is difficult to prove in these situations, Grell says. It usually involves taking property, in the form of money, real estate or personal property, while these suits center on less-defined issues of reputation and the loss of business, which can be the result of broader economic factors.

G. Robert Blakey, a lawyer who helped draft RICO and is acting as legal counsel to Smithfield, declined to comment on the litigation. In statements released by the company, he likened the Union’s campaign to “actions of Mafia figures who arrange an illegal picket line and promise to remove it if the store owner agrees to take their garbage services.” The UFCW claims on its website that Smithfield’s Tar Heel workers face “poverty wages, brutal conditions, crippling injuries”—claims the company disputes.

Joe Hansen, president of the UFCW, called the lawsuit “completely baseless.” He added: “If they think that spending millions of dollars on this legal strategy will weaken our efforts to ensure justice and fairness at the Tar Heel plant, they are sorely mistaken.”

Dan Murphy, corporate counsel and director of labor relations for Wackenhut, said the Service Employees International Union is distributing information that is “bereft of fact.” Andy Stern, the Union’s president and a defendant in the case, called the lawsuit “an attempt to muzzle workers and their Unions from speaking out on issues of corporate social responsibility.”

# Maui keeps running



Matson’s containership *Maui* was slated for an extended layup in Richmond, California, but the company changed its plans and quickly broke her out this month. Bringing her in from Honolulu were from left: Knut Rasmussen, Bill Berry, Steve Meyer, Art Thanash, Tom Gatmaitan, Rolando DeGuzman, and Paul Aguirre.

## TWIC Enrollment Centers open

|             |   |
|-------------|---|
| Seattle:    | Fraternal Order of Eagles<br>Aerie #1<br>6205 Corson Avenue South |
| Tacoma:     | Fife Business Park<br>5113 Pacific Highway East, Suite 1E         |
| Oakland:    | Oakland Maritime Support Services<br>11 Burma Road                |
| San Pedro:  | Crown Plaza Beacon Room<br>601 South Palos Verde Street           |
| Long Beach: | 301 East Ocean Boulevard  |
| Honolulu:   | 1347 Kapiolani Boulevard, Suite 204                               |

Other enrollment centers that are open or due to open by the end of the year are located in Wilmington, Delaware; Corpus Cristi, Texas; Baton Rouge, Louisiana; Beaumont, Texas; Houston, Texas; Providence, Rhode Island; Chicago, Illinois; Port Arthur, Texas; Savannah, Georgia; Baltimore, Maryland; Lake Charles, Louisiana; Minneapolis, Minnesota; St. Paul, Minnesota; Charleston, South Carolina; Cleveland, Ohio; Detroit, Michigan; Port Fourchon, Louisiana; Boston, Massachusetts; Brownsville, Texas; Indiana Harbor, Indiana; Mobile, Alabama; Albany, New York; Brunswick, Georgia; Milwaukee, Wisconsin; Philadelphia, Pennsylvania; Tulsa, Oklahoma; Joliet, Illinois; Kansas City, Missouri; Kauai, Hawai’i, Peoria, Illinois; Jacksonville, Florida; Duluth, Minnesota; and New Orleans, Louisiana.

## MEBA balloting brings change Don Keefe elected national president

In the recently concluded election of the Marine Engineers Beneficial Association (MEBA), Don Keefe bested Mike Jewell, two-term incumbent Ron Davis and Bill Hall to win the presidency of the Union.

After graduating from Massachusetts Maritime Academy in 1978, Keefe joined MEBA and sailed for 17 years, then came ashore to work for the Union in Boston and New York before being elected and serving two terms as Atlantic Coast Vice President.

Joining Keefe on the MEBA’s District Executive Committee are Executive Vice President Ed MacCormack, Secretary-

Treasurer Bill Van Loo, Atlantic Coast Vice President Bill McHugh and Gulf Coast Vice President Marc Huber.

In the election only three incumbents were returned to their posts: Van Loo, Los Angeles Branch Agent Mike Nizetich and Seattle Branch Agent Karol Kingery.

Others elected were: Tom “Sunny” Suneson, Baltimore Branch Agent; Dana Woodruff, Houston Branch Agent; Chris Guera, New York Patrolman; Wilfred “Wil” Jones, New Orleans Patrolman; Jim Staats, San Francisco Patolman; Mike Dunklin, Houston Patrolman; Lawrence Young, Los Angeles Patrolman; and Jim McCrary, Seattle Patrolman.

### Mokihana in jeopardy *continued from page 1*

of documentation for the *Mokihana* and that the court enjoin the *Mokihana* from engaging in the United States domestic trades.”

As the *West Coast Sailors* went to press, the government agencies have not responded to the suit. Matson’s Law Department is currently reviewing the complaint, but stated that, “We think that the Coast guard ruling at issue in the lawsuit is correct and that the allegations in the complaint are wrong.”

After retrofitting in Chinese and Alabama shipyards, the *Mokihana* (ex-President Monroe) re-entered Matson’s Oakland/Honolulu service. The retrofit involved adding a garage on the stern of the vessel which enable the ship to carry 1,200 autos in addition to 1,000 containers. Matson has multi-year agreements with Ford and General Motors to carry their vehicles to and from Hawai’i as well as multi-year deals with BMW, Mercedes Benz, Toyota, Nissan, Dollar and Thrifty.

# SUP Honor Roll

Voluntary contributions from the membership to the following funds in 2007:

## Organization/General Fund

|                             |        |                         |        |                          |        |                          |        |
|-----------------------------|--------|-------------------------|--------|--------------------------|--------|--------------------------|--------|
| Gordon Abbott .....         | 100.00 | Diane Ferrari .....     | 60.00  | Joe Mantanona .....      | 20.00  | Ralph Senter .....       | 40.00  |
| Albert Abramson .....       | 80.00  | Erik Finneman .....     | 100.00 | Gabriel McDonald .....   | 20.00  | Edward Sexton .....      | 50.00  |
| Max Abramson .....          | 60.00  | Lymel Gador .....       | 20.00  | McGunn Law Office .....  | 25.00  | Andy Simkanin .....      | 70.00  |
| Abe Acosta .....            | 60.00  | Art Garrett .....       | 40.00  | Michael McLavy .....     | 100.00 | Ernest Stimach .....     | 40.00  |
| Douglas Alexander .....     | 20.00  | Adrian Gonzalez .....   | 20.00  | Lee McLeod .....         | 50.00  | Ed Suguitan .....        | 30.00  |
| Jose Angeles .....          | 20.00  | Robert Greene .....     | 170.00 | Joseph McShane .....     | 100.00 | William Sullivan .....   | 40.00  |
| Pio Aujero .....            | 25.00  | John Hamann .....       | 70.00  | Paul Monti .....         | 50.00  | John Svane .....         | 80.00  |
| James Bailey .....          | 40.00  | Rex Harper .....        | 35.00  | Leo Moore .....          | 80.00  | David Sylstra .....      | 20.00  |
| John Bane .....             | 10.00  | Michael Henderson ..... | 80.00  | Sean Moore .....         | 20.00  | Tulilo Tautala .....     | 40.00  |
| Billy Bell .....            | 25.00  | Paul Herriott .....     | 40.00  | Robert Morgan .....      | 45.00  | Douglas Taylor .....     | 60.00  |
| Dennis Belmonte .....       | 50.00* | Duane Hewitt .....      | 80.00  | Taylor Morse .....       | 15.00  | Robert Taylor .....      | 20.00  |
| Archie Bickford .....       | 25.00  | Philip Howell .....     | 20.00  | Duane Nash .....         | 25.00  | Arthur Thanash .....     | 200.00 |
| Brendan Bohannan .....      | 60.00  | Isnin Idris .....       | 20.00  | Waleed Nasser .....      | 20.00  | Remoni Tufono .....      | 10.00  |
| G.”Andy” Brummer .....      | 50.00  | Sedek Idris .....       | 40.00  | Vince O’Halloran .....   | 200.00 | Ruta Tulenkun .....      | 40.00  |
| Christopher Bujnowski ..... | 180.00 | Steve Itson .....       | 10.00  | Terence O’Neill .....    | 120.00 | Carl Turner .....        | 50.00  |
| Charles Bulmer .....        | 80.00  | Noel Itsumaru .....     | 70.00  | Ricky Pangan .....       | 100.00 | Louis Urbano .....       | 40.00  |
| Charles Butler .....        | 40.00  | Knud Jensen .....       | 50.00  | Edwin Pastolero .....    | 20.00  | Harold Uriarte .....     | 60.00  |
| Scott Carson .....          | 20.00  | David Johnson .....     | 20.00  | Frank Portanier .....    | 20.00  | Rene Valles .....        | 80.00  |
| Dave Connolly .....         | 80.00  | Monte Kalama .....      | 40.00  | Charles Rafael .....     | 25.00  | Tanya Viau .....         | 25.00  |
| Jennifer Corner .....       | 80.00  | John Kelly .....        | 20.00  | Rich Reed .....          | 60.00  | Miguel Villegas .....    | 10.00  |
| Donald Cushing .....        | 200.00 | Melvin Kessler .....    | 100.00 | Emmanuel Rezada .....    | 40.00  | Joshua Walker .....      | 40.00  |
| Jay Dillion .....           | 20.00  | Michael Koller .....    | 50.00  | Alex Romo .....          | 25.00  | Francis Walsh .....      | 55.00  |
| Mike Dirksen .....          | 80.00  | James Kolm .....        | 50.00  | Mitchell Roseveare ..... | 30.00  | Steve Ware .....         | 25.00  |
| Romaine Dudley .....        | 80.00  | Kaj Kristensen .....    | 20.00  | Steven Ross .....        | 80.00  | Pat Weisbarth .....      | 80.00  |
| Mike Duvall .....           | 80.00  | Sung Kwak .....         | 50.00  | Randy Runyan .....       | 30.00  | Will Williamson .....    | 80.00  |
| Alexander Earle .....       | 80.00  | Eli Lalich .....        | 80.00  | Stephen Rydberg .....    | 100.00 | Gilbert Wilson .....     | 25.00  |
| Kelly Eggers .....          | 80.00  | Lincoln Lee .....       | 75.00  | Gary Rymel .....         | 80.00  | William Wood .....       | 40.00  |
| Thor Erikson .....          | 20.00  | Peter Leo .....         | 80.00  | James Savage .....       | 120.00 | Burwood Yost .....       | 60.00  |
| Exxon Seamen’s Union .....  | 500.00 | Mark Littlejohn .....   | 40.00  | Whitey Secrest .....     | 50.00  | Keesal Young-Logan ..... | 15.00  |
| John Fernandez .....        | 50.00  | Gunnar Lundeberg .....  | 200.00 | Dimitri Seleznev .....   | 20.00  | Steven Zombro .....      | 80.00  |

## Sailors' Political Fund

|                             |        |                           |        |                           |         |                         |        |
|-----------------------------|--------|---------------------------|--------|---------------------------|---------|-------------------------|--------|
| Gordon Abbott .....         | 100.00 | Mike Duvall .....         | 20.00  | Nick Hoogendam .....      | 20.00   | Ian McLeod .....        | 40.00  |
| Abe Acosta .....            | 60.00  | Earl Eastmark .....       | 80.00  | Steve Huggins .....       | 10.00   | Joseph Memtanona .....  | 10.00  |
| Knud Andersen .....         | 280.00 | Mike ElMobdy .....        | 60.00  | Mark Hurley .....         | 120.00  | David Mercer .....      | 30.00  |
| Pio Aujero .....            | 25.00  | Mohamed ElMobdy, Jr. .... | 20.00  | David Ibarra .....        | 80.00   | Steve Messenger .....   | 40.00  |
| James Bailey .....          | 70.00  | Foster Eubank .....       | 50.00  | Isnin Idris .....         | 40.00   | Steve Meyer .....       | 40.00  |
| Billy Bell .....            | 25.00  | David Fadoul .....        | 50.00  | Noel Itsumaru .....       | 60.00   | Keith Miller .....      | 20.00  |
| Dennis Belmonte .....       | 50.00  | John Farley .....         | 100.00 | Marcelo Javier .....      | 20.00   | Paul Monti .....        | 80.00  |
| William Berger .....        | 100.00 | John Ferguson .....       | 20.00  | Knud Jensen .....         | 40.00   | Tony Montoya .....      | 20.00  |
| Roselio Berioso .....       | 10.00  | John Fernandez .....      | 100.00 | Vern Johansen .....       | 10.00   | Dennis Murphy .....     | 100.00 |
| Brendan Bohannon .....      | 120.00 | James Flaherty .....      | 50.00  | Jan-Peter Johnsson .....  | 40.00   | Duane Nash .....        | 45.00  |
| Michael Boyle .....         | 40.00  | Daniel Foster .....       | 80.00  | Robert Jones .....        | 40.00   | Donald O’Halloran ..... | 20.00  |
| Christopher Bright .....    | 20.00  | Mike Fox .....            | 20.00  | Lani Kalama .....         | 50.00   | Vince O’Halloran .....  | 400.00 |
| Christopher Bujnowski ..... | 100.00 | Edgardo Franco .....      | 35.00  | Monte Kalama .....        | 140.00  | Terence O’Neill .....   | 240.00 |
| Charles Bulmer .....        | 45.00  | Louis Frazier .....       | 130.00 | Art Kardinal .....        | 100.00  | William Ofthus .....    | 100.00 |
| Brian Burns .....           | 10.00  | Mike Freng .....          | 60.00  | Brandon Keopuhiwa .....   | 90.00   | Scott Oliphant .....    | 100.00 |
| Robert Burns .....          | 20.00  | Lymel Gador .....         | 30.00  | Michael Koller .....      | 90.00   | Mike Orosz, Jr. ....    | 147.77 |
| Milton Caballero .....      | 10.00  | Dan Garbaree .....        | 25.00  | James Kolm .....          | 100.00  | Miguel Palacios .....   | 30.00  |
| Steve Campbell .....        | 140.00 | David Garcia .....        | 10.00  | Jereld Komoto .....       | 40.00   | David Pangan .....      | 50.00  |
| Cecilia Chan .....          | 20.00  | Peter Gardiner .....      | 60.00  | Tom Koppel .....          | 30.00   | Ricky Pangan .....      | 200.00 |
| Norm Christianson .....     | 50.00  | Art Garrett .....         | 40.00  | Norman Kurtz .....        | 90.00   | Michal Parenteau .....  | 40.00  |
| Michael Clark .....         | 20.00  | Tom Gatmaitan .....       | 10.00  | Norman Kwak .....         | 150.00  | Eric Partika .....      | 60.00  |
| Steven Clemens .....        | 50.00  | Bert Genita .....         | 10.00  | Tom Larkin .....          | 20.00   | David Partikian .....   | 75.00  |
| Randy Coady .....           | 100.00 | Joseph Ginez .....        | 40.00  | David Larsen .....        | 200.00  | Edwin Pastolero .....   | 10.00  |
| Robin Colonas .....         | 120.00 | Aleen Gonzalez .....      | 20.00  | Lincoln Lee .....         | 50.00   | John Perez .....        | 105.00 |
| Danny Colton .....          | 20.00  | Joseph Graca .....        | 25.00  | Hans Lilledahl .....      | 50.00   | John Peterson .....     | 130.00 |
| Dave Connolly .....         | 305.00 | Bob Greene .....          | 50.00  | Maea Loe .....            | 20.00   | Mark Pfaff .....        | 25.00  |
| Kevin Conroy .....          | 100.00 | Clinton Gregg .....       | 80.00  | Jose Lopez .....          | 20.00   | Jesper Pfeil .....      | 20.00  |
| Jennifer Corner .....       | 90.00  | Nabeeh Hafid .....        | 150.00 | Gunnar Lundeberg .....    | 1200.00 | Michael Pfleegor .....  | 20.00  |
| John Crockett .....         | 100.00 | James Hall .....          | 10.00  | Raul Macahinao .....      | 40.00   | Joe Plant .....         | 20.00  |
| Richard Crowell .....       | 30.00  | John Hamann .....         | 20.00  | Virgilio Managbanag ..... | 30.00   | Knut Rasmussen .....    | 90.00  |
| Douglas Crute .....         | 100.00 | Mark Hargus .....         | 80.00  | Chuck Maringer .....      | 40.00   | John Rawlings .....     | 10.00  |
| Steve Crute .....           | 50.00  | Rex Harper .....          | 35.00  | Joseph Marusak .....      | 30.00   | Rich Reed .....         | 150.00 |
| Don Cushing .....           | 100.00 | Walter Harris .....       | 10.00  | Melvin Mate .....         | 50.00   | Emmanuel Rezada .....   | 80.00  |
| Andre Dayley .....          | 100.00 | Michael Henderson .....   | 100.00 | John McAuliffe .....      | 40.00   | Philip Romei .....      | 100.00 |
| Mike Dirksen .....          | 100.00 | Paul Herriott .....       | 30.00  | Gabriel McDonald .....    | 10.00   | Alex Romo .....         | 25.00  |
| John Drolla .....           | 50.00  | Ken Herzstein .....       | 60.00  | David McKeithen .....     | 20.00   |                         |        |
| Frank Dufek .....           | 40.00  | Tim Hill .....            | 30.00  | Michael McLavy .....      | 250.00  |                         |        |

continued on page 5



# West Coast Sailors

|                             |        |                            |        |                         |        |                         |         |
|-----------------------------|--------|----------------------------|--------|-------------------------|--------|-------------------------|---------|
| Gordon Abbott .....         | 100.00 | William DeBenedictis ..... | 20.00  | James Kawasaki .....    | 25.00  | Ronald Pittman .....    | 25.00   |
| Max Abramson .....          | 40.00  | Jay Dillion .....          | 30.00  | Brandon Keopuhiwa ..... | 60.00  | Milburn Pond .....      | 25.00   |
| Abe Acosta .....            | 60.00  | Mike Dirksen .....         | 50.00  | Melvin Kessler .....    | 50.00  | George Pope .....       | 35.00   |
| Archie Aki .....            | 50.00  | Robert Doyle .....         | 25.00  | Francis Kim .....       | 25.00  | R.A. Porteous .....     | 25.00   |
| Douglas Alexander .....     | 20.00  | Frank Dufek .....          | 20.00  | Richard Kingsbury ..... | 25.00  | Jack Post .....         | 25.00   |
| Alfred Anderson .....       | 30.00  | Frank Dufek .....          | 80.00  | James Kolm .....        | 50.00  | Mike Potenti .....      | 30.00   |
| Karl Anderson .....         | 25.00  | George Elinoff .....       | 25.00  | Norman Kurtz .....      | 25.00  | Roberti Ramirez .....   | 25.00   |
| Jose Angeles .....          | 20.00  | Leo Endries .....          | 25.00  | Eli Lalich .....        | 70.00  | John Reed .....         | 25.00   |
| Melvin Armon .....          | 25.00  | Thor Erikson .....         | 20.00  | Marc Lara .....         | 25.00  | John Rescino .....      | 25.00   |
| Walter Arndt .....          | 25.00  | David Fadoul .....         | 25.00  | Tom Larkin .....        | 25.00  | Javier Riano .....      | 25.00   |
| Takayuki Asai .....         | 25.00  | Frank Fellows .....        | 25.00  | Gunnar Larsen .....     | 40.00  | Rizal Rillo .....       | 25.00   |
| Pio Aujero .....            | 20.00  | Robert Ferguson .....      | 25.00  | Orsen Larsen .....      | 25.00  | Art Rogers .....        | 25.00   |
| M.G. Bailey .....           | 20.00  | Anthony Figueroa .....     | 25.00  | Lincoln Lee .....       | 50.00  | Philip Romei .....      | 25.00   |
| John Ban .....              | 25.00  | Erik Finneman .....        | 150.00 | Hans Lilledahl .....    | 25.00  | Alex Romo .....         | 25.00   |
| Ray Barrena .....           | 25.00  | Barry Fisher .....         | 30.00  | ILWU Local 8 .....      | 25.00  | Derek Runyan .....      | 10.00   |
| Thomas Basford .....        | 30.00  | James Flaherty .....       | 25.00  | Maea Loe .....          | 20.00  | Jon Rushing .....       | 50.00   |
| Billy Bell .....            | 25.00  | Ledo Forassiepi .....      | 20.00  | Angelo Loffa .....      | 40.00  | Lloyd Rust .....        | 40.40   |
| Raymond Bell .....          | 25.00  | George Foster .....        | 100.00 | Belfred Lomba .....     | 25.00  | Terrence Ryan .....     | 25.00   |
| Red Bell .....              | 20.00  | Mike Fox .....             | 40.00  | Tom Mariner .....       | 225.00 | Stephen Rydberg .....   | 25.00   |
| Ojvind Bernhagen .....      | 125.00 | Sylvan Frankel .....       | 25.00  | Armando Martinez .....  | 25.00  | James Saiki .....       | 25.00   |
| George Blake .....          | 20.00  | Michael Freng .....        | 20.00  | John Masterson .....    | 25.00  | James Savage .....      | 40.00   |
| Herbert Blake .....         | 25.00  | Manoru Fukano .....        | 25.00  | Melvin Mate .....       | 30.00  | Carl Schou .....        | 50.00   |
| Donald Bohle .....          | 50.00  | Tattoo Gardiner .....      | 20.00  | Gary McDevitt .....     | 30.00  | Charles Schroeder ..... | 40.00   |
| Robert Booth .....          | 25.00  | John Gladstone .....       | 25.00  | David McKeithen .....   | 20.00  | Ralph Senter .....      | 20.00   |
| George Boyeas .....         | 25.00  | Marvin Glasgow .....       | 25.00  | Ian McLeod .....        | 70.00  | Edward Sexton .....     | 50.00   |
| Joseph Bracken .....        | 25.00  | George Gooden .....        | 25.00  | Joseph McShane .....    | 25.00  | William Sharp .....     | 25.00   |
| Stanley Branch .....        | 25.00  | Burnett Green .....        | 40.00  | Carlos Medena .....     | 20.00  | Chester Sherry .....    | 35.00   |
| Robert Brien in memory of   |        | Clinton Gregg .....        | 80.00  | Joseph Meehan .....     | 25.00  | Virgil Sieben .....     | 15.00   |
| Vera Childs .....           | 25.00  | Rolando Gumana .....       | 30.00  | Rodolfo Menchaca .....  | 25.00  | Andy Simkamin .....     | 75.00   |
| Christopher Bright .....    | 20.00  | Herman Hallman .....       | 25.00  | Steve Messenger .....   | 40.00  | Ray Simpson .....       | 25.00   |
| Calvin Browning .....       | 40.00  | Gloria Hamann .....        | 25.00  | Jack Milano .....       | 25.00  | Fracio Smith .....      | 25.00   |
| Christopher Bujnowski ..... | 100.00 | John Hamann .....          | 25.00  | Paul Monti .....        | 20.00  | William Smith .....     | 50.00   |
| Charles Bulmer .....        | 45.00  | Rex Harper .....           | 25.00  | Richard Moore .....     | 25.00  | William Smith .....     | 25.00   |
| Alfred Byoff .....          | 25.00  | Clarence Hartwig .....     | 25.00  | Robert Morgan .....     | 10.00  | Kai Sorensen .....      | 25.00   |
| George Castege .....        | 125.00 | Franklin Haugen .....      | 25.00  | Dave Munroe .....       | 25.00  | Eugene Souza .....      | 25.00   |
| Joseph Castege .....        | 100.00 | James Hearn .....          | 25.00  | Dennis Murphy .....     | 100.00 | Gerald Spafford .....   | 25.00   |
| Tom Casynn .....            | 100.00 | Paul Herriott .....        | 30.00  | John Nannini .....      | 25.00  | Donald Steffens .....   | 50.00   |
| Lyle Cavin .....            | 100.00 | William Holladay .....     | 25.00  | Duane Nash .....        | 20.00  | Ed Suguitan .....       | 20.00   |
| Lee Cherry .....            | 20.00  | Henry Holzberg .....       | 25.00  | John Nelson .....       | 25.00  | Joseph Suire .....      | 25.00   |
| Richard Chung .....         | 25.00  | John Houlihan .....        | 25.00  | Tonny Nielsen .....     | 10.00  | Leo Surmeian .....      | 25.00   |
| Steve Clemens .....         | 50.00  | Sedek Idris .....          | 10.00  | Ken O’Halloran .....    | 10.00  | Edwin Susuitan .....    | 20.00   |
| George Cooney .....         | 30.00  | Anthony Ingegneri .....    | 25.00  | William Ofthus .....    | 50.00  | Steve Swinton .....     | 20.00   |
| Hugh Crandall .....         | 50.00  | George Jackson .....       | 25.00  | Robert Palakiko .....   | 25.00  | Thomas Tamblyn .....    | 25.00   |
| Douglas Crute .....         | 25.00  | Arne Jakobsen .....        | 25.00  | Ricky Pangan .....      | 100.00 | Eleanor Terrell .....   | 1050.00 |
| Steve Crute .....           | 50.00  | Romero Jalomo .....        | 40.00  | Edward Pardo .....      | 25.00  | Arthur Thanash .....    | 80.00   |
| Cal Cunningham .....        | 25.00  | Vern Johansen .....        | 40.00  | Tonni Pedersen .....    | 25.00  | Morris Thiboneaux ..... | 60.00   |
| Gene Davis .....            | 25.00  | Lani Kalama .....          | 50.00  | John Pederson .....     | 25.00  | Tim Thomas .....        | 50.00   |
|                             |        |                            |        | John Perez .....        | 25.00  | Bruce Thompson .....    | 25.00   |
|                             |        |                            |        | A. Petersen .....       | 25.00  | Ivar Thorbjornsen ..... | 50.00   |
|                             |        |                            |        | Amund Pettersen .....   | 25.00  | William Tice .....      | 25.00   |
|                             |        |                            |        | Michael Pfleegor .....  | 80.00  | Carl Turner .....       | 25.00   |
|                             |        |                            |        | James Phelps .....      | 25.00  | Wayne Turner .....      | 5.00    |
|                             |        |                            |        | Earl Phillips .....     | 25.00  | Peter Villanueva .....  | 25.00   |

## Sailors' Political Fund

*continued from page 4*

|                       |         |                          |        |
|-----------------------|---------|--------------------------|--------|
| Jon Rose .....        | 50.00   | Arthur Thanash .....     | 200.00 |
| Steven Ross .....     | 50.00   | Morris Thiboreaux .....  | 60.00  |
| Randy Runyan .....    | 40.00   | Timothy Thomas .....     | 100.00 |
| Stephen Rydberg ..... | 100.00  | John Thompson .....      | 60.00  |
| Edward Sabo .....     | 25.00   | Robert Thompson .....    | 20.00  |
| James Savage .....    | 80.00   | Bill Timmerman .....     | 40.00  |
| Greg Schauf .....     | 70.00   | Carl Turner .....        | 25.00  |
| Carl Schou .....      | 25.00   | Tom Tynan .....          | 40.00  |
| Dmitri Seleznev ..... | 30.00   | Louie Urbano .....       | 20.00  |
| Ralph Senter .....    | 420.00  | Miguel Valacios .....    | 45.00  |
| Edward Sexton .....   | 50.00   | Robert Vandermey .....   | 40.00  |
| Andy Simkanin .....   | 70.00   | Miguel Villegas .....    | 10.00  |
| George Simpier .....  | 20.00   | Colin Walker .....       | 40.00  |
| Gabriel Sipin .....   | 20.00   | Joshua Walker .....      | 40.00  |
| Greg Smith .....      | 20.00   | Francis Walsh .....      | 45.00  |
| Michael Soper .....   | 30.00   | Colin Walter .....       | 40.00  |
| Donald Steffens ..... | 25.00   | Eric Weintraub .....     | 105.00 |
| Jim Stelpstra .....   | 10.00   | Erik Williamson .....    | 130.00 |
| Ernest Stimach .....  | 20.00   | William Williamson ..... | 100.00 |
| Richard Stinson ..... | 40.00   | Gilbert Wilson .....     | 100.00 |
| Peter Gardiner .....  | 50.00   | Tom Wilson .....         | 10.00  |
| Tulilo Tautala .....  | 10.00   | William Wood .....       | 50.00  |
| Doug Taylor .....     | 20.00   | Danilo Ycoy .....        | 60.00  |
| Robin Taylor .....    | 100.00  | Steve Zombro .....       | 120.00 |
| Eleanor Terrell ..... | 1000.00 | Edward Zoobrick .....    | 100.00 |

## Dues-Paying Pensioners

|                   |            |
|-------------------|------------|
| Robert Copeland   | Book #4763 |
| Romaine Dudley    | Book #2593 |
| Duane Hewitt      | Book #5748 |
| Knud Jensen       | Book #3940 |
| John Jewett       | Book #4291 |
| Tony Jones        | Book #4305 |
| Kaj E. Kristensen | Book #3120 |
| Eli Lalich        | Book #4062 |
| James K. Larsen   | Book #4055 |
| John McKeon       | Book #6456 |
| Keith Miller      | Book #6497 |
| Joseph Napier     | Book #2299 |
| John Pedersen     | Book #3834 |
| John Perez        | Book #3810 |
| Cliff Rouleau     | Book #3144 |
| Ralph Senter      | Book #7323 |

## Vote YES for the dues increase

# ESU Office Assignments

For the month of January, John Straley will be in the Seabrook office and Kevin Conroy will be in the Benicia office.



## ESU NEWS

DECEMBER 2007

Official Publication of the Exxon Seamen's Union

# ESU election results

On Friday December 14, the ESU Seabrook office received the official tabulation of votes cast in the 2007 election of Board Officers and Ship Representatives from the American Arbitration Association in New York. The ESU mailed out a total of 158 ballots to the membership and the AAA office received back 95 ballots, two of which were void and not counted. All terms of office are for three years beginning January 1, 2008.

### For Executive Board positions:

|                              |                            |
|------------------------------|----------------------------|
| <b>Vice President</b>        | <b>Secretary/Treasurer</b> |
| John Straley                 | Ilidio "Leo" DeCastro      |
| Ran unopposed                | Ran unopposed              |
| <b>Deck Trustee</b>          | <b>Engine Trustee</b>      |
| Pat Campbell 67              | William Ackley             |
| Michael Harrison 26          | Ran unopposed              |
| Blanks/VOIDS 0               |                            |
| <b>Steward Dept. Trustee</b> |                            |
| Kurt Kreick                  |                            |
| Ran unopposed                |                            |

### For Ship Representative positions:

|                              |                       |
|------------------------------|-----------------------|
| <b>S/R American Progress</b> | <b>S/R Long Beach</b> |
| Rudy Benavides 53            | Wayne Dymont          |
| Allen Bostwick 37            | (By appointment)      |
| Blanks/VOIDS 3               | No candidate ran      |

Congratulations to the winners and special thanks to all the candidates who ran and unselfishly volunteered their time to serve their Union. In this election 59% of the eligible voters exercised their right to vote. The ESU mailed a total of 158 ballots to the membership and the American Arbitration Association office counted 93 of the 95 ballots received. Two ballots were not counted because one had no name printed on the ballot envelope and the other was cast by an ineligible voter.

The ESU extends its thanks to those members who demonstrated their support and responsibility by taking the time to vote in this important election.

# Rathbun, Bacon and Wood promoted

Effective December 16, ESU members Bruce Rathbun and Donald Bacon were promoted to Pumpman and QMED respectively. On the same date, Stuart Wood was also promoted to Pumpman. All three individuals were previously on the Maintenance Seaman list. Bruce, Don and Stuart have all demonstrated the ability to perform the duties required of their new positions during the numerous step-up assignments they have had to the higher ratings. We congratulate our members on their well deserved promotions.

These three promotions were necessary to satisfy the minimum 2.0 manning level for each rating which is required by our contract. With the retirements of Jerry Patterson, Mario Guarcello and Bill Burton the numbers on the seniority lists fell below the minimum requirements. These promotions will bring the number of names on the Pumpman and QMED lists back to their minimum levels. Any further reduction on either list will require more promotions in the future. As the *ESU News* goes to press the Fleet Chef and Cook seniority lists are also at the minimum levels. The AB list is still slightly long with 73 names; one above the required number of 72. Normal attrition will almost certainly make more promotions during 2008 inevitable as long as we don't suffer the loss of any more ships from the fleet.

# More Unlicensed attend Confined Space Rescue course



Aaron Rathbun (l) and Marvin Marcum (r) participate in rescue drill recently at the Confined Spae Rescue course.  
Photo by Rob Stalzer.

During the week of December 3, ESU members Aaron Rathbun and Marvin Marcum attended the Confined Space Rescue course in College Station, Texas. They were the sixth and seventh unlicensed members to attend the course this year. Two other Confined Space classes were held earlier in 2007, the first in May and the second in October. Those classes were attended by Tim

Williams, Jerry Patterson, Don Koczon, Charlie Hartmann and Walter Figueroa.

The course was originally designed for fleet officers only but as a result of talks between the ESU and SeaRiver management, it has now been opened to unlicensed employees as well. The course lasts five days and is held at the world-renowned fire training facility at the Texas A&M University Extension in College Station. As with the DLC class, the course has been tailored specifically to SeaRiver and the company's particular needs. It was developed by both Bill Schaefer of SeaRiver and Texas A&M. It is instructed jointly by senior SeaRiver deck officers and instructors from the university.

The course is a combination of classroom as well as field training. The first two days cover safe confined space entry and the last three days are made up of rescue techniques. Field exercises utilize the same entry and rescue equipment used in the SeaRiver Fleet. There are also classroom exercises on tying rescue knots as well as patient "packaging". The group participates in mock rescue situations, which are patterned after real and potential shipboard rescue scenarios (see photo). In this month's class the exercises were lead by Chief Mate Rob Stalzer, who served as trainer and facilitator. As part of a continuous improvement process, feedback from the participants was taken and will be used to modify and improve future classes. Management representative Ron Floyd also made a visit and held a presentation upon its completion.

Both SeaRiver management and the ESU believe the skills taught at this course will increase the effectiveness of the role our members will play in the event of an onboard emergency and that it will further our position as a leader in the field of safety within the tanker industry. More Confined Space Rescue courses will be scheduled in the upcoming year; the exact dates will be announced when the 2008 training schedule comes out in mid January. For questions or to request to attend one of these courses contact Kharon DeLaney at (713) 656-2203.

# SeaRiver again receives Sword of Honour

It was announced in November that SeaRiver had once again been awarded the prestigious Sword of Honour from the British Safety Council. The Sword of Honour recognizes organizations that have implemented safety systems that are among the best in the world.

In a statement by the company, SeaRiver Vice President for Operations Mr. Stu McRobbie said, "On November 23, SeaRiver was once again recognized by the British Safety Council, as one of only 40 world-wide organizations to receive their highest annual honor. Mr. Marty Meador, representing all of the men and women of SeaRiver, accepted the Council's award which recognizes industry leading safety systems, processes and performance. SeaRiver is a multi-year recipient of the Sword.

This esteemed level of international acclaim is coupled with ongoing internal and domestic recognition of SeaRiver's continuous drive towards flawless operating performance. It clearly supports and validates our efforts and the results produced by the entire organization. It is a source of tremendous professional pride and recognition. Every member of the SeaRiver fleet is gratefully recognized for their part in helping to once again achieve this level of world class performance. It takes a dedicated and well functioning team to win and the SeaRiver team leads the pack."

The Exxon Seamen's Union likewise, commends all our members who have contributed so greatly to SeaRiver's recognition as an industry leader in the safe and environmentally responsible operation of their tanker fleet. These honors underscore what the ESU has been saying all along, that our members are performing at the very highest level of professionalism within the industry. If it were not for the exceptional standard of performance at which the rank and file consistently operate these prestigious recognitions of excellence would not be attainable. Congratulations to everyone.

## 2008 Holiday Schedule

|                        |                       |
|------------------------|-----------------------|
| New Year's Day         | Tuesday, January 1    |
| Martin Luther King Day | Monday, January 21    |
| President's Day        | Monday, February 18   |
| Memorial Day           | Monday, May 26        |
| Independence Day       | Friday, July 4        |
| Labor Day              | Monday, September 1   |
| Columbus Day           | Monday, October 13    |
| Veteran's Day          | Tuesday, November 11  |
| Thanksgiving Day       | Thursday, November 27 |
| Christmas Day          | Thursday, December 25 |



## ESU News

# Jerry Patterson, Bill Burton and Chuck Bell retire

Former ESU President and life-long union supporter W.T. "Jerry" Patterson retired effective December 1, 2007 after more than 39 years of service. Jerry has written a special farewell letter to all his friends and shipmates in the fleet and it will appear in next month's *ESU News*.



Jerry Patterson

Jerry was hired by the Marine Division of Humble Oil and Refining Company in July 1968 and was assigned to

his first ship, the *Esso Baltimore*, as Ordinary Seaman. After spending his first year sailing in the deck department as OS and the next year stepping up to Able Seaman he was promoted to AB in 1970. During this time he developed an interest in sailing as Pumpman and was soon selected to enter the Pumpman Training program. After successfully completing the program he sailed as step up and was promoted in 1974 to MM/2P. Jerry was promoted again to full Pumpman in 1983 and eventually to the old rating of Cargo Maintenance Specialist in 1991. In 1997 the Pumpman and CMS ratings were consolidated and Jerry again became a Pumpman.

Jerry developed a keen interest in union activities early on and served in a number of positions in the Exxon Seamen's Union and its predecessor the Esso Seaman's Association. He was Ship Rep on the *Exxon Philadelphia* from 1976 until 1978 and on the *Exxon San Francisco* from 1979 until 1991. In fact it was his desire to remain onboard the *San Francisco* as Ship Rep that led Jerry to defer a promotion to CMS for many years. Jerry later ran for and was elected to the ESU Executive Board position of Recording Secretary. He served in that

position from 1997 thru 1999. He followed this by being elected to President and served with distinction in that capacity from 2000 thru 2005. It was during these years that Jerry helped lead our union in its successful bids to affiliate with the Sailors' Union of the Pacific and achieve landmark contract pay and benefit increases in 2001. He is proud of the fact that he sailed in numerous different unlicensed ratings which helped him in understanding the issues and concerns of all the membership which he represented.

Jerry points to a number of memorable experiences over his long seagoing career. He fondly reflects on the time he spent aboard the *Exxon Seattle* between 1973 and 1975 as a major career highlight. That ship was trading exclusively in Southeast Asia on charter to the US Navy in support of the war efforts in Vietnam. In those days assignments to the *Seattle* were continuous with no breaks for paid leave. A favorite story often told by Jerry and former *Exxon Seattle* shipmate Bob Knight was of the "Anson Road Massacre" which occurred in Singapore outside the old Seamen's Paradise Club back in their hey-days. This classic sea story is too long to re-tell here but it involved Jerry and Bob along with some locals and other foreign sailors in a major street fight which didn't turn out too well for our two heroes. In later, calmer, years Jerry returned to foreign service with a tour aboard the *S/R Mediterranean* in 1993. His last tour was aboard the *S/R Long Beach* earlier this year.

Jerry retires as the most senior member of the fleet with a career that has spanned five decades. We will all miss Jerry and we sincerely thank him for all his help, support and friendship throughout the years.



Bill Burton

Bill Burton, QMED-Oiler, has recently elected to retire with over 17 years of service. Bill began his career with Exxon Shipping Company

when he was hired in early 1990. His first assignment was to the Exxon North Slope as Automated Oiler when that position still existed. He continued to step up to A-Oiler until he was promoted in November 1990.

In September 1991, he was promoted again, this time to Maintenance Operations Assistant. Bill then spent his sea time with assignments to the ships that carried that position for many years. His last ship was the *SR American Progress*. He departed the *Progress* recently while she was undergoing shipyard repairs in Gdansk, Poland. Bill always had the reputation as an excellent technician with astute skills as Oiler. He will be remembered in the fleet as a good shipmate and supporter of the ESU. We wish Bill all the best.



Chuck Bell

Also effective December 1, 2007, Charles W. "Chuck" Bell elected to retire with 17 years of service. Chuck joined Exxon Shipping Company in 1990 bringing with him over 20 years of seagoing experience. His first ship assignment was to the *Exxon North Slope* as Maintenance Seaman, but soon thereafter began stepping up to AB and he was finally promoted to that position in September of 1991. Over his career, Chuck has sailed on almost all of the company's ships, most recently the *SR American Progress*. His last assignment was to the *SR Baytown* as Able Seaman. In addition to his work assignments, Chuck has also been active in leadership positions within the Exxon Seamen's Union. He served as Ship's Representative on the *SR American Progress* on two occasions; from 2002 through 2004 and again from 2006 until 2007. We thank Chuck for his many contributions and wish him well in retirement.

## Ship reports

### S/R American Progress

The *S/R American Progress* arrived into the port of Linden, New Jersey on December 8, after a long and rough Atlantic crossing from FOS, France. Deck Trustee Michael Harrison has been in touch with the ESU via telephone and reports no beefs. At the time of printing the vessel was at anchor in the Sabine River awaiting berth in Beaumont, TX, where she will be visited by an ESU Board officer. AB Rudy Benavides has been elected Ship Rep and will take over at that position next tour.

### S/R Baytown

The *S/R Baytown* was visited by an ESU board member at lay berth in Galveston on December 7, where one of the cargo pumps was being repaired. After a couple days she shifted to anchor to await berth availability at ExxonMobil in Baytown, TX. She was delayed for several more days due to fog and finally made it to the dock on December 14, where she was again visited by a Board officer. Regular Ship Rep Joe Bernavich was onboard and reported no beefs. The *Baytown* looks like she will be on the Baytown to Florida run for a while.

### Kodiak

The *Kodiak* was visited by an Executive Board member on December 3 at the Richmond Long Wharf. Regular Ship Rep Tim Williams was onboard and doing a fine job as usual. No beefs outside of the lack of available reliefs. An issue concerning the SeaRiver in-house training assessment booklets was once again brought to our attention. All members collecting assessment signatures for USCG endorsements are highly recommended to use the official Coast Guard form as there have been many problems with the Coast Guard not recognizing the in-house booklets.

### S/R Long Beach

An Executive Board Officer visited the *S/R Long Beach* on December 8 at Anchorage 9 in San Francisco and again on December 14 in Benicia. A problem was resolved involving one department monopolizing the discretionary overtime of the Maintenance Seaman. Thanks to the maturity and willingness to compromise of the parties involved the issue was worked out to everyone's satisfaction and within contractual guidelines. Wayne Dymont has been appointed Ship Rep since no one ran for the position in the election. Overall, the *Long Beach* is a happy, well-run ship.

### Sierra

The *Sierra* continues in her regular Valdez to Puget Sound trade. Ship Rep Thor Floreen stays in regular touch and reports no major beefs. Thor has been working with the captain and mates to improve the way the tug stand-by and watch below during busy periods is handled so as to remain within legal and contractual guidelines and also allow for the off watch to get at least a little more rest. We thank Thor for his efforts. The *Sierra* may make a trip to SF Bay right before Christmas, but at press time this had not yet been confirmed.

### S/R Wilmington

An Executive Board Officer visited the *S/R Wilmington* on December 14 at the ExxonMobil Dock in Baytown, TX. After a couple days at anchor due to fog, the *Willy* finally came in and began loading for her normal route. Ship Rep Jeff Harris is back on board and reports all is well. The vessel returns back to the US after a long trip from Singapore thru the Suez Canal with a stop in Sicily.

*Happy Holidays to ESU members and their families*

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Kevin Conroy

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

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



# “CHRISTMAS AT SEA”

The sheets were frozen hard, and they cut the naked hand;  
The decks were like a slide, where a seamen scarce could stand;  
The wind was a nor’wester, blowing squally off the sea;  
And cliffs and spouting breakers were the only things a-lee.

They heard the surf a-roaring before the break of day;  
But ’twas only with the peep of light we saw how ill we lay.  
We tumbled every hand on deck instanter, with a shout,  
And we gave her the maintops’l, and stood by to go about.

All day we tacked and tacked between the South Head and the North;  
All day we hauled the frozen sheets, and got no further forth;  
All day as cold as charity, in bitter pain and dread,  
For very life and nature we tacked from head to head.

We gave the South a wider berth, for there the tide-race roared;  
But every tack we made we brought the North Head close aboard:  
So’s we saw the cliffs and houses, and the breakers running high,  
And the coastguard in his garden, with his glass against his eye.

The frost was on the village roofs as white as ocean foam;  
The good red fires were burning bright in every ‘long-shore home;  
The windows sparkled clear, and the chimneys volleyed out;  
And I vow we sniffed the victuals as the vessel went about.

The bells upon the church were rung with a mighty jovial cheer;  
For it’s just that I should tell you how (of all days in the year)  
This day of our adversity was blessed Christmas morn,  
And the house above the coastguard’s was the house where I was born.

O well I saw the pleasant room, the pleasant faces there,  
My mother’s silver spectacles, my father’s silver hair;  
And well I saw the firelight, like a flight of homely elves,  
Go dancing round the china-plates that stand upon the shelves.

And well I knew the talk they had, the talk that was of me,  
Of the shadow on the household and the son that went to sea;  
And O the wicked fool I seemed, in every kind of way,  
To be here and hauling frozen ropes on blessed Christmas Day.

They lit the high sea-light, and the dark began to fall.  
”All hands to loose topgallant sails,” I heard the captain call.  
”By the Lord, she’ll never stand it,” our first mate Jackson, cried.  
...”It’s the one way or the other, Mr. Jackson,” he replied.

She staggered to her bearings, but the sails were new and good,  
And the ship smelt up to windward just as though she understood.  
As the winter’s day was ending, in the entry of the night,  
We cleared the weary headland, and passed below the light.

And they heaved a mighty breath, every soul on board but me,  
As they saw her nose again pointing handsome out to sea;  
But all that I could think of, in the darkness and the cold,  
Was just that I was leaving home and my folks were growing old.  
By Robert Louis Stevenson (1850-94).

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

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**San Francisco CA 94105**

# Welfare Notes

December 2007



*The SUP Welfare Plan  
Wishes you a happy and healthy  
holiday season*

*Michelle Chang – Administrator  
Patty Martin  
Michael Jacyna  
Virginia Briggs  
Wilma Alday*

# India bans older vessels during monsoon season

Concerned over the increasing number of marine accidents in Indian waters during the rough weather of the monsoon season, the Indian Director General of Shipping has proposed greater restrictions on chartered vessels in Indian territorial waters.

According to guidelines issued by the Directorate, effective January 1, chartering will only be allowed during the monsoon season (May 15 to November 30) to tankers less than 25 years old and gas carriers below 30 years. The restrictions are based on the recommendations of a committee set up by the shipping ministry. Around 25 ships sank in the Arabian Sea in the past three years during rough monsoon weather due to technical problems and the alleged negligence of seafarers.

# California Air Resources Board approves regulations to limit ship pollution

California’s air pollution watchdog agency has approved tough cold ironing regulations for container, passenger and reefer ships calling at the state’s six main ports from 2010.

The Air Resources Board says that fleet operators have to reduce harmful smoke by at least 80 percent in a series of steps by 2016 or 2020. The time frame will depend on the method employed—mains electricity, alternative technology such as mobile generators or a combination of the two. Alternative technology users will be the first to be affected, needing to cut emissions 20 per by 2010.

The rules apply to fleets calling more than 25 times a year at any of the parts—Los Angeles, Long Beach, Oakland, San Francisco, San Diego and Port Hueneme. Other types of vessels will be covered later.

The Pacific Merchant Shipping Association strongly opposes the regulations, saying that a uniform national policy has to be formulated. It has also said that legal action is a possibility.

# Matson increases Hawai’i freight rates

Matson Navigation Company will raise rates for its Hawai’i service by \$75 per westbound container and \$40 per eastbound container, effective January 6. The company also will raise its terminal-handling charge by \$125 per westbound container and \$60 per eastbound container, also effective January 6.

“This rate increase will help offset rises in operating costs and support a number of investments in our Hawai’i service,” Dave Hoppes, senior vice president-ocean services, said in a press release.

“Given the essential role ocean transportation has in supporting Hawai’i’s economy, Matson has continued to make significant investments in upgrading its fleet. In the past six years, Matson has awarded \$584 million to U.S. shipyards for fleet enhancement, including over \$500 million for construction of four new containerships.”

Hoppes said terminal-handling costs comprise nearly 40 percent of the company’s operating costs, which represent about \$300 million annually. Terminal-handling costs have risen by 37 percent in the past five years, he said.

Matson in November raised the fuel surcharge on its Hawai’i and Guam/Commonwealth of the Northern Mariana Islands services by two percentage points, from 24 percent to 26 percent, due to rising fuel costs.



## SUMMARY ANNUAL REPORT FOR SUP 401(k) PLAN

This is a summary of the annual report for SUP 401(k) Plan, EIN 94-3134523, Plan No. 002, for the year ended December 31, 2006. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$205,381. These expenses included \$100,134 in administrative expenses, and \$105,247 in benefits paid to participants and beneficiaries. A total of 750 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,533,754 as of December 31, 2006 compared to \$2,751,339, as of January 1, 2006. During the plan year, the plan experienced an increase in its net assets of \$782,415. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$987,796. This income included employer contributions of \$90,925, employee contributions of \$483,497, and earnings from investments of \$413,384.

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. Assets held for investment;
3. Financial information and information on payments to service providers; and
4. Delinquent Participant Contributions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP 401(k) Plan, Inc., at 730 Harrison Street, Suite 415, San Francisco, California 94107, (415) 778-5490. The charge to cover copying costs will be \$2.50 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 415, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D.C. 20210.

## Boiler explosion that caused mariner deaths blamed on shipowner and classification society

The National Transportation Safety Board (NTSB) has blamed Norwegian Cruise Line (NCL) and class society Bureau Veritas (BV) for the cruise ship *Norway's* fatal boiler blast on May 25, 2003. Eight crewmembers were killed and 17 were injured when the header of boiler No. 23 ruptured as a result of extensive fatigue cracking.

According to the NTSB's final report, NCL and water chemistry subcontractors failed to adhere to water chemistry composition limits for the boiler. The number of boiler cycles was not taken into account during maintenance and the boiler was stressed by severe thermal transients (from heating and cooling too quickly) and by frozen boiler support feet. Weld repair procedures were "questionable," added the NTSB. Furthermore, BV surveyors and NCL inspectors did not conduct appropriate non-destructive testing and BV surveyors were given "inadequate survey guidance."

The NTSB concluded: "The probable cause of the boiler rupture on the *Norway* was the deficient boiler operation, maintenance, and inspection practices of NCL, which allowed material deterioration and fatigue cracking to weaken the boiler. Inadequate boiler surveys by BV contributed to the cause of the accident.

The NTSB reported stated that mysterious "large copper nuggets" were found near the fracture surface on Boiler No. 23. The NTSB noted that the boiler contained no sources of pure, highly worked copper. While copper could possibly have been produced by corrosion of copper materials elsewhere in the system, "it would not have had the features exhibited by the nuggets." The NTSB metallurgist also concluded that the nuggets were not created by chemical reactions between excess hydrazine (a chemical employed to reduce corrosion) and copper alloys in the system. "The only explanation for the presence of the copper is that it was introduced to mask the crack, impede inspection and avoid necessary repairs," alleged the NTSB.

None of the boiler experts interviewed by the NTSB had "ever heard of a temporary fix using copper." Furthermore, the NTSB noted that "forcing copper into a crack might have increased the tendency for the crack to propagate" and "would have done nothing to reduce the concentration of stress when the boiler was pressurized."

In a financial filing late last month, NCL reaffirmed that the *Norway* explosion "is currently subject to a criminal investigation by the U.S. Attorney's office through an impaneled grand jury."

As for the vessel itself, the *Norway*, (ex-*France*) is being scrapped in India.

## SUMMARY ANNUAL REPORT FOR SUP MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for SUP Money Purchase Pension Plan, EIN 94-3134523, Plan Number 001, for the year ended December 31, 2006. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust fund. Plan expenses were \$2,062,811. These expenses included \$169,553 in administrative expenses and \$1,893,258 in benefits paid to participants and beneficiaries. A total of 959 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$21,595,781 as of December 31, 2006, compared to \$21,253,119 as of January 1, 2006. During the plan year the plan experienced an increase in its net assets of \$342,662. This increase includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$2,405,473, including employer contributions of \$1,512,668 and earnings from investments of \$892,805.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Information regarding any common or collective trusts in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan Inc, who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, CA 94107, (415) 778-5490. The charge to cover copying costs will be \$3.25 for the full annual report, or \$0.25 per page for any part thereof.

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

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## Pirates active in Lagos, Nigeria

The International Maritime Bureau's Piracy Reporting Center on December 11, warned the industry over two serious new incidents of piracy off Lagos, Nigeria.

Late on November 28, 12 armed robbers dressed in military fatigues in what appeared to be a military launch approached a tanker at anchor. Nine of them boarded the tanker and ordered the master to disembark into their launch. The master refused and escaped towards the ship's house. The robbers shot at him but he escaped unhurt, though the robbers took three other crew hostage while searching and looting the house. They were released after 90 minutes in exchange for cash and cigarettes. The following day the master received a phone call threatening that the robbers would attack again in the next port.

On December 7, two pirates armed with guns and knives boarded a bulk carrier drifting at Lagos anchorage. The raiders tied up the aft watchmen, but they were spotted by the forward watchman who ran into the house and locked all entrance doors. The Duty Officer was informed, the alarm raised and crew mustered. The pirates jumped overboard and fled in a waiting motor boat.

## Record of SUP Shipping November 2007

|                | Hdq   | ..... | Seattle | ..... | Wilm  | ..... | Hono  | ..... | Total |
|----------------|-------|-------|---------|-------|-------|-------|-------|-------|-------|
| Bosun          | ..... | 0     | .....   | 2     | ..... | 2     | ..... | 2     | 6     |
| Maint. Man     | ..... | 6     | .....   | 0     | ..... | 0     | ..... | 2     | 8     |
| Watchman       | ..... | 0     | .....   | 0     | ..... | 0     | ..... | 7     | 7     |
| A.B. Dayworker | ..... | 0     | .....   | 0     | ..... | 6     | ..... | 7     | 13    |
| A.B            | ..... | 7     | .....   | 7     | ..... | 14    | ..... | 0     | 28    |
| O.S.           | ..... | 0     | .....   | 0     | ..... | 0     | ..... | 1     | 1     |
| Standby        | ..... | 22    | .....   | 15    | ..... | 51    | ..... | 43    | 131   |
| TOTALS         | ..... | 35    | .....   | 24    | ..... | 73    | ..... | 62    | 194   |



# SUP President's Report

December 10, 2007

## TRANSPORTATION WORKERS' IDENTIFICATION CREDENTIAL

Enrollment centers for the Transportation Workers' Identification Credential (TWIC) are being slowly but steadily opened all over the country. As reported last month, enrollment centers are in operation in Tacoma, Oakland, Honolulu and other ports across the nation.

On December 5, the Transportation Security Administration (TSA) announced that a temporary Seattle enrollment center will open on December 13, at the following address:

Fraternal Order of Eagles  
Aerie #1  
6205 Corson Avenue South  
Seattle WA 98108

TSA indicates that the permanent site in Seattle will be located at Piers 90/91.

Enrollment is expected to begin in Long Beach and Los Angeles by mid-December, but as of today's meeting, the dates and location have not been announced. An updated TWIC deployment plan will be published in this month's *West Coast Sailors*.

To schedule an appointment at one of the centers and to save time, members can pre-enroll online at [www.tsa.gov/twic](http://www.tsa.gov/twic) or call 866-347-8942.

Once a member's information is entered online, the applicant can select an appointment time as part of the pre-enrollment process. After your TWIC is issued, TSA will notify you by a method of your choice — home phone, cell phone, or email— as to where and when to pick up the TWIC. (Applicants should bring two forms of identification to the enrollment center and a form of payment.) Your valid U.S. passport, MMD and driver's license are examples of qualifying identification.

For a full list of acceptable documents to be utilized at the center for I.D. consult the October issue of the *West Coast Sailors* or the TSA website. The centers will accept credit cards for payment, but no personal checks. Holders of a U.S. Merchant Mariners Document (MMD) are eligible for the "discounted" issuance fee of \$105.25. However, if you take advantage of this so-called discount, your TWIC will expire on the same day as your MMD. If you opt to pay the full fee of \$132.50, you will receive a five-year TWIC card regardless of the expiration date of your MMD.

The process at the enrollment center is quick and straight forward and requires the applicant to have their photograph and fingerprints taken by digital/electronic means. Note that an applicant will be required to visit the enrollment center twice—once for processing and again within 10-30 days for card issuance and activation.

Members should take their time in filling out the TWIC Application Disclosure Form as there are "yes" or "no" answers to a list of disqualifiers. An erroneous answer or omission on the form could by itself be grounds for TSA to deny issuance of the credential. This would force the applicants to go through a lengthy appeal process. Giving a "willful false statement, or an omission of material fact" on the application, "can be punished by fine or imprisonment or both," according to Section 1001 of Title 18 of the United States Code.

Subject to change, the deadline for obtaining a TWIC is September 25, 2008. Recommend that all SUP members obtain this document well in advance of the deadline.

## SUP ELECTION

**All members eligible to vote in the 2007-2008 biennial election of Sailors' Union officers for the 2008-2010 term and referenda on a proposed amendment to the SUP Constitution should have received their secret mail ballot by today's meeting.**

**In accordance with Article XII, Section 8, of the SUP Constitution, "If for any reason a member in good standing does not receive his/her ballot, he/**

**she may make a written request for a ballot to the Impartial Balloting Agent. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. The Impartial Balloting Agent shall mail a ballot to the member at the address indicated which shall be marked "duplicate" on the outer envelope."**

**If an eligible member has not received a ballot, there are three ways to obtain one:**

**1) By letter: Robbin A. Johnson, Manager  
Pacific Election Services, Inc.  
1650 Stanmore Drive  
Pleasant Hill, CA 95423**

**2) By fax: 925-685-4937**

**3) By email: [rjohnson7128@sbcglobal.net](mailto:rjohnson7128@sbcglobal.net)**

**When requesting a ballot, members must include their name, mailing address and membership number. It must be noted that no ballots will be mailed to any SUP hiring hall.**

**Balloting will continue through December and January and will be tallied on Friday, February 1, 2008.**

**Full participation in the balloting process is key to Union democracy. Urge all hands to vote.**

## SUP BUILDING CORPORATION

Since last reported on in August, several significant events have occurred in the SUP Building Corporation's ongoing efforts to compel Terra Nova insurance company to pay for the damages caused by Systems XIX, a former tenant at Headquarters. As the membership will recall, the Building Corporation won a judgment against System XIX of \$533,167.38 in March 2005. However, Systems XIX went out of business, went into bankruptcy and defaulted on the award.

Terra Nova resisted paying that judgment claiming that its policy with Systems XIX contained "exclusions" that would allow it to escape liability. The first "cross-suit" exclusion precluded either the landlord from suing the tenant or vice versa for damages under the lease. Secondly, Terra Nova argued that even if the cross suit exclusion was inapplicable, another exclusion limited any potential coverage only to those parts of the Headquarters building that were not covered by the lease. It was anticipated that Terra Nova would claim that virtually all of the purported damage caused by Systems XIX was done to the premises covered by the lease.

The Building Corporation's attorneys, Donald Lesser and Jeffrey Walsh, with the Court's approval, compelled the parties to participate in a mediation with each party being required to have a person physically present to settle the case. Notwithstanding, the Court's order to the effect, Terra Nova failed to have an authorized representative physically present at the mediation conducted in San Francisco by James A Madison on July 11, 2007. The Building Corporation offered to settle the case for \$450,000 Terra Nova, however, through its attorney offered only \$23,000.

Terra Nova's paltry offer emanated from its belief that on September 5, 2007, the Court would grant a summary judgment on its behalf based on one or both of the exclusions previously described.

The Building Corporation in response to Terra Nova's bad faith actions, took several steps to protect its interests. First, was to file an opposition to Terra Nova's Motion for Summary Judgment citing Terra Nova's pleadings were defective since they did not comply with California law because the motion was written by an attorney who did not have personal knowledge of the facts surrounding the circumstances pertaining to the negotiation of the insurance policy. At the same time, the Building Corporation instructed its attorneys to file a Motion for Sanctions against Terra Nova for its bad faith in the mediation and requested the Court to award the Building Corporation in excess of \$20,000 for Terra Nova's abuse of the mediation process. These actions got results.

Terra Nova agreed to resume mediation with retired Appeals Court Judge, Robert L. Dossee, in October 2007, as well as rescheduling the trial date from Sep-

tember 10, to December 17, 2007. On September 4, 2007, the California Superior Court denied Terra Nova's Motion for Summary Judgment in its entirety based on the arguments the Building Corporation raised. Lastly, on September 19, 2007, the Court also granted a motion to amend the original judgment against Terra Nova for an additional \$25,000.

Realizing it was time to get serious, Terra Nova contacted the Building Corporation's attorneys and asked for another settlement demand. The Building Corporation Trustees authorized the attorneys to resubmit the original demand of \$450,000 made at the failed July mediation. After protracted negotiations, Terra Nova agreed to offer \$400,000 plus the cost of Judge Dossee's fee of approximately \$2,000 for canceling what would have been the second mediation.

In analyzing Terra Nova's offer, it was considered acceptable for a variety of reasons. First, the cost of preparing for trial would increase the attorneys' fee by at least another \$50,000. Second, while the summary judgment was denied, Terra Nova would have raised those same arguments again which could have precluded any recovery under the "cross suit exclusion" or a maximum of \$150,000 under another exclusion. Lastly, the Building Corporation attorneys estimated the chance of prevailing at trial for the full amount of the judgment was at best 50 percent which would cause Terra Nova to appeal, ensuring years of further expense. Therefore, the Building Corporation Trustees agreed in November to settle the matter for \$402,000, which was transferred by Terra Nova to the Building Corporation.

It should be noted that while the Building Corporation collected a substantial amount of money for the damages incurred, legal expenses to collect the judgment amounted to approximately \$138,000 over the past three years.

## FOSS MARITIME COMPANY

At the invitation of Ms. Kristie Chorny, Director of Labor Relations for Foss Maritime Company, the Seattle Branch Agent and your secretary, attended a Common Interest Forum hosted by the company on November 6, in Seattle. In addition to the top officials of Foss, representatives of all the other Unions the company has agreements with were in attendance including the IBU, MEBA, MM&P, SIU-A&G, Boilermakers, Electricians, Painters, Pipefitters, Shipscaleers, Shipwrights, and Teamsters.

Foss President and Chief Operating Officer Gary Faber gave an overview of the company's operations and stated that Foss—which is privately held by Saltchuk Resources—is profitable and that it plans to reinvest for the long term in new tugs, barges, etc. Ms. Susan Hayman, Vice President for Health, Safety, Quality and Environment, reiterated the company's commitment to a safe work place and said that although Foss was a "desirable place to work because of the pay and benefits," the company's safety "culture" was lacking as there is "little or no reinforcement or accountability for safety." She pledged to rectify the situation.

Paul Stevens, President of Saltchuk's Marine Resources Group—which controls Foss, Young Brothers, Hawai'i Tug & Barge and American Navigation—said that Saltchuk's philosophy was that it "wanted to own companies you would be proud to have your children work at." In that regard, he stated that Marine Resources Group had high standards for all its companies which in turn translates into high returns.

At the conclusion of the forum, Ms. Chorny announced that Foss would reimburse all marine employees (seniority employees and casual employees that work on a regular basis) for the cost of obtaining a Transportation Worker Identification Credential (TWIC) but that the card must be issued or be in the process of being issued by April 15, 2008. If a Foss mariner does not comply, he/she will not be allowed to go to work. Federal law does not require mariners to have a TWIC until September 25, 2008, but if Foss is going to cover the \$132.50 to obtain the document, SUP members employed by Foss are advised to comply with the

*continued on next page*



# President's Report continued

April 15 company-imposed deadline.

In preparation for negotiations with Foss for SUP members working in the company's bunkering operation on San Francisco Bay, caucuses were held at Headquarters on December 3, 4, and 5, to discuss potential bargaining proposals. Those in attendance were SUP delegates, Mel Jackson, Tom Tynan and Mike Worth; rank-and-file members Tom Faraola, Sean Gaddis, Mike Higa, Carl Turner, Eric Weintraub; and the SUP Vice President and your secretary. Caucusing will continue on January 7, 8 and 9, with a Negotiating Committee elected at the January 14 Headquarters meeting.

The current collective bargaining agreement with Foss expires on February 29.

## SAN FRANCISCO BAR PILOTS

In accordance with the collective bargaining agreement between the Sailors' Union and the San Francisco Bar Pilots covering marine personnel, the following wage and overtime increases will become effective on January 1, 2008:

- Dock Bosun, Station Boat Operators and Run Boat Operators: 5%
- AB/Deckhands (Licensed): 4%
- AB/Deckhands (Unlicensed): 1%
- Steward/Cooks: 3%
- Subsistence increase for Run Boat Operators of \$5.00 per day.

In accordance with agreement between the Union and the Pilots covering Regular Dispatches and Assistant/Relief Dispatchers the following wage increases will become effective on January 1, 2008:

- Chief Dispatcher: 5%
- Dispatcher: 5%
- Assistant/Relief Dispatcher: 4%

## SUP TRAINING REPRESENTATIVE

With the approval of the Trustees of the SUP Welfare Plan, Sister Berit Eriksson has agreed to accept the job of SUP Training Representative effective January 7. Sister Eriksson has experience in training issues and served as project director of the Pacific Coast Maritime Labor-Management Consortium, of which the SUP was a member.

Sister Eriksson's wages and benefits, like her predecessors, will be paid by the SUP Welfare Plan.

## UFCW LOCAL 5

Due to scheduling conflicts, United Food & Commercial Workers Union Local 5 President Ron Lind and your secretary, with the concurrence of the UFCW Representatives and Organizers represented by the SUP, agreed on November 26, to extend the current collective bargaining agreement to December 31, and if necessary, on a day-to-day basis, subject to the agreement of the parties, thereafter. It was further agreed that any negotiated wage increases will be retroactive to December 1.

## JAPANESE IMMIGRATION

Responding to bum information disseminated by Matson's Government Services Division regarding entry into Ja-

pan, MFOW President Anthony Poplawski thoroughly researched the issue and found that procedures by Japanese immigration were status quo for mariners arriving by ship. However, if a mariner is joining a ship in Japan, he/she will be required to be vetted (finger-printed, photographed and interviewed) by Japanese immigration inspectors. Mariners who are discharged from a vessel in Japan will not be vetted if they possess a shore pass issued by Japan.

## MATSON NAVIGATION COMPANY

One of the many challenges and opportunities that face the SUP in the coming year is bargaining with Matson.

As the membership will recall, in 2002 the SUP, MFOW, and SIU-Marine Cooks bargained a new collective bargaining agreement that was due to expire in June 2005. However, while the ink was still drying on that document, Matson notified all of its seagoing Unions in 2003, that if concessions were not made, the company would not purchase the *Manukai* and *Maunawili* then under construction in Aker Philadelphia Shipyard, but instead time-charter the vessels from the outfit that bought the ships, and operate them in the West Coast/Hawai'i/Guam/East Asia trade with SIU-A&G and AMO crews.

The SUP and the MFOW fought this double-breasted scheme to the bitter end, but when it was conclusively determined that Matson's threat was not a bluff, the Unions were forced into concessionary bargaining to maintain our work in the *Manukai*, *Maunawili* and the other two vessels Matson purchased from Aker Philadelphia.

As a consequence of those negotiations, the agreement covering the *Manukai*, *Maunawili*, *Manulani* and *Maunalei* expires on June 15, 2008, while agreement covering the rest of the fleet (*Kauai*, *Lihue*, *Lurline*, *Mahimahi*, *Maui*, *Manoa*, *Matsonia*, *Mokihana* and *R.J. Pfeiffer*) as well as the maintenance and extra maintenance agreements, expires on June 30, 2008.

An SUP Negotiating Committee to bargain with Matson will be elected at the May 12, 2008, Headquarters meeting and will then caucus with the MFOW and SIU-Marine Cooks Negotiating Committees to formulate General Rules proposals. Although bargaining with Matson is six months away, members are urged to send General Rules and SUP Work Rule proposals to Headquarters.

## HOLIDAYS

The Honolulu Branch will be closed on Wednesday, January 2, in observance of an ILWU Local 142 holiday (Jack Hall's birthday).

All SUP halls will be closed on Monday, January 21, in observance of Martin Luther King Jr.'s birthday, a holiday under all contracts except those with Chevron and Foss. Due to the holiday the Branch meetings will be held on Tuesday, January 22, 2008.

Wish all hands, and their families, the best for the holidays and the New Year.

## ACTION TAKEN

M/S to concur with the President's Report. Carried unanimously.

# Vice President's Report

December 2007

## Why go to sea?

When you decided to become a merchant seaman, did you know that you would be habitually homeless? What compelled your attraction to a trade that required you to routinely sever your relationships: to drop what you're doing so you can work continuously, sleep infrequently, and hang out with people you'd rather not? Why did you agree to sleep in a closet in the daytime and work all night in the rain only to be drug-tested after an injury? And who in their right mind would accept, as a routine part of earning a paycheck, government inquiry into your "character and habits of life," or the possibility of being prosecuted as a criminal for doing your job?

As mariners have known for centuries, going to sea is a risky business. Shipwreck, death by being lost at sea, a higher than average likelihood of injury and disablement, drug and alcohol testing and its consequences are all part of the mix. The social hazards of maritime employment are less understood, but probably just as risky. Unlike most other jobs, maritime employment comes with a way of life that can include routine alienation and disconnection from normal social networks. Reduced crews, short port stays, and difficult shore leave have increased the social risks. Thriving in spite of isolation at sea and ashore requires a toughness and independence of mind. At the same time the compressed and repeated interaction with difficult shipmates can be intensely stressful and require great tolerance and self-control. The balance of these countervailing qualities should be counted among the skills of good seamanship and the components of the brotherhood of the sea.

Why go to sea? And why do you keep coming back for more? Is it the money or the time off? Is it the routine or the freedom? The ability to live anywhere or the ability to live nowhere? Is it the satisfaction of perfecting an ancient craft while working under a historic and powerful collective bargaining agreement? While I think everyone would agree that there is little left of the mythic romance of the merchant marine, I doubt money is the primary motivation for your dedication to your craft. Whatever it is—knowing what is will help you detect it when it happens, protect it when it's challenged, and perfect it for your satisfaction.

## Ships Checked

**Arizona Voyager:** Delegate Kelly Eggers. Call from the bosun Thor Erikson reports the ship out of the yard and headed for Port Arthur and Jacksonville before resuming regular run.

**Cape Jacob:** Delegate Lou Holloway. In addition to the monthly 10% ammo bonus, crew gets a \$10.00 per hour premium on straight time wages for handling explosives. Overtime, since it is a higher rate, is payable on overtime hours.

**Cape Gibson:** Bosun Danny Foster. Ordinary seamen being trained for Material and Ordnance Handling.

**President Truman:** Delegate Rick Goen. Made her in Staten Island, NY. Disputed time on stowaway search collected.

**APL Philippines:** Delegate Rudy Musgrove. Clean ship. No beefs.

**APL Singapore:** Delegate Julian Nunes. Carpenter's work replacing overhead panels disputed with the Company.

**President Adams:** Delegate Tony Montoya. Clarification on STOS. No problems.

# North Korea crew overpowers Somali pirates with U.S. Navy assistance

The crew of the North Korean vessel *Dai Hong Dan*, which was seized by Somali pirates, overpowered the pirates and retook the vessel after the intervention of a U.S. warship.

The 9,889 dwt *Dai Hong Dan* was boarded and captured by pirates on October 29, approximately 60 nautical miles northeast of Mogadishu, Somalia, where it had discharged its cargo of sugar.

According to the U.S. Navy, which assisted in the operation, the pirates had been in control of the bridge but the crew had retained control of the steering and engineering spaces. Being in control of the steering, the crew had been able to turn the ship away from the Somali coast and out of its territorial waters, which they were then able to make contact with the owners. North Korea then alerted the International Maritime Bureau's Piracy Report Center in Kuala Lumpur, which contacted allied coalition forces in the area.

The U.S. warship *USS James E Williams*, which was about 50 nautical miles from the North Korean vessel, sent a helicopter to assist. When the helicopter arrived, it contacted the pirates and ordered them to give up their weapons. The crew then confronted the pirates. In an ensuing gun battle, two pirates were shot dead, and five captured, seven of the crew were injured, including three with gunshot wounds. The seriously injured crewmembers were transferred to the *Williams* for treatment.

## Nautical terms in everyday speech

### Three Sheets to the Wind ... (an intoxicated state)

On a square-rigged sailing ship, a "sheet" is a line attached to the lower corners of a squaresail, used for trimming it to the wind. When sheets are allowed to run free, the sails lose their wind and flap and flutter. The ship's forward motion stops, and as she loses steerageway, she becomes impossible to control. A person is said to be "three sheets to the wind" when in an advanced state of inebriation, fluttering and wallowing around out of control. "Shaking a cloth in the wind" and "being over the bay" are nautical expressions for being only slightly drunk.

# SUP Branch Reports

## Seattle

November 19, 2007

Shipped during the period: 2 Boatwain jobs shipped and filled by 2 “A” members; 6 Able Seaman jobs shipped and filled by 3 A’s, 1 B, and 1 C member and 1 D registrant. 15 standby jobs shipped to 10 A and 5 B members.

Registered during the period: 12 A cards for a total of 26; 8 B cards for a total of 25; and 3 C cards for a total of 9.

### Ships Checked

Matson ships *Kauai* and *Manoa* in twice with no problems. This will be the last Seattle port call for the *Manoa* as she heads into the shipyard for several months. The *Mahimahi* will shift to the Pacific Northwest run for the immediate future. *President Polk* and *President Jackson* called the East Coast with little or no beefs.

During the month I attended: the King County Labor Council’s Executive Board meetings, a Puget Sound TWIC briefing on how and where the enrollment centers will operate, the Puget Sound Area Maritime Security Committee meeting, and a “Maritime Unions Only” fund raiser for Governor Christine Gregoire. The Governor vigorously supports maritime freight mobility issues in Washington State.

The SUP along with the IBU; the MMP Offshore; the MMP PMR; the MEBA; ILWU locals 19 and 52; the MFU; the Puget Sound Pilots; the Pile Drivers; the Carpenters; the Teamsters; the Machinists and other Unions and organizations presented testimony to the Seattle City Council on the urgent need to preserve maritime and industrial lands within the City of Seattle and along its waterfront This hearing was a “big deal” with the opposing real-estate speculators sending in legions of attorneys to testify that industry, maritime workers and to use their words “metal benders” were no longer relevant to the City of Seattle’s economy.

Testimony from the Union side and including a study developed by the University of Washington stated that there are over 22,000 thousand maritime jobs that pay \$70,000 a year within the city limits; and 45,000 thousand maritime related jobs through-out King County that pay \$70,000 a year, went a long way in dispelling the propaganda and lies the city council was hearing. Thanks to SUP rank and file members Quentin Brown, Sandy Earle, Rich Crowell for showing up and Ronda Benoit, Berit Eriksson and Robin Colonas for testifying.

The Sailors’ Union fight to preserve maritime jobs in the City of Seattle is a small snapshot of the battles our Union fights for on a daily basis. This was not a fight for the City of Seattle but a fight to retain jobs for our members. That is what the Union does. From negotiating contracts with companies such as Chevron to Matson Navigation and others; to working with federal legislators to preserve U.S. flag ships for US seamen; to seek changes in restrictive policies like the TWIC card and the proposed new medical exams. Every member must play a part in his or her own ability for gainful employment. Companies and anti-worker legislators like nothing better than

under funded Unions representing the work force. There is a dues increase initiative on this years SUP ballot. Please vote YES for a dues increase. By voting against the dues increase you are only helping those who want to get rid of you!

The membership of the Seattle Branch offers a “Happy Holidays” to all and we wish for a safe New Year for the U.S. mariners and members of the U.S. Military serving in harms way.

Seattle Branch Agent

## Wilmington

November 19, 2007

Shipping: 2 bosuns, 14 ABs, 6 ABDs, and 52 standbys for a total of 74 members shipped.

Registration: 41 A’s, 31 B’s, 5 C’s.

### Ships Checked

*Philippines, Manulani, Maunawili, China, Maunalei, Korea, Pfeiffer, Thailand, Manukai, Singapore, Matsonia, Lihue.*

As 2007 ends and a new year begins, it is of extreme importance to keep a vigilant eye on skippers and mates who want to curry favor with the front office by manipulating the agreement. The agreement is our bible and we expect all to comply with it. If you want to say the SUP is the best then you need to give it your best. It’s the pride you put into your work that gives our Union its value.

Read an interesting book on the history of seagoing Unions entitled “Organize or Die” by Clyde Johnson. Its out-of-print, but probably can be found at a used bookstore or the web.

Yours in struggle,  
Wilmington Branch Agent

## Honolulu

November 19, 2007

During the month of October, dispatched the following: 2 bosuns, 1 bosun relief, 1 ABD, 1 ABD relief, 7 ABWs, and 2 AB maints. filled by 6 A members, 7 B members, and 1 C member. Also shipped 49 standby jobs filled by 4 A members, 18 B members, 20 C members and 7 D registrants, for a total of 63 jobs shipped.

Registered during October: 11 A members, 13 B members, 3 C members and 3 D registrants for a total of 30 members registered.

### Ships checked

*Manoa, Manukai, Maui, Matsonia, Lurline, Kauai, Maunalei, Manulani, Lihue, Mokihana, Mahimahi and Maunawili,* all with few or no beefs. Paint and Rigging gang running smooth with Monte Kalama as bosun.

The TSA TWIC bureaucrats arrived in Honolulu as reported in November’s *West Coast Sailors*. They are located at 1347 Kapiolani Boulevard, Suite 204, above the mattress store behind the Ala Moana Sears store. Parking problem around there.

Would like to encourage all members to vote in the current SUP election. A large turnout shows a cohesive and engaged membership. A simple YES vote on the dues increase is extremely important to keep your Union on an even financial keel!

The Honolulu membership wishes all our SUP Brothers and Sisters and their families a Mele Kalikimaka (Merry Christmas) and an Hauoli Makihika Hou (Happy New Year).

Honolulu Branch Agent

## San Francisco Business Agent

December 10, 2007

Visited and paid off the following ships:

**Kauai**— Mike ElMobdy, delegate: In from Seattle, no disputes. Made twice.

**Lurline**— Ed Suguitan, delegate: Visited at Howard terminal. Running smoothly, no disputes.

**Manoa**— Hannu Kurppa, delegate: Was scheduled to go into layup, but called for a gang on December 10.

**Maui**— William Berry, delegate: In from Honolulu. Going into lay up indefinitely.

**Mokihana**— Joe Moitoso, delegate; Peter Johnsson, bosun: In from the shipyard at Mobile, Alabama. Been laid up for a year. Problem with vents in room, lots of soot and dust. Will check this with Labor Relations.

**APL China**— Mike Dirksen, delegate: Voyage pay off. No disputes; in good shape.

**APL Singapore**— Julio Nunez, delegate: Voyage pay off, no disputes. Relief bosun for this voyage.

**Colorado Voyager**— Made at Richmond Long Wharf. No problems. Michael Fox as bosun.

**Washington Voyager**— John Svane, bosun: Also at the Long Wharf. A few of the crew seek out the mate for their orders, instead of the bosun.



## Dispatcher's Report

Headquarters—Dec. 2007

|                                      |    |
|--------------------------------------|----|
| Deck                                 |    |
| Bosun .....                          | 0  |
| Carpenter .....                      | 0  |
| MM.....                              | 6  |
| AB .....                             | 7  |
| OS .....                             | 0  |
| Standby .....                        | 22 |
| Total Deck Jobs Shipped .....        | 35 |
| Total Deck B, C, D Shipped .....     | 5  |
| Engine/Steward                       |    |
| QMED .....                           | 0  |
| Pumpman .....                        | 0  |
| Oiler .....                          | 0  |
| Wiper .....                          | 0  |
| Steward .....                        | 0  |
| Cook .....                           | 0  |
| Messman .....                        | 0  |
| Total E&S Jobs Shipped .....         | 0  |
| Total E&S B, C, D Shipped .....      | 0  |
| Total Jobs Shipped - All Depts. ...  | 35 |
| Total B, C, D Shipped-All Depts. ... | 5  |
| Total Registered “A” .....           | 64 |
| Total Registered “B” .....           | 53 |
| Total Registered “C” .....           | 7  |
| Total Registered “D” .....           | 4  |

## Customs tightens cabotage regulations

U.S. Customs and Border Protection (CBP) has proposed stricter rules for foreign-flag cruise ships sailing predominately U.S. itineraries. The proposed regulation released on November 21, is designed to protect Norwegian Cruise Line’s U.S.-flag operation in Hawaii.

CBP has become increasingly concerned about foreign-flag ships offering U.S. West Coast-to-Hawai’i cruises that call only briefly in Ensenada, Mexico, to comply with the Passenger Vessel Services Act, which requires one foreign call.

Royal Caribbean’s *Radiance* and *Serenade of the Seas* have scheduled “Hawai’i” cruises that stop in Ensenada for only one hour, sometimes between 0100 and 0200 in the morning. CBP is now moving to end this practice, maintaining that “the primary objective of the foreign stop is evasion of the Passenger Vessel Services Act.

CBP specifically argues that foreign-flag operators using this strategy “are imposing economic hardship” on the U.S.-flag Hawai’i operations of NCL, which has resulted in the loss of American jobs. CBP’s proposed rule change will require foreign stops to meet three criteria: they must last at least 48 hours; the time in the foreign port must be more than 50 percent of the total time spent at U.S. ports of call, and passengers must be permitted to go ashore at the foreign port.

## SUP member joins pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 644:

**Jose Galeas**, 60, Book No. 3009, joined SUP in 1979, 21 years seetime.

## Timely Reminder

First quarter 2008  
dues are due  
and payable now!

## SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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