



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, February 19, 2010

Supreme Court ruling gives corporations more power

With a single, disastrous 5-to-4 ruling, the Supreme Court has thrust politics back to the robber-baron era of the 19th century. Disingenuously waving the flag of the First Amendment, the court's conservative majority has paved the way for corporations to use their vast treasuries to overwhelm elections and intimidate elected officials into doing their bidding.

As a result of the January 21 ruling, corporations have been unleashed from the long-standing ban against their spending directly on political campaigns and will be free to spend as much money as they want to elect and defeat candidates. If a member of Congress tries to stand up to a wealthy special interest, its lobbyists can credibly threaten: We'll spend whatever it takes to defeat you.

The ruling in *Citizens United v. Federal Election Commission* radically reverses well-established law and erodes a wall that has stood for a century between corporations and electoral politics. (The ruling also frees up Unions to spend, though they have far less money at their disposal.)

The founders of this nation warned about the dangers of corporate influence. The Constitution they wrote mentions many things and assigns them rights and protections —the people, militias, the press, religions. But it does not mention corporations.

In 1907, as corporations reached new heights of wealth and power, Congress made its views of the relationship between corporations and campaigning clear: It banned them from contributing to candidates. At mid-century, it enacted the broader ban on spending that was repeatedly reaffirmed over the decades until it was struck down in January.

This issue should never have been before the court. The justices overreached and seized on a case involving a narrower, technical question involving the broadcast of a movie that attacked Hillary Rodham Clinton during the 2008 campaign. The court elevated that case to a forum for striking down the entire ban on corporate spending and then rushed the process of hearing the case at breakneck speed. It gave lawyers a month to prepare briefs on an issue of enormous complexity, and it scheduled arguments during its vacation.

Prominent jurists all over the country have stated adamantly, that the courts majority is deeply wrong on the law. Most wrongheaded of all is its insistence that corporations are just like people and entitled to the same First Amendment rights. It is an odd claim

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SUP-crewed P/V Drake joins San Francisco Bar Pilot fleet



Photo by Jack Tobin, Marnie Traffic.com

Pictured on the Columbia River after she was launched late last year is the Pilot Vessel Drake. Owned by the San Francisco Bar Pilots, the Drake will join her sisterships, the P/V San Francisco and P/V California in maintaining the Pilot Station, eleven miles west of the Golden Gate Bridge. Built by Foss Maritime Company at Rainer, Washington, the Drake is 104 feet, 2 inches in length with a beam of 28 feet. Her depth is 12 feet, 7 inches with a draft of 9 feet. She is powered by two Caterpillar 358C diesel engines; 1,100 BHP each at 1600 RPM. The Drake can accommodate 13 people including four SUP sailors who comprise the crew.

At a ceremony on February 17, at San Francisco's Pier 9, officiated by Captain Peter McIsaac, Port Agent for the Pilots, the *Drake* was christened by Monique Moyer, Executive Director of the Port of San Francisco, appointed by Mayor Gavin Newsom in 2004. She is

the second woman to serve as Executive Director in the Port's 146-year history.

Named after the famous English Admiral Sir Francis Drake, who landed north of San Francisco during his circumnavigation of the world in 1579, the new *Drake* is the third pilot vessel to bear that name.

The San Francisco Bar Pilots, established by Captain William Richardson, have continuously provided pilotage to vessels transiting the Golden Gate since 1835.

Union records indicate that the Sailors' Union has crewed Bar Pilot vessels for over a hundred years. The SUP also represents the Pilot Boat Dispatchers.

Anti-Union forces in Senate block Obama NLRB nominee

The nomination of Union lawyer Craig Becker to the National Labor Relations Board fell short of the 60 votes needed to end a Republican filibuster February 9, with just 52 senators voting to support his appointment.

He was strongly opposed by business interests and his prospects dimmed when Senator Ben Nelson (D-Nebraska) came out against him. Nelson said that the nominee's past statements "strongly indicate" he would "pursue a personal agenda" at the NLRB, "rather than that of the administration." Senator

Blanche Lincoln (D-Arkansas) also voted no.

Richard Trumka, President of the AFL-CIO, called the outcome Washington politics-as-usual and said it was "reprehensible that a minority in the U.S. Senate has blocked an up-or-down vote" on Becker. Trumka said he would support President Barack Obama in making recess appointments of critical government posts "if that's what it takes to get around minority delay and obstruction."

Becker served as counsel to the Service Employees International Union and the AFL-CIO.

He was nominated by President Obama last year for a seat on the NLRB, the independent quasi-judicial federal agency that supervises Union elections and referees disputes between employers and workers. The NLRB has functioned with just two members instead of the normal five for the past two years. The Supreme Court is expected to decide in June whether about 500 decisions the two-person board issued are valid.

The Obama administration has put forward two other nominees. One of them, Mark Pearce, a Democrat, also has a labor-side

legal background but has generated less controversy than Becker. The other nominee, Brian Hayes, a Republican, has represented management clients.

Business groups opposed to Becker's nomination have cited passages from law-review articles from the mid-1990s. In one he wrote that "employers should be stripped of any legally cognizable interest in their employees' election of representatives." Becker also suggested, in a 1994 *Chicago Law Review* article, that the NLRB should protect repeated strikes over worker grievances.

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SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED DECEMBER 31, 2009

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 11, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$650,392.57
Political Fund	\$4,522.69
Strike Fund	\$1,293,730.99
Total Cash & Investments 4th Qtr. 2009	\$1,948,646.25

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$104,499.25
Interest	21,876.30
Donations - <i>West Coast Sailors</i>	2,195.00
Tanker & Joint Committee, Hiring Hall	109,488.56
Advertising & Promotion	85.00
Miscellaneous Income, Reimbursements, Fines	4,754.41
Reimbursed Administrative Expenses	17,190.60
Contributions - General Fund	3,015.00
Total Income	\$263,104.12
Expenses:	
Auto & Travel	\$496.75
Accounting	4,000.00
Rent	18,164.96
Postage, Printing & Office	3,508.07
Telephone & Telegraph	4,345.93
<i>West Coast Sailors</i> Publishing Expense	8,571.48
Per Capita	11,087.50
Salaries & Payroll Taxes	174,480.77
Office Workers' Pension	7,410.00
Insurance	43,047.38
Field Expense	6,991.57
Committee & Neg., Conference & Convention	6,804.60
Investment Expense	1,232.79
Advertising & Promotion	1,918.80
Officials Pension	1,386.00
Contributions	850.00

Filing Fee	40.00
Subscription	1,053.40
Total Expense	\$295,390.00

BUILDING CORPORATION

Income:	
Assessments	\$2,188.00
Rents	71,583.13
Building Utilities & Service Reimbursement	1,319.98
Total Income	\$75,091.11

Expense:	
Building Services & Utilities	\$20,376.40
Repairs & Maintenance	1,686.89
Salaries & Payroll Taxes	13,409.48
Pension	198.00
Filing and License	20.00
Legal	300.25
General Tax	13,126.13
Insurance	22,799.27
Total Expense	\$71,916.42

POLITICAL FUND

Income:	
Contributions	\$2,600.00
Interest14
Total Income	\$2,600.14

Expense:	
Contributions	\$2,850.00
Office Expense	9.00
Total Expense	\$2,859.00

Net Income 4th Quarter. \$ (29,370.05)

/s/Romaine Dudley

/s/David Larsen

/s/Paul Fuentes

/s/John Perez

/s/Diane Ferrari

ACTION BY THE MEMBERSHIP February 8, 2010. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Supreme Court ruling

continued from page 1

since companies are creations of the state that exist to make money. They are given special privileges, including different tax rates, to do just that. It was a fundamental misreading of the Constitution to say that these artificial legal constructs have the same right to spend money on politics as ordinary Americans have to speak out in support of a candidate.

The majority also makes the nonsensical claim that, unlike campaign contributions, which are still prohibited, independent expenditures by corporations "do not give rise to corruption or the appearance of corruption." If Wall Street bankers told members of Congress that they would spend millions of dollars to defeat anyone who opposed their bailout, and then did so, it would certainly look corrupt.

In dissent, Justice John Paul Stevens warned that the ruling not only threatens democracy but "will, I fear, do damage to this institution." History is, indeed, likely to look harshly not only on the decision but the court that delivered it. The Citizens United ruling is likely to be viewed as a shameful bookend to Bush v. Gore. With one 5-to-4 decision, the court's conservative majority stopped valid votes from being counted in Florida to ensure the election of a conservative president. Now a similar conservative majority has distorted the political system to ensure that Republican candidates will be at an enormous advantage in future elections.

As the *New York Times* said in a recent editorial, "Congress and members of the public who care about fair elections and clean government need to mobilize right away, a cause President Obama has said he would join. Congress should repair the presidential public finance system and create another one for Congressional elections to help ordinary Americans contribute to campaigns. It should also enact a law requiring publicly traded corporations to get the approval of their shareholders before spending on political campaigns. These would be important steps, but they would not be enough. The real solution lies in getting the court's ruling overturned. The four dissenters made an eloquent case for why the decision was wrong on the law and dangerous. With one more vote, they could rescue democracy."

Russian mariner perishes after mooring wire parts

A mooring wire broke and killed a Russian second mate when his ship was approaching a St. Petersburg coal dock.

The Maritime Rescue Coordination Center told the news agency RIA Novosti: "The impact was such that he died from his injuries."

The victim was aboard the 4,402dwt factory fishing ship *Kapitan Telov*, owned by Murmansk Trawler Fleet, when the accident occurred on February 15. The company is based in Murmansk.

SUP Meetings

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

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

Final Departures

Mark Ortoljo, Book No. 3403. Born in California in 1925. Joined SUP in 1951. Died in Concord, California, January 13, 2010. (Pensioner)

Eric Hands, Book No. 5873. Born in California in 1943. Joined SUP in 1991. Died in Long Beach, California, January 11, 2010. (Pensioner)

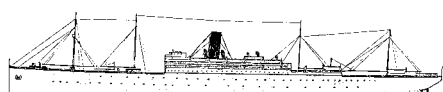
Donald Ware, Book No. 3416. Born in Montana in 1927. Joined SUP in 1945. Died in Russellville, Arkansas, January 22, 2010. (Pensioner)

Thomas Casynn, Book No. 4627. Born in New York in 1920. Joined SUP in 1948. Died in Las Vegas, Nevada, January 21, 2010. (Pensioner)

Metellos Holloway, Book No. 5029. Born in Wyoming in 1923. Joined SUP in 1944. Died in Thayane, Wyoming, January 4, 2010. (Pensioner)

Reginald Hacker, Book No. 5655. Born in California in 1929. Joined SUP in 1950. Died in Bedford, Texas, January 26, 2010. (Pensioner)

Attend your
SUP
Meetings



West Coast Sailors

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Unions on piracy

February 16, 2010

The Honorable Hillary Rodham Clinton, Secretary
United States Department of State
The Honorable Robert M. Gates, Secretary
United States Department of Defense
The Honorable Ray H. LaHood, Secretary
United States Department of Transportation

Dear Secretaries Clinton, Gates and LaHood:

On behalf of the American merchant mariners our organizations represent, we respectfully ask that you work with us to develop and implement the programs and policies necessary to protect U.S.-flag vessels and their United States citizen crews from acts of piracy. Despite efforts over the past 10 months, American mariners face an ongoing threat. As American crews simply attempt to do their jobs they must remain vigilant, never knowing exactly when these international criminals will initiate illegal and perhaps deadly action against U.S.-flag ships. As evidenced by the frequent incidents against ships from various nations in the Gulf of Aden and in other waters near Somalia, it is no exaggeration to state that mariners' lives are in constant peril.

Our organizations continue to work with American shipowners and government agencies to ensure mariners have the training they need to help repel pirate attacks. However, these non-lethal measures alone are not enough as piracy becomes more sophisticated and deadly. American crews need and deserve to have their government standing shoulder to shoulder with them to combat this ongoing threat.

We agree that international patrols in high-risk waters, international conferences and meetings—including those of the United Nations' CGPCS (Contact Group on Piracy off the Coast of Somalia)—and international aid efforts can all help bring attention to the problem and may ultimately lead to long-term solutions. However, until there is an effective international response in place, the United States Government should act forcefully to protect U.S.-flag vessels and their American citizen crews. For example, our government should continue to work with U.S.-flag vessel operators and American maritime labor representatives to put in place the most practical and effective deterrents against acts of piracy against U.S.-flag vessels. Second, it is extremely important that our government be prepared to respond, as it did so effectively during the situation involving the *Maersk Alabama*, with speed and force each time a U.S.-flag ship is attacked and the vessel and its American crew are taken hostage.

We further believe that our government should not consider after-the-fact legal actions against U.S.-flag shipowners who, as a last resort, pay a ransom to secure the safe release of their American citizen crews as the best solution to the problem of piracy. It would be unconscionable for the United States government to turn its back on or to dictate that American shipowners turn their backs on the American merchant mariners who willingly sailed into harm's way in service to their country. We are proud that throughout our history American merchant mariners have served with distinction as our nation's fourth arm of defense. America's merchant mariners never have and never will shirk their responsibility to deliver the goods whenever and wherever needed. For this reason, we do not subscribe to an international call for mariners to boycott the waters most at risk to attack by pirates. Rather, we believe that just as land-based criminals know they will face strong and swift retribution when they attack innocent victims, we believe seaborne pirates should know they will be treated no differently.

A plan to repel and fight piracy must be as forceful and as unrelenting as piracy itself. We suggested immediately following the attacks against the *Maersk Alabama* and *Liberty Sun* last year that the most effective step that can be taken in response to aggressive action against U.S.-flag ships and their American crews is for our government to provide U.S.-flag vessels with the on-board armed force protection necessary to repel acts of piracy. We remain convinced that this approach still represents the most effective course of action that can be taken. Nonetheless, we appreciate and strongly support the recent decision by the Department of Defense to assist U.S.-flag vessel operators in contracting with private security forces for U.S.-flag vessels carrying military cargo in high risk waters. We ask that all agencies of the Federal government immediately follow the Defense Department's lead so that all U.S.-flag vessels transporting military as well as non-military government cargoes receive the same type of support.

In conclusion, we thank the Administration for its efforts and support for the U.S.-flag merchant marine and for America's merchant mariners. As representatives of America's maritime labor organizations we remain ready and willing to continue working with the Administration to bring an end to piracy, once and for all. This only can happen if the United States and other affected nations apprehend, prosecute and hold accountable the pirates for their criminal acts.

Sincerely,

Thomas Bethel, President, American Maritime Officers
Timothy Brown, President, Masters, Mates & Pilots
Don Keefe, President, Marine Engineers' Beneficial Association
Gunnar Lundberg, President, Sailors' Union of the Pacific
Anthony Poplawski, President, Marine Firemen's Union
Michael Sacco, President, Seafarers International Union

Neptune Orient Lines revenue, freight rates took a dive in '09

Neptune Orient Lines, parent company of APL, reported losses for the fourth quarter and full year 2009 as revenue and freight rates plunged for most of the year before volumes and vessel-utilization started ticking up toward year-end.

The Singapore-based shipping, terminal and logistics group lost \$211 million in the fourth quarter of 2009, compared to a loss of \$149 million for the fourth quarter of 2008 as its revenue dropped 12% to \$2.01 billion from \$2.29 billion in the year-earlier quarter.

For the full year, NOL posted a loss of \$741 million, compared with a net profit of \$83 million in 2008. Revenue for 2009 was down year-on-year by 30% to \$6.5 billion.

"The 2009 results were disappointing and show the impact of sharp falls in demand and freight rates, especially in the first half of the year. This is evident from the dramatic reduction in annual revenue," said NOL Group President and Chief Executive Officer Ron Widdows. He said some aspects of the business started to improve in the fourth quarter. "Through the later part of 2009, improved volumes and active capacity management led to higher utilization rates, but earnings remained depressed due to low freight rates, which continued below levels which enable full cost recovery," he said.

Overall volumes carried by APL in the fourth quarter, increased by 28% to 733,000 40-foot units from the year-ear-

lier quarter, with the improvement due to higher volumes lifted in all major trade lanes. Full-year volume declined year-on-year by 7% to 23 million FEUs. Some shifts in the volume mix occurred, with the Asia-Middle East segment contributing 39% percent of total volume over the course of the year, compared to 35% in 2008. Average revenue per FEU decreased by 25% and 28% for 2009 and the fourth quarter respectively, due to lower core freight rates and lower bunker fuel cost recovery as well as changes in trade mix.

APL achieved an average vessel utilization rate of 89% across 2009, and 93% in the fourth quarter.

Overall revenue for APL for 2009 was \$5.5 billion, down year-on-year by 31%. Fourth-quarter revenue of \$1.7 billion was 14% lower than a year earlier.

APL's terminals business generated revenue of \$503 million in 2009, a year-on-year decrease of 13% due to lower overall volume. Fourth quarter revenue was 14% higher than in the prior year quarter, reflecting improved container shipping volumes.

APL Logistics had full-year revenue of \$976 million, a year-on-year decrease of 26% primarily due to lower volumes across various logistics services, coupled with lower freight rates in the freight forwarding business segment. Logistics revenue in the fourth quarter was \$306 million, down 7% from the year-earlier quarter.

Hawai'i slowdown sends Matson revenues tumbling

Low Hawaiian container volumes have hit revenues at Matson Navigation Company and hit profits for parent company Alexander & Baldwin (A&B), for the second year in a row. A&B revenues for 2009 fell 25% from \$1.4 billion in 2008, with the ocean transportation business accounting for a large chunk of the fall. "Total Hawaii container volumes declined 11% in 2009 compared with 2008, reflecting a broad-based decline in demand caused by the ongoing softness in Hawai'i's economy," the company said in its fourth-quarter results statement.

Revenues from Matson's ocean transportation business dropped 15% in the full year 2009 to \$888.6 million from \$1 billion in 2008. However, a 22% increase in container volumes on its China-to-Long Beach service during the fourth quarter helped support income in the three months to December 31, with Matson posting a 2% drop in revenues to \$234.8 million, compared with \$239.5 million in the same period in 2008.

Operating profit was hit by expensive repairs to a failed rudder on one of its containerships (*Mokihana*). Two ships (*Lurline* and *Matsonia*) had to be broken-out to replace the out-of-action vessel. This contributed to the ocean transportation operating profit dropping by 36% in the fourth quarter 2009 to \$13.5 million, with Matson estimating the rudder repairs accounted for \$6.3 million of the total.

Matson Navigation President Matthew Cox was positive that the upturn in Chinese container volumes would continue into 2010 and predicted volume growth in Guam and the stabilization of Hawaiian imports. "We are anticipating a modest improvement in operating profit in 2010 from 2009's levels, even without any recovery in the Hawai'i container volumes, due to anticipated improvements in our Guam and China trade lanes," he told an investors conference call.

Matson is maintaining a nine-ship fleet configuration on its Pacific services in 2010, and expects vessel utilization levels of around 90%. If the Hawaiian economy improves and that level nears 95%, it would consider bringing a tenth ship into service, Cox said.

Chevron profits fell 56% last year

Lower oil prices and gasoline sales cut by the recession slashed Chevron Corp.'s annual profit by 56% in 2009, the San Ramon California-based company reported on January 29.

Chevron, the nation's second-largest oil company, earned \$10.5 billion (\$5.24 per share) for the year. The company's profit for the fourth quarter fell by 37%, to \$3.1 billion (\$1.53).

While still large by the standards of most industries, Chevron's annual profit was the company's smallest since 2003, before the historic run-up in oil prices.

Analysts had expected the drop in annual profit to be steep. 2008 saw oil

prices rise to their highest levels ever, briefly topping \$145 per barrel on the New York Mercantile Exchange. Last year, they averaged \$62.

But Chevron's annual report also showed just how badly the recession has hit the business of refining oil into gasoline. Drivers are buying less fuel, with Chevron's branded gasoline sales in the United States falling 2% during the fourth quarter. At the same time, the price of oil remains high by historic standards, putting all refiners in a tight bind. The Sailors' Union of the Pacific represents all unlicensed personnel in the company's U.S.-flag tanker fleet.

SUP ELECTION RESULTS

CERTIFICATE OF ELECTION

Election held December 2009-January 2010. Tabulated February 1, 2010, by Pacific Election Services, Inc., Impartial Balloting Agent. This is to certify that the following are the true and correct results of the election:

PRESIDENT/SECRETARY-TREASURER

Gunnar Lundeberg 560 ELECTED

VICE PRESIDENT/ASSISTANT SECRETARY-TREASURER

David Connolly 552 ELECTED

SAN FRANCISCO BUSINESS AGENT

William Berger 403 ELECTED

Mike Worth 196

SEATTLE BRANCH AGENT

Vince O'Halloran 552 ELECTED

WILMINGTON BRANCH AGENT

Vern Johansen 279 ELECTED

Paul Calais 218

Robert Burns 97

HONOLULU BRANCH AGENT

Michael Dirksen 174 ELECTED

Patrick Weisbarth 151

David Kaupiko, Jr. 104

John Benson 78

Arthur Kardinal 34

Arthur Garrett 28

SUP BUILDING CORPORATION TRUSTEES

Gunnar Lundeberg 482 ELECTED

David Connolly 450 ELECTED

William Berger 408 ELECTED

Norman Christianson 323 ELECTED

Paul Calais 291 ELECTED

Paul Fuentes 200

Michael Dirksen 178

Terrance O'Neil 176

Trevelyan Motlow 141

Liam Casement 91

(Five to be elected: Two of whom must not hold any other Union office.)

SIUNA CONVENTION DELEGATES

Gunnar Lundeberg 447 ELECTED

David Connolly 352 ELECTED

Vince O'Halloran 323 ELECTED

William Berger 282

Norman Christianson 200

Liam Casement 60

CONSTITUTIONAL AMENDMENTS

Amendment #1. Dues increase:

FAILED	YES	157	51/8%
	NO	146	48.2%

Amendment #2. Initiation fee increase:

PASSED	YES	223	73.1%
	NO	82	26.9%

Amendment #3. Change in election term from two years to three years:

PASSED	YES	437	78.3%
	NO	121	21.7%

Amendment #4. Increase fine for drunkenness:

PASSED	YES	230	76.7%
	NO	70	23.3%

Amendment #5. Increase fine for missing ship:

FAILED	YES	166	55.0%
	NO	136	45.0%

Constitutional Amendments require two-thirds majority.

SHIPPING RULES

Delegates duties to verify dues status:

PASSED	YES	251	81.8
	NO	56	18.2

PACIFIC ELECTION SERVICES, INC.

By: Robbin A. Johnson, Manager, Non-Governmental Election Services
Election Services Inc.

BALLOTING COMMITTEE'S REPORT

SAILORS' UNION OF THE PACIFIC

February 1, 2010

We, the duly elected Balloting Committee, herewith submit our report on the Sailors' Union of the Pacific's 2010 election of officers and proposed amendments to the SUP Constitution to the membership.

The Balloting Committee turned to at 0800 Monday, February 1, 2010, at SUP Headquarters, to check and to verify the standing of those eligible to vote in this election. We then met Robbin Johnson, the Impartial Balloting Agent from Pacific Election Services, Inc., before retrieving the mailed ballots from the U.S. Post Office in San Francisco and delivering them to the SUP Headquarters library to be tallied.

Your elected committee was present throughout the entire process of opening the ballots and preparing them to be inserted into the voting counting equipment. After all the ballots were cross-checked with the master mailing list for verification and eligibility, the final vote count was taken at 11.25 A.M. We were joined by other SUP members who wished to witness the count.

Following the count, all balloting materials were boxed, sealed and signed in the presence of the Committee and Mr. Johnson. The sealed boxes were then placed in a safe, and will be kept for one year as required by law.

Your elected committee adhered strictly to the mail balloting procedure as laid out in the SUP Constitution, Article XIII, Section 6 through 11, and proceeded with due caution in every respect. The tabulation ran smoothly and was professionally managed by Pacific Election Services, Inc.

Fraternally

SUP Balloting Committee

Romaine Dudley
Romaine Dudley #2593

Volkert Lolie
Volkert Lolie #4097

Jan-Peter Johnson
Jan-Peter Johnson #4323

Arthur Thanash
Arthur Thanash #3249

Kaj E. Kristensen
Kaj E. Kristensen #3120



The SUP Balloting Committee at the Headquarters Library on February 1. From left to right: Romaine Dudley, Volkert Lolie, Arthur Thanash, Jan-Peter Johnson and Kaj Kristensen.

Certificate of Accounting of returned mailed ballots

We hereby certify that the following is the complete accounting of the official ballots which were voted and returned to the Post Office Box for this election.

Returned voted ballots	644	Ballots counted	643
Ballots not counted	1	Deceased	1



The crew from Pacific Election Services, Inc. begins counting the ballots in the library at Headquarters on February 1. Robbin Johnson, from Pacific Election Services, is standing.

ESU Office Assignments

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

ESU NEWS

JANUARY 2010

Official Publication of the Exxon Seamen's Union

Alaska Pipeline Project files for open season plan

On January 29, the Alaska Pipeline Project announced that it filed its plan with the U.S. Federal Energy Regulatory Commission (FERC) to obtain approval to conduct the first natural gas pipeline open season to develop Alaska's vast natural gas resources. The project is a joint effort between TransCanada Corporation and ExxonMobil Corporation to develop a natural gas pipeline under the Alaska Gasline Inducement Act (AGIA).

The open season plan is posted and can be reviewed on the FERC and Alaska Pipeline Project websites, and members of the public can provide comment through the month of February. If FERC approves the plan, the Alaska Pipeline Project will finalize its open season offering and provide it to potential shippers at the end of April for their assessment during the 90-day period through July 2010.

During the open season, the Alaska Pipeline Project will provide information about its terms and conditions to potential natural gas shippers, allowing them to assess their interest in making long-term commitments to reserve capacity on the pipeline.

The open season process initiated with FERC applies to the portion of the project in the United States. A separate but coordinated open season for the Canadian portion of the project will be conducted concurrently with the U.S. open season.

Two options will be submitted for shipper assessment in the Alaska Pipeline Project open season. The first option is a pipeline from Alaska's North Slope to Alberta, Canada, a distance of approximately 1,700 miles (2,737 kilometers), where the gas can be delivered on existing pipeline systems serving major North American markets. The second option would transport natural gas from the North

Slope to Valdez, Alaska, a distance of approximately 800 miles (1,287 kilometers), where it would be converted to liquefied natural gas in a facility to be built by others and then delivered by ship to North American and international markets.

Both options would provide opportunities for Alaska communities to acquire natural gas from the pipeline from a number of strategically located off-take connections.

Components of both options include a world-class gas treatment plant (GTP) and Point Thomson natural gas transmission pipeline. The GTP would be built next to the North Slope's Prudhoe Bay facilities to treat the gas so it can be shipped on the pipeline. An approximately 58 mile (93 kilometers) pipeline would connect the natural gas supplies of the Point Thomson field to the plant and pipeline.

The results of the open season will determine the preferred development option.

Updated cost estimates for the project are in the range of US\$32 billion to US\$41 billion for the North Slope to Alberta option, and US\$20 billion to US\$26 billion for the Valdez option. Both options have an expected in-service date of 2020 and would provide either 4.5 billion cubic feet of natural gas per day under the Alberta option or 3.0 billion cubic feet per day under the Valdez option.

The project would be one of the largest private investments in the history of North America and would provide substantial benefits to the State of Alaska, the Lower-48 states, and Canada, including significant revenues, jobs, business opportunities and new long-term supplies of natural gas. For more information on the Alaska Pipeline Project, visit the project's newly launched website at: www.thealaskapipelineproject.com.



TransCanada and ExxonMobil have formed a joint effort to advance the Alaska Pipeline Project. Two options are being considered to transport North Slope natural gas to market. One option would travel across Alaska to Alberta, Canada, where it could be further transported to North American natural gas markets. Another option is to transport the natural gas south to Valdez, Alaska, where shippers could arrange to liquefy the gas and ship it on tankers to North American or international markets. Source Alaska Pipeline Project website.

Incidentally, on February 8, ExxonMobil Production Company announced that it has successfully drilled and cased the first development well for the Point Thomson project on Alaska's North Slope. ExxonMobil drilled the well to a measured depth of over 16,000 feet. The shore-based rig directionally drilled under the Beaufort Sea to the targeted gas reservoir more than 1.5 miles offshore.

The Point Thomson project, located approximately 60 miles east of Prudhoe Bay, is scheduled to commence production in 2014. It holds an estimated 8 trillion cubic feet of gas—about 25 percent of the North Slope's gas resources—and about 200 million barrels of condensate. Point Thomson gas is critical to the success of the Alaska Pipeline Project.

Exxon Seamen's Union 2010 office election

In the fall of this year several ESU Executive Board and Ship Representative positions are up for election and it's not too early for eligible candidates to start thinking about running. On December 31, 2010 the term of office for the Vice President/Treasurer, Deck, Engine and Steward's Department Trustees and the Ship Representative on the *S/R American Progress* come to an end. Therefore, in accordance with our Constitution and By-Laws, a general election for these positions will be held from mid October through mid December, 2010.

There are many sharp and competent individuals in the unlicensed ranks who could make a real contribution to the membership by running for one of these offices. To be eligible for an Executive Board position including Trustee, a candidate must be a member in good standing and have at least two years of continuous service with the company. He

or she must be a qualified driver possessing a valid driver's license and have been a member of the ESU for at least one year.

Additionally, through Constitutional amendment last year, the nomination process was simplified for candidates seeking Union office. Under old language in the ESU Constitution, candidates were required to obtain signatures from members in good standing in order to stand for election to any Union office (25 for the Executive Board and 15 for Ship Representatives). The new method eliminates the signature requirement. Candidates that wish to run for Union office are now allowed to submit a "Candidate Intent Form" (CIF) for the particular office that the individual is seeking directly to the ESU office by the designated deadline. The Candidate's Intent Form is due to the Seabrook office no later than October 1, 2010. Candidate Intent Forms are

available from you Ship Representative or by contacting the ESU office.

A complete list of all the requirements can be found in Article V of the Constitution and Bylaws. It is a good idea that CIFs be sent via certified mail with return receipt requested as forms received after October 1, are ineligible.

Once a CIF is received in Seabrook it will be reviewed and if all is in order the candidate's name will be placed on the ballot. Ballots will be mailed out to the membership during the first part of October. To ensure fairness and oversight the ballots will be counted by the American Arbitration Association in New York which is among the oldest and most reputable organizations of its kind.

The ESU is a modern operation that is equipped with the same office equipment found in any office environment today. Computer use and document control comprise a major part of the every-

day work routine. It is important that the Vice President/ Treasurer be familiar with or be able to learn how to use computer accounting software. The volume of communication documents generated is significant and therefore at least a basic level of computer skill is needed to perform the necessary duties. Verbal and written communication skills are essential as well. Executive Board Officers use written communication through email and formal business letters almost every day. The ability to write is also necessary for the production of this *ESU News* which is written monthly by the Executive Board member in office.

Job descriptions for all offices are described in our constitution and By-Laws. Candidates confident in their ability to adapt to the job duties will find that serving on the Executive Board provides an enormous amount of self-satisfaction from assisting their fellow ESU members.

ESU News

Functional Capacity expectations

As many of our members already know it has become a common practice that some of our employees when coming off sick leave are required to undergo what is known as a "Functional Capacity Evaluation (FCE)" before taking a vessel assignment. Even though this practice has been in place for awhile, the ESU has received numerous complaints from our members about the FCE and logistic issues related to the contracted occupational health and rehabilitation centers. One major concern has been the need to fully inform and provide detailed expectations about the FCE to our members in advance of the employee's attendance.

The FCE was again discussed at a regularly scheduled Union/Management communications meeting that was held at the end of January at the ESU Seabrook office. SeaRiver Human Resources provided a copy of a three page document that is now being provided to our members before they are scheduled to complete their FCE. This document provides information about the occupational rehabilitation center, expectations about the fitness evaluation and information on lodging, meals and transportation.

While it appears this information about the FCE will be helpful, we still continue to have a few problems with the FCE being conducted at the Fontana Center in Lafayette, LA. The Union has made SeaRiver management and the Medical Department aware of our concerns, particularly the complaint received about cleaning the facility's restrooms. Two ESU members were instructed to clean the Fontana Center's bathrooms because their job position as Maintenance Seamen included janitorial duties. The Union suspects the Fontana Center was just trying to receive free cleaning services at our member's expense. The Union strongly objected to management and this was stopped immediately.

The Union's understanding for sending individuals to the FCE that have been on Sick Leave is to ensure they can comply with the Coast Guard's physical fitness guidelines before taking a vessel assignment. If you are required to go you should be prepared to climb and descend steep stairs and vertical ladders, lift weights up to 49 pounds, carry and lift and put down objects, use a treadmill, and squat, crawl, push, pull, grip and grasp. You are expected to learn and demonstrate safe ergonomic techniques. Cleaning the bathrooms at the occupational rehabilitation center on the other hand is not something our members should be doing and is certainly not a real challenge to measure a person physical fitness.

Should you attend an FCE in the near future and experience a problem, please contact the Union office immediately. I think we would all prefer not to attend an FCE but in any case the Union wants to ensure our members are not required to do things that are beyond what is necessary. Incidentally, according to our contract in Article IV Section 12, the company has the right to send employees to medical examinations and the ESU is in agreement that it is necessary for our members to be in good enough physical condition in order to perform their job duties upon returning to work from sick leave. Certainly, everyone would agree that we would not want a member to re-injure themselves or possibly someone else by returning to work before they are physically ready.

Ship reports

S/R American Progress

The vessel continues to trade in the ANS crude trade between Valdez and the Puget Sound area. Regular Ship Representative Rudy Benavides has been staying in touch with the ESU office. He reports the satellite TV is not in service and the crew was extremely disappointed with missing the Super Bowl. The system apparently needs a new part that is on order and will be replaced once received.

S/R Baytown

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

Kodiak

Regular Ship Representative Tim Williams back on board from paid leave. The vessel is scheduled to follow the *Sierra* in San Francisco for ANS crude discharge. Captain Nils Knustad and 1st Assistant Engineer, Jay Norman conducted Safety Initiative training while the vessel was underway. The focus of this training is to enhance employee

understanding/usage of the Loss Prevention System (LPS), review updated Fall Protection training and awareness material and review electrical and general safety system applications.

S/R Long Beach

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

Sierra

The vessel is back on the Valdez to San Francisco run after trips to Hawaii and the Puget Sound. Ship Rep. Thor Floreen joined the vessel in Hawaii. Thor has been checking regularly with the office. Safety Initiative training was conducted while the vessel was underway on the trip south to the Puget Sound.

S/R Wilmington

Board officer visited the vessel in Beaumont, TX on February 18. Regular Ship Representative Jeff Harris is back on board and reports no problems. Vessel continues the MOGAs run between Beaumont, TX and Florida.

Honolulu paid leave



In January, a few *Sierra* crew members were lucky enough to start their paid leave in warm weather of Honolulu, HI. Pictured on the launch heading into Honolulu harbor are from left to right, MS Rozrick Purvis and QMED-Oiler Donald Hatch. The vessel discharged a load of ANS crude at Tesoro, Barbers Point. Photo taken by Kevin Conroy.

Coast Guard clarifies delayed MMD issuance

On January 26, the Coast Guard issued a bulletin to emphasize its long standing policy regarding delaying the issuance of a Merchant Mariner Credential for renewal applicants to closely coincide with the expiration date of a current credential. Delayed issuance is intended to help avoid the problem known as "license creep." The Coast Guard first codified Delayed Issuance in NMC Policy Letter 09-03. Recent changes to the Code of Federal Regulations eliminate the need to codify this practice in a formal manner. Policy Letter 09-03 is no longer valid and will be removed from circulation, however, the long standing business process for Delayed Issuance will remain in place. In keeping with the letter and spirit of the regulation, mariners may request that the issuance of their MMC be delayed to closely coincide with the expiration of their current credential under the following conditions:

- Mariners must specifically request Delayed Issuance of their credential in

writing on their application (719B) when it is submitted to the Coast Guard. Requests received after application acceptance will be considered on a case by case basis. The Coast Guard will not be able to approve requests for delayed issuance once the credential is issued.

- The Coast Guard will, if Delayed Issuance has been requested, hold the credential in a ready to print status for up to twelve months from the date that the Coast Guard accepts the application, which is normally the date it is received by the Regional Exam Center.

- Credentials will be issued approximately one month prior to the expiration date of the current credential to allow adequate time for delivery. The production process cannot accommodate requests for specific issue dates.

- Under Delayed Issuance the Coast Guard cannot delay the issuance of specific MMC Endorsements. The Coast Guard will issue a partial credential while delaying a particular endorsement.

New mileage reimbursement rate for 2010

Effective January 1, 2010, the optional standard mileage rate for all miles of use for business purposes will decrease from 55 cents to 50 cents per mile. In December the ESU news reported the mileage rate was remaining the same, but just recently the ESU was notified by the SeaRiver HR that the mileage rate was decreased for 2010 to reflect generally lower transportation costs compared to a year ago. Reimbursements made using this rate will satisfy IRS accounting requirements and will not be included in the employee's W-2 income or subject to tax withholding.

Mileage reimbursement is intended to cover normal vehicle operation costs including: gas, oil, repairs, tires, registration fees, licenses, depreciation, lease payments, and insurance. Road tolls and parking fees are not included in the standard mileage reimbursement but are reimbursable when incurred during business travel and submitted with receipts.

Under the current Collective Bargaining Agreement unlicensed employees are permitted to use an automobile for business travel and receive reimbursement from the company. Current Contract language states in part, "When an employee uses an automobile as transportation from his/her home to a vessel, to/from a training program, or to/from a meeting, or for other reasons approved by the COMPANY, the employee shall be paid for the actual miles driven for a reasonably direct route at the mileage rate then current for the COMPANY. Actual miles driven shall include round trip mileage when an employee is driven by another person who returns to the employee's home. The COMPANY will also reimburse any tolls actually paid for the trip. In no case will the total payment be greater than the cost of the prevailing coach class airfare as described herein plus ground transportation allowances provided when traveling by air."

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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ESU NEWS on the Internet

The *ESU NEWS* is available on the Internet at the Sailors' Union of the Pacific website: www.sailors.org. The current edition is posted the day the newspaper is published and past editions are archived and can be accessed.

The *ESU News* is written and edited by the Exxon Seamen's Union.

Record profits don't stop health insurer's record rate hikes

There's a theory that trends happen first in California before spreading to the rest of the nation. If that's true in health insurance, we're all in deep trouble.

This month, Anthem Blue Cross—whose parent company WellPoint posted a record \$4.7 billion profit in 2009—announced it was gouging even more money from its 800,000 California customers by raising premiums as much as 39%.

Deborah Burger, RN, and co-president of the National Nurses United (NNU), says Anthem Blue Cross's "disgraceful behavior may be particularly offensive, but it is not out of character for an industry engages systemically in price gouging and denial of care."

At a press conference, President Obama told reporters Anthem's rate hike makes the need for health care reform even more clear. "If we don't act, this is just a preview of coming attractions. Premiums will continue to rise for folks with insurance; millions more will lose their coverage altogether; our deficits will continue to grow larger."

On February 9, Health and Human Services Secretary Kathleen Sebelius said in a White House blog post that "too many Americans are at the whim of private, for-profit insurance companies." She said those companies also are "raking in billions in profits each year, while policyholders struggle to make ends meet in this tough economy. Insurance companies can raise premiums or slash benefits, and there's not much families can do about it, especially if they have preexisting conditions that would make it hard to get other coverage....What's happening in California can happen in any state."

Keep in mind the figure \$4.7 billion in profits and then see if you or anyone else can swallow Anthem's claim that the bad economy has forced many people to drop their health insurance coverage and in turn Anthem is being forced to raise rates by 39%. It's not flying. Even with WellPoint's 4% drop in customers in 2009, its profits—the \$4.7 billion—jumped by 90% over 2008.

Sebelius and congressional leaders are demanding answers. In a letter to Anthem President Leslie Margolin, Sebelius says the company must provide justification for the rate hikes: "The extraordinary increases are up to 15 times faster than inflation and threaten to make health care unaffordable for hundreds of thousands of Californians, many of whom are already struggling to make ends meet in a difficult economy. Your company's strong financial position makes these rate increases even more difficult to understand. As you know, your parent company, WellPoint Incorporated, has seen its profits soar, earning \$2.7 billion in the last quarter of 2009 alone."

House Energy and Commerce Committee Chairman Representative Henry Waxman (D-California) announced the Oversight and Investigations subcommittee will hold a hearing February 24 on the rate hike. In a letter to WellPoint CEO Angela Braly, Waxman and subcommittee chairman Bart Stupak (D-Michigan) say Braly must provide the committee detailed records including: "For each year from 2005 to 2008, a table listing, as applicable, premium revenue, claims payments, sales expenses, other general or administrative expenses, and profits for all individual health insurance products, including an explanation of the methodology used for these calculations, for Anthem Blue Cross in California; A table listing all proposed premium increases from January 1, 2009, through December 31, 2010, in the individual health insurance market for all WellPoint subsidiaries, including the amount of the proposed premium increase, the subsidiary, the state affected, and a detailed explanation of reasons for the increase."

Welfare Notes

February 2010

Keep Us Informed

Please be sure to keep the Plan office informed of changes:

- New Address
- Dependent Changes (marriage, divorce, or children to be added, death of any dependent)
- Pensioners' Annual Allowance — The Pensioner's Annual Allowance allows for reimbursement of covered expenses in the fiscal year that runs from August 1 through July 31, of the following year.

The monthly Medicare Part B Premium of \$96.40 is reimbursed to Pensioners on the pension check. This amount times 12 months is then deducted from the Pensioners' Annual Allowance. If the Part B Premium is also being reimbursed for a spouse that amount is also deducted from the allowance. These deductions are applied to the total allowance at the beginning of the fiscal year.

When the remaining balance in the Pensioners' Allowance reaches \$4,000.00 or less the following category maximums are applied to the bills submitted for reimbursement.

The maximums are:

- \$500.00 for medical, dental, and vision co-payments (example \$250.00 medical, \$100.00 dental, & \$150.00 vision would total the \$500.00 maximum).
- \$1,000.00 for prescription drugs
- \$2,500.00 for premiums (examples Medicare Part D Prescription Drug Premium, supplemental plan premiums such as AARP or Kaiser supplemental plans.)

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Training Representative Berit Eriksson 415-957-1816

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Farm worker rules strengthened by Department of Labor

Labor Secretary Hilda Solis announced new rules on February 11, for the temporary immigrant farm workers program, saying they would raise wages and strengthen labor protections for American and foreign workers.

Under the new rules, growers will no longer be able to attest that they tried to find American workers to fill jobs given to migrants, but will have to prove they conducted job searches. The Labor Department will establish a national electronic registry of farm jobs to assist the effort. American farm worker organizations hailed the changes, but growers' groups, naturally, said they would be costly and could be prohibitively cumbersome for many farmers, particularly smaller producers.

Many of the new measures restore previous procedures for the program, known as H-2A for the type of visa that foreign workers receive, after the rules were changed in the last days of the Bush administration. Farm worker organizations strongly objected to those changes, arguing they had rapidly lowered wages for American agricultural laborers.

Labor officials said that the method of calculating wages for temporary foreign workers introduced by the Bush administration had reduced farm workers' wages by an average of a dollar an hour in the year they were in effect. The new rules, which take effect on March 15, revert to the prior method for setting wages.

"The major change is that we are asking employers to prioritize those American workers that might be available," Secretary Solis said. "And we are trying to make it realistic in terms of wages that can be earned by the farm workers that are currently out in the fields."

The rules restore the role of state workforce agencies in carrying out inspections of farms seeking temporary foreign workers, including mandatory inspection of the housing that employers are required to provide.

"We are very grateful to Secretary Solis for her willingness to spend the time and resources to ensure that the most vulnerable workers are protected," said Bruce Goldstein, executive director of Farmworker Justice, an advocacy group in Washington.

The new rules require growers to provide contracts to foreign guest workers before they leave their home countries, to protect against abuse by recruiters.

While the Department of Homeland Security runs the program, the Labor Department approves growers' requests for foreign workers. In 2009, labor officials said, the department approved 94 percent of the applications growers submitted for H-2A workers, bringing 86,014 foreign migrants to the United States.

The program supplies only a fraction of the about one million farm workers in the United States. At least half of those workers are illegal immigrants, labor officials have estimated, with many farm employers hiring those immigrants instead of dealing with the slow-moving guest worker process.

While sharply divided over the new rules, growers and farm workers agreed that the Obama administration should press Congress to pass legislation overhauling the immigration system. Most versions of that legislation include a bill that creates a new guest worker program that all sides in agriculture have long supported.

Nautical terms in everyday speech

Fish or Cut Bait... (a command to act)

Fish or cut bait is a command to "get on with the job" or to "get out of the way" for someone who will. The expression, which became popular in the chaotic, post-war political arena of the 1870s, has been attributed to Republican Congressman Joseph G. Cannon who used the term during a rally. It is not known whether this expression was one that was popular at the time, or whether the political firebrand invented it during the heat of the moment. *Fish or cut bait* is a no-nonsense, direct command, but not quite as colorful as others attributed to Cannon, who was known to his congressional colleagues as "Foul-mouthed Joe."

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$40 per year international.

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Labor Secretary backs employee free choice, strong enforcement of wage, safety laws

Secretary of Labor Hilda Solis says workers face increasing obstacles when they try to form Unions and “we need to restore their freedom to do so.” In testimony before the U.S. House Education and Labor Committee on February 3, Solis looked back at the department’s actions in 2009 and forward to its 2010 agenda.

In reiterating the Obama administration’s support for the Employee Free Choice Act, Solis said: “I will work to ensure that workers’ rights will be protected. In order to rebuild the middle class, we need to level the playing field and restore fair play for all working people. The growing inequality in wages and benefits is partially due to the increasing obstacles workers face in forming unions and engaging in collective bargaining.” She also told the panel that the Labor Department will continue to “protect workers in the new economy...I am committed to enforcing all employment laws. Workers deserve this money and it will bring money to low-income households where most of it will be spent and help invigorate local communities. Staffing levels at the Wage and Hour Division have increased, putting more investigators into the field who have “helped secure millions of dollars in back pay for thousands of workers.”

House Committee Chairman George Miller (D-California) pointed to the increased emphasis on workers’ safety since Solis took the reins at the department. “For too long, OSHA [Occupational Safety and Health Administration] failed to respond to real dangers and put American workers in needless peril. Recent enforcement actions by the new administration have been a breath of fresh air. Instead of looking the other way, this administration is holding reckless employers accountable.”

Solis also outlined how the department used nearly \$60 billion in economic stimulus funds to provide a lifeline to unemployed workers and training opportunities—especially in new economy green jobs—for jobless workers. The funds not only boosted unemployment insurance (UI) benefits by \$100 a month, “going a long way to paying for groceries or helping with rent,” but assisted states faced with severe budget shortfalls, “get UI benefits into the hands of their workers.”

Telling the committee the department is “looking to train the workers of the future [and] green jobs play an important role in our economic recovery,” Solis cited two examples where stimulus funds have been put to work. “In creating the criteria for many of the grants discussed above, we required applicants to include partners made up of a diverse set of stakeholders, including labor organizations, public or private employers, and the local workforce system. We also gave special consideration for partnerships that included community-based organizations. For example, in Minnesota, Honeywell and two chambers of commerce have joined the United Steelworkers (USW) to train workers. Also in Florida, the Broward County Minority Builders Coalition partnered with the International Brotherhood of Electrical Workers (IBEW) Local 729 to extend green jobs training opportunities.”

China to coordinate patrols off Somalia

China is to spend several months this year coordinating international anti-piracy efforts off Somalia, after a diplomatic breakthrough that will see the role rotated among countries participating in what have so far been separate initiatives. The news has been welcomed by the shipping industry, which has long argued that the lack of clear command structure has meant that naval deployments have not been as effective as they would otherwise have been.

International Chamber of Shipping Marine Director Peter Hinchliffe said: “This means a commitment we have not seen from China before, so it is extremely positive. We need the highest possible level of control and coordination, because that is the only way to make sure you get maximum efficiency out of the use of each ship. It is in line with what we want.”

As things stand, navies on duty in the region may be either part of one of three western-led umbrella groupings, or may be operating entirely independently. NATO, the European Union’s Navfor and the U.S.-controlled Combined Maritime Forces bring together what are essentially allied countries. China, India, Russia, Malaysia and Iran, on the other hand, work outside any of these structures, and their ships sometimes end up duplicating the work of others.

Beijing has secured its leadership role, which it is expected to assume around the middle of this year, by promising to commit permanently to patrols in the internationally recommended transit corridor, the dedicated route in which naval protection is offered to merchant vessels. Only western-aligned navies have been assigned that important task to date. That will entail stepping up the number of naval assets assigned to the task over and above the three ships currently serving, according to naval experts.

Speaking at a shipping industry conference in Singapore in late January, U.S. Navy Captain Chris Chambers confirmed that agreement had been reached with the Chinese People’s Liberation Army Navy in Bahrain. It is understood that a formal announcement had to be delayed while the PLA sought formal endorsement from Beijing.

The deal was struck at a meeting of the Shared Awareness and Deconfliction grouping, known as Shade, which is essentially a talking shop for the 40 or so navies undertaking anti-piracy duties. Until now, it has been jointly headed by EU Navfor and CMF.

Chairmanship will now change hands every three to four months, with China next in line. The way is now open theoretically for other navies to hold the position in future. This could one day see Russia deciding where to send NATO ships, in what would be an international relations first.

Captain Chambers, who is director of operations for CMF, stated: “There has been major progress in communication and cooperation with navies that once didn’t really speak to each other. China will get a chance to chair Shade. It is a very positive development.”

China’s desire to take on a broader role is likely to have been triggered by the hijack of Cosco bulk carrier *De Xin Hai* last October. The vessel, with coal from South Africa, was released in late December on payment of a \$3.5 million ransom.

Background on the SUP-crewed LMSRs

As reported last month, SUP-contracted Patriot Contract Services was awarded a contract by the Military Sealift Command to operate and maintain four Large Medium-Speed Roll-On/Roll-Off (LMSR) vessels.

These four LMSRs were delivered to Military Sealift Command in 1997. *USNS Gordon* and *USNS Gilliland* were converted by Newport News Shipbuilding in Newport News, Va., while the *USNS Yano* and *USNS Shughart* were converted to LMSRs by National Steel and Shipbuilding Company in San Diego, Calif.

The *Yano* was built as the commercial container ship *Leise Maersk* in Denmark in 1980. The ship was lengthened by Hyundai in 1987 and in the early 1990s the Navy purchased the *Leise Maersk*. The ship subsequently underwent conversion to a large, medium-speed, roll-on/roll-off ship (LMSR) at NASSCO and



was delivered to the Military Sealift Command in 1997 where the ship entered service as *USNS Yano* becoming the first ship in the Navy named after US Army Sergeant First Class Rodney J.T. Yano.



The *Shughart* was built as the commercial container ship *Laura Maersk* in Denmark in 1980, the ship was lengthened by Hyundai in 1987 and in the early 1990s, the Navy purchased the *Laura Maersk*. The ship subsequently underwent conversion to a large, medium-speed, roll-on/roll-off ship (LMSR) at NASSCO and was delivered to the Military Sealift Command in 1996 where the ship entered

service as *USNS Shughart* becoming the first ship in the Navy named after US Army Sergeant First Class Randall D. Shughart

The *Gordon* was built as commercial container ship *Jutlandia* in Denmark in 1973, the ship was lengthened by Hyundai in 1984 and in the early 1990s, the Navy purchased the *Jutlandia*. The ship subsequently underwent conversion to a large, medium-speed, roll-on/roll-off ship (LMSR) at Newport News and was delivered to the Military Sealift Command on August 23, 1996 where the ship entered service as *USNS Gordon* becoming the first ship in the Navy named after U.S. Army Master Sergeant Gordon.



Built as commercial container ship *Selandia* in Denmark in 1972, the ship was later lengthened by Hyundai and in the early 1990s, the Navy purchased the *Selandia*.



The ship subsequently underwent conversion to a large, medium-speed, roll-on/roll-off ship (LMSR) at Newport News and was delivered to the Military Sealift Command in 1997 where the ship entered service as *USNS Gilliland* becoming the first ship in the Navy named after US Army Corporal Charles L. Gilliland.

Each LMSR can carry enough ammunition, food, water, fuel, equipment and other supplies to sustain up to

20,000 troops of an Army 2x2 heavy armored brigade and the 6th Brigade Afloat for up to 15 days. The ships carry vehicles and equipment to support humanitarian missions, as well as combat missions. The new construction vessels have a cargo carrying capacity of more than 300,000 square feet, equivalent to almost eight football fields. In addition, LMSRs have a slewing stern ramp and a removable ramp which services two side ports making it easy to drive vehicles on and off the ship. Interior ramps between decks ease traffic flow once cargo is loaded aboard ship. Two 110-ton single pedestal twin cranes make it possible to load and unload cargo where shore-side infrastructure is limited or nonexistent. A commercial helicopter deck was added for emergency daytime landing.

Finnish icebreaker crews plan strike

The Finland’s Seamen’s Union said on February 18, the country’s icebreaker crews plan to strike.

The workers are concerned about possible job losses at Arctia, the government-owned company that owns eight icebreakers, the Union said in a statement. The strike is scheduled to begin on March 2.

Meanwhile, a strike by Finnish dockworkers over payments that were due to start on February 19, has been pushed back until March 4, to give parties more time to resolve the dispute, the Transport Workers’ Union said.



SUP President's Report

February 8, 2010

SUP ELECTION

The two-month, secret mail biennial balloting for Union officers and referenda on five proposed amendments to the SUP Constitution and one proposed amendment to the Shipping Rules concluded on February 1, with the tallying of the ballots and the certification of the election by the Impartial Balloting Agent (Pacific Election Services, Inc.) selected by the membership at the November 2009 Union meetings. In accordance with the Constitution, the results were sent to all SUP halls and posted. Full election results will be published in this month's *West Coast Sailors*.

Mike Duvall, who served with distinction as Honolulu Branch Agent for the last ten years, chose not to run again and will be relieved by Mike Dirksen who bested a field of six candidates to win the election.

In Wilmington, Vern Johansen won decisively over two other contenders including the current incumbent to win the Branch Agent's job.

Incumbent San Francisco Business Agent Bill Berger overcame one challenger and was re-elected.

Brothers Dirksen, Johansen, Berger and the incumbents that faced no electoral opposition will begin the new term of office on March 1.

Of the five Constitutional propositions on the ballot, the voting membership approved three by the required two-thirds majority.

- The term of office (Article XII of the SUP Constitution) will now be three years instead of two. Therefore, the current term will run from March 1, 2010 through February 28, 2013. The next Unionwide balloting for officers will begin on December 1, 2012 and conclude on February 1, 2013.

- The initiation fee (Article VI of the SUP Constitution) was increased from \$800 to \$1,600 effective March 1, 2010. **Class B, Class C and Class D Registrants who pay the \$800 fee in full prior to March 1, shall be considered to have fulfilled the initiation fee obligation.**

- The fine for any member found guilty through drunkenness or bad conduct onboard ship bringing the Union into ill repute or causing the delay of a vessel (Article XIX, Section 5 of the SUP Constitution) was increased from \$50 to \$500.

The two other proposed Constitutional Amendments on the ballot—increasing Union dues and increasing the fines for missing a ship—passed by over 50% but did not meet the required two-thirds threshold.

In addition, the one Shipping Rule proposal to expand the delegate's duties to include the visual inspection of a member's book to verify dues status passed.

SUP MONEY PURCHASE PENSION AND 401(k) PLANS

As reported over the past two months, The Standard, the third party administrator that provides administrative services for the Money Purchase Pension and 401(k) Plans, has been deficient in providing accurate services to participants and the SUP Plan office.

During the past month, The Standard has mailed to affected participants revised third quarter 2009 statements that should reflect corrected investment directives and transfers out of the Bank of America Stable Value Fund. However, some of these revised statements show that a participant's fund balance has doubled! The Standard blames this on computer error. The Trustees of the Plan, plus the Plan Administrator and Plan attorneys, have told The Standard in no uncertain terms that this and other "errors" are unacceptable.

The Standard will soon issue a second revision of the third quarter statements and the fourth quarter 2009 statements.

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

PATRIOT CONTRACT SERVICES

In November 2008 (see the December 2008 *West Coast Sailors*), the Military Sealift Command (MSC) issued a Request for Proposal (RFP) for the operation of 11 Large Medium-Speed Roll-On/Roll-Off (LMSR) vessels. All the vessels in question were previously operated by Patriot from 1999-2004.

After Patriot notified the Unions that it intended to bid on the vessels, the SUP, MFOW and SIU-A&G in conjunction with Patriot formulated a Total Labor Cost contract that would be competitive in order to gain the work. In July of 2009, Patriot notified the Unions that the company had been told by MSC that it was in the competitive range. MSC further told Patriot that the procurement was being conducted in a highly competitive environment and that price was an important factor in the evaluation and that it should be considered when preparing final proposal revisions. In response, the Unions revised the tentative agreement so as to not require benefit payments during the crew familiarization period, because the incumbent operators and Unions (SIU and AMO) did not include those costs in their bids.

As reported in last month's *West Coast Sailors*, Patriot was successful in being

awarded the *USNS Gordon*, *USNS Gilliland*, *USNS Shughart* and *USNS Yano*. The first year of that award is worth \$12.6 million for a firm, fixed-prior contract for the operation and maintenance of the vessels. The contract includes four one-year option periods and five six-month award term periods. If all options are exercised by 2017, it would bring the total value of the award to \$111 million.

The manning for the vessels is as follows:

Full Operating Status (FOS): 1 Bosun, 6 ABs, 2 OSs;

Reduced Operating Status (ROS): 1 Bosun, 1 AB, 1 OS

FOS WAGES: 56 Hour Week

	Monthly Wage	Daily Base Wage	Monthly Supple. Wage	Hourly OT Rate	Daily Money Purchase
Bosun	\$6,759.00	\$225.30	\$2,637.56	\$23.87	\$10.00
AB	\$4,784.11	\$159.47	\$1,875.55	\$16.68	\$10.00
OS	\$3,865.89	\$128.86	\$1,438.09	\$15.39	\$10.00

ROS WAGES: 40 Hour Week

	Weekly Base Wage	Daily Base Wage	Monthly Supple. Wage	Hourly OT Rate	Daily Money Purchase
Bosun	\$1,188.41	\$169.77	\$989.08	\$23.87	\$10.00
AB	\$841.46	\$120.21	\$703.33	\$16.68	\$10.00
OS	\$643.92	\$91.99	\$539.28	\$15.39	\$10.00

Wage Increases: There shall be a 2% increase in Total Labor Cost on each anniversary date of the contract beginning on January 25, 2011.

Supplemental Benefits (Vacation Pay): FOS: 16 days per months; ROS: 6 days per month.

Employment Period: No less than 4 months, no more than 6 months. U.S. citizenship is required for employment.

Medical: Group II coverage under the SUP Welfare Plan: 6 months coverage for a member and eligible dependents. 120 days for initial coverage, 60 days within a six-month period to maintain coverage.

Holidays: New Year's Day, Martin Luther King, Jr.'s Birthday, Presidents' Day, Columbus Day, Labor Day, Veteran's Day, Thanksgiving Day, Christmas Day. If a holiday falls on a Saturday or Sunday, it shall be observed on the day designated by the Federal Government.

Training: In order to be eligible for work in these vessels, SUP members must take the following required courses; Damage Control, Chemical, Biological and Radiological Defense Warfare, Small Arms Training, Shipboard Security Training and Tactics and MSC Environmental Programs.

The *Gordon* and *Gilliland* were turned-over to Patriot on January 27, at Philadelphia and expected to sail to Jacksonville, Florida, in mid-March. It is projected that the *Shughart* and *Yano* will turnover at Violet, Louisiana on February 25.

Recommend membership ratification of the LMSR agreement with Patriot.

SAN FRANCISCO BAR PILOTS

As previously reported, the 2007-2009 collective bargaining agreements between the SUP and San Francisco Bar Pilots covering marine personnel and dispatchers expired on December 31, but were extended until February 28.

The Bar Pilots have not been immune to one of the deepest recessions in modern history. In a letter to your secretary dated January 8, Captain Peter McIsaac, Port Agent for the Pilots, stated that, "In 2006, when the current contracts were negotiated, we had a total of 9,806 billed moves. Compare that to 2009 when there were only 7,935 billed moves. That is a decrease of 1,871 vessel moves or 19.1%. That is compounded by the fact that the mill rate, which is the largest component of the bar pilotage bill, is actually lower as of January 1, 2010 than it was on January 1, 2006, when it was last increased." Captain McIsaac added, "Wages and benefits may be the largest component of our expenses, but they are not the only component. During the first three years, our insurance, legal and rent expenses have increased substantially as well. With decreased revenue and increased expenses, compensation for the individual pilots has since decreased steadily, with 2009 expected to be down over 10% from the previous year. The decrease would be greater except for the fact that we are working with a reduced roster."

Captain McIsaac then proposed that negotiations be cancelled and the current agreements be extended through at least the end of 2010.

Independent research on the current state of the Pilots business and several meetings with Captain McIsaac confirmed his assertions.

After many caucuses that included all SUP members employed by the Pilots, it was decided to extend the existing terms of the current collective bargaining agreement from January 1, through December 31, 2010. Signed a Memorandum of Understanding to that effect on February 5, subject to general membership ratification. Hopefully, 2009 marked the trough of vessel moves through the Golden Gate and up to Sacramento and Stockton, but only time will tell when the global economy

continued on next page

President's Report continued

will rebound to pre-recession levels.

Recommend general membership ratification of the contract extension.

FOSS MARITIME COMPANY

As the membership will recall, on June 29, and 30, 2009, SUP members employed by Foss caucused at Headquarters regarding the company's proposals for "economic adjustments" to the 2008-2012 collective bargaining agreement in light of the worldwide economic recession and its impact on Foss' business, specifically in San Francisco Bay. The result of those membership meetings was a Memorandum of Understanding (MOU) dated July 27, 2009, which temporarily amended the Agreement to reflect a change in Section 31.04 relating to Scheduled Tankermen: "**When a scheduled tankerman is out while being paid due to sick leave, vacation, etc., and the barge to which he/she is assigned will be idle for the entire 12-hour watch, a relief for that watch will not be required (for a period of six months effective August 4, 2009, and ending January 31, 2010, unless extended by the Union).**"

With strong input from the membership, the Union notified the company on January 8, of its desire to terminate the temporary MOU on January 31. Foss responded that it wanted to discuss the issue to which the SUP agreed.

The parties met at Headquarters on January 27. Representing the Union were Delegate J.D. Rymel, Peter Leo, Tom Tynan, Vice President Dave Connolly and your secretary. In attendance for the company were Mike O'Connor, Director of Labor Relations; John Marcantonio, General Manager for California Harbor Services; Robert Gregory, Northern California Regional Operations Manager; Laura Rosenberg, Administrative Port Captain; and Walt Partika, Tank Barge Supervisor.

At the outset the company provided documentation that showed that business both on the bunkering side and the ship assist side were still in a slump and that "costs were not matching revenue". They added that they "did not foresee business rebounding any time soon," particularly when shipping companies are slowing their vessels down to consume less bunkers. Therefore, the company plans to lay-up either the tugboat *Point Vicente* or *Point Fermin*. This would leave three boats in the Foss fleet. Under the tripartite agreement between the SUP, IBU and Foss, the SUP and IBU would each crew a boat on a regular basis while the third boat would be split week-on/week-off between the SUP and IBU. Company seniority will be the basis of assignment for affected SUP members.

On the 2009 MOU, Foss requested an unspecified extension. The Union responded that despite the Memorandum, which reduced costs, some SUP personnel had been laid off. The company said that it was not their intention for this to occur but the drop in business forced it.

The company again requested an extension which the Union flatly rejected. Therefore, effective February 1, the Memorandum is cancelled. In response the company announced the two Scheduled Tankermen would be re-rated to Flex Tankermen until business improves which the company has the right to do under the Agreement.

Under the collective bargaining agreement with Foss, a 3.5% wage increase becomes effective on March 1, plus another 3.5% in 2011. A caucus was held today to discuss allocating \$3.00 per manday work to the hiring hall fund (Joint Employment Committee Trust) and another will be held tomorrow. This allocation is the same as approved last year from the Matson and APL wage increases.

PIRACY

Due to the concern that the U.S. government might attempt to criminalize the payment of ransom to pirates by American shipping companies, Maritime Trades Department and SIUNA President Mike Sacco called a meeting of seagoing maritime Unions in Washington, D.C. on January 22. In attendance were representatives from the AMO, MM&P, MEBA, MFOV Presi-

dent Anthony Poplawski and your secretary participated via teleconference.

Both industry and maritime labor are adamantly opposed to the criminalization of ransom payments, as it would have the effect of stopping U.S.-flag vessels from transiting the Gulf of Aden, etc. which would impact SUP-contracted APL's Suez Express Service. Industry considers these payments a "normal" cost of doing business. It was unanimously decided by all participants that a joint statement would be drafted and sent to the Obama Administration and key members of Congress on the issues of piracy and the safety of American merchant mariners. [Editor's Note: See the letter on page 3.]

APL MARINE SERVICES

An error in Appendix "B" (Transportation Fares) was made when the 2005-2015 APL Marine Services/Sailors' Union agreement booklet was published. The correct fares are as follows:

APPENDIX "B" TRANSPORTATION FARES SAN FRANCISCO TO:

	<u>BART</u>	<u>Taxi</u>	<u>Total</u>
BART - West Oakland Station			
Middle Harbor Terminal	\$2.55	\$7.60	\$10.15
Oakland - 7th Street Pier	\$2.55	\$9.00	\$11.55
BART - Richmond Station			
Inner Richmond	\$3.80	\$10.00	\$13.80
Port of Richmond	\$3.80	\$11.00	\$14.80
Greyhound			
	<u>Fare</u>	<u>Taxi</u>	<u>Total</u>
Crockett (Vallejo)	\$16.75	\$10.00	\$26.75
Stockton	\$19.75	\$10.50	\$30.25
Sacramento	\$18.75	\$14.50	\$33.25

HONOLULU TO:	<u>Taxi</u>	<u>Total</u>	
Sand Island Terminal	\$18.00	\$18.00	
WILMINGTON TO:	<u>Taxi</u>	<u>Total</u>	
APL Terminal, Terminal Island	\$19.00	\$19.00	
Matson Terminal, Long Beach	\$13.00	\$13.00	
SEATTLE TO:	<u>Fare</u>	<u>Taxi</u>	<u>Total</u>
Greyhound			
Tacoma	\$6.50	15.00	\$21.50

(Sperry Ocean Terminal)

In the event a member joins a vessel at an outlying berth or port not listed above, he shall be paid the current fare based on the combined cost of public transportation (bus) and taxi.

Those rates that are not listed in the various areas shall be adjusted according to any future rate increases.

Copies of this correct Appendix will be available at all SUP halls.

BANKING COMMITTEE

In accordance with XVII of the SUP Constitution, a Banking Committee shall be elected at today's Headquarters meeting.

The duty of the Banking Committee in accordance with Article XVII, "...shall be to receive and receipt for any money ordered withdrawn from any savings account of the Union... for the payment of authorized current bills."

As the President/Secretary-Treasurer is a member of the Banking Committee in accordance with the Constitution, recommend that the balance of the Committee be comprised of Dave Connolly, Bill Berger, Knud Andersen, Berit Eriksson and Terry Lane.

The new Banking Committee will relieve last term's Committee on March 1.

HOLIDAYS

The SUP halls will be closed on Friday, February 12, (Lincoln's Birthday), which is a holiday under the col-

lective bargaining agreements with APL (Offshore and Shoreside), Chevron, Matson (Offshore and Shoreside) and the San Francisco Bar Pilots.

Also, all halls will be closed on Monday, February 15, (President's Day), which is a holiday under the collective bargaining agreements with APL (offshore and shoreside), Foss Maritime Company, Matson Navigation Company (offshore, shoreside and RRF vessels), and Patriot Contract Services. Due to the holiday, the Branch meetings will be on Tuesday, February 16.

Under the agreements with Chevron Shipping Company and the San Francisco Bar Pilots, Washington's Birthday is observed on Monday, February 22.

ACTION TAKEN

M/S to ratify the LMSR agreement with Patriot Contract Services. Carried unanimously.

M/S to ratify San Francisco Bar Pilot contract extension. Carried unanimously.

M/S to elect President Lundeberg's nominees (Dave Connolly, William Berger, Knud Andersen, Terry Lane) to the Banking Committee. Carried unanimously.

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

Gunnar Lundeberg

Vice President's Report

February 2010

Cape Jacob: Aaron Wiebe relieved Andy McElhaney as delegate. In Sasebo briefly then back to Korea. Email from the delegate indicates things in good shape. Some reliefs ahead in March and April.

USNS Gordon: Dave Hoffmann, delegate. SUP crew went aboard in Philadelphia on January 27. Bosun Paul Harsaney reported that the ship at takeover was good shape but needing work. Will be calling for FOS crew along with the *Gilliland* in March to sail for new homeport in Jacksonville, Florida.

USNS Gilliland: Brian McCarthy, delegate. Problems related to frozen plumbing and meal frequency on weekends resolved to the satisfaction of the gang.

USNS Yano: Rowdy Sloggett, bosun. Shipped in advance of the gang for turnover in Violet, Louisiana.

USNS Shughart: Mark Reed, bosun. Also shipped ahead of the gang for turnover.

Maunawili: Robert Morgan, delegate. Questions on election results. No beefs.

Mahimahi: Phil Howell relieved by Dale Gibson, delegate. Clarification on hydraulic oil cleanup and port prep.

APL Thailand: Dave Hiebert, delegate. Crane operation requires use of the remote operation control panel for engine lifts.

APL Korea: Charlie Duke, delegate. Missing carpenter's time from earlier ship recovered. APL said the payment fell through the cracks.

APL Turquoise: Edwin Pastolero relieve Doug Olney as delegate. Email from Bosun Teo Rojas off Colombo indicates most things okay. Clarification on holiday: Washington's Birthday is not a holiday under the APL Agreement. Clarification on Union meetings

Colorado Voyager: Dave Mercer, delegate. Stormwater runoff policy researched: there is a strong basis in newly enforced federal regulation. Rumor is that this ship will replace the Arizona's run (Pascagoula to Tampa) in the Gulf.

Oregon Voyager: Danilo Peres, delegate. Finishing work in a yard in Mobile Alabama. Vessel will be assigned to West Coast trade later this year.

San Francisco Bar Pilots: Mike Koller and Terry O'Neill are new delegates. Discussion with delegates about vacation schedule, training, reliefs and new medical requirements. Attended christening of the newest station boat *P/V Drake*.

Foss Maritime Company: J.D. Rymel, delegate. After numerous discussions with the membership, and a meeting with the Company, it was agreed by all to let the MOU on inactive barge manning expire. Investigating two complaints on job assignments.

Dave Connolly

SUP Branch Reports

Seattle

January 19, 2010

Shipped during the period: 5 Able Seaman jobs shipped and filled with A-cards, 3 standbys to 1 A-card and two B cards.

Registered: 4 A cards for a total of 18; 7 B cards for a total of 32; and 5 C cards for a total of 8.

Ships Checked

Matson vessels *Manoa* and *Kauai* called twice in Seattle with little or no problems. The *President Polk* and *President Jackson* called in New York with Seattle gangs and all is well aboard these vessels.

I represented the SUP at the following meetings: King County Labor Council meeting; Regional Transportation Committee meeting; and Puget Sound Area Maritime Security Committee meeting.

As we start the new decade please take look at your documents and certifications and make sure they are in order. In the last three weeks five sailors have come into the hall looking for work only to discover that they were ineligible for dispatch. Three members were unable to go to sea because of not having completed one year of sea time during the last five years from the issuance of their original Basic Safety Training date, a word of clarification; because a seaman is issued a new Merchant Mariner Credential does not mean you have a new BST date. You must have completed a BST course in the last five years or have discharges showing one year of sea time in during the last five. Standby employment days do not count towards accumulating sea time for continuance of Basic Safety Training eligibility, as one misinformed sailor argued. One member had an expired drug card and one member had only three months left on his passport before expiration. Renewing early is the only answer. It should be noted that if you apply early for renewal you may still continue to ship out. The Coast Guard does not take or "hold" valid documents while processing new ones. This means you can ship out while waiting for your new MMC to be issued.

Vince O'Halloran, Branch Agent

Wilmington

January 19, 2010

Shipping: 6 ABs, 2 ABDs, 5 Bosuns, 5 STOSs, 46 standbys for a total of 64 jobs.

Registration: 38 Class A, 22 Class B, 8 Class C.

Ships Checked

Maunawili, China, Maunalei, Korea, Thailand, Pfeiffer, Singapore, Manulani, Japan, Mahimahi, Mokihana, Mississippi, Washington.

Brothers, there was a case where a sailor was not paid for his day of travel after his job was laid up in the yard. It was dealt with. Have the mate or captain read page 11 Section 17. Brothers, there was a time when every SUP ship was run the same no matter what ship you was on you knew where you had to be during tie up and let go. The mate did not print up an arrival sheet.

Brothers in the past the bosun made time for you to soogey your state room. Brothers there is no excuse for having a dirty room it is contracted that sanitary will be done two hours every day in sailors quarters. Bosuns make sure that the sanitary is done every day in the sailors quarters.

Rigging the gangway underway is three man job not two. One man stands on the deck with a radio to call the wheel house if necessary. The man with the radio also will watch and make sure that no one touches the controls while there are men on the gangway. The man with the radio will also tend the two men on the gangway. But he will never step on the gangway himself. The two men on the gangway will work together to lift and rig the rails.

Yours in struggle,
Paul Calais, Branch Agent

Honolulu

January 19, 2010

Shipped during the month of December: 2 ABWs, 1 ABW relief, 1 ABW return, 1 ABD, 2 AB reliefs, 1 ABD return and 1 AB maint. These jobs were filled by 4 A members, 4 B members and 1 C member. Also shipped 7 standby jobs filled by 3 A members, 2 B members 1 C member and 1 D registrant, for a total of 16 jobs shipped.

Registered during the month of December: 7 A members, 6 B members, 1 C member and 1 D registrant. To date, registered are: 12 A members, 7 B members, 2 C members, and 2 D registrants, for a total of 23.

Ships Checked

Maulani, Manukai, Manoa, Maunalei, Maunawili, Mahimahi, R.J. Pfeiffer, Mokihana and Maui, all with few or no beefs. *USAV Worthy* in Pearl Harbor. Crew change. Paint & Rigging gang running smoothly with Monte Kalama as bosun.

On January 20, attended the Hawai'i Ports Maritime Council meeting. This meeting date always conflicts with the opening of the Hawai'i State Legislature,

hence a low turnout. Main and most important discussion amongst the maritime Unions was getting out the vote and support for State Senator Colleen Hanabusa's campaign for Neil Abercrombie's vacated 1st U.S. Congressional seat. Ed Case, the anti-Jones Act advocate, has resurrected and is trying to buy another job in Congress. Every Monday morning for the next three months, the maritime Unions will be holding a sign waving rally for Senator Hanabusa in front of the Honolulu hall from 7:30-8:30 A.M. Encourage all members to attend. Coffee and doughnuts available.

The Honolulu membership wishes to congratulate the new and returning SUP officials on their election for the 2010-2013 term.

Mike Duvall
Branch Agent

San Francisco Business Agent

February 8, 2010

Visited and paid off the following ships:

Mahimahi— Dale Gibson, delegate: Deck gang had a dispute with the relief bosun who has one trip to go for his three trips. Told the crew they had to bring him up on charges in writing. I asked him to quit, but he said he wasn't about to quit.

Manoa— Duke Maringer, delegate: No disputes. Mike Dirksen, the new Honolulu Agent was aboard as AB. Wishing him luck in his new job.

Mokihana— Paul Barbour, delegate; Frank Portanier, bosun: No disputes; in good shape.

APL Japan— Jim Bailey, bosun: The crew complained about the chief engineer not sharing the use of the elevators. Called Labor Relations and it was squared away.

APL Thailand— Dave Hiebert, delegate: Voyage pay off. Mate fired the bosun but Vice President Dave Connolly talked to the mate about giving him another chance.

Worked in the front office.

Bill Berger

Dispatcher's Report

Headquarters—Jan. 2010

Deck	
Bosun	5
Carpenter	0
MM	7
AB	10
OS	3
Standby	8
Total Deck Jobs Shipped	33
Total Deck B, C, D Shipped	16
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. ...	33
Total B, C, D Shipped-All Depts. .	16
Total Registered "A"	40
Total Registered "B"	20
Total Registered "C"	10
Total Registered "D"	22

Oregon voters tell corporations, wealthy: pay your fair share

Oregon voters, faced with a \$727 million budget deficit that threatened severe cuts in education, health care, public safety and senior services, voted on January 26, for two "fair share" measures that raise taxes on the state's wealthiest families and boost a minimum tax on businesses that had been set at just \$10 since 1931.

Oregon AFL-CIO President Tom Chamberlain said the victory on both these measures "sends a strong message on how we value education and other vital working family services. Oregon Unions, community allies and progressive groups led the fight against the deep-pocketed corporation community that preached economic doom if the tax measures passed."

Both measures won handily —around 54% to 46% for each— at a time when right-wing pundits and anti-tax zealots claim voters are in revolt over taxes and government programs. The Ballot Initiative Strategy Center says the vote is a "solid rejection of anti-tax and anti-government activists trying to protect their narrow self interests at the expense of real solutions that will protect vital services, save jobs, and support the state economy. The Oregon victory signals once again that these special interests remain out of sync with moderates and independents. Americans are looking for real solutions, not gimmicks and nay-saying, to solve real problems."

Measures 66 raises taxes on households with taxable income above \$250,000, and Measure 67 increases the 79-year-old \$10 a year minimum tax on businesses to \$150.

"Ten thousand times has the labor movement stumbled and bruised itself. We have been enjoined by the courts, assaulted by thugs, charged by militia, traduced by the press, frowned upon in public opinion, and deceived by politicians. But notwithstanding all this and all these, labor is today the most vital and potential power this planet has ever known, and its historic mission is as certain of ultimate realization as is the setting of the sun."

Eugene Victor Debs
1855-1926



Bosun Ron Gill stands on the Richmond Long Wharf with the California Voyager in the background, after loading in Texas, transiting the Panama Canal, and discharging in El Segundo.