



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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583

SAN FRANCISCO, CALIFORNIA

Tuesday, January 24, 2006

Foreign riding gangs in U.S. ships still awaits resolution in Congress

The Sailors' Union continues to vigorously oppose a provision (Section 425) of the Coast Guard and Maritime Transportation Act of 2005 (H.R. 889) that would allow U.S.-flag shipowners on international voyages to employ foreign nationals as maintenance and repair "riding gangs".

This unpalatable legislation which passed the House of Representatives last September is still in limbo as the Senate and House conferees have still not met to reconcile the differences between the Senate's Coast Guard bill (S.1280), which does not contain the foreign riding gang provision, and the House version which does.

The Department of Homeland Security and the U.S. Coast Guard, which is part of the department, remain adamantly opposed to the provision, but a cabal of shipowners led by Maersk Line continues to press for its passage.

To underscore the Union's position, SUP President Gunnar Lundeberg was in Washington, D.C. during the week of January 16, and met with representatives of both Republican and Democratic members of the House and Senate that are charged—in conference—with reconciling the two Coast Guard bills.

Lundeberg stated that, "Despite the fact that there is no discernible support for Section 425 by any of the conferees, regardless of party affiliation, the key to removing the provision or at minimum to redraft it to reflect the status-quo remains with House Transportation and Infrastructure Committee Chairman Don Young (R-Alaska) who introduced the provision at the request of Maersk. The influence of Danish-owned Maersk with the U.S. government cannot be underestimated, therefore, the fight to maintain the work of U.S. mariners in U.S.-flag ships is far from over."

White House nominates new U.S. Maritime Administrator

David C. Sanborn was nominated on January 17, by President Bush, to be the next Administrator of the Maritime Administration. The top spot at the Agency, which is part of the Department of Transportation, has been vacant since February 2005, after the retirement of Captain William Schubert. Deputy Administrator John Jamian has led MarAd since then and has overseen the Agency during an eventful year that included the beginning of the new Maritime Security Program, the award of Ready Reserve Force contracts and the pair of devastating hurricanes on the Gulf Coast to which MarAd vessels responded.

Sanborn is currently Director of Operations for Europe and Latin America at DP World, a Dubai government-owned group that focuses on international port operations and development as well as logistics and related services. Prior to this, he served as Senior Vice President for North America Service Delivery at GMA-CGM (America) LLC. Sanborn also served as Vice President for Network-Operations for American President Lines, Pte. Ltd. Earlier in his career, he served as Director of Operations for Sea-Land Services, Inc.

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Heavy weather injures four sailors aboard s/s Matsonia

In one of the worst injury incidents aboard an SUP-contracted ship in recent memory, the *Matsonia* on the 19th of December, took a wave over the bow while four sailors and the Chief Mate were working there to secure a hatch. Miraculously, none were swept over the side, and though all sustained serious injuries they remain in stable condition. The causes of the incident are still under investigation by the United States Coast Guard.

At around 1815, Bosun Mike France was notified by the Captain that there was a high water alarm in the bow thruster room and that a line scuttle was open on the bow. The master then ordered France to take some sailors up forward to secure the hatch.

The *Matsonia* was westbound, three days out of L.A. and still more than 1000 miles from Honolulu. She was heading into the last day of serious winter gale. Winds had abated from more than 70 knots the day before to 15 to 20 knots that night. Seas were moderate, however, and when stacked up on the low swell they would slam into the starboard bow with an ominous boom, audible throughout the ship and causing it to shudder as the spray, shot high in the air, rained down on deck.

France acknowledged the order with a question: "You're going to turn the ship, right?"

With Able Seamen Art Pond, Jim Savage, Ralph Shiohita, and Mike Jastrzebski, the Bosun went forward. At the midship tunnel, France saw the decks awash. France sent two sailors—Shiohita and Savage—back to the safety of the main deckhouse. Savage called the bridge. "You've got to turn the ship," he said to the Captain, "it's too rough." The Captain said he had slowed the ship down, and again ordered the gang already on the bow to accomplish the work. Savage and Shiohita went back on deck to help their shipmates.

When France climbed the lad-



The s/s *Matsonia* entering Honolulu harbor in an undated file photo. Built by Sun Shipbuilding & Drydock Company in Pennsylvania as a roll-on/roll-off vessel for \$31 million, she was delivered to Matson Navigation Company on December 11, 1973.

Matsonia was converted during 1986-1987, to a "lift-off/roll-on" by Todd Shipyard in Los Angeles when a new 351.5 foot mid-body was added plus a new four deck auto garage on the stern.

The current *Matsonia* is the fourth company vessel to carry the name. She is the sister-ship of the s/s *Lurline*.

der to the focs'lehead, he saw that the 4X4's used to secure the bullnose were blasted away and in pieces around the bow. The sailors went to work on manually closing the hatch, but were unable to do so. With the help of Savage, Pond and Jastrzebski, France began rigging a wire strap for a handy-billy to pull it shut and shackle it secure. The Chief Mate Dianna Hand stood nearby.

Then POW! The wave struck against the bow, blasting through the chocks, shooting up the hawsepipe, and piling over the bulwarks. It lifted the sailors off their feet and violently flung them across the deck, encasing them in a tumbling fury of green and white seawater.

Savage came down near the anchor chain and was pulled by the exiting water into the hawsepipe, ejected, and then jammed back into the hawsepipe again. The force of the stuffing broke both legs in compound fractures below the knee. He passed out, and when he awoke, the pain was too intense to focus. Slowly, he realized where he was, that his legs were use-

less, and that he would have to haul himself out of the hawse if he was to survive. No one knew when the next wave would hit.

Pond was flung ahead of France landing on deck near the ladder to the main deck, breaking an arm and suffering multiple lacerations. Jastrzebski caught a padeye on the bulwark with his leg, possibly saving him from falling overboard, and causing an 18-inch laceration that would later become deeply infected. Chief Mate Hand was slammed down on deck, breaking her ribs and possibly puncturing a lung.

France, employing skills learned as a surfer, rolled inside the wave, attempting to ride it without fighting it. But as he traveled, his left leg caught the

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SUP Halls to close for February holidays

All SUP halls will be closed on Monday, February 13, and on Monday, February 20, 2006, in observance of Lincoln's and Washington's Birthdays (Presidents' Day), both of which are contract holidays.



Second class postage paid at San Francisco, CA (USPS 675-180)

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/General Fund

Gordon Abbott 150.00	Melvin Kessler 100.00
Peter Benavidez 10.00	Steve Messenger 50.00
Michael Binsky 20.00	Paul Monti 30.00
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Jack Dalton 20.00	Stephen Rydberg 100.00
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*In lieu of dues increase.

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Jan-Peter Johnsson 20.00	Gene VanKlinken 20.00
Norman Kurtz 20.00	Colin Walker 20.00
David Larsen 100.00	Grant Wegger 20.00
Gunnar Lundeberg 100.00	Edward Zoobrick 50.00

Dues-Paying Pensioners

Rafael Cooper	Book #4687	Gunnar Larsen	Book #3516
Romaine Dudley	Book #2593	John McKeon	Book #6456
Duane Hewitt	Book #5748	Joseph Napier	Book #2299
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Jacob Wanner 25.00
Bud Yost 25.00
Stephen Zombro in memory of Manual Campos 70.00
Edward Zoobrick 50.00

USCG credentials extended for mariners impacted by Katrina

The Coast Guard is extending the expiration dates of credentials held by merchant mariners impacted by the effects of Hurricane Katrina until February 28, 2006. The authority for this temporary relief measure was included in the Coast Guard Hurricane Relief Act of 2005 (Public Law 109-141). This measure applies to certain mariners whose credentials expired on or after March 1, 2005, or will expire before February 28, 2006. The requirements are as follows:

Credentials are automatically extended for mariners whose home of record is listed as Alabama, Mississippi, or Louisiana on their merchant mariner credentials. To serve under the authority of their existing credentials, these mariners must carry a copy of the Federal Register notice with their existing credentials.

Credentials issued by Regional Examination Center (REC) New Orleans are automatically extended. To serve under the authority of their existing credentials, these mariners must carry a copy of the Federal Register notice with their existing credentials.

Other mariners who believe their ability to renew their credentials in a timely manner has been impacted by Hurricane Katrina should contact any REC to establish their eligibility for an extension.

If credentials were lost or damaged due to Hurricane Katrina, mariners may apply to any REC to receive a duplicate credential that will bear the same expiration date and information as the lost or damaged one. Mariners whose home of record is Alabama, Mississippi, or Louisiana may receive a waiver of the fees for issuance of duplicate credentials.

All mariners whose credentials are within one year of expiration are encouraged to submit renewal applications as early as possible. This Notice is effective January 17, 2006. If you have questions on this notice, call Donald Kerlin, Deputy Director, USCG National Maritime Center at 202-493-1006. Mariners may also contact any REC with questions regarding these temporary measures, for a copy of the Federal Register notice, or for any other assistance.

West Coast Sailors

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Final Departures

Ralph Gustafson, Book No. 2920. Born in California in 1919. Joined SUP in 1955. Died in Oakland, California, December 8, 2005. (Pensioner)

Harry Williams, Book No. 2687. Born in Hawai'i in 1917. Joined SUP in 1941. Died in Castro Valley, California, December 8, 2005. (Pensioner)

Eugene Eckert, Book No. 1877. Born in New York in 1929. Joined SUP in 1967. Died in Brunswick, Georgia, December 18, 2005. (Pensioner)

Ronald Springer, Book 7406. Born in Washington in 1933. Joined SUP in 1953. Died in Puyalup, Washington, December 17, 2005. (Pensioner)

Edward Zwerling, Book No. 224. Born in Canada in 1926. Joined SUP in 1945. Died in Pacifica, California, October 31, 2005. (Pensioner)

Theodore A. Davis, Book No. 2722. Born in California in 1925. Joined SUP in 1967. Died in San Luis Obispo, California, December 31, 2005. (Pensioner)

William H. Wilson, Book No. 3531. Born in Pennsylvania in 1923. Joined SUP in 1946. Died in Louisiana, December 31, 2005. (Pensioner)

Bruce Denholm, Book No. 2031. Born in Ohio in 1918. Joined SUP in 1941. Died in Florida, September 22, 2003. (Pensioner)

SUP Meetings

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

	Hdqtr.	Branch
February	14*	21*
March	13	20
April	10	17
May	8	15
June	13*	19
July	10	17
August	14	21
September	11	18
October	10*	16
November	14*	20
December	11	18

*Tuesday

Missing Columbia River Bar Pilot's body recovered off Washington Coast

The body of a Columbia River bar pilot who went overboard into the Pacific Ocean on January 9, was found along the Washington State coast on Roosevelt Beach on January 11. Captain Kevin Murray, 50, had been missing after he disappeared while making the leap from the ocean bound freighter *Dry Beam* to the pilot boat *Chinook*.

According to media reports, Dave Pimentel, chief criminal deputy for the Grays Harbor County sheriff's office, said the body was discovered on a beach about halfway between the towns of Copalis Beach and Pacific Beach—about 60 miles north of where Murray disappeared. The two towns are north of Grays Harbor and the city of Aberdeen. Pimentel said that swiftly moving ocean currents in the area due to a recent series of Pacific Ocean storms accounted for the distance the body traveled.

When he disappeared, Captain Murray was climbing down a rope ladder on the *Dry Beam* he had piloted over the Columbia River bar. He was supposed to grab hold of another rope, then jump to the *Chinook* below that would bring him back to shore. But something went wrong during the nighttime transfer from the ship and Murray never made it to the pilot boat's deck. The weather was bad even for the Pacific Northwest in January. Waves reached 15 feet or higher and winds were at 40 knots.

The fall occurred near Buoy 2, several miles south of the entrance to the Columbia River. The Coast Guard immediately launched two 47-foot motor lifeboats from Coast Guard Station Cape Disappointment, Washington, and an

HH-60 Jayhawk helicopter from Air Station Astoria, shortly after being notified of the incident. The 47-foot motor lifeboats searched for an hour before returning to the station due to severe weather conditions. The Jayhawk searched for the pilot before they too had to return due to heavy rain and fog that limited visibility to less than 100 feet. Two HH-60 Jayhawk helicopters from Air Station Astoria and an HH-65 Dolphin helicopter from Air State Port Angeles, Washington, searched for the man the following day. A Columbia River bar helicopter and two pilot vessels are also assisting in the search. Coast Guardsman from Station Cape Disappointment and local authorities conducted shoreline searches north and south of the entrance of the Columbia River.

Murray, a third-generation mariner, was a native of Boothbay Harbor, Maine, and a graduate of Maine Maritime Academy.

Bar pilots have shut down the traffic three times in recent weeks because of bad weather. The last fatality was in 1973, but three pilots have gone into the water in recent years and survived. The bar pilots wear "float coats" that look like street clothes until they hit the water and carbon dioxide cartridges activate, supplying buoyancy. They also carry water-activated emergency radio transmitters equipped with strobe lights, also designed to activate upon contact with water. Murray reportedly had all the appropriate gear. Investigators are looking into why his emergency transmitter didn't activate.

Voyage data recorders required for international cargo vessels

The regulations requiring cargo vessels traveling in international waters to carry a voyage data recorder (VDR) adopted by the International Maritime Organization (IMO) last year will become effective in 2006.

Cargo ships greater than 20,000 gross tons are now required to have a VDR installed on their first scheduled dry-docking after July 1, 2006 but not later than July 1, 2009. Cargo ships of 3,000 gross tons and upwards but less than 20,000 gross tons are now required to have a VDR installed at their first scheduled dry-docking after July 1, 2007 but not later than July 1, 2010.

Matsonia *continued from page 1*

handle of the riding pawl, and as the water carried him over the riding chock, the pawl tore out a football-sized chunk of his thigh. Crossing above the hawsepipe, he was propelled further and higher by the waterspout there, and when he slammed down on the deck it was near the port ladder to the main deck.

He was on his back and his left foot was under his right shoulder. The leg was broken above the knee, and possibly in the ankle. The ligaments in his knee were twisted, shorn, and scrambled. He was bleeding and he was naked: in an instant, the sea had torn off his clothes.

In an heroic all-hands effort, the entire ship's crew pulled together to carry the injured in litters back to the house. They laid them on the deck of the crew mess and cared for them around the clock. The ship was still three days at best speed from Honolulu and the injured sailors battled the pain. The Coast Guard air dropped additional medicine from a C-130. When the *Matsonia* arrived off Honolulu at approximately 0100 on December 22, SUP sailors from Matson's Paint and Rigging shoregang boarded the ship from the pilot boat to tie up the ship and rig the crane for transfer of the injured to the ambulances waiting on the dock. SUP Branch Agent Mike Duvall went aboard on arrival and said the crew mess looked like a triage room in a war zone hospital. Transferred to Queens Hospital, Duvall, crewmembers from other ships, and members in the area, visited often and assisted as they could.

As these sailors begin their long and painful recoveries, the Sailors' Union of the Pacific is conducting its own investigation into the incident and will take action as necessary based on its findings.

Editor's note: This story was written on the basis of first person accounts in interviews. It is not necessarily comprehensive and does not include all viewpoints. The *West Coast Sailors* reserves the right to make corrections as more information becomes available.

MarAd chief makes island run



SUP gang aboard the *Manulani* with Acting Maritime Administrator John Jamian. From left: AB Mike Arceo, AB George Simpier, Dayman Kelly Eggers, John Jamian, Bosun Trev Motlow, Dayman Omi Hooihuli and AB James Hall. Jamian, along with the rest of the gang, made the trip from Long Beach to Honolulu.

Submitted by George Simpier

U.S. Navy seizes pirate ship

The U.S. Navy boarded an apparent pirate ship in the Indian Ocean and detained 26 men for questioning, the Navy said January 22. The 16 Indians and 10 Somali men were aboard a traditional dhow that was chased and seized by the U.S. guided missile destroyer *USS Winston S. Churchill*, said Lt. Leslie Hull-Ryde of U.S. Naval Forces Central Command in Bahrain.

The dhow stopped fleeing after the *Churchill* twice fired warning shots during the chase, which ended 54 miles off the coast of Somalia, the Navy said. U.S. sailors boarded the dhow and seized a cache of small arms.

The dhow's crew and passengers were being questioned aboard the *Churchill* to determine which were pirates and which were legitimate crew members, Hull-Ryde said.

Sailors aboard the dhow told Navy investigators that pirates hijacked the vessel six days ago near Mogadishu and thereafter used it to stage pirate attacks on merchant ships.

The *Churchill* is part of a multinational task force patrolling the Western Indian Ocean and Horn of Africa region to thwart terrorist activity and other lawlessness during the U.S.-led war in Iraq.

The Navy said it captured the dhow in response to a report from the International Maritime Bureau in Kuala Lumpur that said pirates had fired on the *Delta Ranger*, a Bahamian-flagged bulk carrier that was passing some 200 miles off the central eastern coast of Somalia.

Hull-Ryde said the Navy was still investigating the incident and would discuss with international authorities what to do with the detained men.

"The disposition of people and vessels involved in acts of piracy on the high seas are based on a variety of factors, including the offense, the flags of the vessels, the nationalities of the crew, and others," Hull Ryde said in an email.

Piracy is rampant off the coast of Somalia, which is torn by renewed cases between militias fighting over control of the troubled African country. Many shipping companies resort to paying ransoms, saying they have few alternatives.

In December, Somali militiamen finally relinquished a merchant ship hijacked in October. In November, Somali pirates freed a Ukrainian ore carrier and its 22 member crew after holding it for 40 days. It was unclear whether a \$700,000 ransom demanded by the pirates had been paid.

One of the boldest recent attacks was on November 5, when two boats full of pirates approached the *Seabourne Spirit* carrying Western tourists, about 100 miles off Somalia and fired rocket-propelled grenades and assault rifles. The crew used a weapon that directs earsplitting noise at attackers, then sped away.

Somalia has had not effective government since 1991, when warlords ousted a dictatorship and then turned on each other, carving the nation of 8.2 million into a patchwork of fiefdoms.

New MarAd Administrator

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Sanborn is a graduate of the U.S. Merchant Marine Academy at Kings Point, New York. His nomination to the MarAd post is subject to Senate confirmation. As the *West Coast Sailors* goes to press, hearings have not been scheduled.

The mission of MarAd is to strengthen the U.S. Maritime Transportation system—including infrastructure, industry and labor—to meet the economic and security needs of the nation. MarAd programs promote the development and maintenance of an adequate, well-balanced United States merchant marine, sufficient to carry the nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of service as a naval and military auxiliary in time of war or national emergency. MarAd also seeks to ensure that the United States maintains adequate shipbuilding and repair services, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity for use in time of national emergency.

Ronald David Alba, Book No. 3788. Born in California in 1938. Joined SUP in 1958. Died in Redding, California, September 17, 2005. (Pensioner)

Wayne Allen, Book No. 3584. Born in California in 1926. Joined SUP in 1947. Died in Oroville, California, July 19, 2005. (Pensioner)

Claude Alonzo, Book No. 3299. Born in California in 1923. Joined SUP in 1943. Died in Oxford, Mississippi, October 27, 2005. (Pensioner)

John M. Anderson, Book No. 3777. Born in New York in 1936. Joined SUP in 1955. Died in San Francisco, California. (Pensioner)

John Bataeff, Book No. 5018. Born in California in 1926. Joined SUP in 1946. Died in Santa Rosa, California, April 19, 2005. (Pensioner)

Sven Berg, Book No. 5601. Born in Norway in 1920. Joined SUP in 1953. Died in Truckee, California, November 23, 2005. (Pensioner)

Martin L. Birdsell, Book No. 5712. Born in California in 1936. Joined SUP in 1967. Died in Santa Barbara, California, January 16, 2005. (Pensioner)

Robert Brann, Book No. 5454. Born in Wisconsin in 1927. Joined SUP in 1948. Died in Fountain Valley, California, April 14, 2005. (Pensioner)

William Brannon, Permit No. 19056. Born in California in 1953. Joined SUP in 2003. Died in California, July 2, 2005.

Linden LaRay Brown, Book No. 5637. Born in Washington in 1927. Joined SUP in 1951. Died in Seattle, Washington, December 27, 2004. (Pensioner)

Cradle Buffkin, Book No. 5334. Born in Florida in 1926. Joined SUP in 1947. Died in California, January 5, 2005. (Pensioner)

Ho Young Chung, Book No. 4703. Born in Hawaii in 1922. Joined SUP in 1952. Died in San Francisco, California, January 15, 2005. (Pensioner)

James Cunningham, Book No. 3443. Born in Connecticut in 1920. Joined SUP in 1943. Died in Napa, California, February 20, 2005.

David Erikson, Book No. 1633. Born in Minnesota in 1922. Joined SUP in 1943. Died in California, August 2, 2005. (Pensioner)

Louis R. Evans, Book No. 1644. Born in Ohio in 1916. Joined SUP in 1943. Died in Bothell, Washington, July 7, 2005. (Pensioner)

Gordon Dee Ferrell, Book No. 2187. Born in Oregon in 1927. Joined SUP in 1946. Died in King City, Oregon, August 7, 2005. (Pensioner)

Frank Filas, Book No. 1743. Born in Illinois in 1922. Joined SUP in 1943. Died in Bakersfield, California, May 21, 2005. (Pensioner)

Theodore Filipaw, Book No. 2037. Born in Michigan in 1927. Joined SUP in 1945. Died in California, November 10, 2005. (Pensioner)

Donald Gibson, Book No. 2625. Born in Iowa in 1927. Joined SUP in 1943. Died in Las Vegas, Nevada, January 22, 2005. (Pensioner)

James W. Graham, Book No. 2982. Born in California in 1925. Joined SUP in 1943. Died in California, December 5, 2005. (Pensioner)

Mason Gray, Book No. 2317. Born in Washington in 1917. Joined SUP in 1941. Died in Washington, October 16, 2005. (Pensioner)

Laurel Good, Book No. 2231. Born in Washington in 1915. Joined SUP in 1941. Died in Washington, July 18, 2005. (Pensioner)

Louis Stein, Book No. 6015. Born in West Virginia in 1918. Joined SUP in 1942. Died in Newark, California, November 9, 2005. (Pensioner)

Leo Cyril Hagen, Book No. 5737. Born in Kansas in 1926. Joined SUP in 1952. Died in Seattle, Washington, October 20, 2005. (Pensioner)

James R. Harrison, Book No. 5816. Born in Oklahoma in 1928. Joined SUP in 1967. Died in Altus, Oklahoma, January 24, 2005. (Pensioner)

Paul Hettinger, Book No. 5678. Born on Colorado in 1923. Joined SUP in 1952. Died in Las Vegas, Nevada, June 11, 2005. (Pensioner)

Martin Hoogendam, Book No. 5790. Born in Holland in 1933. Joined SUP in 1968. Died in Tigard, Oregon, July 4, 2005. (Pensioner)

Marion Carl Maloy, Book No. 5814. Born in California in 1926. Joined SUP in 1946. Died in Carson, California, December 30, 2004. (Pensioner)

Homer W. Mershon, Book No. 6308. Born in Missouri in 1925. Joined SUP in 1952. Died in Kirkland, Washington, October 21, 2004. (Pensioner)

Benjamin C. Miller, Book No. 6441. Born in Ohio in 1923. Joined SUP in 1957. Died in Long Beach, California, September 14, 2005. (Pensioner)

Arthur Miramontez, Book No. 6395. Born in New Mexico in 1924. Joined SUP in 1952. Died in Wilmington, California, March 1, 2005. (Pensioner)

Zenji Nagai, Book No. 2440. Born in Hawai'i in 1922. Joined SUP in 1957. Died in Japan, August 23, 2005. (Pensioner)

In Memoriam

Final Departures of SUP members reported in 2005

Keith E. Howe, Book No. 5779. Born in Oregon in 1931. Joined SUP in 1957. Died in Oregon, February 25, 2005. (Pensioner)

Elmer Hunsaker, Book No. 5252. Born in California in 1926. Joined SUP in 1946. Died in Ruston, Louisiana, May 31, 2005. (Pensioner)

Hans Thomsen Jensen, Book No. 4225. Born in Denmark in 1921. Joined SUP in 1949. Died in Sun City, California, October 22, 2005. (Pensioner)

Henry Johansen, Book No. 3805. Born in Norway in 1922. Joined SUP in 1942. Died in Louisiana, September 8, 2005. (Pensioner)

Michael Jordanides, Book No. 4314. Born in Connecticut in 1925. Joined SUP in 1961. Died in Ansonia, Connecticut, February 1, 2005. (Pensioner)

Herman Kaakua, Book 2339. Born in Hawai'i in 1917. Joined SUP in 1937. Died in Hawai'i, June 14, 2005. (Pensioner)

Frank Kincl, Book No. 2508. Born in Texas in 1918. Joined SUP in 1943. Died in Burlington, Washington, February 21, 2005. (Pensioner)

Benjamin D. Kovack, Book No. 3149. Born in Illinois in 1915. Joined SUP in 1964. Died in Bellevue, Washington, January 4, 2005. (Pensioner)

Robert Lane, Book No. 3413. Born in Oregon in 1917. Joined SUP in 1941. Died in San Rafael, California, January 23, 2005. (Pensioner)

Jens Larsen, Book No. 3381. Born in Denmark in 1921. Joined SUP in 1941. Died in San Francisco, California, October 3, 2005. (Pensioner)

John A. Little, Book No. 3530. Born in Washington in 1923. Joined SUP in 1944. Died in Tulare, California, October 31, 2005. (Pensioner)

Andres Lopez, Book No. 3332. Born in Puerto Rico in 1915. Joined SUP in 1938. Died in Riverside, California, March 12, 2005. (Pensioner)

Chester Mael, Book No. 5334. Born in Oregon in 1916. Joined SUP in 1944. Died in Oregon, November 22, 2005. (Pensioner)

John Orser, Book No. 2409. Born in Illinois in 1928. Joined SUP in 1946. Died in Billings, Montana, August 1, 2005. (Pensioner)

Charles R. Owens, Book No. 2215. Born in West Virginia in 1924. Joined SUP in 1944. Died in San Francisco, California, October 30, 2005. (Pensioner)

Theodore W. Paproski, Book No. 3196. Born in Massachusetts in 1922. Joined SUP in 1942. Died in Kenmore, Washington, October 11, 2005. (Pensioner)

Donald Pennington, Book No. 3849. Born in Washington in 1949. Joined SUP in 1968. Died in Seattle, Washington, March 12, 2005.

Gunnar I. Petersen, Book No. 3795. Born in Denmark in 1919. Joined SUP in 1953. Died in Arlington, Washington, March 20, 2005. (Pensioner)

Lindy Rand, Permit No. 13425. Born in Estonia in 1925. Joined SUP in 1965. Died in California, February 15, 2005. (Pensioner)

Harold Rave, Book No. 2991. Born in South Dakota in 1925. Joined SUP in 1948. Died in San Ramon, California, June 25, 2005. (Pensioner)

Glenn J. Rector, Book No. 3039. Born in Arkansas in 1925. Joined SUP in 1948. Died in Vancouver, Washington, May 11, 2005. (Pensioner)

Charles E. Regal, Book No. 2355. Born in Washington in 1918. Joined SUP in 1938. Died in Daly City, California, October 10, 2005.

Jose R. Rovelo, Book No. 3185. Born in Honduras in 1938. Joined SUP in 1983. Died in Compton, California, October 25, 2005.

Richard Russell, Book No. 3167. Born in Washington in 1932. Joined SUP in 1966. Died in Portland, Oregon, June 26, 2005. (Pensioner)

Joy Edgar Rutherford, Book No. 3112. Born in Texas in 1925. Joined SUP in 1956. Died in Lake Havasu City, Arizona, March 15, 2005. (Pensioner)

Ralph Saunders, Book No. 7273. Born in Iowa in 1924. Joined SUP in 1953. Died in California, June 15, 2005. (Pensioner)

Lynn B. Schnieder, Book No. 7400. Born in Arizona in 1918. Joined SUP in 1954. Died in Kingman, Arizona, May 27, 2005. (Pensioner)

Karl Schwarz, Book No. 6568. Born in California in 1923. Joined SUP in 1945. Died in Sacramento, California, January 5, 2005. (Pensioner)

George S. Sentinella, Book No. 5384. Born in Hawai'i in 1917. Joined SUP in 1941. Died in Bothell, Washington, March 6, 2005. (Pensioner)

George Sherbula, Book No. 6590. Born in Illinois in 1927. Joined SUP in 1945. Died in San Francisco, California, June 4, 2005. (Pensioner)

Leif Skarpnes, Book No. 6198. Born in Norway in 1923. Joined SUP in 1942. Died in California, November 12, 2005. (Pensioner)

Glen E. Smith, Book No. 7253. Born in Minnesota in 1925. Joined SUP in 1952. Died in California, January 12, 2005. (Pensioner)

James E. Sparks, Jr., Book No. 7294. Born in Texas in 1926. Joined SUP in 1947. Died in Lancaster, California, August 11, 2005. (Pensioner)

Roger Stedman, Jr., Book No. 6678. Born in North Dakota in 1928. Joined SUP in 1944. Died in Stockton, California, June 7, 2005. (Pensioner)

Gerald Wayne Tharp, Book No. 3209. Born in Oklahoma in 1922. Joined SUP in 1953. Died in Ola, Arkansas, March 11, 2005. (Pensioner)

Frank Tiller, Book No. 3093. Born in Tennessee in 1916. Joined SUP in 1945. Died in Nashville, Tennessee, January 12, 2005. (Pensioner)

Aaron B. Todalín, Book No. 1883. Born in Iowa in 1923. Joined SUP in 1941. Died in California, November 15, 2005. (Pensioner)

William Upton, Book No. 169. Born in Michigan in 1927. Joined SUP in 1947. Died in Torrance, California, February 9, 2005. (Pensioner)

Dean R. Williams, Book No. 3624. Born in California in 1952. Joined SUP in 1969. Died in Clearlake, California, August 13, 2005.

Jack Willson, Book No. 2629. Born in South Dakota in 1914. Joined SUP in 1935. Died in Ukiah, California, July 20, 2005. (Pensioner)

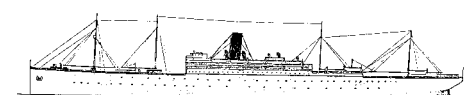
Carl G. Woehrle, Book No. 3487. Born in California in 1926. Joined SUP in 1948. Died in Mill Valley, California, December 7, 2005. (Pensioner)

Edward V. Wood, Book No. 3383. Born in Connecticut in 1927. Joined SUP in 1946. Died in Palm Springs, California, February 20, 2005. (Pensioner)

Jack Wood, Book No. 3445. Born in Kansas in 1924. Joined SUP in 1948. Died in Riverside, California, April 4, 2005. (Pensioner)

Lauro S. Ynacay, Book No. 236. Born in Oregon in 1933. Joined SUP in 1956. Died in Oregon, January 19, 2005. (Pensioner)

Richard Zapo, Book No. 245. Born in Pennsylvania in 1928. Joined SUP in 1948. Died in Florida, February 3, 2005. (Pensioner)



Scam artist Abramoff cashes in chips with casino case guilty plea

The fringe of the maritime world has come under the spotlight in a burgeoning Washington corruption scandal, with the principal accused pleading guilty to fraud and conspiracy in the purchase of a gambling fleet in 2000. Jack Abramoff, once a prominent Republican lobbyist, completed the second half of his plea bargain with the U.S. government with the admission of the U.S. District Court in Miami on January 4.

He pleaded guilty on two of the six criminal counts in a grand jury indictment returned against him in August, including an admission that he and his partner concocted a fake \$23 million wire transfer to entice lenders to advance money to fund the 2000 purchase of SunCruz Casinos.

Abramoff's Miami court appearance came a day after he pleaded guilty to three felonies in Washington and agreed to cooperate in a comprehensive investigation into congressional corruption that could embroil two members of Congress and their staffs.

According to Miami court documents, SunCruz ships, which provided "Las Vegas-style gambling" by cruising out to international waters, were used to entertain congressional officials. U.S. Attorney R. Alexander Acosta said there are "links" between the SunCruz purchase and some of the Washington corruption allegations, but did not elaborate.

Abramoff and his partner Adam Kidan, admitted before U.S. District Judge Paul C. Huck that they used a fictitious \$23 million wire transfer, purported to represent their own contribution to the \$147.5 million SunCruz purchase, to persuade lenders Foothill Capital Corporation and Citadel Equity Fund to provide \$60 million in financing.

At the time, Abramoff and Kidan were battling SunCruz's former owner, Florida native Konstantinos "Gus" Boulis, for control over the firm. The fake wire transfer amounted to defrauding Boulis out of his fleet, the guilty plea implied.

A few months after the SunCruz sale, Boulis was slain in a gangland-style hit in Fort Lauderdale. Three men, one of them a former associate of Kidan's with alleged ties to New York's Gambino crime family, were arrested in September on murder charges. Kidan and Abramoff have denied any involvement in the killing.

Although federal prosecutors have remained tight-lipped about the wider connections between SunCruz and Congressional corruption, two links have emerged. Disgraced Congressman Tom DeLay (R-Texas), who once described Abramoff as a dear friend, figures through his chief of staff, Tim Berry, who is understood to have travelled to the Superbowl in Florida in 2001 with a night out on a SunCruz floating casino. Another connection involves U.S. Representative Bob Ney, (R-Ohio), who inserted comments into the Congressional Record designed to pressure Boulis to sell the fleet and later praising Kidan. Ney has denied any wrongdoing.

Judge Huck has set a sentencing date for March 16, but that could be delayed depending on the speed with which Abramoff cooperates with prosecutors. Under his Florida plea agreement, the 46-year-old Abramoff could be sentenced to just over seven years in prison, but that would run concurrently with the potential 9.5 to 11-year sentence imposed in the Washington case. Kidan, 41, faces up to 10 years in prison and up to \$500,000 in fines when he is sentenced on March 1.

AFL-CIO launches revamped website making hard-to-get company data available

The community outreach arm of the AFL-CIO announced that it has launched an internet site that provides information on federal health-and-safety violations, salaries of chief executives, labor violations, and other data gathered from government records on some 60,000 U.S. companies.

The website, called "Job Tracker," marks the first time such hard-to-obtain intelligence has been easily within reach of the public, according to the federation.

It allows visitors access to violations cited by the Occupational Safety and Health Administration, National Labor Relations Board cases, Worker Adjustment and Retraining Notification notices, Trade Adjustment Assistance certifications, U.S. Securities and Exchange Commission filings, and other federal records.

The site uses those records—some half million of them, according to project director Robert Fox—to allow visitors to see whether companies have serious OSHA violations, whether they have been outsourcing jobs, how much their chief executive officers are paid, and whether they have been accused of labor law violations.

"This is the only place you can go... for information on companies and what they're doing behind the curtain," said Karen Nussbaum, director of Working America, the AFL-CIO affiliate that collected the data and created the site.

Such government records have always been public, but effectively inaccessible. The agency records are only available by request through the federal Freedom of Information Act, a process that typically takes weeks or months. Often, such records requests involve appealing agency denials and prohibitively high access and copying costs, the practical effect of which has been to deny access to all except professional researchers, reporters, or those with the time and money to pursue requests doggedly.

In this case, the government agencies involved provided the records to the AFL-CIO on reel-to-reel tapes, in proprietary IBM formats and readable only in the COBOL programming language, Fox said, noting formats "that are decades out of date." Such practices are the norm and underscore the difficulty of average citizens gaining access to public government data, Fox added.

The site also collects data from other sources, such as U.S.-China Economic and Security Review Commission records, annual reports to shareholders, local and national newspaper archives, and the Washington Alliance of Technology Workers' archive of job-exporting news, among others.

The site has roughly 500,000 records on 60,000 companies, but Working America "is continuously adding to the database—this is only the tip of the iceberg," Fox said.

APL Panama aground off Ensenada



The Antigua-flagged APL Panama ran aground Christmas Day, outside the harbor of Ensenada, Mexico. The 4,032-teu container ship's Croatian captain, Polish chief engineer and Burmese crew did not suffer any injuries. Photo: John K. McCarthy

As of January 20, here are the latest developments on the incident as posted on the APL website. Efforts to remove fuel and ballast water to lighten the load have been completed successfully. Approximately five barrels of fuel spilled during salvage operations. The on-scene response crew immediately cleaned up the fuel to prevent environmental damage. The response team remains on alert around the clock.

The ship's bow has been successfully repositioned for the refloating of the vessel, and there are ongoing efforts to move the ship to deeper water. The salvage company is currently mobilizing additional equipment, and is working to reduce sand buildup around the vessel.

The salvage company intends to remove an unspecified number of containers from the port side of the ship to help light the vessel. The containers will be stored ashore. Due to operational limitations only empty containers and containers with lightweight cargo will be removed. There is no sign of cargo damage aboard the vessel. Generators that have been installed on the ship are powering the refrigerated containers.

As the *West Coast Sailors* goes to press, the chief officer of the *APL Panama* has blamed the ship's captain, according to transcripts of sworn testimony taken by the harbor master and

obtained by the *San Diego Union Tribune* newspaper. Even as salvors prepare a second round of efforts to free the boxship, Polish first officer Teo Motusic is quoted as testifying: "My opinion is that the captain did not come to the bridge on time." The ship was approaching the harbor too fast and was navigating too close to shore with no pilot aboard, according to the testimony.

Carrying 900 containers, the ship was approaching from the north on a routine stop en route to Asia when the mishap occurred just after sunset.

The ship's captain, Zupan Branko of Croatia, testified that a change in arrival times resulted in no pilot being aboard during the initial entry into the harbor and he added that the pilots did not respond to repeated radio calls from the ship.

Motusic added in his testimony that Branko was slow to respond when channel buoys were pointed out and that by the time the captain gave the "hard to port" order, the ship was already headed into the sand.

The probe into the accident is being led by Mexico's Communications and Transportation Ministry and is being treated as an accident. Both officers and other crew members have reported that weather and sea conditions were fair when the incident occurred and that no mechanical faults contributed to the grounding.

Korea designates thirty ship emergency fleet with all Korean seafarers

The South Korean government has designated 30 merchant vessels to carry cargo in the event of an emergency. They include 11 LNG carriers, 10 bulkers, six crude oil tankers and three container ships, according to the maritime affairs ministry. The new stipulation follows consultation with domestic shipping companies that had urged the government to reserve part of the Korean-flag fleet for crisis situations.

Owners also stand to win subsidies that will be paid for complying with the mandatory requirement of an all-Korean crew on board the designated ships. A spokesman for the Korea Shipowners' Association said that the number of "mandated" ships would be increased to 88 by 2012.

Inlandboatmen's Union 2005 election results

The election of officers of the Inlandboatmen's Union of the Pacific/Marine Division of the International Longshore and Warehouse Union, which concluded in December, produced the following results: The race for National President remains undecided as the two top vote getters, Alan Cote and Matt Hammond, failed to garner the required 40% of the vote. A runoff election between them will be held from January 20, through March 20. David Freiboth, the incumbent president, decided not to stand for re-election. National Secretary-Treasurer Terri Mast, easily bested three challengers to win re-election.

Incumbent San Francisco Regional Director Marina V. Secchitano defeated one challenger and was re-elected. Chuck Billington, running unopposed, was elected Patrolman.

In Puget Sound, Dennis Conklin defeated two other candidates to win the Regional Directors job. Margaret Pelland, Stuart Downer and John Ozanne were elected Patrolmen.

Tom Williams, running unopposed was elected Columbia River Regional Director and Michael Conradio, Patrolman.

In Southern California, Peter Korody was elected Regional Director and Robert Remero, Patrolman. Both were unopposed.

The contest for Hawai'i Regional Director was won by Warren Ditch, Jr.

Running unopposed, Darryl Tseu, was elected Alaska Regional Director. In Region 37, Richard Guriiza was elected Regional Director and Johnny Crisostomo, Patrolman. Both were unopposed.

ESU Office Assignments

For the month of February, Kevin Conroy will be in the Seabrook office and Thomas Thompson will be in the Benicia office.

ESU NEWS

JANUARY 2006

Official Publication of the Exxon Seamen's Union

Maintenance seamen watch standing grievance settled

On January 9, 2006, the ESU and SeaRiver reached a settlement that resolves a grievance that was filed in response to a unilateral change to the Maintenance Seamen work rules pertaining to watch standing.

This grievance originated on the *S/R Mediterranean* in August of 2004, when the two assigned Maintenance Seamen were assigned watch duties on a six hour on and six hour off basis. The basis for the Union's grievance was that Maintenance Seamen could be assigned to a four-hours-on and eight-hours-off schedule like an Ordinary Seaman, but not "six on and six off". The only rating that has this type of language is the Pumpmen rating when two Pumpmen are carried.

To resolve this grievance the Company provided written assurance that the Company does not intend to modify the watch schedule of the Maintenance Seamen under Article XVI, Section 1(C) from the traditional four-hour configuration. Watch schedules for other ratings will be set in according to the contractual provisions.

The Board is appreciative of management's willingness to work with the Union on the issue that resulted in a satisfactory solution, which benefits both sides by not incurring the expense of an arbitration hearing. We are hopeful that issues in the future can be worked in similar manner.

Mileage reimbursement decreases

In a recent email to the fleet, the company announced that effective January 1, 2006, the optional standard mileage rate for the use of personal vehicles will decrease from 48.5 cents per mile as established in September of 2005, to 44.5 cents per mile. If you are submitting mileage for reimbursement for miles driven before December 31, 2005, the higher rate still applies. Reimbursements made using this rate will satisfy IRS substantiation and adequate accounting requirements and will not be included on your W-2 as income or will it be subject to withholding tax. The company's email went on to say that the company does not provide insurance coverage protecting the employee's interests when an employee's personal vehicle is used on company business because the reimbursement rate already includes a provision for insurance cost. The employee therefore is expected to provide and pay for insurance for his or her own protection.

The use of personal vehicles by bargaining unit members is laid out in Article IX section 6A on page 31 of our new contract books. It explains: "When an employee uses an automobile as transportation from his/her home to a vessel, to/from a training program, 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 (now 44.5 cents per mile). 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."

Our contract also provides that: "When an employee uses an automobile for transportation, he/she shall also be eligible for meal allowances to the extent such allowances would have accrued had he/she traveled by air."

National Rent a Car offers a reduced corporate rate to ExxonMobil employees including SeaRiver employees, which includes collision insurance coverage when the vehicle is used for company business. You can obtain the corporate contract number needed to book a car at this rate by contacting travel at (888) 462-8953.

Prescription drug plan changes for 2006

Members are reminded that the co-pay structure for mail-in prescriptions changed effective January 1, 2006. Co-pay amounts for prescription orders through Prime Therapeutics are now \$10 for Generic drugs, \$25 for Formulary Brand Drugs and \$40 for Non-Formulary Brand Drugs. These amounts cover up to a 90-day supply of your medication. The mail-in program (Prime Therapeutics) is normally used by individuals who require maintenance medications.

You can also use your Blue Cross Blue Shield medical card to have prescriptions filled at a network pharmacy (most major pharmacies participate). Using your card at a local pharmacy will allow you to have a prescription filled for a 30-day supply which is subject to the same co-pays (\$10, \$25 and \$40).

Diabetic Supplies—Recently the Board was made aware of a supplier for diabetic supplies by a Ship Representative. The name is CCS Medical, which is located in Texas, and the phone number is 800-726-9811. After you enroll with them you can have your prescriptions filled and mailed to your home for the appropriate co-pay amounts. In the past some of our members have had difficulties getting diabetic supplies in the state that they reside. Being that they are in located in Texas may help facilitate their ability to deal with BCBS of Texas.

Preventive Care Coverage—Surprisingly, there some members that are unaware of a valuable feature offered under the BCBS plan. The Preventive Care feature is a \$300 dollar benefit every two year period. It is 100% reimbursable and not subject to the \$150 deductible. It covers well-baby care, routine physical exams, eye exams, hearing exams and immunizations.

Jerry Patterson completes final Executive Board term

As was previously mentioned in the October edition of the *ESU NEWS*, Jerry Patterson announced that he would not seek another term as ESU President due to personal commitments in 2006. During the last week of

December, Jerry spent a few days with new ESU President Kevin Conroy to ensure a proper changeover in the Union office. Kevin's prior experience as Secretary Treasurer of the ESU helped make for a smooth transition.

Before Jerry passed off the keys to Kevin, he wanted to take care of any unfinished business. On New Year's Eve 2005, when most people were out celebrating, Jerry Patterson was still in the ESU Seabrook office wrapping up loose ends to his final Union office assignment. The way Mr. Patterson finished his final day in office was typical of most days when he was on assignment for the ESU, often times working in excess of 12 hours per day.



Mr. Patterson during contract negotiations

Jerry was first elected to the Executive Board in January of 1997 and served for three years as Recording Secretary. At first and for some time, Jerry's adjustment to his new position was a little like a "fish out of water". It's hard to realize what the position involves until you've had the chance to try on a few of the many hats that a Board officer is required to wear when working in the Union office. In Jerry's first term on the Board, it appeared he may have had some regrets about his decision to run for Union office since he was always saying, "one and done, one and done!" This was short for his way of saying he was only going to serve one term on the Board and return to his Pumpman's job in the fleet.

However, by his third year and with the departure of then President, Bud Yost, Jerry realized the Union needed him to continue in a leadership role for the Union. In January of 2000 Jerry was elected President of the Exxon Seamen's Union and served with distinction for the next six years.

Under Mr. Patterson's leadership the Union has held its own in many battles with the Company. The Union successfully negotiated three contracts with the Company during his tenure and it wasn't always easy. In 2001, at the recommendation of the Executive Board, the membership overwhelming voted down the Company's wage reopener offer of 3% and a \$500 bonus. The Union took action to protest their offer by holding a strike vote and picketed the Exxon building in Houston. Along with other members, Jerry was right there on the picket line to lead and support the ESU. The Union ultimately settled with the Company for a 9% increase, \$1550 bonus and an extension of the then current Collective Bargaining Agreement for one year.

Jerry was always a willing and able participant in all functions of Union business, including arbitration cases, many of which he sacrificed his paid leave to attend. Certainly, the Union and the membership are grateful for Jerry's years of devoted service to the Union.

Jerry has built up a lot of vacation time he was unable to use due to Union obligations over the last nine years. Undoubtedly, if there is anyone who deserves a long vacation it's Jerry Patterson. Best wishes Jerry; you will be sorely missed by the Executive Board and the membership.

S/R Wilmington Ship Rep position open to appointment

Current Ship Representative, Charlie Pollard has decided to resign his position in order to run for the Secretary/Treasurer position in accordance with the ESU Constitution and Bylaws. Under the ESU Constitution, Article V, 1(H), "No officer may run for another office in the Union, the term of which covers part of his current term, unless he resigns from his current office, effective upon the certification of the results of the election. He/she shall announce his/her intention to resign not later than sixty (60) days prior to the cutoff date for nominations for candidates. He will not be eligible for appointment to the vacancy created by his resignation." Under the ESU Con-

stitution and Bylaws the Executive Board is charged with the responsibility of appointing a new Ship Representative to the *S/R Wilmington*.

The Union asks that all members interested in being considered for an appointment to a Ship Representative position submit a written requests for appointment to either ESU office. The Executive Board tentatively anticipates making this appointment the first part of March 2006. The term for the *S/R Wilmington* will run through the end of 2008.

The Union encourages all members to consider stepping forward to serve the Union and the membership.

ESU News

Marine miscellaneous payments

If you are looking for your local \$20 local ground transportation payments on your pay voucher, you will find the monies itemized under "Marine Misc Pay". If however, you submitted receipts for ground transportation, the monies would be itemized differently because the reimbursement then becomes non-taxable. The non-taxable ground transportation reimbursement would be listed as "Ma-

rine Misc Pay—N/Tx". The "home base" \$20 for ground transportation should be automatically entered via payroll, but should you not receive the reimbursement, please contact your Fleet Manning coordinator.

If you need additional information on this contract change, please refer to the November edition of the *ESU NEWS*.

Rate for thrift fund loans increase again

The Savings Plan Trustee will increase the loan interest rate to 7.75% per year effective January 17, 2006, superseding the current 7.50%. Loans that were requested prior to midnight Eastern Time, Thursday, January 12, 2006, were processed using the 7.50% loan interest rate. Loans requested on or after 12:00 midnight Eastern Time, Thursday, January 12, 2006, were processed using the 7.75% loan interest rate. The interest rate on existing loans remains unchanged.

Ship Representative appointments on S/R American Progress and Kodiak

Among the first order of business conducted by the Executive Board in the New Year was the appointment of Ship Representatives to the *S/R American Progress* and the *Kodiak*. Several members put their name forward for consideration by the Board to fill these vacancies and we appreciate everyone's willingness to serve the Union.

S/R American Progress and Tim Williams on the *Kodiak*. The term for the *S/R American Progress* will run through the end of 2007, and the term for the *Kodiak* will run through the end of 2008.

The Executive Board's decision was not an easy one since there were 10 excellent candidates that requested appointment for these two vessels. The Board sincerely thanks everyone that stepped forward to volunteer to serve their Union.

The Board, after considerable discussion and thought, voted to appoint John Munich as the Ship Representative on the

ExxonMobil seminar dates for the remainder of 2006

(Pre-Retirement Planning Course)

Start Date	End Date	Location	Start Date	End Date	Location
2/15/2006	2/16/2006	Fairfax, VA	7/19/2006	7/20/2006	Houston, TX
2/16/2006	2/17/2006	Baytown, TX	7/26/2006	7/27/2006	Fairfax, VA
2/22/2006	2/23/2006	Houston, TX	7/31/2006	8/01/2006	Baytown, TX
2/28/2006	3/1/2006	Baytown, TX	8/02/2006	8/03/2006	Clinton, NJ
3/7/2006	3/8/2006	Torrance, CA	8/02/2006	8/03/2006	Baytown, TX
3/8/2006	3/9/2006	Irving, TX	8/09/2006	8/10/2006	Houston, TX
3/14/2006	3/15/2006	Houston, TX	8/22/2006	8/23/2006	Houston, TX
3/16/2006	3/17/2006	Houston, TX	8/22/2006	8/23/2006	Torrance, CA
3/28/2006	3/29/2006	Houston, TX	8/24/2006	8/25/2006	Houston, TX
3/30/2006	3/31/2006	Houston, TX	8/30/2006	8/31/2006	Houston, TX
4/04/2006	4/05/2006	Houston, TX	9/07/2006	9/08/2006	Baytown, TX
4/05/2006	4/06/2006	Fairfax, VA	9/13/2006	9/14/2006	Houston, TX
4/06/2006	4/07/2006	Houston, TX	9/19/2006	9/20/2006	Fairfax, VA
4/18/2006	4/19/2006	Baytown, TX	9/19/2006	9/20/2006	Irving, TX
4/20/2006	4/21/2006	Baytown, TX	9/21/2006	9/22/2006	Fairfax, VA
4/25/2006	4/26/2006	Houston, TX	9/26/2006	9/27/2006	Houston, TX
4/27/2006	4/28/2006	Houston, TX	9/28/2006	9/29/2006	Houston, TX
5/03/2006	5/04/2006	Houston, TX	10/10/2006	10/11/2006	Houston, TX
5/09/2006	5/10/2006	Baytown, TX	10/11/2006	10/12/2006	Fairfax, VA
5/23/2006	5/24/2006	Houston, TX	10/12/2006	10/13/2006	Houston, TX
5/25/2006	5/26/2006	Houston, TX	10/17/2006	10/18/2006	Baytown, TX
6/14/2006	6/15/2006	Houston, TX	10/25/2006	10/26/2006	Clinton, NJ
6/20/2006	6/21/2006	Baytown, TX	10/25/2006	10/26/2006	Houston, TX
6/21/2006	6/22/2006	Clinton, NJ	10/31/2006	11/01/2006	Torrance, CA
6/27/2006	6/28/2006	Houston, TX	11/06/2006	11/07/2006	Baytown, TX
6/29/2006	6/30/2006	Houston, TX	11/08/2006	11/09/2006	Baytown, TX
6/29/2006	6/30/2006	Fairfax, VA	11/08/2006	11/09/2006	Houston, TX
7/11/2006	7/12/2006	Houston, TX	11/14/2006	11/15/2006	Houston, TX
7/13/2006	7/14/2006	Baytown, TX	11/16/2006	11/17/2006	Houston, TX
7/13/2006	7/14/2006	Houston, TX	11/29/2006	11/30/2006	Houston, TX
7/18/2006	7/19/2006	Irving, TX	12/07/2006	12/08/2006	Houston, TX

Note: If you are interested in attending one of the above courses you should contact the SeaRiver Training Department at or 877-290-1422 ext. 3 or 713-656-2598.

If you are eligible, or soon to be eligible to retire from the Company, you should consider attending a pre-retirement planning seminar that is offered by ExxonMobil. Scheduling is prioritized by age and/or definite retirement plans. Spouses are invited to participate in this class. You should attend this course a few years prior to retirement. This course covers the many options that one needs to consider when retiring from the Company. A few classes have filled up in February and March and are not listed in the table above. Limited space is available per each class so plan ahead if you are interested.

If you would like to receive a retirement estimate, contact Benefits Administration at 800-262-2363. The estimate will be sent to your plans registered address in approximately six to eight weeks.

S/R Hinchinbrook sold

On December 29, 2005, SeaRiver and Keymar Shipping Corporation, entered into an agreement for the sale of the *S/R Hinchinbrook*. The vessel will be formally turned over to the new owner "as is, where is", nearly five years to the day after first setting sail sporting the SeaRiver red, white and blue.

SeaRiver's ANS fleet on October 20, 2000, to provide additional tonnage following a realignment of Alaska-based assets between ExxonMobil, BP AMOCO, ARCO and Phillips Petroleum.

The *S/R Hinchinbrook* completed nearly 120 voyages and safely transported approximately 65 million barrels of Alaska North Slope crude oil during her tenure with SeaRiver.

Originally constructed in 1977 as the *Overseas Ohio* for another Jones Act operator, the *S/R Hinchinbrook* joined

Ship reports

S/R American Progress

Board officer visited the *Progress* in Beaumont Texas on January 15. Everything was running smoothly. Answered questions concerning tank cleaning off watch code 454. John Munich recently named new Ship Rep. aboard this vessel. She continues in the Beaumont/Port Arthur to Fort Lauderdale gasoline trade.

S/R Baytown

Union officer boarded the vessel at Valero in Benicia, CA on January 8. Former Ship Representative Mark Myser went to paid leave and Jay Berry is filling in as Temporary Rep. Again, the Union would like to say thanks to Mark for all his hard work. Newly elected Ship Rep Joseph Bernavich will be assigned here next sea tour. Question came up about a symbol indicating when a person retires. A pair of work boots and a hard hat hanging from under the bridge wing does not signify that a person is retiring.

S/R Columbia Bay

Board officer visited the vessel at Chevron Long Wharf in Richmond, CA, on January 2. Regular Ship Representative Thor Floreen on board. Vessel will call on Port Angeles for her final CAIP survey. The OPA 90 drop dead date is rapidly approaching and the company's *Operation's Highlights* email newsletter reports that "Operations and Commercial are evaluating lay-up options for the ship both domestically and in the Far East after she completes her final voyage in late January/early February".

S/R Galena Bay

The *Galena Bay* has been delivering heating oil from Baton Rouge to docks in Boston for the past month. At the time of writing she was expected to complete at least another two voyages to the northeast before returning to her regular Corpus Christi to Tampa run. The union has been in touch with regular Ship Rep Mario Guarcello who reported no major problems. The issue of the MS not helping out in the mess rooms as agreed is now being worked out.

Kodiak

Vessel continues to trade between Valdez and Puget Sound calling on Tacoma, Anacortes and Cherry Point, Washington. John Munich filling in as Temporary Ship Representative. The Regular Ship Representative position was appointed to Tim Williams and he will be assigned to the *Kodiak* next trip.

S/R Long Beach

ESU officer boarded the vessel at the Valero dock in Benicia, CA, on December 24, 2005, and January 13, 2006. Regular Ship Representative Joe Graca on board. No problems here. Vessel is back to her normal run between Valdez, LA, and San Francisco.

S/R Wilmington

As the *ESU News* goes to press the "Willy" was transiting from Southwest Pass to Galveston. A Board officer will meet the ship at ExxonMobil in Baytown on January 19. Aaron Rathbun is filling in for Charlie Pollard as Ship Rep. while Charlie is ashore on paid leave. Aaron has kept in touch by phone and reports no beefs. Questions about missing names on the Second Pumpman promotion list are being worked on.

EXXON SEAMEN'S UNION
Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Kevin Conroy

Vice President John Straley	Deck Trustee Patrick Campbell
Secretary/Treasurer Robert Knight	Engine Trustee William Ackley
Recording Secretary Thomas Thompson III	Steward Trustee Joe Pereira

Unions seek protection for frontline workers in case of flu pandemic

If there's a pandemic flu outbreak, 15 million health care workers and first responders will be on the frontlines and five Unions, led by American Federation of State, County & Municipal Employees (AFSCME) and the AFL-CIO, are working to ensure they are protected.

In a December 21 letter to Labor Secretary Elaine Chao, the Unions asked for an emergency temporary standard that would require employers to provide comprehensive protections for the caregivers who will be called on to protect the public in case such an outbreak occurs. The Occupational Safety and Health Act provides for the issuance of such emergency measures when a hazard poses a grave danger to workers.

"Hurricane Katrina exposed the devastation and misery that is created when our government is unprepared for and does not adequately respond to a major disaster," says AFSCME President Gerald W. McEntee. The American Federation of Teachers (AFT), the Communications Workers of America, United American Nurses and United Steelworkers also are joining with AFSCME and the AFL-CIO.

In November, President George W. Bush asked Congress for \$7.1 billion to help prepare the country for an influenza pandemic. Most of the money would fund development of vaccines, drug and vaccine stockpiling, disease surveillance and local health departments' manpower needs.

In a huge giveaway to drug manufacturers, Bush said he would ask lawmakers to limit legal liability for vaccine manufacturers. As a result, Americans would become "human guinea pigs" for the drug industry, according to the non-partisan legal education group Center for Justice Democracy. The Center warns that under Bush's proposal, families of those who are injured or die due to a defective or dangerous vaccine would have no recourse even if the drug company or health care provider was negligent, reckless or, in some cases, intentionally harmful.

Pandemic influenza differs from the

seasonal flu that spreads each year. An influenza pandemic is a global outbreak of disease that occurs when a new strain of influenza virus appears that causes serious illness in humans and spreads easily from person to person worldwide. Such a disease is highly contagious because people have no immunity against it.

If a pandemic flu outbreak occurred, U.S. health experts estimate 25 percent to 35 percent of the U.S. population would become ill. In a worst-case scenario, experts predict there could be tens of millions of deaths worldwide—1.9 million in the United States alone. The concern for the last few years has centered on the potential threat posed by an unprecedented outbreak of avian influenza ("bird-flu") in Asia and Europe.

On November 2, 2005, the Bush administration released the U.S. Department of Health and Human Services Pandemic Influenza Plan to combat a possible outbreak of avian flu. Although the plan recognizes the importance of vaccine development, it fails to protect health care workers and first responders, according to Union leaders. For example, Bush's plan recommends surgical masks to protect workers from the threat of airborne transmission of the disease. Surgical masks are not respirators, Union safety and health experts say. They are not designed for, nor are they capable of, preventing workers from inhaling airborne droplets of the influenza.

"The president's plan dismisses the devastating potential for airborne transmission of pandemic influenza," McEntee says. "Its only answer—calling on employers to stockpile surgical masks for health care workers—is akin to sending soldiers to Iraq with a BB gun instead of a firearm."

The letter also calls for the emergency OSHA standard to require employers to develop a flu exposure plan and address such needs as hazard communications training, vaccination and recordkeeping and making mandatory the use of portable air filtration units to reduce workers' exposure to infectious particles.

Source: AFL-CIO

Welfare Notes

January 2006

Alzheimer's Disease

Dementia is a brain disorder that affects a person's ability to carry out daily activities. The most common form of dementia among older people is Alzheimer's disease. While more is being learned about Alzheimer's disease every day, it is still not known what causes it, and there is no cure.

The disease usually begins after age 60, and the risk increases with age. While younger people may also get Alzheimer's disease, it is much less common.

Alzheimer's is a slow disease starting with memory loss. The course the disease takes and how fast changes occur vary from person to person.

The term dementia describes a group of symptoms that are caused by changes in brain function. Dementia symptoms may include: asking the same questions repeatedly, becoming lost in familiar places, being unable to follow directions, and neglecting personal safety and nutrition.

Dementia is caused by many conditions. Some conditions that cause dementia can be reversed and others cannot be reversed. Symptoms of dementia can be caused by high fever, dehydration, vitamin deficiencies, poor nutrition, or reactions to medicines. Personal difficulties may also cause confusion or forgetfulness. It is best to consult a doctor when symptoms occur to determine a diagnosis and course of treatment.

You can also contact the Alzheimer's Disease Education & Referral Center for questions and publications: 1-800-438-4380.

SIU-PD Pension Plan

SIU-PD Supplemental Benefit Plan

730 Harrison St., Ste. 400, San Francisco CA 94105

Telephone Numbers:

- Main (415) 764-4990
- Accounting (415) 764-4907
- Pension (415) 764-4987
- Supplemental Benefits (415) 764-4991
- Administrative (415) 764-4993

SUP Welfare Plan

730 Harrison St., Ste. 415, San Francisco CA 94105

Telephone Numbers:

- Main (415) 778-5490
- Eligibility active members/dependents (415) 778-5491
- SUP Money Purchase Plan, SUP 401(k) Plan,
Pensioner Medical Benefits (415) 778-5493
- New Training Representative Terry O'Neill 415-957-1816**
- Toll Free Number (800) 796-8003

New USCG Commandant named

Vice Admiral Thad Allen has been nominated by President Bush to succeed Admiral Thomas Collins as Commandant of the U.S. Coast Guard. If confirmed by the Senate, Allen would assume command of the USCG in May when Collins plans to retire.

Allen, who is probably best known for his role in leading the federal response in the wake of Hurricane Katrina, was praised by Homeland Security Secretary Michael Chertoff. "Thad has my complete confidence and full support, and if confirmed, he will play a major role in shaping the future of this department," Chertoff said.

Allen's service includes Chief of Staff and Commanding Officer at headquarters; Commander of the Atlantic Area, Fifth Coast Guard District; Commander of the Seventh Coast Guard District; Director of Resources; and Commander of the cutter *Citrus*. In response to 9/11, he led Coast Guard operations to reposition the Atlantic fleet in support of local port commanders and to establish critical command and control capability.

Crew charged with murdering stowaways

The captain and three members of the crew of the 27,600 dwt bulker *African Kalahari* have been charged with murder and attempted murder in a Durban, South Africa Court.

The charges arise from the death by drowning two Tanzanian stowaways who were thrown overboard during the first week of January. Another five stowaways, who boarded the ship in Mombasa and managed to remain hidden until shortly before the vessel sailed from Durban, were also thrown overboard but managed to swim to safety and alert the authorities.

Appearing in court on January 6, the Polish captain Leszkowcz Krzstot-Boguslaw and three Ukrainian seafarers, Kuzin Mykola, Sergejev Oleg and Kolesnikov Igor faced two counts of murder and five counts of attempted murder. They were granted bail of Rand 20,000 each.

Large numbers of stowaways mainly from East Africa find their way to Durban on board ships in the mistaken belief they were heading for Europe. They go ashore and try to find work and most end up trying to stow away once again. At this stage it is not known if the seven men had arrived on the ship, which has been working cargo for several days, or had joined the ship shortly before it was due to sail. *African Kalahari* is owned by Hector Maritime of Athens and managed by Enterprises Shipping and is under charter to Metall and Rohstoff.

Support the SUP Political Fund

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

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San Francisco CA 94105



AFL-CIO President John Sweeney speaks on the senseless slaughter of the good American job

AFL-CIO President John J. Sweeney, on January 18, in a speech before the National Press Club, called on Congress to enact universal health insurance and to bar American companies from selling goods produced overseas under sweatshop conditions.

In the labor federation's strongest call yet for universal health coverage, Sweeney said, "We need a simple national health care plan that covers everybody—the failure of Bush's complicated Medicare prescription drug benefit demonstrates that."

He said that the health system was badly broken because it had left 45 million Americans uninsured and saddled American corporations with soaring health costs.

Sweeney said the nation's Unions would push in 30 states for legislation, like that enacted this month in Maryland, requiring large corporations to pay a specific percentage of their payroll toward health insurance.

Speaking at the National Press Club in what was billed as his most important speech since several large Unions quit the federation last summer, Sweeney said it was a particularly hard time for American workers, pointing to stagnating wages, declining pensions and the loss of three million manufacturing jobs in recent years. He denounced what he called "the senseless slaughter of the good American job," asserting that American corporations were seeking "to compete in the global marketplace by degrading work and workers, rather than competing through ingenuity. Corporations can't just be allowed to sail their plant or their production on a barge to another country where they can get the cheapest possible deal, where they can exploit workers with child labor and forced labor. They have to be held accountable."

"The senseless slaughter of the good American job has been going on for the past 25 years. It's at the core of a corporate-driven strategy to compete in the global marketplace by degrading work and workers, rather than competing through ingenuity — competing through privatization, deregulation and de-unionization rather than by innovation.

"Since 1985, the global labor force has effectively doubled, with the entrance of 1.4 billion new workers from China, India and the former Soviet Union. And in the absence of new rules to prevent it, corporations have pitted the new workers against American workers in a merciless race to the bottom. The result has been a perfect storm of outsourcing, off-shoring, tax evasion, lay offs, work speedups, wage cuts, health care cuts, pension cuts, shifting risks, bashing unions and short-changing communities. It is a storm that has swamped the boats of middle class workers and destroyed the frail crafts of ethnic and immigrant workers.

"New York Times writer Louis Uchitelle describes with great clarity how we've come to this state in his new book, *The Disposable American*, due out from Knopf in March, and I quote: "Far more than in the past, America lives with a chronically floating, low-wage workforce, one that would not exist if the deterioration in pay and training, and the acquiescence to layoffs, had not made inroads into the dignity of work ." The failure of our national leaders to preserve

and create good jobs is tattooed on the souls of 30 million workers who, Mr. Uchitelle explains, were involuntarily displaced from their jobs from 1981 to 2001. But wounded workers aren't the only casualties of the corporate job-killing strategy. It is also a self-destructive strategy because it leaves businesses with consumers who don't have enough money to spend or save. It leaves government with more demand for public services and subsidies ... and fewer taxpayers to pay for them. And it leaves employees frustrated and distrustful of their employers, fearful for their future.

"For a capitalist democracy that runs on equal parts hope, self-sufficiency, innovation, productivity and civic participation, the corporate-driven strategy of destroying good jobs is worse than senseless. It is just short of suicidal. And we have no hope of changing it unless we confront it.

"In just a few days in his State of the Union address, President Bush will present a far more rosy picture of our economy and the situation for working families in America. He will likely say what he said to the Chicago Economic Club two weeks ago, when he bragged: 'The American economy heads into 2006 with a full head of steam the American consumer is confident.'

"But what if he told the American people the truth? What if he said: "Our country is headed in the wrong direction. The wrong direction on jobs. The wrong direction on health care. The wrong direction on retirement security. And the wrong direction on education. You know it and I know it, and it's time to do something about it.

"President Bush won't do that, but if I were President of the United States, I'd use this State of the Union speech to cement my place in history. If I were President, I would admit to the joint session of Congress that we're barely creating enough new jobs to match the growth in our workforce—and increasingly, the jobs we are generating are dead-end alleys. I'd remind Congress that our trade policies have translated into over two million lost manufacturing jobs ... just since 1998, our debt to other countries is rising by more than \$1 million a minute and almost \$700 billion in U.S. Treasury notes are held by China alone. I'd insist that we reverse those policies and lift workers everywhere by demanding that workers' rights be afforded as much protection as corporate interests in all present and future trade agreements. I'd propose making it illegal for companies to buy or sell merchandise or services manufactured or provided under sweatshop working conditions. And I'd help working people in other countries rise above their burdens by telling Congress we're going to lead the world in effective assistance and debt relief to developing nations. I'd demand the repeal of our tax laws that encourage corporations to send jobs overseas. I'd call for a bill mandating that all goods and services paid for with tax dollars at any level be produced or provided in this country. And I'd challenge Congress to quit stalling and pass universal health coverage this year so our workers can live secure lives and our corporations can compete in the global marketplace.

"If I were president, I would tell corporate America it's time to rejoin our national community by investing more in workers and less in their executives. I

would give Congress a budget doubling the money we are spending on job training and education, a budget restoring the dreadful cuts in our college loan program. And I would tell them to get busy and give hope a chance by raising the federal minimum wage.

"If I were President, I would expose the 150 major U.S. corporations that are using the bankruptcy courts to abandon their commitments to provide guaranteed pensions to the workers who have enabled them to grow and profit. And I would follow presidential tradition in my State of the Union address and introduce a special hero — a flight attendant who's been flying with United Airlines for 28 years and counting on a pension payment of about \$3,000 a month to add to her Social Security when she retires five years from now. A backroom deal cut that pension payment to \$1200 a month and now she's threatened with further wage and benefit cuts at a time when her CEO is being assured total compensation of more than \$50 million a year.

"Finally, if I were President, I would ask every member of the House and Senate to sign on as a sponsor to the Employee Free Choice Act, which guarantees the freedom of America's workers to come together in Unions and bargain for a better life. It will stop American employers from taking advantage of our laughable labor laws to destroy the Unions that keep our middle class healthy and growing. It will make it possible for workers to join unions and add their voices to our campaign for the good jobs that guarantee economic equality and a strong democracy. And then, my friends, my brothers and sisters, we can get on with the job of turning this country around.

"Of course, we don't expect President Bush to do any of those things. But we do expect more from our elected leaders in Congress, and we're going to demand it. We also know we have to expect more and demand more from ourselves.

And we know that to change the course of our country, we not only have to think outside the box of corporate control our nation has been trapped in, we have to get rid of the box."

USCG promulgates new drug and alcohol testing regulations

The United States Coast Guard released its final rule on December 27 revising its requirements for alcohol testing after a serious marine incident. This rule will become effective June 20, 2006. The following is a synopsis of the integral provisions contained within this rule:

- Following a serious marine incident, alcohol testing must be conducted on each individual engaged or employed on board the vessel who is directly involved in the serious marine incident. The alcohol testing must be conducted within two hours of when the serious marine incident occurred.
- This rule authorizes the use of saliva alcohol screening devices as an acceptable specimen for alcohol testing.
- Drug testing must be conducted on each individual engaged or employed on board the vessel who is directly involved in the serious marine incident. The collection of drug-test specimens must be

conducted within 32 hours of when the serious marine incident occurred.

- Any individual engaged or employed on board a vessel who is determined to be directly involved in a serious marine incident must provide a blood, breath, saliva or urine specimen for chemical testing when directed to do so.
- All alcohol testing devices must be currently listed on either the Conforming Products List (CPL) titled "Model Specifications for Devices to Measure Breath alcohol" or "Conforming Products List of Screening Devices to Measure Alcohol in Bodily Fluids," which are published periodically in the Federal Register.
- The marine employer must have a sufficient number of urine-specimen collection and shipping kits meeting the requirements of 49 CFR Part 40 that are readily accessible for use following a serious marine incident.

Oakland, Sacramento ports link up

The Port of Oakland Commission unanimously approved a deal that will lead to Oakland's takeover of the Port of Sacramento. The deal was made to help Oakland handle an expected doubling of trade from Asia during the next decade and to keep Sacramento solvent. It will result in Oakland forming a new company, Maritime Management Services, to operate the Port of Sacramento. It also will lead to joint efforts between Sacramento and Oakland in marketing the port, lobbying governments for grants and opening the Delta to barges.

The deal will begin with a six-month-long memorandum of understanding during which Oakland will analyze the Port of Sacramento's finances and attempt to attract business to the shores of California's capital. The ultimate goal, both sides have said, is to create an alliance that would help keep the Port of Sacramento viable in the Pacific shipping trade and give Oakland another tool to handle the increased cargo expected to arrive from Asia.

Record of SUP Shipping					
December 2005					
	Hdq	Seattle	Wilm	Hono	Total
Bosun	3	4	5	2	14
Maint. Man.	8	0	0	2	10
A.B. Dayworker	0	0	7	10	17
A.B.	16	8	16	4	44
O.S.	0	0	0	3	3
Standby	12	15	97	43	167
TOTALS	39	27	125	64	255



SUP President's Report

January 9, 2006

FOREIGN MARINER PROVISION IN COAST GUARD BILL

Due to the Christmas holidays, Congress has been in recess. The House will reconvene on January 18 and the Senate on January 31. Consequently, the House and Senate conferees have not met to reconcile the differences between the House version of the Coast Guard bill (H.R. 889), which contains the provision (Section 425) that would allow foreign riding gangs to perform maintenance and repair work in U.S.-flag vessels in the international trades, and the Senate version (S.1280) which does not.

The Sailors' Union continues to vigorously oppose this onerous provision with the membership responding to your secretary's request by sending hundreds of letters to Senator Ted Stevens (R-Alaska), Chairman of Commerce, Science and Transportation Committee, and the Senate conferees [Senators Daniel Inouye (D-Hawai'i), Trent Lott (R-Mississippi), Gordon Smith (R-Oregon), Olympia Snowe (R-Maine), Maria Cantwell (D-Washington) and New Jersey Democrat Frank Lautenberg], as well as to Representative Don Young (R-Alaska), Chairman of the Transportation and Infrastructure Committee and author of Section 425 and the House Conferees [James Oberstar (D-Minnesota), Frank LoBiondo (R-New Jersey), Howard Coble (R-North Carolina), Peter Hoekstra (R-Michigan), Robert Simmons (R-Connecticut), Mario Diaz-Balart (R-Florida), Charles Boustany (R-Louisiana), Bob Filner (D-California), Gene Taylor (D-Mississippi), and New York Democrat Brian Higgins].

Since meeting with Chairman Young on December 8 (see the December *West Coast Sailors*) and getting his commitment to redraft Section 425 to reflect the status quo regarding the use of foreign nationals, it is apparent in discussing the issue with staff members of the House Transportation and Infrastructure Committee that new language has yet to be drafted, again due to the Congressional holiday recess. However, the conferees are expected to meet this month and arrive at consensus on the Coast Guard bill.

The importance of eliminating Section 425 as presently worded, cannot be minimized as it strikes at the heart of the scope of work of American mariners. Intend to travel to Washington this month to re-emphasize the position of the SUP.

In a related development, the U.S. Coast Guard has responded in part to a Freedom of Information Act (FOIA) filed by the Union on November 15, requesting the agency to provide "any and all records and correspondence regarding the Coast Guard's position related to legislative efforts to amend the existing legal requirements for the employment of foreign nationals, as well as any and all '835' citations that have been issued by the Coast Guard since January 1, 2002, to shipping companies for employing foreign nationals."

"835" citations are those issued by the Coast Guard to U.S.-flag companies violating existing law by employing foreign nationals.

Most of the information sent by the Coast Guard was already known with some of it—particularly Vice Admiral Terry Cross' response in opposition to Maersk Line's support for Section 425—published in the November *West Coast Sailors*. The Coast Guard indicates that the remainder of the information requested will be sent to the Union this month. However, the Union did receive a letter dated December 21, from Rear Admiral T. H. Gilmour, Assistant Commandant for Marine Safety, Security and Environmental Protection, stating that the Coast Guard agreed with SUP "that safety and security are paramount" in U.S.-flag vessels and that the agency continues to scrutinize Section 425 and its effect on national security.

Will continue to keep the membership fully informed.

AMERICAN PRESIDENT LINES

With the APL/Matson Alliance serving Guam and China via the West Coast ending next month, the fu-

ture status of APL's J-10 vessels *Presidents Grant* and *Wilson* has been in question.

On December 28, the Union was informed by Eric Mensing, Chief Executive Officer of APL Maritime, Ltd., that the *Grant* and *Wilson* will reflag to Singapore registry on January 30 and February 27, in San Pedro. Mensing stated that, "While a number of options were explored, we were unable to identify business opportunities that would allow us to continue to operate these vessels under the U.S. flag."

Both the *Grant* (ex-*Neptune Ruby*) and the *Wilson* (ex-*Neptune Zircon*) are unsubsidized vessels (not enrolled in the Maritime Security Program) and were reflagged from Singapore to U.S. registry in 1998 to replace the J-9 vessels *F.D. Roosevelt* and *President Eisenhower*.

Mensing, in response to a separate inquiry by the Union, stated that the current deployment of the C-10 and C-11 vessels will remain status-quo for 2006.

MATSON NAVIGATION COMPANY

On February 1, Matson will inaugurate its new West Coast/Hawai'i/Guam/China Service when the *Manulani* sails from Long Beach. The 35-day run will call Honolulu, Guam, Ningbo, Shanghai and back to Long Beach. The other vessels in the "string" are the *Manukai*, *Maunawili*, *Mokihana*, and *R.J. Pfeiffer*. The *Maunalei*, currently under construction at Aker Philadelphia Shipyard, is slated to relieve the *Mokihana* when she is delivered mid-year.

It is assumed that the C-9 vessels *Mahimahi* and *Manoa*, which have been on the APL/Matson Guam/East Asia run since its inception ten-years ago, will operate between the West Coast and Hawai'i, joined later by the *Mokihana*.

Matson also indicates that it's "actively pursuing employment opportunities" for the C-8 vessels *Ewa* and *Chief Gadao* which have been in idle status for several months.

JACKSONVILLE OFFICE

With the loss of the LMSRs and APL's recent decision not to deploy the C-10 type vessels on the East Coast this year, it is not financially prudent for the Union to continue operating an office in Jacksonville, Florida. Effective February 3, 2006, the office will be closed. Members registered at the port should register for work at West Coast halls.

East and Gulf Coast Representative Bud Yost has held down the fort at Jacksonville for two years and during that time served with distinction in crewing the LMSRs, servicing the *Arizona Voyager* and handling issues regarding Patriot Contract Service's Ready Reserve Force vessels in the New Orleans area, particularly during and after hurricanes Katrina and Rita.

If APL decides to deploy vessels on the East Coast in 2007, Brother Yost will be directed to open an office at an appropriate location.

There will be no loss in representation as the Vice President will periodically call on the ships in the area.

SUP WELFARE PLAN: TRAINING REPRESENTATIVE

SUP Welfare Plan Training Representative Steve Messenger has expressed a desire to return to sea and, therefore, effective January 11, will turn over the job to Brother Terry O'Neill, which was approved by the Trustees of the Welfare Plan.

Since relieving Rich Reed in 2004, Brother Messenger has overseen the training transition for the old LMSR requirements to the new RRF requirements. Steve has assisted in the early development of a new apprenticeship program that will help the Union fulfill its contractual obligations with APL regarding Specially Trained Ordinary Seamen. In addition, over the period he has answered the questions and handled the problems of hundreds of members, faithfully representing their interests.

Brother O'Neill has sailed with all SUP-contracted companies and possesses a solid understanding of current training requirements as well as the Welfare Plan's benefit structure. Given that international and Coast Guard regulations continue to expand and place a further burden on those who go to sea, the role of Training Representative is more important than ever.

BANE & TULENKEN v. SUP

On December 23, SUP attorney Charles Khim filed an answer with the United States District Court for the District of Hawai'i to the complaint filed by SUP members Sefuluono F. Bane and Ruta A. Tulenken alleging race and gender discrimination against them in the dispatching process by the Honolulu Branch.

The submission to the Court refutes the legal basis for the complaint, asks the Court to dismiss the claims made by Bane and Tulenken with prejudice and award the SUP all of the costs of defending against the complaint, including legal fees.

As of today's meeting, the Court has not responded.

SUP ELECTION

The secret mail balloting for the 2005-2006 election of Sailors' Union officers and the referenda on proposed Constitutional Amendments concludes on January 31.

On Wednesday, February 1, the Balloting Committee elected at the September 2005 Headquarters' meeting will turn-to at 8:00 A.M., accompany representatives of the Impartial Balloting Agent, Pacific Election Services, Inc., to get the ballots from a San Francisco post office box and then verify the standing and eligibility of those members voting, in accordance with Article XII, Section 10 of the SUP Constitution. If there are vacancies on the Committee, they will be shipped off the hiring hall deck as per past practice.

After Union standing and eligibility are determined, Pacific Election Services, Inc. employees will count the ballots in the presence of the Committee and those members interested in observing the process in the Headquarters library. Once the tally is completed, the election results will be posted in all SUP halls.

Members elected will assume office on March 1. If the proposed Constitutional Amendments receive the required two-thirds vote, they will become effective on February 1.

If eligible members have not received a ballot, write to Robbin A. Johnson, Manager, Pacific Election Services, Inc., 1650 Stanmore Drive, Pleasant Hill, CA 95423 (Fax: 925-685-4937).

For the election to be a true reflection of the membership, all eligible members should vote.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters meeting to review the finances of the Union for the fourth quarter of 2005, and report back to the membership at the February coast-wise meetings. In the event the Committee cannot be filled today, or is short-handed when it convenes, recommend that necessary committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will meet at Headquarters at 9:00 A.M. on Friday, February 10.

HOLIDAYS

All SUP halls will be closed on Monday, January 16, in observance of Martin Luther King, Jr.'s Birthday; a holiday under all agreements except Chevron Shipping Company and Foss Maritime Company. Branch meetings will be held on Tuesday, January 17.

continued on next page

President's Report continued

Next month, as Lincoln's Birthday falls on a Sunday this year, all SUP halls will be closed on Monday, February 13, which is a holiday under the collective bargaining agreements with American President Lines (Offshore and Shoreside), Chevron Shipping Company, Matson Navigation Company (Offshore and Shoreside) and the San Francisco Bar Pilots.

On Monday, February 20, all SUP halls will be closed for Washington's Birthday (Presidents' Day) which is a holiday under the collective bargaining agreements with American President Lines (Offshore and Shoreside), Matson Navigation Company (Offshore, Shoreside and Ready Reserve Force vessels), Foss Maritime Company, and Patriot Contract Services (Ready Reserve Force vessels).

Under the agreements with Chevron and the Bar Pilots, Washington's Birthday is observed on February 22.

Due to the holidays, the Headquarters' meeting will be on Tuesday, February 14, and the Branch meetings will be on Tuesday, February 21.

ACTION TAKEN

Elected to the Quarterly Finance Committee: Art Thanash, Sonny Cooper, Romaine Dudley, Terry O'Neill, and Lou Frazier.

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

President-Secretary/Treasurer

ISPS Code is hurting mariners, Transport Workers' survey reports

The International Ship and Port Facility Security Code (ISPS) is improving security—but at the expense of mariners who are increasingly overworked and treated with suspicion, according to an International Transport Workers' Federation (ITF) survey released in late November. This is happening at a time when disproportionate security measures not related to the code are also having a negative impact on crews, the federation says.

In a news release announcing the survey, the ITF stated that the ISPS Code "was widely seen as a successful example of the 'fast tracking' of legislation when it was introduced in response to the 9/11 attacks in the USA. However the ITF survey shows that the welcome security gains are being undermined by lack of trust and support for the seafarers tasked with implementing it.

"The ITF has been broadly supportive of ISPS and applauded the consultative manner in which it was drawn up. However, there have always been concerns about a possible negative impact on seafarers, as a result of which the federation initiated the survey, which was sent to its 127 inspectors and 230 affiliated maritime unions—which represent around 700,000 seafarers—for them to consult their members and report back.

The results—published as the report *Access Denied: Implementing the ISPS Code*—can be viewed on the Internet at www.itfglobal.org/infocentre/pubs.cfm/detail/1446.

According to the ITF, the overwhelming response to the survey was that ISPS Code had significantly increased mariners' workloads without any boost in staff, pay or training, and was associated with "grave problems experienced with shore leave, especially in the USA. Although the ISPS Code includes provisions to avert problems of access to ports, shore leave and welfare facilities, it is clear from the survey that these are being neglected in the Code's implementation."

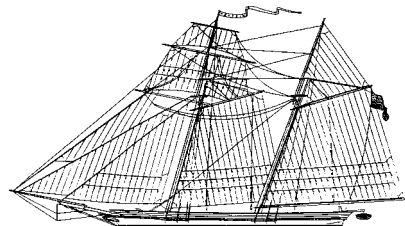
Areas of concert highlighted in the survey responses include increased workload and responsibility with no commensurate increase in pay; inadequate training; restrictions on shore leave; problems in obtaining United States visas; and difficulties for mariners' welfare and union representatives seeking to board vessels to provide services to the crew.

Jon Whitlow, Secretary of the ITF's Seafarers' Section, said, "All respon-

sible parties back the aim of the ISPS Code. But there's a gap between principle and practice. The measures that were supposed to protect seafarers are too often being neglected. Combine that with other excessive security measures being implemented outside the code and you have a grave and counter-productive climate of distrust and suspicion being created out there.

"It would seem that the ISPS Code is being implemented selectively. The delicate balance built in to the Code has, in the opinion of seafarers, been undermined in practice."

He concluded, "The survey once again shows that the main problems include overwork, visa difficulties and the denial of shore leave amounting to virtual discrimination just at a time when seafarers need to be treated as allies in the fight against terrorism and when everyone in the industry is trying to attract new-comers into the profession."



Dispatcher's Report

Headquarters—Dec. 2005

Deck	
Bosun	3
Carpenter	0
MM	8
AB	16
OS	0
Standby	12
Total Deck Jobs Shipped	39
Total Deck B, C, D Shipped	14
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. ...	39
Total B, C, D Shipped-All Depts. .	14
Total Registered "A"	68
Total Registered "B"	55
Total Registered "C"	9
Total Registered "D"	11

Vice President's Report

January 2006

The future of the Able Seaman

In London this week the United States will submit a paper to the International Maritime Organization's 37th STCW Sub-Committee meeting. The paper is entitled "The Development of Competencies for Ratings." Though only an early stage proposal, it is the beginning of the next wave of regulation for unlicensed seamen.

Until now, STCW regulation of ratings has dealt mainly with watchstanding and some safety issues. Now the United States is recommending that the traditional non-watchstanding competencies of Able Seamen should now also become part of the STCW Code. Safe operation of deck equipment, mooring operations, loading of stores, rigging a bosun's chair, hand signals for crane operation, are only a few such deck department competencies. Present thinking suggests two new grades of Able Seaman; Grade 1 being assigned to those who have completed the new competencies; Grade 2 assigned to those who have also completed Rating Forming Part of a Navigational Watch (RFPNW). Qualified members of the engine department will have their own set of practical competencies with a similar grading system.

IMO adoption of these new regulations is still a long way off, maybe five or six years, and the form they take in the end will probably be quite different. After IMO approval, the Coast Guard will then interpret them for domestic regulation and policy. Distant and amorphous though they are, this new regime is coming; and while at this stage the requirements appear benign and standard, it will present another requirement in the path from entry-level Ordinary Seaman to Able Seaman Unlimited. For example, for most of the competencies the United States is proposing that the method of demonstrating competency is sea service. But for some, only a practical demonstration witnessed by a qualified assessor will suffice presenting a potential obstacle.

At a meeting in Washington this month, which I attended, to prepare for the IMO, the Coast Guard members of the U.S. delegation explained the proposal as a reasonable standard seamlessly incorporating a practical international career ladder with existing domestic regulation. I declined to accept that characterization, having heard the same thing during the introduction of STCW. But it is ironic that the international maritime community is now confirming the seagoing importance and validity of the Able-Bodied Seaman rating, both in title and purpose. For many years, despite its roots in antiquity and the centuries of its essential seagoing utility, flag of convenience operators waged an all-out war on the position of able seaman: reducing standards, lowering pay, mixing jurisdictions. When eradication was the goal, efforts to establish worldwide standards for able seamen were routinely resisted.

Before the adoption of STCW in 1978 as amended in 1995, and especially its provisions governing the training and certification of Rating Forming Part of a Navigational Watch, there was only the 1946 Seattle Convention on Able Seamen, developed by the International Labor Organization and advocated for by Harry Lundeberg. Even in the loose terms of international law, however, the 1946 Convention was exceptionally broad, stipulating only that 36 months of sea service be the sole requirement for Able Seamen. It is both appropriate and to our advantage to expand upon the definition.

In a general sense, like earlier chapters, this next chapter of STCW will raise international standards closer to U.S. standards. Of course, much of the rest of the maritime world, with some exceptions, has a long way to go to get there. In terms of training, regulation, and documentation American seamen are second to none. And in terms of practical demonstration of competency, or the craft excellence learned from other sailors embodied in the phrase "SUP style"—that's what the Sailors' Union of the Pacific has always done. Indeed, the membership recently to voted make some of these competencies a requirement for an SUP bosun stamp.

Ships Checked

APL China: Gabriel Sipin, delegate. Section 11(o) of the SUP Work Rules, bought out of wages in negotiations in 1976, provides for overtime compensation for the watch after 1700 and before 0800 in the increment of 1 hour for time worked in the first hour with half-hour increments thereafter. It is not a mere 1 hour unless time worked is less than 1 hour. Company acknowledged responsibility to pay according to the agreement.

Cape Jacob: Steve Thompson relieved by Steve Huggins as delegate. Returning crew members report good conditions. Continuing pursuit of the cost of lodging for the night of the cancelled launch.

Moku Pahu: Steve Garrett, delegate. Checked in via email enroute Africa: minor problems.

President Polk: Dave Sylstra, delegate. 100% payroll deduction for 401(k) contribution is allowable under IRS regulations subject to an annual limit of no more than \$15,000 unless you are over 50 and want to make "catch up" contributions

Manukai: Dave Mercer, serang. Numerous minor problems resolved.

Washington Voyager: Scott Oliphant bosun; Rob Edelhauser, delegate. Running smooth. Handled questions on pension, training, and certification.

President Grant: Gil Managbanag, delegate. Kudos to Peggy Karleen for turning to on New Year's Eve, driving 100 miles through the worst storm in six years, so that a crew member could be properly relieved. New bosun Angelito Lopez in command on the final voyage before reflagging.

Foss Maritime Company: delegates Mike Worth and Tom Tynan. Company agreed to pay travel claims as submitted: Union agreed to clarification of travel policy. Retrofit HVAC to licensed staterooms on *Keegan Foss* not a violation—expect more changes in tug lineup.

Attend your Union meetings!

SUP Branch Reports

Seattle

December 19, 2005

Shipped during the period: 1 boatswain job to an A card; 1 Able Seaman shipped to a B card and 1 Ordinary Seaman's berth shipped to a C card. Ten standby's filled by 3 A cards and 7 B cards.

Registered during the period: 3 A cards for a total of 16, 7 B cards for a total of 17, and 1 C card for a total of 6.

Ships Checked

Maui, Kauai, and R.J. Pfeiffer. All found with little or no problems.

The *Cape Jacob* is in the shipyard in Japan. The delegate phoned in to report problems with crew allotments. We called Headquarters and they had already settled this issue with the company.

I attended the King County Labor Council meeting and the Catholic Seaman's Club charity luncheon, which is an event to help raise funds to minister to seamen and fishermen stranded or otherwise in need.

I attended a fundraiser for Senator Maria Cantwell who supports a strong U.S.-flag merchant marine. Senator Cantwell has pledged to help reverse language in Congress that would allow foreigners to ride aboard U.S.-flag ships as maintenance riding crews. Senator Ted Kennedy was the guest speaker at this function and he gave an impassioned speech explaining how organized labor's contributions to the American work force have benefited every American family.

This year's holiday party was well attended and a good time was had by all. However, we received bad news during the party that SUP pensioner Ron Springer passed away the previous evening. Brother Springer was a tireless advocate on behalf of merchant marine veterans. Year after year Ron would be walking the halls of the Washington State capitol in Olympia knocking on legislators' doors and lobbying to have merchant mariners who served in harms way during wartime, be counted and included as armed service veteran beneficiaries. Ron never slowed down or stopped working even from his hospital bed and his efforts are greatly appreciated. Smooth sailing, Ron.

Vince O'Halloran, Branch Agent

Wilmington

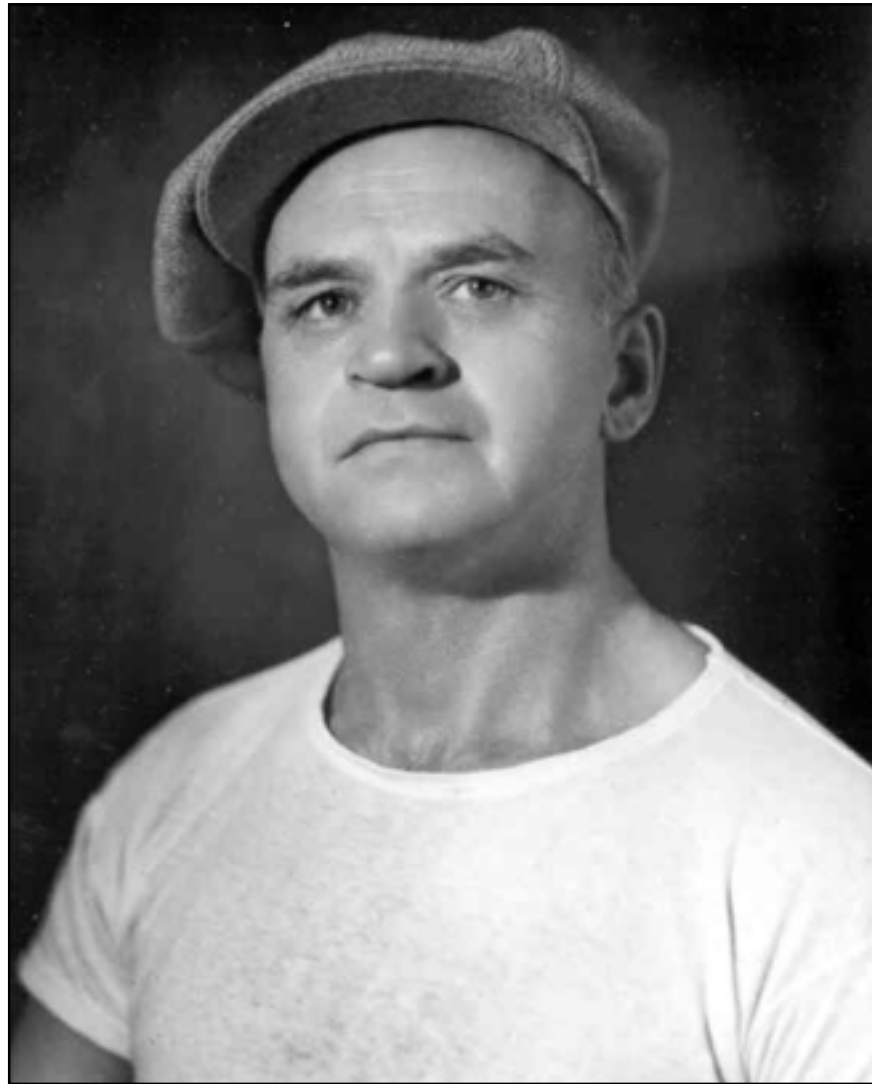
December 19, 2005

Shipped during the period: 8 bosuns, 16 ABs, 7 AB maints., and 87 standbys for a total of 118 jobs shipped.

Registration is at 64 A members, 46 B members, 8 C members and 3 D cards.

Ships Checked

Manulani, John Benson, delegate; *Manukai*; *President Polk*, Eduardo Sandro, delegate; *President Grant*, Mick McHenry, delegate; all OK. *APL China*, Herb James, delegate: Deck gang gets paid OT for standing security watches in port. *Maunawili*, Dave Kaupiko, delegate, OK. *Mokihana*, Julio Nunez, delegate: The hours between 1000 and 1700 cannot be used against time back. If deck department is called out to work or go to ship's meetings in port during lunch hour, they get paid two hours OT, a penalty meal plus one hour. *Matsonia*,



In Memoriam
Harry Lundeborg
March 25, 1901- January 28, 1957

Art Pond, delegate; *APL Philippines*, John Drolla, delegate; *APL Thailand*, Dave Hiebert, delegate; *Mahimahi*, Chris Bright, delegate; *President Jackson*, Mike Dirksen, delegate; *APL Singapore*, Joe Moniz, delegate; all OK.

On December 17, it was our annual Christmas party in Wilmington. It was a great party! We had toys for kids that the MFOW shore gang contributed \$600 to. We had our great DJ playing music, Mario Barajona, MFOW, who also bought the toys. John Makaiwi got the turkeys, hams, dressings and all the catering from Slavco's in Pedro. He also donated the tuna steaks. Eli Wegger got the steaks and made the beans and brought the shrimp and dip, and barbecued too. Steve Callahan and his guys donated all the floral decorations and Eric Jalomo got the ice and coals. Eli, John and "Roadkill" did the shopping at Smart & Final. There was plenty of beer, wine, soda, water and everything. Thanks to

everyone for helping setup and break down, and to Gabe McDonald for cleaning the galley and the plates and utensils. Everyone should come to this one, it's great.

Took care of duties of the port for the membership.

Keith Miller, Branch Agent

Honolulu

December 19, 2005

During the month of November, dispatched the following: 1 bosun, 1 ABD, 1 ABD relief, 1 ABD return, 1 ABW, 1 ABW relief, 1 AB maint, 1 OS, 1 OS return. These were filled by 4 A members, 4 B members and 1 C member. Also shipped 43 standby jobs filled by 3 A members, 20 B members, 17 C members, and 3 D registrants for a total of 52 jobs shipped.

San Francisco Business Agent

January 9, 2006

Visited and paid off the following ships:

Kauai— Jim Clay, delegate: In from Seattle. Question on the number of sailors used to lash vans.

Lihue— William Berry, delegate: Island run. Lost some cows in rough weather. Going into lay up for a month.

Lurline— Ian McCleod, delegate: Car and van carrier from the Island; no disputes. Made twice.

Mahimahi— Chris Bright, delegate: Voyage pay off. No disputes.

Maui— In from lay up at Seattle. Will

make several trips to Island.

R.J. Pfeiffer— Toetaua Gago, delegate: Van carrier in from Seattle. Going to lay up January 1, for one trip.

APL Korea— Steve Gray, delegate: Voyage pay off. No disputes, good shape.

APL Singapore— Joe Moniz, delegate: Voyage pay off. Clean pay off, no beefs.

APL Steam Rack— No disputes.

President Wilson— Rolando Mendoza, delegate: voyage pay off. Good shape, no disputes.

Worked in the front office.

Registered in November: 7 A members, 8 B members and 1 C member. To date registered are: 16 A members, 8 B members, 2 C members and 1 D registrant for a total of 27 registered.

Ships Checked

Maui, Lurline, Lihue, Manulani, R.J. Pfeiffer, Maunawili, Kauai, and Manukai. All with few or no beefs. The *Matsonia* arrived on December 22 with five severely injured deck department crew members on board. The chief mate, bosun and three AB's were hurt while attempting to secure a focsilehead hatch that had come adrift during heavy weather. Our injured SUP brethren wish to thank the rest of the crew including stocktenders for their courageous help in their extraction from the bow. The Paint & Rigging gang are also to be commended for boarding the vessel at the pilot station to assist in the tie-up and for their help in the evacuation of the injured mate and sailors to awaiting ambulances.

On a brighter note, we held our annual Christmas party on December 11, at the Honolulu hall. Had a nice turn out and a good time was had by all! Wish to thank J. Lindsey, T. Gustin and K. Eggers for their spruce-up work to the hall. Also thanks to Seattle's Tony Jones for the donation of the smoked salmon.

On December 21, attended the Hawai'i Ports Maritime Council meeting. Randy Perreira, newly elected President of the Hawai'i State AFL-CIO, was our guest. Talked on political agenda for 2006.

The Honolulu membership wishes all hands a productive, prosperous and safe 2006.

Branch Agent

Jacksonville

December 2005

For the month of December shipping has been slow in Jacksonville. One OS with "B" seniority was dispatched to the *Cape Jacob* in Hiroshima, Japan. Registration stands at: 5 B-cards and 5 C-cards.

Ships Checked

Have communicated via telephone and email with the *Chevron Arizona Voyager*. Rocky Ziembra is the delegate and Mike Fox, the Boatswain. There were no beefs reported. The *Arizona Voyager* will go into The Atlantic Shipyard in Mobile, Alabama on January 10, and it is planned that I'll make the ship at this location.

Additionally, have communicated frequently via telephone with members aboard the *Cape Florida*, which remains in ROS in the Beaumont Reserve Fleet. This vessel is due to enter the yard in Mobile on February 5.

It had been anticipated that APL would shift several ships beginning in early 2006, to the East Coast, but now appears this may not happen until a much later date. Headquarters will make a determination about the viability of maintaining an East Coast office. More information will be forthcoming once decisions are made. For now, though, it is advisable for East/Gulf Coast's residents to register at the West Coast's halls.

If you have not voted by now, please do so! Time is running out.

Bud Yost

SUP East/Gulf Coast Representative