




Organized 1885

West Coast Sailors

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SAN FRANCISCO, CALIFORNIA

Friday, January 22, 2010

Military Sealift Command awards four LMSR vessels to SUP-contracted Patriot

As the *West Coast Sailors* went to press, the Military Sealift Command (MSC) notified SUP-contracted Patriot Contract Services that the company was the successful bidder for two Small Business Set-Aside contracts to operate four Large Medium Speed Roll-On/Roll-Off (LMSR) vessels.

The vessels are the *USNS Gilliland*, *USNS Gordon*, *USNS Shughart* and *USNS Yano*.

The *Gilliland* and *Gordon* are scheduled to be turned over to Patriot on January 27, in Philadelphia. The vessels will remain there until March when they sail to their new homeport of Jacksonville, Florida.

The *Shughart* and *Yano* will be turned over by the end of February at their homeport of Violet, Louisiana, near New Orleans.

Patriot's contract for the vessels is performance based and runs for one year with four one-year options. SUP members interested in working in these ships, which require special training, should contact the Branch Agents or the SUP Vice President.

Patriot also bid on seven other LMSR's (*Benavidez*, *Brittin*, *Bob Hope*, *Fisher*, *Mendonca*, *Pililaau*, *Seay*) but MSC awarded them to American Overseas Marine, the incumbent operator.

Between 1999 and 2004, Patriot operated all the LSMRs mentioned in this article.

Abercrombie to resign from Congress to run for Governor of Hawai'i

Maritime champion U.S. Congressman Neil Abercrombie, from Hawai'i's 1st District, announced on December 18, he will resign his seat to run for the governor's office effective February 28.

"This is an extremely difficult decision for me," he said, "but I must do this to continue with the direction I've chosen for the future. If I'm asking the people of Hawai'i to go all in with their faith, and their trust, and their votes for me, the least I can do is go all in and campaign full-time for that job so we're ready to go," Abercrombie noted.

Those vying for Abercrombie's seat in a special election in May are former Congressman Ed Case, State Senate President Colleen Hanabusa and Honolulu City Councilman Charles Djou. Case and

Hanabusa are Democrats while Djou is a Republican. The special election is winner-take-all, and the victor will likely be favored to win the September primary and November general election.

Readers of the *West Coast Sailors* will recall that while Case represented Hawai'i's 2nd District, he was a leading advocate in Congress for repealing the Jones Act. Now he has modified his position by saying that Hawai'i should be exempted from the Jones Act!

Senator Hanabusa is a Jones Act supporter saying the Act "has helped guarantee that the Islands have reliable links to goods and has sustained the domestic shipping industry.

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APL *Turquoise* reflagged for Suez Express Service



The *APL Turquoise* pictured entering New York is a 4,468 teu containership built in Japan in 1996. She has a length overall of 964 feet with a beam of 105 feet. Her deadweight tonnage is 59,780 and she is designed to make 24.3 knots.

The Sailors' Union crewed another APL Marine Services vessel when the *APL Turquoise* was flagged from Singapore to United States registry on December 29, in Charleston, South Carolina. The *Turquoise* joins the *President Adams*, *President Jackson*, *President Polk*, *President Truman*, and *APL Agate* in the company's Staten Island, Charleston, Savannah, Norfolk, Jebel Ali (Dubai), Singapore, Colombia (Sri Lanka) and Salalah (Oman) Suez Express Service before heading back to New York.

The *APL Japan*, which is usually on this run, was redeployed to the TransPacific Service to relieve the *APL China*, *APL Korea*, *APL Philippines*, *APL Singapore*, and *APL Thailand*, while the vessels are being

drydocked. It is estimated that this process will take at least eight months at which time the

Turquoise, according to the company, will revert to Singapore registry.



Assembled on the deck of the *APL Turquoise*, reflagged in Charleston, are STOS William Fox, Bosun Teo Rojas, AB Alex Capistano, AB and Delegate Doug Olney, AB Edwin Pastolero and AB Darrell Palmer. Photo Dave Connolly.

Union balloting concludes at month's end

The two-month secret mail balloting for the 2010-2012 term for officers of the Sailors' Union of the Pacific and referenda on proposed amendments to the Union's Constitution and a Shipping Rule change, concludes on Sunday, January 31.

The following day, the Balloting Committee elected at the September 2009 Headquarters meeting will turn-to at 8:00 A.M. and accompany representatives of Pacific Election Services—the Impartial Balloting Agent selected by the member-

ship to conduct the election—to retrieve the ballots from a San Francisco post office box used by the balloting agent. Once back at Headquarters, the Committee will then verify the eligibility and standing of those

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Brendan Bohannon	100.00
Scott Carson	50.00
Michael Dirksen	50.00
James Flaherty	25.00
Louis Frazier	20.00
James Hall	20.00
Kent Herzstein	100.00
Mark Hurley	100.00
Knud Jensen	50.00
Kaj Kristensen	50.00
David Larsen	100.00
Maea Loe	25.00
Joseph Marusak	130.00
John McAuliff	50.00
Steve Messenger	50.00
Leo Moore	50.00
Edwin Pastolero	20.00
John Perez	25.00
Rowdy Sloggett	200.00
Ernest Stimach	40.00
Tulolo Tautala	25.00
Arthur Thanash	1000.00
Rene Valles	100.00
Robert Vandermey	40.00
Tanya Viau	25.00
Francis Walsh	75.00

Political Fund

Brendan Bohannon	100.00
Christopher Bujnowski	10.00
Scott Carson	50.00
Dave Connolly	100.00
Michael Dirksen	50.00
Kimberly Hoogendam	50.00
Brandon Keopuhiwa	50.00
David Larsen	100.00
Joseph Marusak	50.00
Steve Messenger	50.00
Teo Rojas	50.00
Vincent Sullivan	75.090
Tulolo Tautala	25.00
Louie Urbano	100.00

West Coast Sailors

Brendan Bohannon	100.00
Richard Chung	25.00
Thor Erikson	10.00
James Flaherty	25.00
Ledo Forassiepi	20.00
William Holladay	25.00
John Houlihan	25.00
Brandon Keopuhiwa	50.00
Francis Kim	50.00
Lawrence Kusman	25.00
Joseph Marusak	30.00
John Perez	25.00
George Pope	50.00
Jack Post	25.00
Teo Rojas	50.00
Bruce Smith	25.00
Vincent Sullivan	25.00
Michael Webb	25.00
Bud Yost	25.00



Dues-Paying Pensioners

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

New Coast Guard chief nominated

President Obama has nominated U.S. Coast Guard Vice Admiral Robert Papp to be its new commandant, replacing the retiring Admiral Thad Allen.



If his nomination is confirmed by the Senate, Papp will relieve Allen in May 2010, commanding 42,000 active-duty personnel and more than 7,000 civilian employees.

Department of Homeland Security Secretary Janet Napolitano said that Papp's "extensive knowledge of the Coast Guard's operations and broad mission will strengthen our efforts to ensure the nation's maritime security."

Papp is now commander of the Coast Guard Atlantic Area and Defense Force East before which he had been Coast Guard chief of staff in Washington.

Allen has played a high-profile role in conferring with the maritime industry on security. He has been commandant since 2006 and is retiring after 38 years of Coast Guard service.

Scientists predict "louder" oceans from rising carbon dioxide emissions

It has long been known that chemical compounds in seawater, including boric acid, absorb sound, as energy from sound waves stimulates certain reactions. As the oceans grow more acidic, a result of increasing absorption of atmospheric CO₂, the seawater chemistry changes, resulting in fewer reactions and less acoustic energy used. That means sounds will travel farther and be louder at a given distance from a sound source.

Tatiana Ilyina and Richard E. Zeebe of the University of Hawai'i and Peter G. Brewer of the Monterey Bay Aquarium Research Institute looked at the future impact of this phenomenon. Using a global ocean model and projections of CO₂ emissions, they predicted regional changes in acidity, and thus sound absorption.

Writing in *Nature Geoscience*, they report that in high latitudes and deepwater formations (where acidification is expected to be worse), sound absorption could fall 60% by 2100. So the oceans

will not be as quiet— what's wrong with that? Plenty, potentially.

Most of the chemical absorption of sound occurs at relatively low frequencies, from about 1,000 to 5,000 hertz. Propeller noise and other ship sounds fall in the same range, as does some military and research sonar. So this "background" noise, especially prevalent near shipping lanes, will be louder. That may be bad news for marine mammals, which use sounds in the same range for communication and echolocation while foraging.

"We're not saying that during the next 100 years all dolphins will be deafened," Dr. Zeebe said. "But the background noise could essentially override or mask the sounds that they're depending on."

Then again, he said, because sounds will travel farther, the animals may be able to communicate over longer distances. The researchers are continuing their studies using more sophisticated models and more precise sound sources.

Customs officer faces jail after taking cumshaw

A former U.S. Customs officer faces up to two years in prison for accepting two cartons of cigarettes in exchange for performing lax vessel inspections last year.

Tyrus Kidd pleaded guilty to taking the cigarettes for the "improper" inspection of 29,300 dwt LPG tanker *Chaconia* while the Belgium-flagged ship was at Port Arthur, Texas.

"Corruption by employees tarnishes our badge and our reputation, brings dishonor to our service, and most importantly jeopardizes our border security," U.S. Customs spokeswoman Yolando Choates said. "Although the percentage of prosecutions for mission-related corruption is very small, no incident of corruption is tolerated," she warned.

Kidd had initially also been indicted for accepting seven cartons of cigarettes in exchange for improper inspections of

the Italian-flagged *Valbruna*, a 113,400 dwt crude oil tanker. Those charges were not pursued by the Justice department. A sentencing date has not yet been set.

APL slow steams TransPacific

APL is slow steaming four of its trans-pacific services, according to a recent report by Alphaliner. The services slow steaming—a means to reduce fuel consumption and air emissions—are the PS1, PS2, PCE and SAX loops, all of which are operated within the framework of the New World Alliance, of which APL is a key member (MOL and Hyundai Merchant Marine are the other two).

The PS1 is operated with seven APL ships, averaging nearly 5,500 TEUs of capacity, and links South China, Thailand, Singapore, Taiwan and Japan with the Pacific Northwest.

The PS2 is also operated with seven APL ships, average size 5,700 TEUs, and links south and southeast China to Oakland, Los Angeles and Mexico. Hapag-Lloyd is a slot charterer on this service.

The PCE is operated with five 4,800-TEU APL vessels, linking Yangtze River Delta ports and Japan to Los Angeles, Oakland and Dutch Harbor. Evergreen is slot buyer on this service.

The SAX is run with four 6,900-TEU and two 5,500-TEU APL vessels, and links Singapore, Shenzhen, Hong Kong, Kaohsiung and Yokohama to Los Angeles.

SUP Meetings

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

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

Final Departures

Luis Martinez, Book No. 6462. Born in Honduras in 1935. Joined SUP in 1965. Died in Kenner, Louisiana, December 16, 2009. (Pensioner)

Torben Jorgensen, Book No. 4274. Born in Denmark in 1921. Joined SUP in 1951. Died in Glostrup, Denmark, December 21, 2009. (Pensioner)

Tarvan Thompson, Book No. 2026. Born in Colorado in 1921. Joined SUP in 1944. Died in Canyon Lake, California, December 28, 2009. (Pensioner)

Alfred Anderson, Book No. 3626. Born in Washington in 1917. Joined SUP in 1968. Died in Edmonds, Washington, December 21, 2009. (Pensioner)

Earl Crowder, Book No. 4533. Born in Oklahoma in 1927. Joined SUP in 1948. Died in Oklahoma, December 25, 2009. (Pensioner)

Francis Murphy, Book No. 6400. Born in Massachusetts in 1923. Joined SUP in 1953. Died in Morehead, North Carolina, January 6, 2010. (Pensioner)

West Coast Sailors

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APL wins green grant to help curb diesel emissions in Oakland

In their latest bid to clean up harmful diesel emissions at the Port of Oakland, regional air quality regulators on December 18, awarded a \$4.8 million grant to SUP-contracted APL.

The money, part of an overall \$11 million project, will pay for APL to install electric terminals at its berth and to outfit its container ships with equipment allowing them to “plug in” to the terminals.

The practice, called “cold ironing” in maritime parlance, means shutting off the ships’ 2,000-horsepower diesel generators, which run auxiliary systems such as lighting and ventilation, while in port. The project will save an estimated 50,000 pounds of nitrogen oxide emissions and 1,500 pounds of particulate matter each year, according to officials with the Bay Area Air Quality Management District. On an average 24-hour port call, cold-ironing can eliminate 1,000 pounds of nitrogen oxide emissions, 165 pounds of sulfur oxides and 30 pounds of particulate matter, according to the company. The vessels APL will retrofit make a total of 52 calls to Oakland annually.

Last summer, the local air district, state and federal regulators and the port announced a \$22 million program to replace and retrofit about 1,000 of the 2,000 diesel trucks that service the port with equipment designed to cut particulate emissions.

Emissions from ships, trains and trucks are blamed for serious, increasing respiratory problems among people in the West Oakland corridor near the port, leading local public health advocates to call for stricter regulations on transport companies.

“We’re trying to slice away at this serious health and air quality problem in West Oakland, where we have three times the average rate of cancer and health impacts,” said Lisa Fasano, spokeswoman for the regional air district.

Five of APL’s ships, (the *APL China*, *APL Korea*, *APL Philippines*, *APL Singapore* and *APL Thailand*—crewed on deck by the SUP), responsible for about half of the Singapore-based company’s traffic through the port, will be equipped with the new electrification technology.

The project is expected to be complete by December 2010. That’s years ahead of a 2007 California regulation requiring that operators of container and passenger ships rely on “shore power” for 50% of their visits to state ports by 2014.

The project puts Oakland on the cutting edge of air quality technology for shipping centers worldwide, according to Steve Hessenauer, Director of Terminal Operations for APL’s Oakland facility.

“California is way ahead of the curve,” he said. “Cold ironing is being looked at on the East Coast, the Gulf and in China, but California is definitely on the leading edge.”

Coast Guard increases transparency on foreign retrofits of American vessels

The U.S. Coast Guard’s National Vessel Documentation Center (NVDC) has instituted a new policy of publicly posting its decisions on Jones Act vessel retrofits at foreign yards and U.S. new construction that use foreign components.

The NVDC has previously been targeted by multiple lawsuits alleging that it allows too much foreign input to Jones Act cabotage vessels. See the case of Matson’s *Mokihana* in last month’s *West Coast Sailors*.

Critics have argued that NVDC leniency facilitates unfair competition for American shipping, by allowing foreign double-hulling of ships that would otherwise be scrapped. But recent court judgments have backed NVDC leeway

in such rulings. The NVDC has also been accused of lack of transparency on its decisions, given their competitive impact.

The NVDC has decided to post its determination letters online (at www.uscg.mil/hg/cg5/nvdc/nvdcbuild.asp). A NVDC spokesperson said that the new webpage went live last month.

One posted letter reveals plans by Horizon Lines to conduct non-U.S. yard projects on three containerships: the *Horizon Anchorage*, *Horizon Kodiak* and *Horizon Tacoma*. The NVDC approved Horizon’s plans, noting that work would involve far less steel weight than levels precluding future cabotage trading under the Jones Act.

Hijackers hit jackpot with record \$6 million ransom

Somali pirates have enjoyed their biggest pay day so far with a ransom of \$6 million that secured the release of the hijacked Greek Very Large Crude Carrier *Maran Centaurus* on January 18. A day earlier, a helicopter dropped \$4.5 million on the deck of the tanker. It is understood that smaller transfers bring the total ransom up to the record amount.

The same day, in a sign of the increasing tensions surrounding the pirating business, the team in control of the laden VLCC fired on approaching skiffs manned by another faction which sought a share of the spoils. There were reports that two pirates later died ashore in gunfire after the ransom drop as different factions argued over the prize.

Maran Tankers Management, operators and managers of the 300,000 dwt tanker, reported that all 28 officers and crew were “safe and well and looking forward to being reunited with their families”. The tanker is in good shape, with only minor damage to accommodation areas.

The cargo of about 275,000 tons of crude oil that the 1995-built vessel was transporting from Kuwait to the United States when it was hijacked on November 29, is said to be intact and there was no pilfering of bunkers. The vessel was reported to be headed for Durban under naval escort.

Economy still bleeding jobs

Employers cut another 85,000 jobs last month, dashing hopes of a turnaround in employment, even as the U.S. economy grows.

With December’s losses, there were 7.2 million fewer jobs than in December 2007, when the recession began. Although the unemployment rate was unchanged at 10% from November, that’s only because many workers stopped looking for work and weren’t counted in the numbers. A broader measure of unemployment, including those who have quit job hunting as well as those working part time because they can’t find full-time work, remained about the same at 17.3% in December from 17.2% in November.

December’s dismal job figures, reported by the Labor Department on January 8, demonstrate that companies remain skittish about hiring even as their outlooks improve. Even when jobs come back, the unemployment rate may continue to rise. To keep up with a growing population, the economy needs to add about 100,000 jobs a month just to keep the unemployment rate stable.

Moreover, many people have stopped looking for work in response to the poor jobs environment. As a result, they don’t show up in the Labor Department’s tally of the unemployed. In fact, a key reason why the unemployment rate didn’t increase in December was that work force declined by 661,000. As a result, as the

labor market improves, and people reenter the work force and begin looking for work, the unemployment rate could rise.

The labor market isn’t deteriorating nearly as quickly as in the first half of 2009, when it lost an average of 560,000 jobs a month. Most economists believe the economy will begin generating jobs within the next few months. Nevertheless, the economy has been growing since the middle of 2009, and the fact that job losses have continued for so long points to a tepid recovery in the labor market.

Revised figures showed that the economy added 4,000 jobs in November—the first month of job gains since the recession began—instead of the 11,000 job loss that was initially reported.

Prior to the 1990s, the job market tended to recover alongside the overall economy after recessions. But in the recoveries that began in 1992, and 2001, jobs were slow to return. That was partly because firms facing increased global competition became even more focused on keeping costs down. Improved technology allowed companies to produce more with fewer workers.

Rising profit margins and large productivity gains suggest that many companies are keeping tight control over labor costs—one reason Federal Reserve officials believe that this recovery, too, will produce spotty job growth in its early stages.

Senator DeMint’s anti-Union priorities stymie security

The attempted jetline bombing over Detroit on Christmas Day, has laid bare a welter of security shortcomings. One could be easily fixed if Senator Jim DeMint would drop his wrongheaded hold and allow the Senate to confirm a new chief for the Transportation Security Administration (TSA).

The Obama Administration failed to offer a nominee until September, pleading the time as needed to find the right executive for the important post. Their belated choice, Erroll Southers, is a former FBI agent who earned high marks when he served as chief of homeland security for California. He was easily approved by two Senate committees and heading for bipartisan confirmation—until the South Carolina Republican obstructed.

What’s the problem? DeMint says he won’t let the nomination go forward until he’s assured that a legal ban on TSA workers Unionizing will remain in place. Even after the near-disaster over the Detroit airport, Senator DeMint clung to his Union-bashing and knee-jerk warnings about the risks of security workers allowed to collectively bargain.

He absurdly argued that “Union bosses” will only worsen airliner security (never mind that other federal workers and all manner of police forces responsibly exercise that right) while suggesting President Obama has been out to “appease the terrorists.”

The job can’t be filled until the Senate returns in late January. The gap could be even longer if Senator DeMint won’t drop his destructive hold on Mr. Southers. That would make a cloture fight necessary in what should have been a quick and dynamic response to an essential public need.

Source: *New York Times* editorial: December 31, 2009

On January 20, Southers withdrew his name from consideration for the post.

“It is clear that my nomination has become a lightning rod for those who have chosen to push a political agenda at the risk of the safety and security of the American people,” Southers said. “This partisan climate is unacceptable and I refuse to allow myself to remain part of their dialogue. The TSA has important work to be done and I regret I will not be part of their success.”

Foreign port 100% container scanning pushed back to 2014

The Department of Homeland Security (DHS) has told Congress it does not have the resources necessary to meet an early deadline for the implementation of 100% security scanning of all U.S.-bound containers. “To implement the 100% scanning requirement by 2012, DHS would need greater manpower and technology, access to technologies that do not currently exist, and the redesign of many ports,” DHS Secretary Janet Napolitano told members of the Senate Commerce, Science and Transportation Committee at a hearing last month.

The 2007 law that mandated 100% screening gave the government leeway to push back the deadline if necessary. The scanning requirement has generated controversy among maritime operators, foreign and domestic port authorities and even different government agencies. The Customs and Border Protection Agency, for example, says the concept of imaging the contents of all U.S.-bound containers for weapons is too costly and would be disruptive to world trade.

In Memoriam

Final Departures of SUP members reported in 2009

Eugene Abdo, Book No. 3669. Born in Iowa in 1926. Joined SUP in 1946. Died in Ashland, Oregon, March 30, 2009. (Pensioner)

Arthur Almer, Book No. 3749. Born in Wisconsin in 1934. Joined SUP in 1951. Died in Edmonds, Washington, April 20, 2009. (Pensioner)

Robert Bradley, Book No. 5557. Born in Montana in 1925. Joined SUP in 1952. Died in Eureka, Montana, June 1, 2009. (Pensioner)

Alfred Byoff, Book No. 5007. Born in California in 1926. Joined SUP in 1944. Died in Washington, March 16, 2009. (Pensioner)

James Carter, Book No. 4494. Born in Washington in 1922. Joined SUP in 1948. Died in Santa Rosa, California, May 16, 2009.

John Easter, Book No. 1611. Born in Kansas in 1919. Joined SUP in 1942. Died in Las Vegas, Nevada, January 31, 2009. (Pensioner)

Phillip Elcoate, Book No. 1862. Born in Australia in 1925. Joined SUP in 1946. Died in Gerber, California, January 20, 2009. (Pensioner)

Victor Evers, Book No. 1810. Born in Tennessee in 1924. Joined SUP in 1947. Died in Long Beach, California, December 8, 2008. (Drop out)

John Fernandez, Book No. 2237. Born in New York in 1955. Joined SUP in 1979. Died in Riverside, California, March 21, 2009.

William Foley, Book No. 1947. Born in California in 1916. Joined SUP in 1945. Died in Oakland, California, March 10, 2009. (Pensioner)

Daniel Foster, Book No. 2221. Born in the Philippines in 1947. Joined SUP in 1968. Died in Stockton, California, December 15, 2008. (Active)

Sylvan Frankel, Book No. 1964. Born in California in 1926. Joined SUP in 1946. Died in Alameda, California, November 3, 2009. (Pensioner)

Michael Freng, Book No. 2246. Born in California in 1956. Joined SUP in 1988. Died in California, October 28, 2009.

Phillip Fritts, Permit No. 18396. Born in Washington in 1949. Joined SUP in 2001. Died in Washington, July 25, 2009.

Jens Hansen, Book No. 5081. Born in Denmark in 1914. Joined SUP in 1948. Died April 26, 2009. (Pensioner)

Antone Henriques, Book No. 5764. Born in Hawai'i in 1927. Joined SUP in 1948. Died in Hawai'i, May 8, 2009. (Pensioner)

John Higa, Book No. 5768. Born in Hawai'i in 1929. Joined SUP in 1952. Died in San Pedro, California, September 8, 2009. (Pensioner)

James Hoover, Book No. 4667. Born in Washington in 1919. Joined SUP in 1944. Died in Everett, Washington, November 30, 2009. (Pensioner)

Kay House, Book No. 5812. Born in California in 1935. Joined SUP in 1956. Died in California, July 22, 2009. (Pensioner)

Hubert Hull, Book No. 5290. Born in Colorado in 1923. Joined SUP in 1944. Died in Pueblo, Colorado, April 12, 2009. (Pensioner)

Lloyd Hussey, Book No. 5818. Born in North Dakota in 1936. Joined SUP in 1968. Died in Tracy, California, November 3, 2009. (Pensioner)

Wesley Ingebretsen, Book No. 381. Born in California in 1932. Joined SUP in 1950. Died in South San Francisco, California, November 16, 2009. (Pensioner)

Mark Jones, Permit No. 18262. Born in California in 1958. Joined SUP in 1996. Died in Chevron's *Mississippi Voyager* at sea, on February 5, 2009.

Walter Kahookole, Book No. 3127. Born in Hawai'i in 1923. Joined SUP in 1952. Died in Fremont, California, October 6, 2009. (Pensioner)

Louis King, Book No. 3137. Born in New Jersey in 1924. Joined SUP in 1956. Died in Portland, Oregon, December 4, 2009. (Pensioner)

Charles Konrad, Book No. 3081. Born in Massachusetts in 1921. Joined SUP in 1953. Died in Brookings, Oregon, October 8, 2009. (Pensioner)

Edward Kulikoff, Book No. 3058. Born in California in 1916. Joined SUP in 1947. Died in Jamestown, North Dakota, October 25, 2009. (Pensioner)

Norman Kwak, Book No. 3102. Born in Hawai'i in 1926. Joined SUP in 1951. Died in Honolulu, Hawai'i, December 4, 2008. (Pensioner)

Angelo Loffa, Book No. 3988. Born in New Jersey, in 1929, Joined SUP in 1952. Died in Orange City, Florida, January 23, 2009. (Pensioner)

Erik Lund, Book No. 3990. Born in Sweden in 1922. Joined SUP in 1952. Died in Vancouver, Washington, June 6, 2009. (Pensioner)

Paul Makarczyk, Book No. 18289. Born in Pennsylvania in 1939. Joined SUP in 1996. Died in Walnut Creek, California, October 7, 2009. (Pensioner)

Joseph McNabb, Book No. 6437. Born in Massachusetts in 1932. Joined SUP in 1956. Died in Massachusetts, November 9, 2009. (Pensioner)

Joseph Napier, Book No. 2299. Born in Georgia in 1923. Joined SUP in 1946. Died in Naples, Florida, May 28, 2009. (Pensioner)

William Nelson, Book No. 2450. Born in New York in 1926. Joined SUP in 1937. Died in Arizona, October 28, 2009. (Pensioner)

Alquin Niehaus, Book No. 2159. Born in Minnesota in 1924. Joined SUP in 1943. Died in San Francisco, California, November 4, 2009. (Pensioner)

David Pangan, Book No. 3866. Born in California in 1959. Joined SUP in 1992. Died in Daly City, California, December 6, 2009.

Herman Park, Book No. 3859. Born in Hawai'i in 1932. Joined SUP in 1957. Died in Honolulu, Hawai'i, December 30, 2008. (Pensioner)

Oh Young Park, Book No. 3002. Born in Hawai'i in 1916. Joined SUP in 1941. Died in Honolulu, Hawai'i, December 15, 2008. (Pensioner)

Tobias Proffen, Book No. 3868. Born in Germany in 1967. Joined SUP in 2004. Died in San Francisco, California, April 2, 2009. S.F. Bar Pilots dispatcher.

Jorge Quintana, Book No. 100. Born in Guatemala in 1922. Joined SUP in 1953. Died in San Francisco, California, March 20, 2009. (Pensioner)

Ernesto Reyes, Book No. 3127. Born in Texas in 1927. Joined SUP in 1951. Died in Henderson, Nevada, March 29, 2009. (Pensioner)

Thomas Riley, Book No. 2921. Born in Minnesota in 1927. Joined SUP in 1947. Died in Wilmington, California, March 4, 2009. (Active)

Peter Rodrigues, Book No. 2212. Born in Hawai'i in 1917. Joined SUP in 1935. Died in New York, August 16, 2009. (Pensioner)

Charles Rodriquez, Book No. 3104. Born in California in 1928. Joined SUP in 1944. Died in California, March 12, 2009. (Pensioner)

Clyde Rogers, Book No. 3019. Born in Arkansas in 1925. Joined SUP in 1948. Died in Mountain Home, Arkansas, June 28, 2009. (Pensioner)

Dana Sargeant, Permit No. 19079. Born in Florida in 1970. Joined SUP in 2003. Died in Mexico, November 13, 2009.

Morris Secrest, Book No. 6571. Born in Illinois in 1925. Joined SUP in 1945. Died in Washington, April 11, 2009. (Pensioner)

James Sharp, Book No. 7422. Born in California in 1933. Joined SUP in 1957. Died in Lucerne, California, March 21, 2009. (Pensioner)

Chester Sherry, Book No. 7449. Born in Hawai'i in 1940. Joined SUP in 1960. Died in San Francisco, California, November 30, 2009. (Pensioner)

Charles Sherva, Book No. 7048. Born in Montana in 1929. Joined SUP in 1945. Died in Boise, Idaho, July 11, 2009. (Pensioner)

Virgil Sieben, Book No. 5297. Born in Minnesota in 1911. Joined in 1937. Died in Sauk Centre, Minnesota, June 24, 2009. (Pensioner)

Egil Sleveland, Book No. 5379. Born in Norway in 1916. Joined SUP in 1940. Died in Seattle, Washington, November 5, 2009. (Pensioner)

William Smith, Book No. 6541. Born in Missouri in 1923. Joined SUP in 1945. Died in Idaho, January 11, 2009. (Pensioner)

James Springer, Book No. 7297. Born in Washington in 1928. Joined SUP in 1953. Died in Burien, Washington, December 18, 2008. (Pensioner)

George Springston, Book No. 7224. Born in Colorado in 1922. Joined SUP in 1950. Died in Suffolk, Virginia, August 25, 2009. (Pensioner)

Charles Steringer, Book No. 7089. Born in West Virginia in 1924. Joined SUP in 1947. Died in Medford, Oregon, October 28, 2009. (Pensioner)

Archie Sundet, Book No. 6403. Born in Minnesota in 1922. Joined SUP in 1944. Died in Oakland, California, March 3, 2009. (Pensioner)

Robert Thompson, Book No. 3245. Born in California in 1930. Joined SUP in 1958. Died in California, March 8, 2009. (Pensioner)

John Trussel, Book No. 3106. Born in California in 1928. Joined SUP in 1953. Died in California, January 16, 2009. (Pensioner)

Harry Tsukamoto, Book No. 3277. Born in Hawai'i in 1928. Joined SUP in 1957. Died in Temple, Texas, January 13, 2009. (Pensioner)

Thomas Vail, Book No. 855. Born in California in 1937. Joined SUP in 1959. Died in Hawai'i, April 13, 2009. (Pensioner)

Harry Watts, Book No. 3390. Born in California in 1925. Joined SUP in 1945. Died in California, July 23, 2009. (Pensioner)

William P. Welch, Book No. 3480. Born in Missouri in 1928. Joined SUP in 1948. Died in Las Cruces, New Mexico, August 17, 2009. (Pensioner)

James Werler, Permit No. 18239. Born in New York in 1936. Joined SUP in 1995. Died in Florida, March 8, 2009. (Pensioner)

Jesus Ybanez, Book No. 249. Born in Guam in 1923. Joined SUP in 1953. Died in San Francisco, California, April 3, 2009. (Pensioner)

John Yee, Book No. 221. Born in Pennsylvania in 1925. Joined SUP in 1950. Died in California, February 2, 2009. (Pensioner)

Steve Zachmann, Book No. 276. Born in California in 1944. Joined SUP in 1969. Died in Abbeville, Louisiana, March 11, 2009.

George Zarubin, Book No. 197. Born in California in 1925. Joined SUP in 1943. Died in Daly City, California, August 10, 2009. (Pensioner)

East Coast ports prepare for larger ships and expanded Panama Canal

A private investment group led by Highstar Capital has agreed to invest as much as \$1.3 billion to expand the Port of Baltimore as ports in the eastern U.S. push to make changes needed to serve a new generation of supersize cargo vessels.

The deal, announced on November 20, is essentially a 50-year lease between the Maryland Port Administration and Ports America Group, a company owned by Highstar Capital, a New York private-equity fund. In exchange for the right to operate Baltimore's cargo-container terminal for 50 years, Ports America will make an up-front payment of \$100 million and a series of infrastructure improvements at the port. Chief among them: deepening the water at the cargo terminal to 50 feet from its current depth of 45 feet.

The improvements will enable Baltimore to compete for the supersize cargo vessels that are expected to start passing through the Panama Canal after its expansion is complete in 2014 or so. The vessels are capable of carrying twice as many 40-foot containers as the cargo vessels that typically call on East and Gulf Coast ports.

Other ports are considering similar expansions and hunting for the capital to get them done. The Port Authority of New York and New Jersey is examining a number of proposals to deal with a bridge that isn't high enough for the bigger vessels to fit under.

Port officials in Charleston, South Carolina, are studying plans to increase the depth of its water, and the port is moving to boost container capacity by 50%.

Officials in Savannah, Georgia, are improving rail connections, purchasing new gantries and upgrading technology in an effort to more than triple the number of containers the port can process. The port will find out within the next year or so whether it can proceed with a channel-deepening project.

"The canal expansion is clearly going to be a game-changer in international trade," said Curtis Foltz, chief operating officer at the Georgia Port Authority.

The port in the best position east of the Panama Canal may be in Norfolk, Virginia. The water is already 50 feet deep there, and the port has joined with freight rail company Norfolk Southern Corp and others on the Heartland Corridor, a rail connection to the Midwest that can accommodate trains double-stacked with 40-foot cargo containers.

Private infrastructure groups are looking for opportunities at a time when many state and local governments are strapped for cash. Florida recently signed a deal with a private consortium to build and operate a tunnel at the Port of Miami.

"Difficult economic times also open the door for new business opportunities," said Maryland Lt. Governor Anthony Brown, referring to Baltimore's deal with Ports America.

Crowley settles Puerto Rico price-fixing antitrust lawsuits

Crowley Liner Services has agreed to an undisclosed settlement with shippers who filed civil antitrust lawsuits against carriers in the wake of a federal investigation into price-fixing in the U.S. mainland-Puerto Rico trade. The Jacksonville-based carrier denied violating antitrust laws but agreed to settle to avoid further costs of litigation the company said it expects to continue for several more years.

"This was a business decision to put the matter behind us as quickly as possible," said Michael Roberts, Crowley's senior vice president and general counsel. "We simply felt that it was in the best interest of our company, and our customers, to move beyond this dispute."

Shippers filed 34 civil antitrust lawsuits against the four major U.S.-Puerto Rico carriers after news of a federal investigation into pricing practices in U.S. cabotage trades covered by the Jones Act, which restricts domestic waterborne service to U.S.-flag operators.

The federal investigation, said to be continuing, resulted last year in guilty pleas and prison terms for four former carrier executives —two from Sea Star Line and two from Horizon Lines — for colluding on pricing between 2002 and 2008 or trying to hide evidence. Federal agents raided the offices of Sea Star, Horizon and Crowley on April 17, 2008, and subpoenaed records from Trailer Bridge, the No. 4 Puerto Rico carrier, and Matson Navigation Company, which serves Hawai'i and Guam. In addition to the Puerto Rico civil antitrust lawsuits, about two dozen civil antitrust lawsuits have been filed on behalf of shippers moving cargo between the U.S. mainland and Hawai'i, Alaska and Guam.

Horizon agreed last year to settle its Puerto Rico antitrust cases for \$20 million. In filings with the Securities and Exchange Commission, Horizon said its legal fees related to the antitrust litigation totaled \$21.2 million through last September 20. The lawsuits alleging price-fixing in the other trade lanes remain pending in Seattle and Alaska.

Crowley said it expects court approval of its settlement with shippers in the Puerto Rico trade this month. The carrier said that after preliminary court approval, notice forms will be sent to all shippers. Crowley Liner Services is owned by a holding company of privately held Crowley Maritime.

Union balloting concludes *continued from page 1*

members voting, in accordance with Article XII, Section 10, of the SUP Constitution.

After Union standing and eligibility are determined, Pacific Election Services employees will count the ballots in the presence of the Committee and those interested in observing the process in the Headquarters Library. Once the tally is

completed, the election results will be posted and transmitted to all SUP halls.

Members elected will assume office on March 1. If any of the five proposed Constitutional amendments receives the required two-thirds majority or the one proposed Shipping Rule change receives a simple majority, they will become effective February 1.

Falls of Clyde to drydock next year



The 131-year-old sailing ship *Falls of Clyde*, (pictured above at the Maritime Museum in Honolulu), will be going into drydock about a year from now for about two months of repairs, according to the nonprofit group supporting its preservation.

Bruce McEwan, president of the Friends of the *Falls of Clyde*, said consultants have recommended the 266-foot ship undergo some repairs by volunteers while docked at Honolulu Harbor. "The goal is to get it in condition to reopen it for visitors, both tourists and local folks," McEwan said. He said the Friends want to use the ship in part for educational tours for schoolchildren, as in the 1980s and 1990s. During the year waiting for dry dock, the Friends will be seeking donations and grants to support ship repairs and hire a project manager. It is expected some funds to be transferred from its former owner, the Bishop Museum.

The group was formed in August 2008 to buy the ship and take over the responsibility of repairing it.

McEwan said the consultant's assessment was that the ship was in no risk of sinking, but needed repairs to its tanks and reinforcement of its structure while awaiting dry dock. He said the Friends will also be working on refurbishing the captain's cabin and parts of the deck.

The ship had about 130 visitors a day and sometimes as many as 500 people with busloads of Japanese tourists, recalled Keven Williamson, a Friends board member and also volunteer director for the battleship *Missouri*. Tours stopped after a report was issued in 2007 saying the *Falls of Clyde* was ready to sink, Williamson recalled. "Well, it hasn't sank," he said. Williamson said a number of people, assuming the ship was beyond repair, have asked when the ship was going to be sunk. "Over our dead bodies," he said.

The *Falls of Clyde* was launched as a four-masted, full-rigged sailing vessel out of Port Glasgow, Scotland, on December 12, 1878, as part of a commercial fleet and sailed under British registry to most continents until it was sold to an agent of Captain William Matson, according to the Friends' history of the vessel.

Matson, founder of Matson Navigation Company, converted the ship to a bark, and the *Falls of Clyde* carried sugar, molasses and oil from Hilo to San Francisco until 1906. The ship was sold to various firms, including General Petroleum Corp. in 1921, and was on the verge of being sunk to form a breakwater when a core group of Hawaii's maritime community raised money for its return to Hawaii in 1963. The Bishop Museum, managing the ship's operations, opened the ship to the public in 1971 at Honolulu Harbor, adjacent to the Aloha Tower.

The ship sustained major damage during Hurricane Iwa in 1982.

In 1988 the *Falls of Clyde* was declared a National Historic Monument by the National Park Service, but by early 2008, after receiving an estimate of at least \$30 million to restore the ship, the Bishop Museum issued a contract to remove valuables and the masts from the ship to prepare the vessel to be towed out to sea and sunk.

The Friends formed a nonprofit group to save the ship, and in September 2008 the Bishop Museum's board agreed to sell it. McEwan said a consultant is providing the Friends with a document that can be used to obtain estimates of the work from commercial shipyards on Oahu. The Friends' web site is friendsoffallsofclcyde.org, and potential volunteers may e-mail volunteer@friendsoffallsofclcyde.org.

Singapore still top container port despite fall in volumes

Singapore is set to retain its title as the world's busiest box port even though container volumes last year fell for the first time since the dot.com bubble burst in 2001.

Analysts said provisional figures, which are likely to be confirmed by March, will show the position of the world's top four container ports—Singapore, Shanghai, Hong Kong and Shenzhen—would remain unchanged from 2008.

All four ports have been hit by the global downturn, especially in the first half of this year, which led to a noticeable slump in container volumes compared with 2008. Latest estimates from the Maritime and Port Authority of Singapore show the port handled 26 million teu last year, down 13.5% from the 30 million teu handled in 2008. By comparison total cargo volumes dropped 8.9% to 470 million tons. Within last year's total, PSA Singapore Terminals handled 25 million teu, a drop of 13%, the Singapore operator said on January 8. The balance was handled by smaller terminals including Jurong Port.

Analysts estimated that Shanghai remained in second place, handling about 24.5 million teu in 2009 compared to 28 million teu in 2008.

Hong Kong stayed in third place and was forecast to handle about 20.5 million teu last year, down from nearly 24.5 million in 2008, while near neighbor Shenzhen was fourth, handling around 18 million in 2009, against 21.4 million a year earlier.

ESU Office Assignments

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

ESU NEWS

JANUARY 2010

Official Publication of the Exxon Seamen's Union

2010 training schedule released

The 2010 training schedule for the ESU membership has been released. The schedule reflects courses in Basic Firefighting, Advance Firefighting, Confined Space Rescue, Electrical Safety Training (new) and Maintenance Skills (new). The number of courses and dates are dependent on participation and are very much subject to change. Additional courses may be added if needed.

Firefighting courses held at Texas A&M, College Station, will continue to be scheduled with those that have not attended in the last five years or more given priority to the training dates. Members will be able to choose either the two-day Basic Firefighting course, or the Advance Firefighting course that will run from Tuesday through Friday for the weeks that the course is offered.

There are two Confined Space, Entry and Rescue courses scheduled this year. This course has normally been filled by the Pumpman rating and Able Seamen, but it is expected that Maintenance Seamen will begin to filter into the training sessions as slots become available.

You will note a newly developed Maintenance Skills training class that is targeted for unlicensed members of the Deck and Engine departments. This class was developed in conjunction with the ESU Deck Trustee Pat Campbell and Engine Trustee Will Ackley Jr. and will focus on basic and advanced maintenance skills such as Hand Tool Safety, Coatings: Preparation and Application, Mooring Line Safety and Splicing. This training will be conducted at the California Maritime Academy's facility in Vallejo, CA. The second class will run in September in conjunction with ADO (Advance Deck Operations) and AEO (Advance Engineeroom Operations). The DLC portion of the ADO/AEO class has been dropped since most fleet personnel have completed this section of the course.

Also new is the Electrical Safety Training and there are three classes being offered. The first class is targeted for engineers and the other two are open to Pumpmen or anyone that has stepped up to engineer.

With shorter tours, it is not as easy to determine your schedules too far ahead which may make planning more difficult. However, if anyone is interested in enrolling in any of the classes, please make your desire known to Helen Wright and/or Kharon Delaney, as your assignment schedules become clearer. Fleet Manning can try to make sure that you get into that you are eligible and wish to attend.

As always, the Union encourages all members to participate in the courses that are available to them.

Advanced & Basic Firefighting

January	26-29
February	23-26
March	23-26
April	6-9 & 27-30
May	25-28
June	8-11
September	21-24
October	19-22
November	9-12
December	14-17

Confined Space Rescue

April	12-16
October	11-15

Electrical Safety Training

January	5-8
March	16-19
June	8-11

Maintenance Skills

April	20-23
September	18-26(w/ADO/AEO)
November	16-19

Magellan Health Services Program explained

From time to time everyone experiences a crisis in their family or personal life and being employed far away as a merchant mariner can make life particularly difficult for you and for your family at home. If you or a dependent are having a family or life problem one benefit that may be of help to you is the Employee Health Advisory Program (EHAP).

EHAP provides professional counseling in a confidential environment for personal problems requiring limited intervention and offers referral services for more complicated problems. You may call the service at any time, for any reason. Services are confidential and the plan administrator, Magellan Health Services, does not reveal to the company the names of, or reasons for individuals seeking EHAP assistance.

Some types of problems for which you may seek help include: chemical dependency, anxiety and depression, stress, divorce or separation, problems with children at school, family violence, problems with the legal system, ageing parents, a death in the family, or being a victim of crime.

If you or a dependent need help in dealing with issues such as these, take the following steps to get the care needed:

Step 1: Call Magellan Health Services at 800-442-4123 and select the appropriate option to get the name of a provider who can help you. A licensed counselor will ask you a few questions so that he or she can assess your situation. The counselor will then give you the names and telephone numbers of providers in your area who are part of the Magellan Health Services network.

Step 2: Call the provider to make an appointment. Mention that you're a member of the EHAP plan administered by Magellan. After you have made your appointment, call Magellan to confirm which provider you have chosen.

Step 3: Go to your appointment. There is no need to file any claim forms. If you need inpatient care, your provider will make arrangements for you and tell you what you need to do next.

Coverage is automatic for employees and their eligible dependents and the company pays the full cost of the plan. EHAP may provide you or your eligible dependent with up to eight visits in a calendar year for each problem. You pay nothing for these visits; however, the plan Care Manager must pre-authorize the visits so make sure you contact Magellan before you make any appointments.

More information about EHAP and other benefits available to you as an Exxon Mobil employee can be found on line at: www.magellanassist.com.

If you have not registered for your personal Life Assistance Resources account on Magellan Assist, click the "New User" button. You will be asked for the ExxonMobil "Toll-free Number" (800-442-4123) and a few other questions to set up your log in, once you log in you can find a slew of different resources to help you and your dependents with all sorts of different issues.

ExxonMobil seminar dates for January through June of 2010

(Late Career Pre-Retirement Planning Course)

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 in order to better position yourself in your final years as an employee. This course covers the many options that one needs to consider when retiring from the Company. Listed below are the dates showing available through June, 2010 for Pre-Retirement (Late Career) sessions. The classes tend to fill up quickly; some may be filled up by the time we go to print. However, if anyone is interested in attending and know the session they wish to attend, you should then notify Helen Wright at 713-656-2786 for enrollment. Limited space is available per each class so plan ahead if you are interested.

Dates	Locations	
February	9-10	Brookhollow in Houston, TX
April	14-15	Baton Rouge, LA
April	14-15	Fairfax, VA
April	15-16	Beaumont, TX
April	22-23	Baytown Refinery in Baytown, TX
May	5-6	ExxonMobil Headquarters in Irving, TX
May	12-13	Beaumont, TX
May	17-18	Baton Rouge, LA
May	18-19	Baytown Refinery in Baytown, TX
June	8-9	Beaumont, TX
June	8-9	ExxonMobil in Torrance, CA
June	9-10	Brookhollow in Houston, TX
June	15-16	Fairfax, VA
June	29-30	Brookhollow in Houston, TX

Shipboard New Weather Advisor



AB Diolo Bonifacio (left) and AB Roque Salute (right) checked with the new weather advisor (center) onboard the *SR American Progress* on what the conditions will be like. After some debate, it was decided it is COLD! This is also the first trip for AB Salute to the West Coast and Alaska.

ESU News

NMC takes advantage of the Internet

Beginning January 4, 2010, the Coast Guard will begin accepting credential applications at the 17 Regional Examination Centers using e-mail. This bulletin provides basic information on how mariners can submit credential application packages using e-mail.

This is great news specially for members that live far away from the Regional Exam Centers you now can do it all via e-mail, first you should log on to the NMC website at www.uscg.mil/nmc and look at the "Application Acceptance List" this is a list of items you will need to have before sending anything to the Regional Exam Center, below is the instructions and addresses to E-mail your application to an REC:

INSTRUCTIONS FOR E-MAILING APPLICATIONS TO AN REC:

- E-mail only complete application packages that meet the Coast Guard's Application Acceptance Checklist requirements.
- The subject line of your e-mail must be: Your last name; your first name; your middle initial; and your mariner # (if known).
- Attach a complete application in pdf format not to exceed 10 MB in size.
- Applications must be scanned at a resolution not to exceed 300 dpi.
- The e-mail attachment must include a copy of your TWIC or TWIC application receipt.
- User fees (if applicable) must be paid using www.pay.gov. The e-mail attachment must include a copy of your pay.gov user fee receipt.

E-MAIL YOUR APPLICATION TO ONE OF THE FOLLOWING RECS:

Anchorage, AK	(REC-ANC-AppSubmission@uscg.mil)
Baltimore, MD	(REC-BAL-AppSubmission@uscg.mil)
Boston, MA	(REC-BOS-AppSubmission@uscg.mil)
Charleston, SC	(REC-CHA-AppSubmission@uscg.mil)
Honolulu, HI	(REC-HON-AppSubmission@uscg.mil)
Houston, TX	(REC-HOU-AppSubmission@uscg.mil)
Juneau, AK	(REC-JUN-AppSubmission@uscg.mil)
Long Beach, CA	(REC-LOS-AppSubmission@uscg.mil)
Memphis, TN	(REC-MEM-AppSubmission@uscg.mil)
Miami, FL	(REC-MIA-AppSubmission@uscg.mil)
New Orleans, LA	(REC-NEW-AppSubmission@uscg.mil)
New York, NY	(REC-NYC-AppSubmission@uscg.mil)
Oakland, CA	(REC-OAK-AppSubmission@uscg.mil)
Portland, OR	(REC-POR-AppSubmission@uscg.mil)
Seattle, WA	(REC-SEA-AppSubmission@uscg.mil)
St. Louis, MO	(REC-SLM-AppSubmission@uscg.mil)
Toledo, OH	(REC-TOL-AppSubmission@uscg.mil)

Questions regarding this new submission process should be directed to the NMC Mariner Information Call Center at 1-888-IASKNMC (1-888-427-5662).

Also effective on January 1, 2010 all physical exams must be documented on the new forms (CG-719K, Revision 01-09), the revised form has been designed to work in concert with the information contained in the Medical and Physical Evaluation Guidelines for Merchant Mariner Credentials, (NVIC 04-08). If you have been diagnosed with medical conditions or who are taking prescription medication, should carefully review the information in NVIC 04-08, the Instruction Guide, and the CG-719K forms. It is highly recommended that you bring the Instruction Guide and forms, along with the applicable sections of the NVIC 04-08 that pertain to their specific medical conditions, with you when you have your physical exam so that the medical provider can supply recommended evaluation documentation for any diagnosed medical conditions. This medical documentation should be submitted along with the CG-719 K form at the time of application. This should result in less missing information and a faster processing time. You can get all of the forms and Instruction Guide at the NMC's official website posted at the beginning of this article.

Lastly, there is something else that our members are probably not aware off, that can help you through the renewal of your documents, the Merchant Mariner Third Party Authorization this is especially for those that are at sea or away from home for extended periods of time, have authorized third parties, such as a spouse or an employer, to handle the details of their credential application while they are gone. To start, you will need to send the NMC a Third Party Release. The release will provide instruction to the NMC on what information and with whom the details of your application can be discussed. You may send the release in any format, provided it contains the information in the list below. You may also use the sample release format, found on the website at <http://www.uscg.mil/nmc/applications>. To authorize a third part to act on your behalf, your release will need to: be in writing; include your full name and signature; include the date you wish the release to expire; include your unique Mariner Reference Number (MRN) if you have one or your Social Security Number if you are a first time applicant for a credential; include the full name, address, phone number and other contact information of the authorized third party; and provide specific instructions on what information can be discussed on your behalf. For example: 1) You are sailing and you would like your spouse to be able to discuss all of the information in your application with the National Maritime Center; or 2) You may specify limited authorization, if you choose: "discuss all of the information in my application except information about my medical conditions.

If you have any questions you can contact the NMC for help with any of these three issues via e-mail iasknmc@uscg.mil or call (304) 433-3400.

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

Lunch Break



From left: AB Frank Simpson, PM Don Koczon and QMED Rick Baur enjoy their lunch break aboard the SR Wilmington while discussing current world affairs.

Ship reports

S/R American Progress

The *American Progress* is steaming along in the ANS crude trade between Valdez and the Puget Sound area. Engine Trustee Will Ackley is filling in for Regular Ship Representative Rudy Benavides and staying in touch with the ESU office. He reports all is well even with the vessel cruising at slow speeds due to the weather. The satellite has been updated and an extra box for the smokers lounge is being installed.

S/R Baytown

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

Kodiak

Regular Ship Representative Tim Williams went on vacation and fellow Pumpman Wayne Dymont stepped up to fill in for Tim. Wayne is staying in touch regularly with the ESU office and reports everything going OK. The vessel completed loading in Valdez with the next load for San Francisco. Departure was on the 18th after a delay due to a Turbo Generator failure. The crew is to be commended for a swift and safe response to this incident and the excellent job on all the related events.

S/R Long Beach

The *Long Beach* continues in cold lay-

up, in Labuan, Malaysia. There are no crewmembers assigned to the vessel at this time. Future plans for the vessel are unknown at the present time.

Sierra

The vessel has been trading between Valdez and San Francisco Bay area but that changed with the ship loading in Valdez for a trip to Hawaii to discharge at Tesoro Barber's Point. The crew is looking forward to some sun and warm weather. AB Kevin Conroy is filling in for Regular Ship Representative Thor Floreen. An issue came up with the vessel while doing crew changes at the Richmond Long Wharf. Dock operators did not allow the crew to use the luggage davit to get the luggage on and off the vessel. This was addressed with the help from our brother Dave Connolly at the SUP and also Chevron HR. Hopefully this misunderstanding has been taken care off.

S/R Wilmington

Board officer visited the vessel in Beaumont, TX on December 29 and January 12. Regular Ship Representative Jeff Harris is back on board and reports no problems. Vessel continues the MOGAs run between Beaumont, TX and FL. The vessel has encountered some delays at anchor at Sabine Pass due to vessel congestion at the dock.

ESU retiree Brandon H. Orcutt dies

Sadly, the ESU has learned of the passing of former member Brandon H. Orcutt on Tuesday, December 14, 2009 at his residence in Maine at the age of 79. Brandon was hired by the Marine Division of Humble Oil and Refining Company in 1967 and retired from SeaRiver as an AB in the Ocean fleet in July of 1995.

Prior to his retirement from SeaRiver Brandon worked at the stone quarry on Crotch Island and also at Oceanville Quarry in Maine. Brandon retired from SeaRiver to care for his wife, Hilda and enjoy his family. He is survived by his son, Larry Orcutt of Little Deer Isle; daughter, Cheryl Eaton of Stonington; brother, Boyd Orcutt of Auburn, Mass.; three grandsons, Benjamin Heroux, and Dennis and Matthew Eaton, all of Stonington; and three great-grandchildren, Kiersten, Madison and Avery. He was predeceased by his wife of 55 years, Hilda; three brothers, Earl, Ernest and Clifton; and three sisters, Merle Devereux, Iva Bowden and Lillian Gray. A service was conducted at Bragdon-Kelley Funeral Home, Stonington on December 20, 2009 followed by a burial at Greenwood Cemetery. The Exxon Seamen's Union wishes to express our deepest sympathy to the Orcutt family.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Deck Trustee Pat Campbell

Board Member at Large Frank O'Malia

Engine Trustee William Ackley

Board Member at Large John McCarthy

Steward Trustee Kurt Kreick

Vessel "scrubber" regulations change

Scrubbers, a device that removes excess sulfur dioxide from the exhaust of ships before it is emitted, will be allowed on ships calling at U.S. ports when the proposed North American emissions control area (ECA) stretching 200 miles off Canada and the United States goes into effect.

The Environmental Protection Agency (EPA) on December 22, published its final "regulatory announcement" on the control of emissions from marine diesel engines, which includes this major concession following concerns expressed by industry at the original draft introduced earlier this year. The change brings the U.S. standard more closely in line with that in force internationally under the International Maritime Organization's Marpol Annex VI, which the U.S. ratified in 2008, and which became law in January 2009.

In what amounts to another major U-turn, EPA has inserted a special exemption from the more stringent emissions standards for ships trading in the Great Lakes and the Saint Lawrence Seaway. The United States and Canada at the beginning of April of last year proposed an amendment in Marpol Annex VI, to include the designation of a 200-mile ECA. To achieve ECA-wide emissions reductions, ships must emit not more than 1,000 parts per million of sulphur beginning in 2015. The IMO approved the Canada/U.S. proposal in principle in July, and a final disposal of the matter is expected in March 2010. However, a controversy was kindled in the United States because of the EPA's original proposed rule, which envisaged a total ban on high-sulphur fuel in U.S. ports to ensure that the more stringent emissions standards would be complied with.

IMO standards mandate that the exhaust fumes that emerge from ships' smokestacks contain a regulated level of sulphur. Marpol leaves the ship free to get to this point by either burning low sulphur fuel or by relying on a scrubber.

EPA's original intention of banning the manufacture and sale of high-sulphur fuel at U.S. ports threw up a dilemma. Large cruiseships, in particular, became a case study on how the proposed rule was not fully thought out.

Most major international cruiseships are homeported in the United States, and hence buy most of their bunkers at U.S. harbors. The old version of the EPA rule would have obliged them to fill up with only the low-sulphur variety, even though most cruiseships are equipped with acceptable scrubbers, and they can legally burn high-sulphur fuel outside the 200-mile ECA.

The final rule "will generally forbid the production and sale of marine fuel oil above 1,000 parts per million sulphur for use in most U.S. waters, unless the vessel employs alternative devices, procedures, or compliance methods that achieve equivalent emission reductions," the EPA said.

Separately, an "economic hardship relief provision" exclusive to vessels with diesel engines operating on the Great Lakes and Saint Lawrence Seaway provides temporary relief from the 2015 ECA-level sulphur standards, "upon demonstration that the burden of compliance costs would cause serious economic hardship."

The EPA has pledged to resolve the Great Lakes issue by 2011, following a proposed economic impact study to be done next summer.

The estimated operational and hardware costs of implementing the coordinated strategy are approximately \$1.85 billion in 2020, increasing to \$3.11 billion in 2030, the EPA said.

Piracy spiked in 2009

A total of 406 incidents of piracy and armed robbery were reported in the 2009 annual piracy report issued January 14, by the International Maritime Bureau's (IMB) Piracy Reporting Center.

The last time piracy figures crossed 400 incidents was in 2003. IMB's director, Captain Pottengal Mukundan, said: "The international navies play a critical role in the prevention of piracy in Somalia, and it is vital that they remain."

Last year was also seen a significant shift in the area of attacks off Somalia, especially along its east coast. And since October, piracy has increased in the Indian Ocean, with 33 incidents reported, including 13 hijackings. Many of these

attacks occurred at distances within 1,000 nautical miles off Mogadishu. Mukundan added, "Mother ships have traditionally posed as fishing vessels of dhows to avoid detection. Reports of such crafts so far from the coast should be questioned and investigated."

Twenty-eight incidents were reported for Nigeria in 2009. Of these 21 vessels were boarded, three vessels were fired upon, one vessel was hijacked. "The Nigerian attacks are, however, much more violent in nature than Somalia," Mukundan pointed out. "The incidence of violent attacks against ships has also spilled over in neighboring states."

United Nations report warns of slow growth in global shipping

Global seaborne trade grew to 8.17 billion tons in 2008, which, though a record volume, represented a growth rate of only 3.6%, lower than in the previous year, the United Nations Conference on Trade and Development (UNCTAD) said in a new report.

In the agency's Review of Maritime Transport (RMT) 2009 released on December 8, UNCTAD warned that challenging times are ahead for the shipping industry, which faces a surge in the supply of vessels and tumbling freight rates

amid the economic crisis.

"Towards the middle of 2009 a partial recovery was seen, with rates at around 40% of their 2008 peak," UNCTAD said in a news release. "However, volatility in freight rates remains, suggesting uncertain times ahead for developing economies dependent on trade in commodities." The report stated that high inventory levels in the supply chain helped prevent a similar decline in containerized trade, but the volume of container trade "collapsed" at the end of 2008.

Welfare Notes

January 2010

Unfit For Duty

If you are Unfit for Duty, your eligibility for coverage may be extended; however, you must inform the Plan office of your Unfit for Duty status with documentation from your attending physician. Periodic updates of your status should be submitted if your disability continues.

Unfit for Duty does not automatically add time onto the eligibility period. The extension of eligibility due to Unfit for Duty is dependent upon the Unfit for Duty dates and the Fit for Duty date.

When an eligible member becomes Fit for Duty he has 3 months starting in the month after becoming Fit for Duty to work 60 days to continue his eligibility.

As an example, if a member's eligibility period is 02/01/10 through 01/31/11 and he becomes Unfit for Duty in July 2010 and becomes Fit for Duty in September 2010, his eligibility is not extended. In this example the Fit for Duty date would make October, November, and December the time frame for him to work the 60 days needed to keep eligibility from lapsing. The eligibility period, however, covers him through January 2011 so the Unfit for Duty would not affect the eligibility period.

If a member with an eligibility period of 02/01/10 through 01/31/11 became Unfit for Duty in October 2010 and Fit for Duty in February 2011, his eligibility would be extended for February 2011, as well as, the months of March 2011, April 2011, and May 2011 when he would have to work at least 60 days to keep his eligibility from terminating.

If the member in this example failed to work 60 days between March 2011 through May 2011, eligibility would terminate in the month following the last extension month (May 2011) and the member must work 120 days within 12 months to become eligible again.

Time worked in the extension months after becoming Fit for Duty does not count in the 120 days within 12 months required if eligibility is terminated. Participants who regain eligibility after being terminated must re-enroll in a plan.

Check with the Plan office if you have any concerns about your eligibility.

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Training Representative Berit Eriksson 415-957-1816

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Cobra benefits expanded

President Barack Obama on December 21, signed a measure to extend a federal subsidy for continued health-insurance coverage for involuntarily terminated workers under employer group plans.

The law extends the subsidy an additional six months for a total of 15 months, up from the current nine. The subsidy applies only to workers laid-off employers.

Under Cobra, the Consolidated Omnibus Budget Reconciliation Act, severed workers can stay on their employer's group health plan for up to 18 months, or longer in some circumstances, provided they pay the full premium plus an administrative fee. With the subsidy, terminated workers pay 35% of the premium.

Since laid-off workers pay for Cobra benefits from their own pockets, the federal subsidy, part of the federal stimulus package enacted last February, is meant to lighten their economic load.

Eligibility for the subsidy had been due to expire on December 31, but has been extended to workers laid off between January 1, and February 28, 2010, in addition to those let go between September 1, 2008, and December 31, 2009, under the original program.

More than 14 million workers are estimated to be eligible for the subsidy, according to benefits consultant Hewitt Associates. The subsidy generally doesn't apply to those who quit voluntarily but remain on their old employer's plan under Cobra. There are other restrictions as well.

Exacerbating the situation is the fact that the decline in trade volume is occurring at the same time as the world merchant fleet has expanded, said the report, which covers the 18-month period from January 2008 through mid-2009.

These challenges are further compounded by other developments, including maritime security at sea and the need to address climate change, the report said. Every year, the RMT reviews transport developments in a particular region and this year's focus is on developments in Africa since 2006, when UNCTAD last reported on the region. According to the report, despite the global financial crisis, the region still experienced strong growth last year (around 5.1%) with the top performers being the resource-rich countries, such as Angola, Equatorial Guinea, Liberia, Ethiopia and the Republic of Congo. In addition, Africa's share of overall world trade remains at 2.7% with its main trading partners being the European Union and North America.

The Andrew Furuseth School of Seamanship Training Trust

Training Benefit Guidelines

The Andrew Furuseth School of Seamanship Training Trust ("the School") provides a training benefit to all qualified participants and apprentices. The Training Benefit is funded through manday contributions as defined in certain of the collective bargaining agreements negotiated by the Sailors' Union of the Pacific and other sources such as government grants, etc. The purpose of the Training Benefit is to enable all qualified Plan participants and qualified apprentice registrants the opportunity to access training courses required under Domestic and International regulations to either become or remain an active mariner in the United States Merchant Marine.

The School is charged with the responsibility of administering the Training Trust Benefit. The mission of the School is to assist all eligible participants in identifying and accessing the appropriate training to fulfill all existing regulatory requirements and remain active in our industry. The School has final decision making authority over all training and training related issues. The School is responsible for the selection and identification of the training needs of Plan participants, the selection of training providers and the rules governing all aspects of the training process.

Eligibility Requirements

1. Must have completed application on file with Andrew Furuseth School of Seamanship. All applications will expire one (1) year after receipt of application.
2. SUP member with Class A, Class B or Class C seniority, or a registered applicant subject to conditions outlined below.
3. Must be registered with the SUP, and current with all fees and dues.
4. Must be eligible for the SUP Welfare Plan medical benefits coverage through covered employment or be designated as an apprentice who the trustees believe will be covered by a collective bargaining agreement between a contributing employer to the School and the SUP following completion of training.
5. Applicants for training shall possess a valid U.S. Merchant Mariner Document.
6. Must be fit for duty and able to pass a sign on physical within one month of your scheduled training course.
7. In order to attend any government training required by SUP contract a participant must be able to pass an Military Sealift Command physical examination within one month of the scheduled commencement date.

Non-Discrimination Policy

This will serve as notice that there shall be no discrimination of any kind among members or registrants aboard ship, among members or registrants in the hiring halls, or among members, registrants or trainees enrolled in any course within the Andrew Furuseth School of Seamanship training program. The Andrew Furuseth School of Seamanship does not tolerate discrimination on any basis, including age, race, national origin, sex, religion, sexual preference, disability, prior job experience, and prior union membership or lack thereof. All sailors shall treat each other equally and with mutual respect.

Sailors in violation of this policy may be expelled from the training and are subject to any appropriate disciplinary measures.

Training Approval

The School must approve all individual training plans in advance. The failure to receive prior approval of the School shall result in the withdrawal of funding for the training. As the entity responsible for all training and training related issues, the School reserves the right of final approval of all training arrangements. This is done to allow the School to control the costs associated with training and protect the individual participant from making inappropriate training decisions. The School will advise and assist all participants with every aspect of the training process to insure the best options available are selected. In addition, the School will handle all the arrangements for any approved training if a participant wishes it to do so. However, in order for the School to properly fulfill its mission, individual participants shall inform the School in advance of their training plans and be willing to work with the School to reach a mutually acceptable solution in the event of a problem.

Training Categories Covered by the Training Benefit

Mandatory Training:

Training that is required for all mariners under either Domestic or International regulations. In addition, mandatory training includes all training that is specified in applicable existing Sailors' Union of the Pacific collective bargaining agreements. Some types of mandatory training are recognized below:

1. STCW 95 Basic Training
 - a. Basic Fire Fighting
 - b. Basic First Aid
 - c. Personal Survival
 - d. Personal Safety and Social Responsibility
2. Government Vessel Training (Military Sealift Command (MSC) Training or Maritime Administration training for the Ready Reserve Force):
 - a. CBRD
 - b. Basic Damage Control
 - c. Vessel Familiarization
 - d. Anti-Terrorist Briefing
 - e. Basic Forklift Operations
 - f. Basic Explosive Materials Handling
 - g. Small Arms Handling and Safety

Discretionary Training:

This includes any training that is not required by either domestic or international regulations. In general, this is training intended to enable an individual to upgrade his or her United States Merchant Marine Document (USMMD). However, the candidate for training must be eligible for employment for a position under applicable SUP collective bargaining agreement where such training is required. The candidate must also acquire a U.S. Coast Guard letter of sea time authorization for upgrade training approval. Presently, this category of training includes but is not limited to the following courses:

1. Lifeboatman
2. Able Seaman
3. Tankerman Assistant
4. Tankerman P.I.C. (Person in Charge)
5. Rating Forming Part of a Navigational Watch
6. Other training as necessary by SUP contract.

Funding Policy

Course Completion Requirement

In order for a Plan participant to receive funding from the School he or she must successfully complete their training course. Failure to successfully complete a training course will result in the withdrawal of funding for the course in question as well as any future training courses. The participant will be required to assume responsibility for all the costs associated with the uncompleted course. This includes the costs of transportation, lodging and food along with the tuition for the course. In addition, all future training courses for a participant who has failed a course will be handled on a reimbursement basis. The only proof of successful completion that the School will accept is a valid certificate from the training provider attesting to the participant's successful completion of the course. No other form of proof will be accepted.

Funding Provided for Mandatory Training

1. Tuition
2. Transportation: Subject to the provisions outlined in the transportation section.
3. Lodging: Subject to the provisions outlined in the lodging section.
4. Per Diem/Meals: Subject to the provisions outlined in the section concerning meals and receipts.

Funding Provided for Discretionary Training

1. Tuition reimbursement only for training courses approved by the School
2. For all Discretionary Training courses, the Plan participant is responsible for tuition and all additional costs. If the course is successfully completed the Plan participant is eligible for reimbursement of the tuition costs.
3. The School will offer all the assistance it can to any eligible Plan participant who wishes to upgrade his documents. This includes assistance in locating training providers, scheduling and enrollment. However, it remains the responsibility of the Plan participant to arrange all payments.

Funding Provided for Transportation to Mandatory Training Classes Approved By the School

1. In order to qualify for transportation payments a participant must live at least 100 miles from the nearest training facility.

2. The Training Fund will provide round trip airfare from the major airport nearest to the participant's U.S. mailing address to the training facility. This will be based on a 21-day advance purchase, coach fare. In cases of international travel, the School will pay the cost of round trip travel between San Francisco and the training facility.

3. The Training Fund will provide van or shuttle transportation at the destination to take the Plan participant to and from his hotel on arrival and departure.

4. The Training Fund will not cover any additional costs resulting from the action or inaction of the participant. All additional costs are to be borne by the participant.

5. A participant may make his or her own travel arrangements. However, the Training Fund will only reimburse the participant up to the amount the School would have spent making similar but not necessarily the same arrangements in accordance with the above-mentioned travel policy.

Funding Provided for Lodging

1. Lodging will only be provided if a Plan participant lives at least 100 miles from the nearest training facility.

2. The Andrew Furuseth School of Seamanship will only cover the cost of the room. All additional charges of any kind are the responsibility of the Plan participant.

3. An Andrew Furuseth School of Seamanship trainee may make his or her own lodging arrangements but the Training Fund will only reimburse him or her for costs that are in line-with the amount which would have been spent if the School had arranged his accommodations. In addition, reimbursement requires the same receipts and certificates as travel.

Allowance for Meals

The Training Fund will reimburse those Plan participants attending training away from their homes for actual expenses evidenced by receipt up to the amount specified in the Offshore APL and Matson Agreements, presently \$40.00 per day. This amount will only be paid for actual meals. This does not include:

1. Alcohol
2. Gratuities
3. Entertainment
4. Room Service

5. Transportation (i.e. taxi or bus fare) except as authorized by the Andrew Furuseth School of Seamanship.

Reimbursement Requirements

A participant will be reimbursed for certain out of pocket expenses associated with an approved training course. Depending upon individual circumstances these expenses may include:

1. Travel Costs
2. Lodging Costs
3. Subsistence Costs
4. Tuition Costs

In order to receive reimbursement the participant must complete a copy of the SUP Welfare Plan Trainee Expense Voucher and present it, along with a copy of his or her certificate of course completion and all receipts related to out of pocket expenses to the School in a timely manner. All receipts must be itemized and contain the following information to be considered for reimbursement:

1. Name of the establishment at which the expense took place.
2. The date of the expense. The Plan will only reimburse participants for the dates of the training. Travel days are not reimbursable.
3. A clear delineation between the various items on the receipt so that the Plan can make an accurate determination of which are suitable for reimbursement.
4. In the case of an airline ticket a copy of the ticket, a credit card receipt or a cancelled check will suffice as proof.

Appeal Process

If for any reason a trainee is dissatisfied with a reimbursement or selection decision, he or she can appeal the matter to the Board of Trustees for the Andrew Furuseth School of Seamanship Training Trust within 60 days of receipt of a denial of reimbursement or an application to attend a training class provided by the School. All appeals must be in writing addressed to the Board of Trustees, Andrew Furuseth School of Seamanship Training Trust, 450 Harrison St., San Francisco CA, 94105.



SUP President's Report

January 11, 2010

HEALTH CARE LEGISLATION

Health care legislation now pending in Congress is certainly not that envisioned by many. The SUP in 2008 supported the United States National Health Insurance Act (H.R. 676), also known as the Expanded and Improved Medicare Act for All, introduced by Representative John Conyers (D-Michigan). The bill, which failed to garner enough support in the House of Representatives, would have established an American national universal health insurance program. The bill would have created a publicly financed, privately delivered health care system utilizing the existing Medicare program by expanding and improving it to all U.S. residents and all residents living in U.S. territories. The goal of H.R. 676 was to ensure that all Americans would have access, guaranteed by law, to the highest quality and most cost effective health care services regardless of employment, income, or health care status.

The House bill and the Senate version of that bill currently being reconciled for a final vote both fall well short of H.R. 676. Universal coverage is absent and no controls are placed upon insurance companies, HMO's or drug companies for what they can charge for premiums or their products. The Republican party and their "tea party" and "death panel," allies plus many Democrats particularly in the Senate, have saved unbridled capitalism in the health care industry to the detriment of the American people.

The House bill—the affordable Health Care Act for America (H.R. 3590)—despite its deficiencies, is far superior to the amended version passed by the Senate. Under the House bill, 36 million would gain coverage, leaving about 18 million Americans uninsured. The bill would create a government insurance plan (the "public option") to compete with private insurers and negotiate rates with doctors and hospitals. Revenue to fund the bill would come from a 5.4% surtax on high-income people—couples with adjusted gross incomes of more than \$1 million a year and individuals over \$500,000.

The amended Senate version of H.R. 3590, renamed the Patient Protection and Affordable Care Act, is a disaster. Under this bill, 31 million Americans would gain coverage leaving 23 million to fend for themselves. There would be no "public option." Instead, the Office of Personnel Management, which oversees health benefits to federal employees, would contract with private insurers to offer at least two national health plans to individuals and small businesses. At least one plan would have to operate on a non-profit basis. Funding for the legislation would come from an outrageous, confiscatory 40% excise tax on employer sponsored plans with high premiums, generally those above \$8,500 for individual coverage and \$23,000 for family coverage. In addition, health care costs and benefits paid by the employers such as Chevron or the SUP Welfare Plan would be added to a participants IRS W-2 form! The proviso would affect one out of four American workers both Union and non-Union.

The SUP along with the rest of organized labor, has fought long and hard to secure and maintain health care benefits for active members, their families and pensioners. These benefits were not a gift from the ship-owners but were bought out of wage increases during the collective bargaining process. With health care premiums constantly rising, health care benefits for SUP members could soon fall within the parameters stipulated in the Senate bill.

The AFL-CIO and its affiliated Unions have mobilized to scuttle the excise tax provision.

Urge all hands to call your Congressional representative to vote for health care reform that does not tax our health care benefits; requires employers to pay their fair share; and controls health care costs—and the best way to do that is by creating a public health care insurance plan option.

SUP MONEY PURCHASE PENSION AND 401(k) PLANS

As reported last month, The Standard, the third party administrator that provides administrative services for the Money Purchase Pension and 401(k) Plans, had become deficient in providing services for participants and SUP Plan office.

Since the last Headquarters meeting and a meeting the following day with representatives of The Standard (see the December *West Coast Sailors*), The Standard has reiterated it acknowledges the issues and has taken full responsibility for them. The Standard has promised the Trustees of both Plans that all issues will be carefully reviewed and corrected. The Standard has also promised that any errors that resulted in losses to members will be corrected and adjustments will be made to the accounts to ensure the accounts are exactly how they should have been. Unfortunately for all involved, the complicated nature and interrelated transactions have resulted in a relatively lengthy corrective process. In some cases, corrections must be made in a sequential order that spans many days and in some cases weeks.

It is also important to know that the assets of the plans are held in Trust accounts and invested in public funds. The Plans' assets are safe and should not be considered at risk. The auditors and legal counsel of The Standard are aware of the issues and involved in the review of the corrective measures.

Clarification of primary issues affecting participants

The majority of plan participants received accurate third quarter 2009 statements right around Christmas. Approximately 100 of the statements contained errors that The Standard is currently correcting. Revised statements for the affected will be reissued around January 15. The Standard has also committed to producing accurate fourth quarter 2009 statements around January 15.

The errors have primarily been a result of the following systems conversion issues:

- **Incorrect Investment Directives:** At the time of the systems conversion in July of 2009, investment directives (where new contributions are invested) were not loaded to the new system correctly. These incorrect directives have been reversed and reposted properly for most participants. A small number of individuals that made changes to their accounts since July of 2009 are being handled one by one. The Standard has committed to having these corrections completed around January 15.

- **Incorrect Fund Transfers out of the Stable Value Fund:** Due to the incorrect investment directives, approximately 80 accounts may still have incorrect investment funds in their account. A specific example would be if a participant had contributions incorrectly defaulted into the Plans' new QDIA (Qualified Default Investment Alternative) funds (the T. Rowe Price Target Retirement Funds) between July 1, and September 30, 2009. This has resulted in cases of some participants with a relatively small balance in a fund they did not choose. The portion that belongs in the Stable Value Fund will be moved back. These adjustments are ongoing and The Standard has committed to having these corrections completed around January 15.

In addition, there have been missing or incorrectly report mandays and isolated reports of missing or incorrect mandays. In some cases, mandays have been reported to The Standard with incorrect or incomplete information. The Standard and the SUP Plan office are conducting a thorough review of the reporting and data collection process.

It is important to know that when manday corrections are made, the manday voyage summary statement is not updated if the corrections were for a prior calendar year. The contribution summary and contribution totals are updated in the period that they are corrected. Example: If a participant was missing voyage information and contributions in 2008 and the corrections were made in 2009, the participant would see the corrected contributions posted in the current period in addition to their regular contributions. Voyage summary on a participant's statement will not typically show the prior years corrected voyage summary.

Participants are urged to carefully review their statements. If there are any errors, contact SUP Plan Administrator Michelle Chang at 800 796-8003.

CHEVRON SHIPPING COMPANY

In accordance with the 2007-2012 collective bargaining agreement between the Sailors' Union and Chevron Shipping Company covering all unlicensed mariners in the company's U.S.-flag fleet, wages and wage-related items (overtime) shall increase by 3.5% effective February 1.

In other company news, the *Arizona Voyager*, built in 1977 as the *Chevron Arizona*, will be scrapped in Brownsville, Texas, at the end of the month. However, the *Seabulk Energy* (ex-HMI *Ambrose Channel*, ex-S/R *Bristol Bay*) and the *Seabulk Pride* (ex-Nantucket *Shoals*) will join the U.S.-flag Chevron fleet under long-term bareboat charters as the *Oregon Voyager* and the *Florida Voyager*.

The *Oregon Voyager* will be going into the Atlantic Marine Shipyard in Mobile, Alabama, the third week of January and after being retrofitted to Chevron standards, she will go into the West Coast trade. The *Oregon*, built at Newport News in 1999, is 619 feet long and has a beam of 105 feet, 6 inches with a deadweight tonnage of 45,311.

The *Florida Voyager* will go into the shipyard this summer and will enter the Gulf of Mexico trade in the third quarter of this year. The *Florida*, also built at Newport News in 1998, is 600 feet long and has a beam of 105 feet, 8 inches with a deadweight tonnage of 46,000.

The *Oregon* and *Florida* will join the *California Voyager*, *Colorado Voyager*, *Washington Voyager* and *Mississippi Voyager* which comprise Chevron's U.S.-flag fleet. All vessels are crewed in all three unlicensed departments by the SUP.

PATRIOT CONTRACT SERVICES

The agreement between the SUP, MFOW, and Patriot Contract Services covering crewing services for the *USAV Worthy* expired on December 31. A renewal of the agreement would have been subject to a successful renewal of an agreement between Patriot and Kwajalein Range Services (KRS) which operates the vessel.

On December 18, Patriot notified both Unions that KRS wished to extend the existing agreement for an additional five months (through May 31). After that time, the operation of the *Worthy* may go out to bid.

Pending membership approval at the January Headquarters and Branch meetings, agreed to the five-month extension and recommend its approval.

APL MARINE SERVICES

Due to a decline in ship calls at Middle Harbor Terminal (Global Gateway Central) in Oakland resulting in a reduction in reefer van cleaning, the SUP signed a Memorandum of Understanding on July 8, 2008, with APL temporarily reducing the hours of work per week from 40 to 32. Recently, container volumes have increased as has the workload.

In accordance with the MOU, the Union notified the company on January 7, of its desire to terminate the MOU on February 1, and revert to the hours of labor stipulated in the 2005-2015 Maintenance Agreement.

FOSS MARITIME COMPANY

Due to deteriorating business conditions, the Union signed a Memorandum of Understanding with Foss on July 27 of last year which temporarily amended the 2008-2012 collective bargaining agreement to reflect a change in Section 31.04 relating to Scheduled

continued on next page

President's Report continued

Tankermen, the amendment stated: "When a scheduled tankerman is out while being paid due to sick leave, vacation, etc., and the barge to which he/she is assigned will be idle for the entire 12-hour watch, a relief for that watch will not be required (for a period of six months effective August 4, 2009, and ending January 31, 2009, unless extended by the Union)."

The SUP notified the company on January 8, of its desire to terminate the temporary MOU on January 31. Foss responded that it would like to discuss the issue on January 26, to which the Union agreed.

FROM ORDINARY SEAMAN TO ABLE SEAMAN

It has always been the policy and practice of the Sailors' Union that when an Ordinary Seaman accumulates enough time to qualify as an Able Seaman, he/she shall fulfill Coast Guard requirements for an Able Seaman and sail in that capacity as per Shipping Rule 20.

As the membership will recall, the Ordinary Seaman of the past needed little more than a Z-card to go to sea. After a Coast Guard test and 12 months seetime, they were eligible for a "Blue" (Limited) AB rating and after three years a "Green" (Unlimited) AB ticket was issued. But the present day path of an entry level Ordinary Seaman to an STCW (Standards of Training Certification and Watchkeeping Convention) qualified Able Seaman is more involved and more burdensome and so a review of the process may help members meet these new requirements.

The first training for all seagoing sailors is Basic Safety Training. That is a five day course with four modules including Fire-fighting, Water Survival, Personal Safety and Social Responsibility, and CPR/First Aid.

The next step is to satisfy the requirements of Rating Forming Part of a Navigational Watch (RFPNW). To become an Able Seaman on seagoing ships, RFPNW is a prerequisite to Able Seaman endorsement. Within an approved RFPNW program, such as the SUP program administered by Training Resources Ltd. (TRL) in San Diego, an eligible Ordinary Seaman can take a one-day class on lookout duties and helmsmanship, etc., and be issued a certificate for Rating Forming Part of a Navigational Watch—Lookout Duties Only. This interim rating allows the Ordinary Seaman to sail in some ships while earning the necessary seetime for the final rating. The Coast Guard approval of the SUP program reduces the required seetime from the standard 180 days to 60 days. At the same time, the Ordinary Seaman must maintain a record of watches stood and complete the practical assessments of the 21 competencies required by STCW. Once the Ordinary Seaman has taken the class, satisfied the assessments, and completed the sea service, he/she may apply to the Coast Guard for the RFPNW endorsement.

When the Coast Guard issues that endorsement, the Ordinary Seaman is now a Specially Trained Ordinary Seaman (STOS) and eligible to ship in the contractual STOS billets in APL ships. Now, after twelve months (360 days) of qualifying seetime and a lifeboatman certificate, an STOS is eligible to sit for the Coast Guard AB test or attend the SUP's Able Seaman course at TRL which does not require further Coast Guard testing. The STOS will then be eligible for dispatch to all SUP ships as an Able Seaman (Special), or what was called not long ago a (Limited) "Blue Ticket" AB.

When the ASM/APL Agreement was renegotiated in 2005, the STOS position was created in Appendix A "Manning" to provide a path of advancement to the membership. The Union proposed and the Company agreed that these billets should be continuously rotated for the important purpose of STOS upgrading. Accordingly, it was built into the Agreement that "Ordinary Seaman who are eligible to upgrade to Able Seaman, and do not upgrade to Able Seaman, shall not be eligible to ship in the STOS billet except by mutual consent of the parties. In the event that a qualified OS/RFPNW is not available for dispatch the parties agree that an AB shall be dispatched and paid at the AB rate of pay." Urge all hands to monitor the progress of our STOS's and to alert the Union as appropriate if someone is attempting to make a career as Ordinary Seaman.

SUP ELECTION

The two-month secret mail balloting for the 2010-2012 term for officers of the Sailors' Union and referenda on a proposed amendments to the Union's Constitution and a Shipping Rule change concludes on Sunday, January 31.

On Monday, February 1, the Balloting Committee elected at the September 2009 Headquarters meeting will turn-to at 8:00 A.M. and accompany representatives of Pacific Election Services—the Impartial Balloting Agent selected by the membership to conduct the election—to retrieve the ballots from a San Francisco post office box used by the balloting agent. Once back at Headquarters, the Committee will then verify the eligibility and standing of those members voting, in accordance with Article XII, Section 10, of the SUP Constitution.

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

Members elected will assume office on March 1. If any of the five proposed Constitutional amendments receives the required two-thirds majority or the one proposed Shipping Rule change receives a simple majority, they will become effective February 1.

If eligible members have not received a ballot, contact:

1) By letter to:

Robbin A. Johnson, Manager,
Pacific Election Services, Inc.,
1650 Stanmore Drive,
Pleasant Hill, CA 95423

2) By fax: 925-685-4937

3) By email: rjohnson7128@sbcglobal.net

When requesting a ballot, members must include their name, mailing address and membership number. It must be noted that no ballots will be mailed to any SUP hiring hall. For the election to be a true reflection of the membership, all hands eligible 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 2009, and report back to the membership at the February coastwise 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 Monday, February 8.

HOLIDAYS

All SUP halls will be closed on Monday, January 18, 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 19.

Next month all SUP halls will be closed on Friday, February 12 (Lincoln's Birthday), which is a holiday under the collective bargaining agreements with APL (Offshore and Shoreside), Chevron, Matson (Offshore and Shoreside) and the San Francisco Bar Pilots.

On Monday, February 15, all SUP halls will be closed for Washington's Birthday (Presidents' Day) which is a holiday under the collective bargaining agreements with APL (Offshore and Shoreside), Matson (Offshore, Shoreside and Ready Reserve Force vessels), Foss, and Patriot Contract Services. Due to the holidays, the Branch meetings will be on Tuesday, February 16.

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

ACTION TAKEN

M/S to extend MOU with Patriot on the *USAV Worthy*. Carried unanimously.

Quarterly Finance Committee: Nominated and elected: Romaine Dudley, Diane Ferrari, Kaj Kristensen, Dave Larsen, and Mike Worth.

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

Vice President's Report

January 2010

APL Turquoise: Darrell Palmer, delegate. Boarded with the gang in Charleston. Teo Rojas is the bosun. After the *Agate* and *Japan*, this is the third APL ship to flag in to the United States this year. Filling in on the Suez Express run while the *APL Japan* replaces the C-11's rotating through the shipyard.

APL Japan: Kris Skorodynski, delegate. In at Oakland with minor problems. New washer acquisition being pursued. Otherwise in good shape.

APL Singapore: William DeBenedictis, delegate. Clarification on stores jurisdiction where Company used Chinese shoregang personnel to load stores.

APL Philippines: Janan Johair, delegate. In the shipyard in Singapore. No beefs.

Foss Maritime Company: J.D. Rymel, delegate. Investigated claim by the delegate on holiday pay—there has been an agreement to pay the full holiday compensation for reliefs only when the relief exceeds 24 hours. Not payable in this case. Management responded to the Union's questions on its new draft shore leave policy.

Colorado Voyager: Peter Nevins, delegate. In at Richmond Long Wharf. Bosun Thor Erikson helped sign up a new member.

California Voyager: John McAuliffe, delegate. In at Richmond Long Wharf with problems. Original crew lounge couches need to be replaced. Safety incident being investigated.

Arizona Voyager: Bob Bourne, delegate. Ship loaded for the last time in Pascagoula and discharged in Tampa. Gang cleaned tanks and headed for the breakers in Brownsville. Some crew will be shifted to the new bareboat charter *Oregon Voyager* in the shipyard in Mobile.

USNS Waters: Barbara Shipley, delegate. Back in Port Canaveral after a series of missions. Various issues addressed by email and phone.

USNS Gordon: Dave Hoffmann, delegate. Patriot called for ROS crews in Philadelphia for the *Gordon* and *Gilliland* boarding January 27. These ships will go FOS to sail for new home in Jacksonville in March. *Yano* and *Shughart* will call for crews late February.

Vice President/Assistant Secretary-Treasurer

SUP Branch Reports

Seattle

December 21, 2009

Shipped during the period: 1 Boatswain steady and 1 Bosun relief shipped and filled with A-cards; 5 Able Seaman jobs, 2 steadies, 2 reliefs and 1 return all filled with "A" seniority members.

Registered during the period: 8 A cards for a total of 15; 10 B cards for a total of 32; 3 C cards for a total of 13.

Ships Checked

Matson vessels *Maui* and *Manoa* called twice in Seattle with little or no problems. The *President Polk* and the *APL Agate* called in New York with little or no problems. Reports from both ships say the money is still good in this run.

I represented the SUP at the following meetings: A meeting with Seattle Mayor Elect Mike McGinn. This guy will need a lot of education on the importance and financial impacts of the maritime industry to the city and the state;

A meeting to put forward maritime industry needs during this next legislative session with Washington State Speaker of the House Frank Chopp;

A meeting with the new Washington Department of Commerce Director Roger Weed, where we briefed him on the importance of the maritime industry to Washington State;

The swearing in ceremony of King County Executive Dow Constantine, who is a friend to the maritime work force;

A meeting with outgoing Seattle Port Commissioner Pat Davis who thanked the SUP for all its help over the last twelve years;

The Puget Sound Harbor Safety Committee; The King County Labor Council meetings; and

The Viaduct Replacement North Portal Working Group in which the SUP is a recognized stakeholder representing Washington State maritime labor and freight mobility interests.

On Thursday the 16th, the SUP met in a show of solidarity and support for the Transportation Security Officers at the SeaTac Airport in their efforts to organize and form a Union.

House Committee calls for port security review in the wake of Detroit attack

Edolphus Towns (D-New York), Chairman of the House Committee on Oversight and Government Reform, has called for a "comprehensive review" of Washington's megaports initiative, which works with foreign customs authorities and ports to detect radioactive materials in maritime containers.

In a letter to the Government Accountability Office, Chairman Towns said: "I am concerned that our ports may be vulnerable to an attempt to smuggle nuclear materials or a nuclear weapon into the United States. The consequences to our national and economic interests could be devastating. We need to ensure that systems are in place to prevent a future attack on American soil."

The megaports initiative, launched seven years ago by the U.S. Department of Energy, has already been subject to GAO criticism. In 2005, the GAO raised a number of concerns that the initiative was not succeeding and "lacked a coherent and comprehensive long-term plan to prevent the smuggling of nuclear weapons and materials".

In his January 13 letter to Acting U.S. Comptroller-General Gene Dodaro, Chairman Towns wrote: "Since your report was issued, we understand that DOE has increased the number of ports where radiation detection equipment has been installed. Specifically, DOE has completed installations at 23 ports in various countries, including Belgium, Colombia, Oman and the Philippines." Implementation is under way at 21 ports in 15 countries and the DOE plans to complete a total of 70 ports during the next four years.

Chairman Towns' committee appears now to be widening its attention to include the maritime industry following the failed terrorist attack on a U.S. plane landing at Detroit airport on Christmas Day. In the aftermath of that incident, the same committee has called for an inquiry into terrorist watch lists for airline passengers.

I will be out of the office over the holidays. SUP member Jesper Pfeil will handle the business of the Union in the Seattle Branch during this period.

During the last several years the North West has been slammed with winter storms with the brunt of these storms including both high winds and record snowfalls hitting on the day of our branch Holiday party. So we went early this year with a larger than expected crowd and a "good time was had by all"! We would like to thank everyone who helped with food and serving. Sandy and Jerry Beavers; the Ycoy family; Gypsy Gonzalez; Mikaela Carnes; Carmen Garner; Brian McCarthy and many others who brought special dishes or lent a hand.

Branch Agent

Wilmington

December 21, 2009

Shipping: 2 bosuns, 11 ABs, 5 ABDs, 1 STOS, and 58 standby for a total of 78.

Registration: Class A 34; Class B 16; Class C 5.

Note to delegates one of your jobs is to represent any and all Union beefs. Whether you agree with the beef or not. The only one that brings a beef to the captain or mate is the delegate. Recently I have been getting beefs that the captain was never given first. Delegates read the grievance procedure and follow it. Brothers, how many of you can lay tile? It's within our jurisdiction and it was done by the (carpenter/jointer). The value of your Union is the work you do. So stop crying there's not OT and learn to do every job in our jurisdiction.

Yours in struggle,

Branch Agent

Kidnappers free seafarers

Kidnappers have freed three seafarers who were abducted in the Philippines in November.

The tug *Marinero* and barge *Salvamar II* were taking shelter in Siocon Bay in Zamboanga del Norte on November 21, when a group of unidentified men boarded. The group took the tug's mas-

Honolulu

December 21, 2010

During the month of November 2009, dispatched the following: 3 ABW reliefs, 2 ABDs, 1 ABD relief, 1 ABD return, 1 AB Maint. and 1 OS. These jobs were filled by 2 A members, 5 B members, 1 C member and 1 D registrants. Also shipped 14 standby jobs filled by 4 A members, 5 B members, 4 C members and 1 MFOW member for a total of 23 jobs shipped.

Registered during the month of November, 10 A members, 3 B members, 1 C member, and 1 D registrant. To date registered are: 15 A members, 8 B members, 4 C members and 2 D registrants for a total of 29 registered.

Ships Checked

Manulani, Manukai, Manoa, Maunalei, Maunawili, Mahimahi, R.J. Pfeiffer, Mokihana and *Maui*; all with few or no beefs.

Paint & Rigging gang running smoothly with Monte Kalama as bosun.

On December 16, attended the Hawai'i Ports Maritime Council meeting. More of a holiday luncheon without any pertinent issues discussed except the upcoming AFGE/TSA demonstration.

On December 17, the Hawai'i AFL-CIO held a solidarity rally with the American Federation of Government Employees in their effort to organize the workers of the Transportation Security Administration at the Honolulu airport. Many waterfront Unions in attendance (TWIC holders) but the informational picketing still had security issues with airport authorities.

Branch Agent

San Francisco Business Agent

January 11, 2010

Visited and paid off the following ships:

Mahimahi— Phil Howell, delegate: Visited at Howard terminal. In good shape; no disputes.

Manoa— Mike Dirksen, delegate: In and out on its way to Hawai'i; no problems. Disputed time payable.

Maui— Allen Gonzalez, delegate and Norman Christianson, relief bosun. Running smoothly.

Mokihana— Chris Bujnowski, delegate and Frank Portanier, bosun: Always runs a good ship; no disputes.

Worked in the front office.

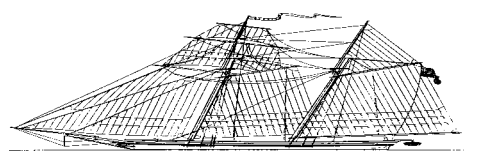
Business Agent

Dispatcher's Report

Headquarters—Dec. 2009

Deck

Bosun	4
Carpenter	0
MM	12
AB	13
OS	2
Standby	15
Total Deck Jobs Shipped	46
Total Deck B, C, D Shipped	20
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. ...	46
Total B, C, D Shipped-All Depts. .	20
Total Registered "A"	47
Total Registered "B"	16
Total Registered "C"	11
Total Registered "D"	23



ter and two officers, but allowed 11 other crewmen to go free.

Police said the three men were found by authorities on December 18, in a hut in Siraway after walking for hours with their captors the previous day.

Military report said Moro rebels in Mindanao had demanded 50 million pesos (\$1.06 million) for the officers' release. However, there was no confirmation whether a ransom had been paid.

Christmas at sea with Chevron



Christmas dinner in the *Colorado Voyager*. All hands raved about the excellent job by Chief Steward Pedro Magno (on right) and Messman Ray Obis.