




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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World War II merchant mariner legislation again introduced

Congressman Bob Finer (D-California), Ranking Democrat of the House Committee Veterans Affairs, reintroduced legislation on January 5, to provide \$1,000 monthly benefit to individuals who served in the U.S.-flag merchant marine during World War II.

"The Belated Thank You to Merchant Mariners of World War II Act of 2011" (H.R. 23), would direct the Department of Veterans Affairs to establish a Merchant Mariner Equity Compensation Fund to provide a \$1,000 monthly payment to people who, between December 7, 1941, and December 31, 1946, were documented members of the U.S. merchant marine (including the Army Transport Service and the Naval Transport Service) serving as a crewmember aboard a vessel that was operated by the War Shipping Administration or the Office of Defense Transportation and under contract to, or the property of, the United States. People

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Jones Act did not hinder Gulf cleanup

A report requested by President Obama and prepared by the non-partisan National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling confirms the Jones Act in no way prevented or hindered cleanup efforts following the disaster.

"While decision makers did decline to purchase some foreign equipment for operational reasons - for example, Dutch vessels that would have taken weeks to outfit and sail to the region, and a Taiwanese super-skimmer that was expensive and highly inefficient in the Gulf—they did

not reject foreign ships because of Jones Act restrictions," the report stated. "When the [Jones] Act did apply, the national incident commander appears to have granted waivers and exemptions when requested."

The report, released on January 11, reiterates statements made by those managing the cleanup efforts during the disaster. National Incident Commander Admiral Thad Allen said: "at no time" had the Jones Act inhibited operations. A U.S. Department of Transportation statement also made "absolutely clear... the Jones Act has not

hindered the cleanup effort."

The Jones Act reserves waterborne cargo transportation in U.S. domestic trades for American vessels, mariners and companies. The Jones Act does not apply to skimming operations further than three miles from shore. Most of the skimming taking place during the cleanup efforts happened much further out, as the drilling site was 50 miles from shore. The commission concluded that, for skimming near the shore, an expedited Jones Act waiver process enabled foreign vessels to participate when necessary.

Old salt teaches the ropes to new merchant mariners

by Carl Nolte

Twice a week, in the shadow of the tallest condo tower west of the Mississippi, a sailor named Romaine Dudley teaches one of the oldest skills of the seagoing trade—marlinspike seamanship.

He teaches men and women how to use rope and wire, tie knots, and splice rope and wire together so that it is strong. It is a trade that was old when the first European ship sailed into San Francisco Bay more than 230 years ago, a skill that has never gone out of style, even in the computer age.

Most of the stuff of modern life—even computer hardware—comes from overseas. And most of it is shipped by sea; without mariners who know how to sail the ships, the global economy wouldn't work.

"You only have six deck sailors on a ship these days, and every one of them has to know what he's doing," Dudley says.

Modern merchant ships are typically very large and complex, and mistakes at sea or in a harbor can have serious consequences. Competence is always at a premium.

Not every merchant mariner knows the old skills that Dudley can teach: how to tie four varieties of a bowline knot, how to splice two ends of a wire cable together, how to make an eye splice, how to rig a device so someone can work above deck or over the side when the ship is under way. How to work with tools.

"A lot of people go to sea for a while, then come back to us to brush up on their seamanship," he says.

Dudley says he will take any sailor, but they have to be willing; no amateurs or dilettantes need apply. He deals mostly with old salts who have experience and want to move up to a better seagoing job.

He's an old salt himself, re-

tired and on the beach now after 57 years of going to sea. He works at the Andrew Furuseth School of Seamanship in a room on the lower floor of the Sailors' Union of the Pacific hall at the top of Rincon Hill in San Francisco. Across the street is One Rincon, a 605-foot-tall condo tower, a building some think represents a new San Francisco.

In some ways, the sea represents the city's past. Most commercial shipping runs out of other sites around the region, but San Francisco Bay continues to be a major world port, and seafaring is still the region's future. And there is a worldwide shortage of qualified mariners, according to Berit Eriksson, the Director of Workforce Development for the Sailors' Union.

The Union has contracts with West Coast shipping companies and the government's Military Sealift Command. Eriksson's job is to make sure new Union members who ship out have the proper training.

These men and women are sailors, not officers, not captains, or engineers or mates. They start at entry level jobs—ordinary seaman—and work up to able seaman and boatswain, a petty officer in charge of the deck crew.

Going to sea is much more complicated than it used to be. Because of international treaties,



Photo: Dave Connolly

Romaine Dudley, Andrew Furuseth School of Seamanship

higher standards, more required training and security rules, it costs more than \$1,500 and requires several training courses, just to be qualified for an entry-level job. The basic courses are run under contract in San Diego or offered at various maritime schools.

All mariners sailing under the U.S. flag need documents from the Coast Guard and a credential from the Transportation Security Administration.

"I had one kid who was 19 years old. He had a job bagging groceries," she says. "Now we got him trained and he's going to sea. He's been on two ships

now, and they love him."

Not all seafarers are men. Eriksson herself sailed in the Swedish merchant marine and then for years on the Alaska ferry system.

"These jobs are not for everybody," she says. "You are out there 24 hours a day, seven days a week. It's not like working for Starbucks."

But they are good middle-level jobs.

"Not every kid," she says, "wants to go to college."

Source: Carl Nolte's Native Son column, *San Francisco Chronicle*, January 9, 2011. Reprinted by permission.

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SUP Honor Roll

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John Perez	Book #3810
Alex Romo	Book #3193
Francisco Salvatierra	Book #7498
James Savage	Book #7488
Ralph Senter	Book #7323

Final Departures

James Cottrell, Book No. 4609. Born in Texas in 1923. Joined SUP in 1952. Died in Espanola, New Mexico, December 9, 2010. (Pensioner)

Orson Larsen, Book No. 4095. Born in Denmark in 1941. Joined SUP in 1968. Died in Reno, Nevada, December 18, 2010. (Pensioner)

Eugene Furtado, Book No. 2094. Born in Hawai'i in 1929. Joined SUP in 1948. Died in Raleigh, North Carolina, December 29, 2010. (Pensioner)



On the TransPacific run



AB Jose Angeles and AB and delegate Bert Genita in the APL China in Oakland in December. Photo by Dave Connolly.

Mariner found hanged aboard ship

Prosecutors in Russia's Far East are reportedly investigating the death of a mariner on a reefer ship who was found hanged on deck over the New Year's Day weekend.

The regional transport department told the news agency *RIA Novosti* that the victim, 38, had been found dead on the reefer vessel *Akashia*, which was docked at Korsakov on Sakhalin Island. Crew members tried to revive him, but to no avail.

Investigators have interviewed the crew but are treating the case as a possible suicide. *Akashia* is registered at the Sakhalin port of Nevelsk.

Danish shipowners back calls to destroy Somali pirate bases

Danish shipowner group Danmarks Rederiforening has come out in favor of calls to give international special forces the option of destroying pirate bases on land in Somalia, as part of a wider drive to combat piracy. The organization's Vice President Jan Fritz Hansen confirmed in an interview with *Lloyd's List* on January 6, that he had backed the plan on Danish television and radio broadcasts, with the stance appearing to gather a head of steam behind it in what is an election year for the Scandinavian country.

The ruling Conservatives and the opposition Social Democrats have both indicated that they are open to the suggestion, which has the explicit backing of the anti-immigrant Danish People's Party.

Hansen points out that warships from many navies worldwide had been in place for some time, and that Danmarks Rederiforening had long pressed for a coast guard operation to police the Somali coast. "An expansion of that would be from time to time to go ashore and destroy their bases and destroy their equipment," he argued. Rather than mount a full scale military intervention along the lines of the United States' disastrous Operation Restore Hope in 1992-1993, the idea would be to send special forces with a NATO or UN mandate to disrupt staging areas. Economic assistance should also be provided, so that Somalis had other employment openings than piracy, he stressed.

A Danish maritime security source said: "This is very serious and my hunch would be that this is going to go through, because most parties are going to be for it. Of course, there will be some legal constraints there and a lot of things could derail it, especially when the lawyers come in."

Danish warships have participated in the naval deployment in the Gulf of Aden since 2008. Steen Engelbrecht Pedersen, a former commander of the EU Navfor frigate *Esbem Snare*, is also supporting the demand.

Foreign Minister Lene Espersesaid said that the Danish parliament was open to discussion of the issue, but added that the Danish military had yet to ask for such permission.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2011:

	Hdqs.	Branch
February	Tues. 15	Tues. 22
March	14	21
April	11	18
May	9	16
June	Tues. 14	20
July	11	18
August	8	15
September	12	19
October	Tues. 11	17
November	14	21
December	12	19

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Republicans ban “labor” from House committee

With major issues like jobs and economy straining for attention, House Republican leaders took a big step to solving the nation's problems when they boldly acted to change the name of the Education and Labor Committee to the Education and Workforce Committee.

The Education and Labor Committee was founded in 1867 and retained that name—except for a brief time when it was split into separate Education and Labor committees—through both Democratic and Republican majorities for 122 years.

In 1995, the last time a group of swaggering, loudmouthed extremists—remember Newt and his cohorts, the tea party forebears?—hit Capitol Hill, they stripped the word “labor” from the committee door.

In 2006, figuring 122 years of congressional history should be honored, the new Democratic majority restored the word “Labor.”

So here's another symbolic bird-flip from Republicans to working people over a concept that's clearly unfamiliar to them: Labor.

LA/LB ports to test “seawater scrubber” on an APL vessel

An innovative air pollution reduction device called the “seawater scrubber” will be tested for the first time on a container ship in a \$3.4 million project cosponsored by the ports of Los Angeles and Long Beach starting some time this spring.

The technology uses seawater to filter pollutants from ships' auxiliary engines and boilers. It is expected to reduce a ship's sulfur oxide emissions by up to 99.9% and particulate matter by as much as 85%.

“The seawater scrubbing technology shows tremendous long-term potential for reducing emissions at our ports and improving the environment,” said Port of Los Angeles Executive Director Geraldine Knatz, Ph.D. “We're excited about testing this innovative equipment and evaluating its promise for more widespread use.”

Funded in part by a \$1.65 million grant from the Technology Advancement Program (TAP), a joint initiative of the ports of Los Angeles and Long Beach, the seawater scrubber filtering technology will be tested on an APL container vessel. The entire demonstration project is expected to span 36 months.

“APL has long engaged with industry, the public sector and academia in search of new ways to mitigate the environmental impacts of global trade,” said Earl Agron, Vice President of Environmental Affairs at APL. “This latest effort with the ports of Los Angeles and Long Beach is in the same spirit of cooperation and discovery.”

The seawater scrubber, supplied

through a partnership between Bluefield Holdings Inc. and Krystallon, Ltd., features advanced emission control technology in which seawater is used to scrub, or filter, contaminants from a ship's auxiliary engine and boiler before exiting the exhaust stack of a ship. Once solid carbon contaminants have been removed, the seawater used during the scrubbing process is then treated and cleansed before being discharged. The solid contaminants are contained and collected for later disposal.

As part of the three-year project, the scrubber technology on the APL test vessel will be evaluated over a one-year period during the ship's calls to the San Pedro Bay ports. It's expected to result in air emission reductions of approximately 80%-85% in diesel particulate matter, 99.9% in sulfur oxide emissions, more than a 90% decrease in volatile organic compounds (VOC) and another 10% reduction in nitrogen oxide pollutants.

Diesel particulate matter is classified in the state of California as a toxic; air contaminant based upon its potential to cause health problems and cancer. Sulfur oxides, VOC and nitrogen oxides are gases that contribute to smog.

TAP was created as part of the San Pedro Bay Ports Clean Air Action Plan (CAAP), and focuses on accelerating the commercial availability of new clean air strategies to reduce air pollution. Jointly funded by the ports of Los Angeles and Long Beach, TAP has provided more than \$5 million in project funding since the program began in 2007.

Philly shipyard might close

Aker Philadelphia Shipyard could be closed within months if financial and labor issues are not resolved quickly, its owner has warned.

Philadelphia Shipyard Development Corporation (PSDC), which leases the yard to Aker, is waiting for Pennsylvania to sign off on a \$42 million loan to spark commitments from prospective shipowners to build two vessels that the yard says it is ready to build.

Because of the sluggish economy, Aker hasn't been able to find a buyer to order the ships in advance, PSDC chairman Manuel Stamatakis said. But he expressed the belief that soon several companies “will step forward”.

Aker has also been seeking work rule changes to help cut costs, but Union members have rejected them. Stamatakis said he does not consider labor disputes as an issue but acknowledged that new ship orders would be needed soon for the yard to survive. “There are Jones Act ships out there 20-30 years old that need to be replaced, and there are still tankers that have to be double-hulled by 2015. I believe that someone will step forward.”

SUP-contracted Matson Navigation Company has had four vessels built at Aker since 2003: *Manukai* (2003), *Maunawili* (2004), *Manulani* (2005) and *Maunalei* (2006).

Rescue off the Golden Gate



The crew of the Pilot Vessel *San Francisco* in the wheelhouse alongside Pier 9, in San Francisco. These SUP sailors snapped into action to rescue a San Francisco Bar Pilot lost overboard in the open ocean on December 19th at night in the frigid waters off the Golden Gate.

In the foreground is Chief Operator Louie Urbano, and from his right are Operator Dave Stuhlberge, Cook Ray Pinochi and Operator Steve Swinson. Stuhlberge was at the wheel while Urbano handled the radios and traffic, and Swinson and Pinochi worked the lifesaving davit and winch. With a recovery time of less than two minutes, their training, readiness and professionalism was at its best.

Foss Maritime Company lauded by Coast Guard

SUP-contracted Foss Maritime Company is an industry leader in safety and compliance, U.S. Coast Guard Rear Admiral J.R. Castillo said after the company's San Francisco Bay Area-based tug group became the first to complete voluntary examinations for all of the vessels in its Northern California group. Company officials say the rest of Foss' fleet will soon pass the voluntary exam, which the Coast Guard and federal government consider a bridge to mandatory towing vessel regulations in the future. Rear Admiral J.R. Castillo, who commands the Coast Guard's 11th District, lauded Foss personnel in a letter to Northern California Regional Operations Manager Bob Gregory.

“The success you have achieved is due in no small part to the investment Foss Maritime has made in safety management... This is an impressive accomplishment for (the company) and will certainly pay dividends as forthcoming towing vessel inspection regulations are enacted. I know your crews and customers will be well served by Foss Maritime's commitment to towing vessel safety,” the admiral wrote.

The Richmond-based Northern California group was the first in the nation to complete the voluntary towing safety examinations. Captain Igor Loch, Foss Maritime's Director of Marine Assurance, said all of the company's regional operations are participating in the voluntary effort and that 36 tugs nationwide have passed. Completion is pending for two others.

The Sailors' Union represents marine personnel engaged in Foss' bunkering operation in San Francisco Bay.

Shanghai overtakes Singapore as the world's busiest port

Shanghai's container volume last year rose 16.2% to 29.1 million TEUs, surpassing Singapore's 28.4 million TEUs, up 9.7% from 2009. Shanghai's passing of Singapore was not a surprise as it had been reporting volumes ahead of Singapore in monthly container counts through the second half of 2010.

Analysts have forecasted for years that Shanghai would eventually pass Singapore due to its even mix of import/export and transshipment cargo while Singapore relies almost wholly on transshipment cargo. Some port experts claim Shanghai passed Singapore a while ago when considering that Singapore double counts its transshipments. Shanghai's container terminals are managed by the Shanghai International Port Group, which has used the PSA blueprint to develop Shanghai into a massive global hub, particularly since the development of the Yangshan deepwater port.

Far East-U.S. container trade surged by 17% in 2010

U.S. customs data shows that the Far East-U.S. container trade grew 17% year-on-year in 2010. The 2010 growth is the highest since 2002, reversing a slowdown of 14.9% in 2009. U.S. shipments to the Far East increased 16.7%, from 11.4 million teu in 2009 to 13.3 million teu last year; 25 companies cater to the Far East/U.S. box trade.

Among the major carriers in the trade are Singapore's APL, whose volume gained 32% from 2009 figures, and China's COSCO, up 49%. Drewry Maritime Services said that the growth derived from the better-than-expected global economic recovery: “2009 was a weak year. Last year, several Asian countries experienced very good growth. Singapore, for example, grew 14%. The key challenge is to maintain the momentum over this year, especially when the U.S. economy could slow due to unemployment. And if China fights inflation, that could reduce the domestic demand of its huge market.”

In Memoriam

Final Departures of SUP members reported in 2010

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

Frank Anderson, Book No. 3736. Born in Oregon in 1921. Joined SUP in 1954. Died in San Pedro, California, June 20, 2010. (Pensioner)

Raymond Barrena, Book No. 4919. Born in Spain in 1913. Joined SUP in 1945. Died in California, February 6, 2010. (Pensioner)

Edward Bautista, Book No. 5709. Born in the Philippines in 1920. Joined SUP in 1968. Died in Palo Alto, California, May 13, 2010. (Pensioner)

Walter Bell, Book No. 5606. Born in Texas in 1927. Joined SUP in 1950. Died in Dayton, Nevada, June 30, 2010. (Pensioner)

Arthur Bellefleure, Book No. 5436. Born in Michigan in 1924. Joined SUP in 1948. Died in Nevada, April 3, 2010. (Pensioner)

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

Harry Bradley, Book No. 5472. Born in Canada in 1919. Joined SUP in 1946. Died in New Orleans, Louisiana, April 15, 2010. (Pensioner)

Alfred Brown, Book No. 5332. Born in California in 1925. Joined SUP in 1943. Died in Santa Rosa, California, July 17, 2010. (Pensioner)

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

Raymond Court, Book No. 4106. Born in Canada in 1926. Joined SUP in 1944. Died in Sun City West, Arizona, June 7, 2010. (Pensioner)

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

Bernard Deatruck, Book No. 2689. Born in Ohio in 1922. Joined SUP in 1943. Died in Ventura, California, April 20, 2010. (Pensioner)

George Erickson, Book No. 1855. Born in California in 1920. Joined SUP in 1946. Died in Carson, California, August 25, 2010. (Pensioner)

Ledo Forassiepi, Book No. 1928. Born in California in 1925. Joined SUP in 1945. Died in California, September 26, 2010. (Pensioner)

John Galbraith, Book No. 2579. Born in Texas in 1923. Joined SUP in 1945. Died October 28, 2010. (Pensioner)

Robert Greene, Book No. 2933. Born in California in 1929. Joined SUP in 1945. Died in San Francisco, California, July 23, 2010. (Pensioner)

Pedro Guerrero, Membership No. 19088. Born in Honduras in 1952. Joined SUP in 2001. Died in Los Angeles, California, July 13, 2010.

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

Robert Hampshire, Book No. 5407. Born in California in 1926. Joined SUP in 1944. Died in Auburn, California, April 24, 2010. (Pensioner)

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

Carl Hansen, Book No. 5449. Born in Denmark in 1920. Joined SUP in 1947. Died in Reno, Nevada, December 1, 2010. (Pensioner)

Guy Hart, Book No. 5378. Born in Oregon in 1919. Joined SUP in 1946. Died in Brush, Colorado, August 28, 2010. (Pensioner)

Pete Herrera, Book No. 5585. Born in Ecuador in 1918. Joined SUP in 1948. Died July 15, 2010. (Pensioner)

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

Oliver Jacobson, Book No. 4286. Born in California in 1925. Joined SUP in 1946. Died in Seattle, Washington, July 2, 2010. (Pensioner)

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

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

Albert Keiser, Book No. 3082. Born in Pennsylvania in 1926. Joined SUP in 1943. Died in New London, Connecticut, November 19, 2010. (Pensioner)

Fontaine Long, Book No. 3613. Born in South Carolina in 1924. Joined SUP in 1944. Died in Bishopville, South Carolina, August 14, 2010. (Pensioner)

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

Raymond Martinez, Book No. 6500. Born in New York in 1948. Joined SUP in 1972. Died in California, July 30, 2010. (Pensioner)

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

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

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

Arturo Nuno, Book No. 2419. Born in California in 1930. Joined SUP in 1953. Died in Arroyo Grande, California, September 2, 2010. (Pensioner)

Richard Omine, Book No. 2457. Born in Hawai'i in 1929. Joined SUP in 1967. Died in Hawai'i, November 16, 2010. (Pensioner)

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

John Palenapa, Book No. 3788. Born in Hawai'i in 1926. Joined SUP in 1952. Died in Honolulu, Hawai'i, February 11, 2010. (Pensioner)

Joseph Piscopo, Book No. 3841. Born in New Jersey in 1948. Joined SUP in 1967. Died in New Jersey, October 29, 2010. (Pensioner)

Saleh Rauf, Book No. 3171. Born in Egypt in 1945. Joined SUP in 1970. Died in Brooklyn, New York, May 27, 2010. (Pensioner)

David Rodrigues, Book No. 3027. Born in Hawai'i in 1928. Joined SUP in 1948. Died in April 29, 2010. (Pensioner)

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

Stephen Roseveare, Book No. 3074. Born in California in 1926. Joined SUP in 1952. Died in El Dorado, California, May 23, 2010. (Pensioner)

Clifford Rouleau, Book No. 3144. Born in Washington in 1928. Joined SUP in 1956. Died in Harbor City, California, September 6, 2010. (Pensioner)

William Rowlands, C-1522. Born in Iowa in 1927. Joined SUP in 1999. Died in Palo Alto, California, September 3, 2010.

James Sawyer, Book No. 7371. Born in Oregon in 1932. Joined SUP in 1952. Died in Seattle, Washington, November 29, 2010. (Pensioner)

Reuben Scheffer, Book No. 7343. Born in Iowa in 1926. Joined SUP in 1952. Died in El Sobrante, California, September 25, 2010. (Pensioner)

Robert Smart, Book No. 7550. Born in California in 1923. Joined SUP in 1964. Died in the Philippines, April 19, 2010. (Pensioner)

Williard Soliani, Book No. 4959. Born in Italy in 1908. Joined SUP in 1935. Died in Torrington, Connecticut, October 7, 2010. (Pensioner)

Leo Surmeian, Book No. 6354. Born in Massachusetts in 1925. Joined SUP in 1944. Died in Rhode Island, May 5, 2010. (Pensioner)

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

Steven Thompson, Membership No. 19063. Born in Washington in 1967. Joined SUP in 2005. Died in Gresham, Oregon, July 16, 2010.

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

Joseph Vierra, Book No. 815. Born in California in 1923. Joined SUP in 1948. Died in Santa Rosa, California, February 20, 2010. (Pensioner)

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

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

Bruce Waygood, Book No. 3229. Born in Australia in 1928. Joined SUP in 1944. Died in San Ramon, California, September 15, 2010.

William Williamson, Book No. 3436. Born in Mississippi in 1927. Joined SUP in 1948. Died in Mississippi, February 22, 2010. (Pensioner)

New York ports might raise Bayonne Bridge roadway

Raising the roadway span of the Bayonne Bridge rather than deepening the channel depth or digging a tunnel passage emerged as the Port Authority of New York and New Jersey's preferred option to addressing the challenge posed by the Panama Canal expansion. The decision follows a grant of up to \$1 billion by the port authority's board in its capital planning process in October of last year to fund the Bayonne Bridge solution, which is designed to allow post-panamax ships to transit under the bridge after 2014.

The port authority announced on January 5, that raising the roadbed of the bridge to 215 feet was the most "cost-effective solution to the Bayonne Bridge clearance issue", one that would increase the current navigational clearance of 151 feet under the bridge to an acceptable height that would accommodate larger ships "for years to come".

The decision comes as U.S. East Coast ports position themselves for business beyond 2014. New York-New Jersey, Baltimore and Norfolk are the only east coast harbors with the 50-foot depths necessary to handle the anticipated surge in post-panamax ships transiting via the Panama Canal after 2014. However, the air draft issue posed by the Bayonne Bridge is a critical impediment in New York-New Jersey, the third largest container port in the United States behind Los Angeles and Long Beach.

The 80-year-old bridge over Kill Van Kull connects New Jersey with Staten Island. Its air draft of 151 feet, limits loaded ships that can berth at terminals west of the bridge to those that are smaller than 7,000 teu.

The port authority has commissioned studies over the past few years and reviewed various alternatives to resolve the issue. These included establishing a new height of 215 feet by jacking up the existing span, building a new bridge, or digging a tunnel to replace the bridge. Over the years, experts have estimated a cost of \$1.3 billion to \$3.8 billion, depending on the scenario. The port authority's announcement did not specify the estimated cost of the solution chosen. However, the authority said: "As compared with other alternatives reviewed to replace the bridge, the Raise the Roadway solution is the most cost effective, and has the fewest environmental and neighborhood impacts. This bridge modification approach also minimizes visual and physical impacts to the historic bridge and seeks to preserve the iconic arch, while improving the navigational clearance restriction." The authority said its staff is "drilling down on engineering issues for the proposed solution, including roadway design and lane configuration," and is working to "initiate and expedite the environmental regulatory process".

New Jersey Governor Chris Christie, who has made the Bayonne Bridge one of his priorities, described the preferred method as a "fiscally appropriate and environmentally sound solution".

Despite its impact on shipping, the Bayonne Bridge is recognized as an engineering icon. In 1985, the bridge was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers.

SUP-contracted APL vessels call at Howland Hook Terminal on Staten Island.

WWII legislation

continued from page 1 who received benefits under the Servicemen's Readjustment Act of 1944 would not be eligible.

To receive the benefit, a person would have to apply within a year of the law's eventual enactment.

The legislation is similar to a bill introduced by Filner in the last Congress and passed by the House of Representatives. That bill was opposed by Senator Daniel Akaka (D-Hawaii), then Chairman of the Senate Committee on Veterans Affairs. As a consequence, it was never considered by the Senate.

The Sailors Union remains totally committed to this legislation and will work tirelessly for its enactment in this Congress. "We deeply appreciate the efforts of Congressman Filner on behalf of World War II merchant mariners and his unwavering commitment to legislation providing them with the recognition and benefit they have earned and deserve," said SUP President Gunnar Lundeberg.

Patriot Contract Services

LMSR wage and benefit rates

USNS Gordon, USNS Gilliland, USNS Shughart, USNS Yano
effective January 25, 2011

Full Operating Status (FOS)

	Monthly Base Wage	Daily Base Wage	Hourly Overtime Rate	Vacation Days Per Month	Monthly Benefit Base	Monthly Supple. Benefit	Daily Supple. Benefit	Daily Money Purchase Plan
Bosun	6,894.18	229.81	24.35	16.00	5,044.33	2,690.31	89.68	10.20
AB	4,879.79	162.66	17.01	16.00	3,586.98	1,913.06	63.77	10.20
OS	3,943.21	131.44	15.70	16.00	2,750.34	1,466.85	48.89	10.20

Reduced Operating Status (ROS)

	Weekly Base Wage	Daily Base Wage	Hourly Overtime Rate	Vacation Days Per Month	Monthly Benefit Base	Monthly Supple. Benefit	Daily Supple. Benefit	Daily Money Purchase Plan
Bosun	1,212.18	173.17	24.35	6.00	5,044.33	1,008.87	33.63	10.20
AB	858.29	122.61	17.01	6.00	3,586.98	717.40	23.91	10.20
OS	656.80	93.83	15.70	6.00	2,750.34	550.07	18.34	10.20

AFL-CIO, three affiliates oppose proposed Korea Free Trade Agreement

The AFL-CIO and three of its affiliates in December, announced they will oppose the free trade agreement reached between the United States and Korea.

The position taken by the AFL-CIO, the United Steelworkers, the International Association of Machinists (IAM) and the Communications Workers of America (CWA), is in sharp contrast to that taken by two other Unions, the United Auto Workers (UAW), which is an AFL-CIO affiliate, and the United Food and Commercial Workers (UFCW), which is a member of the Change to Win labor federation. Both UAW and UFCW have announced their support for the agreement.

The United States and Korea on December 3, reached a supplemental deal to resolve outstanding issues in the pending free trade agreement, getting significant Korean concessions on autos, but making little progress on beef.

Immediately after the agreement was announced, UAW President Bob King announced his Union's support, catching other labor leaders off guard. It took nearly a week for the AFL-CIO, after consultation with many of its other affiliates, to issue a statement opposing the agreement.

While acknowledging that there were some gains made involving the auto industry, AFL-CIO President Richard Trumka said labor's concerns about the trade deal "go beyond the auto assembly sector to a more fundamental question about what a fairer and more balanced trade policy should look like."

In a lengthy statement opposing the deal, Trumka said that for "more than a decade, the labor movement, environment groups, development advocates, and others have advocated for a new trade policy that is part of a more coordinated and coherent national economic strategy. The proposed U.S.-Korea trade deal does not live up to that model and does not contribute to a sustainable global future."

Stating that the proposed deal does nothing to improve or strengthen the provisions negotiated by former President George W. Bush in areas of workers' freedom of association and the right to organize and bargain collectively, Trumka said it is essential for both countries to "bring their labor laws and practice fully into compliance with international standards prior to implementation of this agreement."

Noting that there is "significant opposition" by many South Korean Unions, Trumka said the agreement fails to "address key offshoring and outsourcing issues facing South Korea." He added that the "weak offshoring protections and rule of origin make the agreement a backdoor for increasing offshoring to China and other countries from South Korea, as well as from the United States."

The United Steelworkers also acknowledged that there were important improvements in the proposed agreement compared to the terms agreed to by the Bush administration. However, after thorough review of the

terms of the agreement and the underlying trade relationship between the two countries, the Union's executive board announced December 9, that the agreement falls "far short of what is necessary to ensure that U.S. workers and businesses have a fair deal."

According to the USW, the agreement will "result in increased access to the U.S. market for Korean producers with insufficient assurance that the closed South Korean market will sufficiently open up to our auto exports and other manufactured goods, such as steel. In addition, provisions were not included in the Free Trade Agreement (FTA) to reduce the flood of products that could be shipped from China and other countries to Korea to be assembled into South Korean exports that will benefit from the terms of the FTA."

The Machinists said that the proposed agreement failed to "even remotely satisfy the concerns of recession-ravaged U.S. workers. The last thing the U.S. economy needs is another flawed trade agreement built on the disastrous framework" of the North American Free Trade Agreement, the IAM said. The Union added that it raises "serious concerns" for its members who produce a variety of manufactured products, including those related to aerospace.

In its statement, CWA also said that the proposed agreement includes improvements that address UAW and labor concerns about jobs in the automotive sector, including in auto parts, where its affiliate the International Union of Electronic, Electrical, Salaried Machine and Furniture Workers (IUE) represents thousands of workers. CWA said, however, the agreement does not meet the criteria adopted by delegates to its convention in July, which called for the agreement to enhance "larger societal goals of economic justice, sustainable communities and a sound environment, and human rights, including trade Union rights."

In announcing his support for the proposed agreement, UAW's King said the administration gave the labor movement, and particularly the UAW, "an opportunity to be part of the discussions" about the proposed agreement.

"We believe an agreement was achieved that will protect current American auto jobs, that will grow more American auto jobs, that includes labor and environmental commitments, and that has important enforcement mechanisms," he said.

**Support the
SUP Political
Fund**

ESU Office Assignments

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

ESU NEWS

JANUARY 2011

Official Publication of the Exxon Seamen's Union

Somali pirates thwarted by Safe Room

On January 3, the crew of the British flagged vessel *CPO China* denied a gang of suspected Somali pirates from taking over their vessel by retreating to a designated Safe Room. The incident took place several hundred miles from shore in the North Arabian Sea.

News reports on the confrontation say that once the pirates started firing on the vessel and prior to boarding the crew transferred control of the vessel to the Safe Room and all of the approximately 20 crewmembers took refuge there behind the locked and secure space. After the pirates boarded the vessel they soon realized that there was no way for them to capture the vessel and they soon gave up and left before military forces arrived. A statement by the Bahrain-based Combined Maritime Forces stated in part that, "sailors from a ship in the multinational flotilla, the Australian frigate *HMAS Melbourne*, boarded the merchant vessel on January 4, and found the pirates gone and all crew safe."

Safe rooms are an increasingly common feature on ships, as a countermeasure against piracy. When attacked, the crew can retreat into the safe room and call for help (which, in the case of some countries, may include the intervention of special forces). Because of the nature of ship construction, the safe room is typically constructed in a concealed lo-

cation within a void within the ship, to resist efforts by the pirates to find the crew before help arrives. The *CPO China* was equipped so the vessel's crew could transfer control of the vessel's steering and engine from the bridge to the safe room.

The safe room is also typically armored against direct physical attack, to allow the crew to remain safe for a few hours, even if located by the pirates, and to allow rescuing forces full scope for the use of armed force to re-take the ship without risk to the crew.

The effect of the safe room is thus to deny the pirates access to the crew for hostage-taking, to remove the capability to move the ship to a location where the ship's cargo can be offloaded, as well as to make it easy for the ship to be retaken by armed forces without risk to the crew. The retreat of the crew to a safe room could encourage the pirates to leave the ship peacefully, removing the need for armed attack.

It is expected that the piracy situation off the coast of Somali will not improve until Somali itself has a functioning government. Until that time it appears that the rewards for pirates outweigh the risks of getting caught. In most cases pirates that are captured are simply disarmed and released, which doesn't seem like much of a deterrent from re-arming and returning to piracy.

2011 training schedule released

The 2011 training schedule for the ESU membership has been released. The schedule reflects courses in Basic Firefighting, Advance Firefighting, Confined Space Rescue, Electrical Safety Training and Maintenance Skills. 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 are held at Texas A&M, College Station, Texas, and is offered to those individuals that have not attended in the last five years or more. This class is considered advanced and is a four day 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 other ratings may begin to filter into the training sessions as slots become available.

The Maintenance Skills training class will be offered again this year and there are three classes on the schedule. Deck and Engine unlicensed personnel are the primary target audience for this class. The one day unlicensed conference part of the course is also offered to Steward Department personnel. The February class is nearly full but there are still a couple of slots available to attend.

Electrical Safety Training has one class scheduled this year and is open to Pumpmen at this time.

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 schedule become clearer. Fleet Manning can try to make sure that you get into the class that you are eligible and wish to attend.

Advanced Firefighting

January 26-29

February 15-18

March 22-25

April 5-8 and 26-29

May 24-27

September 27-30

October 18-21

November 8-11

December 13-16

Confined Space Rescue

March 28- April 1

September 26-30

Electrical Safety Training

July 18-22

Maintenance Skills

February 7-11

April 25-29

September 12-16

ANS Pipeline leak cause loading delays for fleet vessels



Alyeska's Pump Station 1 is located on the Alaska's North Slope and is the northernmost pump station on the 800-mile Trans Alaska Pipeline System. The 800-mile Trans Alaska Pipeline System is one of the largest pipeline systems in the world. It stretches from Prudhoe Bay on the Alaska's North Slope to Valdez, the northernmost ice-free port in North America.

On January 8, the Trans-Alaska oil pipeline was shut down due to the discovery of a leak at Pump Station 1 on the North Slope. Alyeska Pipeline Service Company operates the pipeline and pumping stations along the 800 mile pipeline. Reports from Alyeska indicate that the leak was contained in the basement of a booster pump building at the pump station.

The initial shut down, which lasted for four days, is one of the longest since the pipeline opened in 1977. The pipeline was then restarted at a reduced rate for a few days while a bypass segment of pipe was fabricated and staged for installation. Once the 157 feet of pipe was fabricated and transported to pump station the ANS Pipeline was again shut down for another 58 hours while the bypass section was installed.

The effect of the shut downs and oil output reductions during this time period significantly delayed vessel loading at the Port of Valdez. The impact on vessels in the ANS fleet, including SeaRiver ships, resulted in several days at anchor at Knowles Head in the Prince William Sound waiting for a turn to load cargo.

Production from the more than two dozen North Slope oil fields run by BP and Conoco Phillips ramped down to 5% of normal in the first four days at Alyeska's request. About \$200 million in oil that otherwise would have been produced stayed in the ground over those four days.

The Trans-Alaska Pipeline transported an average of 640,000 barrels of oil per day during the month of December, which is approximately 11% of U.S. crude production.

Important reminder about address changes

If you recently have changed or may be planning to change your address in the near future, please ensure that you notify Fleet Manning as well as Exxon Mobil Benefits and the ESU.

While the Fleet Manning Coordinators have generally been very good at entering new addresses into both the SeaRiver and Exxon Mobil Benefits systems, sometimes oversights occur and it is always prudent to double check to make sure Benefits has your correct address. If you need assistance changing your address with Benefits, call Ms. Marsha Shorts at (713) 656-2991. There is a change of address form that can be submitted for ExxonMobil benefits (the ESU also has this form on file if needed).

Likewise, the ESU maintains its own database with member addresses, phone numbers and e-mail addresses which is totally separate from the SeaRiver and ExxonMobil systems. Don't forget to inform the ESU Seabrook office when you change your address, phone number and email, if you have one, so that we may get in touch with you with important information when necessary.

ESU News

Co-pays eliminated for Preventive Care

If your New Year resolution has anything to do with a more health conscience lifestyle, you should remember that the Preventive Care features under the ExxonMobil Health plans no longer require a co-payment by the individual. This change took effect January 1, 2011, and is in line with health care reform that became law in 2010. Everyone is encouraged to take advantage of this benefit which can help you avoid illness and improve your overall health.

For example, depending on your age, you may have free access to preventive services such as:

- Many cancer screenings, including mammograms and colonoscopies
- Routine vaccinations against diseases such as measles, polio or meningitis
- Flu and pneumonia shots
- Routine Adult physical, routine well-baby and routine well-child visits
- Routine OBGY exams
- PSA screening
- Counseling on such topics as quitting smoking and losing weight

In addition to the preventive care improvements, there are three other significant changes to the ExxonMobil Health plans that also took effect January 1st. First, the eligibility age limit for adult children was increased from the current age 25 to age 26. Concurrent with this change, the requirement that adult children be dependent on the participant, unmarried, or residing with the participant (i.e., stepchildren) is no longer be applied. The ExxonMobil Dental Plan and ExxonMobil Vision Plan was aligned similarly. Second, the current application of pre-existing condition exclusion (i.e., late enrollees) will be removed. Lastly, the \$6 million lifetime maximum was removed.

Contract negotiations

Article I, paragraph 2 of the Exxon Seamen's Union collective bargaining agreement titled "Terms Of Agreement" states that negotiations should be scheduled to begin at least ninety days prior to the termination of the contract. Consistent with this language and the impending expiration of our current collective bargaining agreement on August 31, 2011, the Exxon Seamen's Union has notified SeaRiver Maritime of our intent to collectively bargain a new contract. In order to complete the process timely, the ESU has requested to begin bargaining during the March/April time period.

Ideally, a tentative agreement should be completed some time this Spring, which will allow ample time for the membership to vote on the new contract. The ESU Constitution and By-laws requires a sixty (60) day voting period for ratification of any proposal presented to the membership.

The ESU Board is in the process of canvassing the membership for their input, ideas and concerns as we head for the bargaining table. The response and feedback from the membership has been nothing less than tremendous. The Union bargaining committee will continue to work throughout this process to negotiate a contract that is worthy of a "yes" vote.

The ESU Bargaining Committee will consist of the four principal Executive Board Officers: John Straley, Leo DeCastro, John McCarthy and Joe Bernavich. Additionally, Department Trustees William Ackley, Pat Campbell and Kurt Kreick will represent the Union during these negotiations. Union attorney Sharon Groth will also once again serve as Advisory Counsel to the Union during these negotiations.

The ESU again thanks the membership for your input and continued support. It is this strong support that is the source of our strength as a union and one of our greatest assets in bargaining.

Ship reports

S/R American Progress

ESU Board officer visited the vessel at anchor in Port Angeles, Washington, on January 10. Board Member at Large Joe Bernavich was on board. The vessel continues to trade between Valdez and Puget Sound. Everything going well on the AP except for the hassle of doing crew reliefs at the BP dock in Cherry Point.

Kodiak

The vessel has been alternating discharge ports between the Puget Sound and San Francisco. Regular Ship Rep. Tim Williams on board and reports no problems. ESU meeting was held by the crew to discuss upcoming contract negotiations.

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

Board officer visited the vessel at the City dock in Port Angeles. Regular Ship Representative Thor Floreen is on board. The *Sierra* was at the repair dock for several days to make repairs to the Starboard anchor windlass and ground tackle. A replacement anchor and chain was also installed while the vessel was there. Next discharge port appears to be San Francisco. The *Sierra* as well as the *American Progress* experienced loading delays due to the ANS Pipeline shut down in early January.

S/R Wilmington

Board officer visited the vessel in Beaumont, Texas, on January 20. The vessel continues the MOGAS run between Beaumont, Texas and Florida. Regular Ship Representative Jeff Harris back on board and reports everything is going well.

Ship Representative Conference in February in the Houston area

The ESU has scheduled the 2011 Ship Representative Conference for the week of February 21, in the Houston area. The Company will schedule all Ship Representatives for five (5) dead days to travel and attend this important training session with the Executive Board. Management personnel will attend one (1) of the days as outlined in the ESU Collective Bargaining Agreement.

The purpose of the Ship Representative Conference is to allow the Union to provide training for Ship Representatives with the expectation of improving the Union's effectiveness in regard to problems that may arise onboard his/her respective vessel. This training includes a wide variety of material and labor issues that includes, but not limited to, grievance handling, work place issues i.e. harassment and Company benefit programs. This conference has a proven track record and ensures that the very best representation possible is provided to the members of the Exxon Seamen's Union.

The ESU plans to make the most of this opportunity to meet and will have a full agenda each day. The ESU Board requests that all attendees please work with their Fleet Manning coordinator to schedule their attendance. If you have any questions, please don't hesitate to contact the Seabrook Union office.

ExxonMobil seminar dates for January through June of 2011 (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 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

February 8-9
 March 1-2
 March 3-4
 March 8-9
 March 15-16
 March 16-17
 March 17-18
 April 6-7
 April 13-14
 April 13-14
 April 19-20
 April 26-27
 April 28-29
 May 2-3
 May 4-5
 May 4-5
 May 16-17
 May 24-25
 May 26-27
 June 7-8
 June 9-10
 June 21-22
 June 23-24
 June 30 thru July 1

Locations

Baton Rouge, LA
 Houston, TX (Brookhollow)
 Houston, TX (Brookhollow)
 Fairfax, VA
 Houston, TX (Brookhollow)
 Baytown Refinery in Baytown, TX
 Houston, TX (Brookhollow)
 Clinton, NJ
 Baton Rouge, LA
 Fairfax, VA
 Baytown Refinery in Baytown, TX
 Houston, TX (Brookhollow)
 Houston, TX (Brookhollow)
 Houston, TX (Brookhollow)
 Houston, TX (Brookhollow)
 Irving, TX (XOM Headquarters)
 Baton Rouge, LA
 Houston, TX (Brookhollow)
 Houston, TX (Brookhollow)
 Fairfax, VA
 Fairfax, VA
 Houston, TX (Brookhollow)
 Houston, TX (Brookhollow)
 Clinton, NJ

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President/Treasurer Leo DeCastro

Board Member at Large Joe Bernavich

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick

NOTICE TO INTERESTED PARTIES SIU PACIFIC DISTRICT PENSION PLAN

1. Notice To: All employees who are covered by written agreements which require pension contributions on their behalf to the SIU Pacific District Pension Plan.

An application is to be made to the Internal Revenue Service (IRS) for an advance determination on the qualification of the following collectively bargained plan:

2. Plan Name: SIU Pacific District Pension Plan

3. Plan Number: 001

4. Name and Address of Applicant:

Board of Trustees, SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco CA, 94107-1260.

5. Applicant's E.I.N.: 94-6061923

6. Name and Address of Plan Administrator:

Board of Trustees, SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco, CA 94107-1260.

7. The application will be filed on **January 31, 2011** for an advance determination as to whether the Plan meets the qualification requirements of section 401 of the Internal Revenue Code of 1986, as amended, with respect to the amendment and restatement of the Plan.

The application will be filed with:

EP Determinations, Internal Revenue Service, 201 West Rivercenter Blvd., Attn: Extracting Stop 312, Covington, KY 41011.

8. All employees who are covered by written agreements accepted by the Trustees that require contributions on their behalf to the Plan are eligible to participate in the Plan.

9. The Internal Revenue Service has previously issued a determination letter with respect to the qualification of this Plan.

RIGHTS OF INTERESTED PARTIES

10. You have the right to submit to EP Determinations, at the above address, either individually or jointly with other interested parties, your comments as to whether this Plan meets the qualification requirements of the Internal Revenue Code. You may instead, individually or jointly with other interested parties, request the Department of Labor to submit, on your behalf, comments to EP Determinations regarding qualification of the Plan. If the Department declines to comment on all or some of the matters you raise, you may, individually, or jointly if your request was made to the Department jointly, submit your comments on these matters directly to EP Determinations.

REQUESTS FOR COMMENTS BY THE DEPARTMENT OF LABOR

11. The Department of Labor may not comment on behalf of interested parties unless requested to do so by the lesser of 10 employees or 10 percent of the employees who qualify as interested parties. The number of persons needed for the Department to comment with respect to this Plan is 10. If you request the Department to comment, your request must be in writing and must specify the matters upon which comments are requested, and must also include:

- (1) The information contained in Items 2 through 5 of this Notice; and
- (2) The number of persons needed for the Department to comment.

A request to the Department to comment should be addressed as follows:

Deputy Assistant Secretary, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210, Attention: 3001 Comment Request.

COMMENTS TO THE INTERNAL REVENUE SERVICE

12. Comments submitted by you to EP Determinations must be in writing and received by them by March 17, 2011. However, if there are matters that you request the Department of Labor to comment upon on your behalf, and the Department declines, you may submit comments on these matters to EP Determinations to be received by them within fifteen days from the time the Department notifies you that it will not comment on a particular matter, or by March 17, 2011, whichever is later, but not after April 1, 2011. A request to the Department to comment on your behalf must be received by it by February 15, 2011 if you wish to preserve your right to comment on a matter upon which the Department declines to comment, or by February 25, 2011 if you wish to waive that right.

ADDITIONAL INFORMATION

13. Detailed instructions regarding the requirements for notification of interested parties may be found in Sections 17 and 18 of IRS Revenue Procedure 2010-6. Additional information concerning this application (including, where applicable, an updated copy of the Plan and related trust; the application for determination; any additional documents dealing with the application that have been submitted to the IRS; and copies of Section 17 of Revenue Procedure 2010-6) are available at SIU Pacific District Pension Fund, 730 Harrison Street, Suite 400, San Francisco, CA 94107-1260, during regular business hours for inspection and copying. (There may be a nominal charge for copying and/or mailing.)

Four killed in ship fire in Chinese vessel

Four mariners were killed on January 7, when a fire broke out aboard a general cargo ship off Busan, South Korea. The 1,308dwt *Yun Xing* had either crew members from China and one from Burma on board when the fire started, according to coast guard officials. Four of the Chinese seafarers died in the blaze, while the other five were rescued, *Fairplay* reported. The fire was put out in about two hours, but the heavy smoke continued to cause problems for rescuers. Officials suspect the fire was caused by a short circuit, the Yonhap news agency reports.

The *Yun Ying* was about two nautical miles off Busan when the incident happened. It was not carrying any cargo.

Welfare Notes

January 2011

New Dependents

New dependents must be added to your plan within 30 days of acquiring the new dependent by marriage, birth, or adoption. If the new dependent is not added to the Plan within 30 days of marriage, birth, or adoption, you must wait until the next open enrollment period to add the dependent to your Plan.

Active Participants' Coverage for Dependents Age 19-26

The extension of coverage for dependents up to the age of 26 according to the Affordable Health Care Act will be effective retroactively to the first day of the plan year beginning on or after September 23, 2010. Dependents who have lost their coverage or were not able to enroll because of being over the Plan's eligible age as a dependent will be allowed to enroll or re-enroll in a period starting July 1, 2011. Dependents who lose coverage because they no longer meet the requirements of dependents by age at this time can continue coverage by enrolling as COBRA members during the period that COBRA enrollment is available to them.

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

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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SUP Welfare Plan, 730 Harrison Street #415, San Francisco, CA 94107

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

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Pirate hostage-taking hits record levels

More people were taken hostage at sea in 2010 than in any year on record, the International Chamber of Commerce (ICC) International Maritime Bureau's (IMB) global piracy report disclosed on January 18. Pirates captured 1,181 seafarers and killed eight. A total of 53 ships were hijacked.

The number of pirate attacks against ships has risen every year for the last four years, IMB revealed. Ships reported 445 attacks in 2010, up 10% from 2009. While 188 crew members were taken hostage in 2006, 1,050 were taken in 2009 and 1,181 in 2010.

"These figures for the number of hostages and vessels taken are the highest we have ever seen," said Captain Pottengal Mukundan, Director of the IMB's Piracy Reporting Centre, which has monitored piracy worldwide since 1991. "The continued increase in these numbers is alarming."

"As a percentage of global incidents, piracy on the high seas has increased dramatically over armed robbery in territorial waters," said Captain Mukundan. "On the high seas off Somalia, heavily armed pirates are overpowering ocean-going fishing or merchant vessels to use as a base for further attacks. They capture the crew and force them to sail to within attacking distance of other unsuspecting vessels."

According to IMB, hijackings off the coast of Somalia accounted for 92% of all ship seizures last year with 49 vessels hijacked and 1,016 crew members taken hostage. A total of 28 vessels and 638 hostages were still being held for ransom by Somali pirates as of 31 December 2010.

While attacks off the coast of Somalia remain high, the number of incidents in the Gulf of Aden more than halved last year, with 53 attacks in 2010 down from 117 in 2009. IMB attributes this reduction to the deterrence work of naval forces from around the world that have been patrolling the area since 2008 and to ships' application of self-protection measures recommended in Best Management Practices, version 3 (BMP 3), a booklet published last year by the shipping industry and navies.

"The naval units in the seas off the Horn of Africa should be applauded for preventing a huge number of piracy attacks in the region," said Captain Mukundan. "The continued presence of international navies is vital in protecting merchant ships along these important trade routes."

But Somali pirates are travelling further afield. In December 2010, they reached as far south as the Mozambique Channel and as far east as 72° East longitude in the Indian Ocean, an operating range IMB says is unprecedented.

What can be done to stop the surge of piracy on the high seas? Captain Mukundan said the answer lies primarily onshore in South Central Somalia. "There is a desperate need for a stable infrastructure in this area," he said. "It is vital that governments and the United Nations devote resources to developing workable administrative infrastructures to prevent criminals from exploiting the vacuum left from years of failed local government. All measures taken at sea to limit the activities of the pirates are undermined because of a lack of responsible authority back in Somalia from where the pirates begin their voyages and return with hijacked vessels."

Port trucking firms misclassify drivers as independent contractors, report finds

Labor advocates, in a newly issued report, urged the Obama Administration, congress, and state and local agencies to take steps to prevent the trucking companies serving the country's container ports from illegally classifying drivers as independent contractors.

The report, from the National Employment Law Project and the Change to Win labor coalition, found that 82% of the nation's 110,000 port truck drivers are being treated as independent contractors. Most of the drivers, however, lack the autonomy an independent business person should have under federal law, the report found.

The Big Rig: Poverty, Pollution and the Misrepresentation of Truck Drivers at America's Ports paints a picture of a business model that exploits drivers, keeps older high-polluting heavy-duty diesel trucks on the roads longer, and costs the government billions of dollars in lost taxes.

When the port trucking industry was deregulated in the 1980s, truck drivers were making about \$20 an hour in today's dollars, David Bensman, a professor at Rutgers University's School of Management and Labor Relations and coauthor of the report, said in a conference call with reporters. The drivers, then unionized, also received pension and health benefits, he added. "Today's drivers make an average of \$10 an hour without benefits," Bensman said.

Trucking industry sources maintain that the fight to make independent contractors employees is an effort to try to unionize the workers.

As contractors, or owner-operators, the drivers are responsible for all truck-related expenses including purchase or lease of trucks, fuel, taxes, insurance, maintenance, and repair costs, according to the report. Contract drivers surveyed for the report reported average net incomes 18% lower than employee drivers and they were two-and-a-half times less likely to have health insurance and three times less likely to have retirement benefits, the report concluded.

The economic pressures on owner-operators also encourage the use of dangerous and illegal equipment and violations of safety limits on working hours and vehicle weights, the report said.

U.S. import container traffic set to slow

U.S. import containers booked by major retailers are forecast to rise by 8% this month over January 2010, but such momentum is unlikely to continue in 2011, as consumers cut back on discretionary spending.

The monthly Global Port Tracker report by the National Retail Federation (NRF) and Hackett Associates estimates December 2010 inbound US retail container throughputs at 1.2 million teu, a 7% increase over December 2009. February 2011 is forecast at 1.1 million teu by Global Tracker, up 13% from a year earlier; March at 1.2 million teu, up 9%; and April at 1.2 million teu, up 7%. May is forecast at 1.2 million teu, down 2% from last year.

NRF vice-president Jonathan Gold said: "While the economy began to recover in 2010 and drove up cargo volume as retail sales improved, maintaining momentum in 2011 maybe difficult. "Consumers faced with continued high unemployment are expected to focus more on necessities than discretionary spending. Retailers will continue to carefully gauge consumer demand and adjust import levels accordingly."

U.S. ports handled 1.2 million teu in November last year, the latest month for which numbers are available. That was down 1.6% from October as inventory building for the holiday season wound down, but was up 13% on November 2009. It was the 12th consecutive month to show a year-on-year improvement after December 2009 broke a 28-month streak of year-on-year declines. The first half of 2010 totalled 6.9 million teu, up 17% from the same period in 2009. The full year is estimated at 14.8 million teu, also up 17%. Hackett Associates founder Ben Hackett said: "Our projections for 2011 remain firm, albeit not at the levels of the recovery rates of last year. Growth in the upper single-digit levels can be expected, particularly on the West Coast."

In addition, low-wage independent contractors typically purchase the oldest diesel trucks on the road, which are a direct source of toxic diesel particulates, the report said.

"The conditions under which these truckers work have virtually nothing in common with a true independent business," said coauthor Rebecca Smith, an attorney with the National Employment Law Project. Trucking companies dictate how, when and where drivers do their work. They set rates without any negotiation and most of the drivers work for one firm."

Will Cantrell, a driver at the Port of Oakland, California, said in a "good week" he makes \$700, but often that involves working 70 hours. In a bad week, he said, his check is about \$150.

Clean truck programs in place at certain ports, such as Oakland, Los Angeles, and Long Beach in California, require new diesel trucks or older trucks to be retrofitted with particulate filters. Trucking companies are tapping economic incentives for the newer trucks, but are requiring the drivers to lease the equipment, further reducing their pay, Cantrell said.

The trucking industry has challenged a provision in the Port of Los Angeles's clean truck program that requires the trucking firms to use only employee drivers versus contractors.

In October, a federal district court stayed the provision, pending resolution of the lawsuit. The court found the provision may conflict with federal commerce laws.

The *Big Rig* report urges Congress to pass the proposed Clean Ports Act (H.R. 5967), which would give port authorities the power to address the misclassification where it has environmental, safety, or efficiency of operation effects. Also, the report calls on federal, state, and local agencies to make diesel truck emissions reduction incentives contingent on the adoption of requirements that end driver misclassification.

Finally, the report asks the department of Labor, Internal Revenue Service, and state enforcement agencies to step up efforts to enforce tax, employment and safety laws in the port trucking industry.



In the *APL Agate*, in Colombo, Sri Lanka, January 11, the SUP deck gang, from the left, Erik "Smokey" Williamson, Dave Larsen, Delegate Josh Entenmann, Raul Guillen, Keith "Snowy" Adams, and Bosun Mike Henderson.

Plan for tunnel to replace Seattle waterfront viaduct

The ink is dry on a nearly \$1.1 billion contract to build what will be the world's largest diameter deep-bore highway tunnel beneath downtown Seattle.

At a ceremony on January 6, at the Port of Seattle headquarters, state Transportation Secretary Paula Hammond signed the 154-page agreement with representatives from Seattle Tunnel Partners, a joint-venture that offered the winning bid to dig the planned 1.7 mile long tunnel to replace the Alaskan Way Viaduct.

Seattle Tunnel Partners outbid one other team, Seattle Tunneling Group, with a proposed price of \$1.09 billion to build the tunnel itself. STP includes New York-based Dragados USA, whose parent company is ACS of Spain; and HNTB Corp., which is headquartered in Kansas City and has a Bellevue office; and Tutor-Perini of California. Transportation officials said the winning bid was slightly higher than a bid from competitor, but Seattle Tunnel Partners' proposal was notable for its soil protection plans, as well as its anticipated schedule and design aspects. A wider roadway was also promised by the construction team.

The contract could be worth up to \$1.42 billion, depending on whether the construction team can hit certain bonuses in the contract for things such as completing the tunnel ahead of schedule and successfully protecting downtown buildings from damage during construction.

The state also offered about \$210 million in allowances and incentives from a \$415 million reserve fund to keep the project within budget. Half of that money was to cover higher inflation estimates and higher costs for insurance and bonding.

Construction, which can't begin until approval by the federal government, is expected to begin later this year. Eventually, a 57-foot diameter boring machine will burrow beneath downtown, starting from Alaskan Way in Sodo, and lay the framework for a tunnel that will have two road decks and be the world's largest soft-ground tunnel when it opens in 2015 or 2016.

Due to the risks involved in tunneling through Seattle's glacial soils and the fact that this will be the largest highway tunnel yet built, many, including Mayor Mike McGinn, fear the project could cost more than estimated. The budget for the

entire tunnel project, including the portals, property acquisition and management, is about \$1.96 billion and the cost estimate for the entire viaduct replacement project, which includes work to demolish the southern stretch of the viaduct and the city's plans to build a new waterfront park, is \$4.2 billion.

Two citizens' groups are leading efforts to block the project. One of two citizens' groups fighting the project announced it had raised enough signatures to place anti-tunnel Initiative 101 on the ballot in May. Organizers of Seattle Citizens Against the Tunnel (SCAT) say they've collected 22,271 signatures for Initiative 101, which would prevent the city from allowing city property to be used for tunnel construction. To qualify for the ballot, SCAT needs 20,692 valid signatures.

Mirroring SCAT's efforts, a second coalition of civic groups formed Move Smarter Seattle, which has filed another initiative that would aim to protect Seattle from paying any cost overruns before construction starts. In the legislation that launched the tunnel plan, state lawmakers included a clause sticking Seattle with any potential cost overruns.

The state's contribution to the tunnel project is capped at \$2.8 billion, which includes \$400 million from tolls that would be collected on the new tunnel. The Port of Seattle would chip in another \$300 million.

The Washington State Department of Transportation (WSDOT) views both initiatives as "hypotheticals" and planned to continue moving forward as directed by the governor and Legislature, said Ron Paananen, WSDOT's administrator for the Alaskan Way Viaduct replacement program. "Those things will have to be resolved as they go forward. But we've been advancing this project since January 2009 with the direction we received at that time," he said.

The Seattle City Council plans to take up a series of agreements with the state in February on right-of-way, permitting, and utility relocation, which must be signed before the project can start. The second initiative would ensure the City Council doesn't sign the agreements until Seattle is protected from having to pay any overruns on the project.



SUP President's Report

January 10, 2011

MARITIME SECURITY PROGRAM

In the waning days of the lame duck Congress last month, the House of Representatives and the Senate passed the Defense Authorization Act for Fiscal Year 2012, (Public Law 111-383) which was subsequently signed by President Obama this month. The bill incorporates the provisions of the Maritime Security Act of 2003 which reauthorizes the Maritime Security Program (MSP) through 2015. However, last spring, Ike Skelton (D-Missouri) Chairman of the House Armed Services Committee, inserted a provision into the bill extending MSP through 2025.

The good news is that the program is extended another 14 years which should keep SUP-contracted APL Marine Services, Ltd. and its nine MSP "slots" —currently the *Presidents Adams, Jackson, Polk, Truman, APL China, APL Korea, APL Philippines, APL Singapore* and *APL Thailand*— under the American flag with the Sailors' Union on deck. The current agreement with APL expires on September 30, 2015.

For MSP to be funded, money must be appropriated annually by Congress. The current level of funding for vessels is \$2.9 million per ship per year for the 60 vessels enrolled in the program. This amount is scheduled to increase to \$3.1 million per year beginning with the start of Fiscal Year 2012 which occurs on October 1, 2011.

The troubling news is that the newly elected Republican majority in the House wants to roll back the federal budget to Fiscal Year 2008 levels. For MSP that would be \$2.6 million per ship. Under the terms of MSP, an operator could flag their vessels foreign if funding is not at the \$3.1 level.

In light of this dangerous initiative that could impact our work, your secretary in conjunction with other maritime Unions and APL, will contact members of Congress —both Republicans and Democrats as well as the Maritime Administration and the Department of Defense— to make sure this does not happen.

It should be noted that Congressman Skelton, a champion of MSP, will not be in the 112th Congress as he was defeated after 18 terms last November.

In other news, the *APL Turquoise* will be flagged foreign in Singapore on February 1, but the *APL Coral* will come under the U.S. flag on April 14, in Charleston, South Carolina with the SUP onboard. It should be noted that the *Turquoise, Coral* and *APL Agate* and *APL Japan* are not enrolled in the Maritime Security Program.

APL is also projected to begin drydocking the C-10 Class vessels beginning with the *President Adams* in March. The company indicated that it will provide more information once the dates are confirmed.

SAN FRANCISCO BAR PILOTS

After ten bargaining sessions, negotiations between the SUP and the San Francisco Bar Pilots concluded on December 28, for Marine Personnel and on the following day for the Dispatchers.

As previously reported, the Union and Pilots extended the 2007-2009 collective bargaining agreements through the end of 2010, due to poor economic conditions experienced by the Pilots caused mainly by the global recession. During this round of bargaining, conditions, while slightly improved, had not returned to pre-recession levels. From 2006 through 2010, Pilot revenues were down 13.8%, operating expenses were up 26.3% while net income was down 27.1%. Not a good time for bargaining.

The following are the highlights of the negotiations for the Marine Personnel and the Dispatchers agreements:

Marine Personnel

The key issue for the Union was maintaining the necessary contributions from the Pilots to fund the benefits provided by the SUP Welfare Plan. At the last Headquarters meeting, reported that the Pilots were not paying the amount needed to fund current benefits.

Upon further review by the Pilots, the Union and the SUP Welfare Plan, it was revealed that the Pilots had overpaid for the years 2007 and 2008 and had underpaid for 2009 and 2010, which resulted in a \$15,000 surplus. During bargaining the Union agreed to credit the Pilots for the surplus, with the Pilots agreeing to a method for calculating employer contributions for maintenance of benefits with a specific review process for transparency. As calculated by the Welfare Plan, projected contributions for the Pilots from January 1, through June 30, 2011, are \$66.14 per manday up to 260 days worked. The old rate was \$54.14.

On the term of the agreement, the Pilots proposed a two-and-a-half year contract with no wage increases. The Union countered with a two-year agreement with modest wage increases each year. A compromise was reached with the parties agreeing to a one-and-a-half year agreement beginning January 1, 2011, and ending on June 30, 2012. On the economic front, again due to the state of the Pilots business and the fact that they had made and will continue to make significant contribution to the Welfare Plan and the Pilots Marine Pension Plan, the parties agreed to a wage freeze for 2011 and 2% increase in wages and overtime rates effective January 1, 2012. In addition the Pilots agreed to increase their contribution to the Joint Employment Committee Trust (Hiring Hall Fund) to \$3.50 per manday, up to 260 days worked, from \$2.50 per manday.

The Pilots also agreed to a cost-of-living increase if the Consumer Price Index of all Urban Consumers in the San Francisco-Oakland-San Jose area shows an increase over 5% comparing the period from June 2010, to June 2011. If the cost of living exceeds 5%, an increase will be added to base wages effective January 1, 2012.

The most significant change to the work rules was for the Station Boats. Currently, and for many years, the schedule for the Station Boats, which operates 11 miles outside the Golden Gate, was four days on and four days off. The Union agreed with the Pilots proposal that during the months of November through April that schedule would remain status quo, but that from May through October, the Station Boat schedule would be six days on and six days off. However, on March 31, 2012, the "6 and 4" configuration as described will revert to "4 and 4" unless extended by the Union.

All other changes to the agreement were minor and non-economic in nature.

Regular Dispatchers and Assistant/Relief Dispatchers

Bargaining for the Dispatchers was handled by Vice President Dave Connolly, Chief Dispatcher Werner Sullivan and Dispatcher Peter Winter.

The terms and conditions of the agreement arrived at by the parties was similar to that reached for the marine personnel, except for the wage increase in 2012. Instead of a wage increase, the dispatchers wanted vacations to increase, which the Pilots agreed to.

Vacations for dispatchers employed for up to three years increased to 40 calendar days from 32 calendar days; for those employed more than three years, but less than 10 years, vacations increased to 56 days from 48 days; and for those employed 10 years or more, vacations increased to 64 days from 56 days.

Signed a Memorandum of Agreement on January 4, pending membership approval. Both the Marine Personnel and Dispatchers recommend that the agreements negotiated be ratified by the general membership.

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.

It should be noted that the wage and overtime increase has a direct impact on an SUP member's Chevron 401(k) Plan as the company contributes 8% of the mariner's gross yearly earnings if the member contributes 2%.

PATRIOT CONTRACT SERVICES

Effective January 25, there will be a 2% increase in Total Labor Cost (wages, overtime, supplemental benefits, SUP Money Purchase Pension Plan, SUP Welfare Plan, etc.) in the *USNS Gordon, USNS Gilliland, USNS Shughart* and *USNS Yano*, the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated and maintained by Patriot for the Military Sealift Command (MSC).

The increase marks the second year of the contract between Patriot and MSC. There are three more one-year option periods and five six-month award term periods. If all option periods are exercised by the government, Patriot will be operating the ships until 2017.

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

New wage scales will be published in this month's *West Coast Sailors*.

CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, AFL-CIO, attended the Federation's Executive Council meeting on December 16, in Sacramento.

The Federation ran the most ambitious campaigns in the organization's history leading up to last November's election. The effort was well worth it as all the state-wide candidates endorsed by the delegates to the Federation's 28th Biennial Convention last July were elected. A remarkable achievement that the labor movement across the country will surely study. The Executive Council reviewed the work done for the election and the lessons learned from it.

Governor-elect (at the time) Jerry Brown addressed the Council about the challenges facing California in light of the state's \$28 billion debt. He pulled no punches when he stated that his primary job was to eliminate the debt and put people back to work given the 12% plus unemployment rate in the state. Brown stated that drastic cuts needed to be made in state spending and that public employee Unions, by necessity, will be affected.

Legislatively, the Federation in 2011 will focus on job creation, the right to organize, maximizing job training funds, worker protection and controlling and regulating the state's underground economy.

SUP BUILDING CORPORATION

The Trustees of the SUP Building Corporation met on December 17, to discuss the operation of the Headquarters building. In attendance were Trustees Bill Berger, Norm Christianson, Dave Connolly, your secretary and Union Controller Toby Chiurazzi. Trustee Paul Calais was unable to attend as he was employed in the *President Adams*.

The Headquarters building continues to generate income for the Union. Despite the Masters, Mates & Pilots moving out in February 2010, several new tenants have moved in making the MM&P's move revenue neutral. Every major cellular company has antennas on the roof except AT&T. The Union is in negotiations with AT&T and it is anticipated that their rent will be approximately \$2,500 per month.

As a comparison of overall income and expenses for the third quarters of 2009 and 2010: In 2009, Building Fund income was \$73,480.46 while expenses (utilities, maintenance, insurance, accounting, etc.) were \$55,889.93. In the third quarter of 2010, income was \$86,763.46 and expenses were \$58,216.59.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP constitution, a Quarterly Finance Committee shall

continued on next page

President's Report continued

be elected at today's Headquarters meeting to review the finances of the Union for the fourth quarter of 2010, 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 Tuesday, February 15.

HOLIDAYS

All SUP halls will be closed on Monday, January 17, 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 18.

Since Lincoln's Birthday falls on a Saturday this year, all SUP halls will be closed on Monday, February 14, in accordance with the collective bargaining agreements with APL (offshore and shoreside), Chevron, Matson (offshore and shoreside) and the San Francisco Bar Pilots. Due to the holiday, the Headquarters meeting will be held on Tuesday, February 15.

Washington's Birthday (President's Day) also falls on a Saturday, all SUP halls will be closed on Monday, February 21, in accordance with agreements with APL (offshore and shoreside), Matson (offshore, shoreside and Ready Reserve Force vessels), Foss Maritime Company and Patriot Contract Services. Due to the holiday, the Branch meetings will be held on Tuesday, February 22.

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

ACTION TAKEN

M/S to ratify SUP agreements for Marine Personnel and Dispatchers employed by the San Francisco Bar Pilots. Carried unanimously.

Quarterly Finance Committee: Nominated and elected: Romaine Dudley, Diane Ferrari, Kaj Kristensen, Arthur Thanash and Mike Duvall.

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

Gunnar Lundeberg

U.S. recession's ugly trademark: steep, lasting drop in wages

According to a *Wall Street Journal* article this month, in California, a former auto worker was out of work five months last year before landing a new job at nearly a 20% pay cut.

In Massachusetts, a money manager who lost his \$150,000-a-year job as a money manager in 2009, is now making cappuccinos at Starbucks for \$8.85 an hour. In Wisconsin, a former manufacturing manager with two master's degrees, has been searching for a job comparable to the one he lost.

They are among the lucky. There are 14.5 million people on the unemployment rolls, including 6.4 million who have been jobless for more than six months.

But the decline in their fortunes points to a signature outcome of the long downturn in the labor market. Even at times of high unemployment in the past, wages have been very slow to fall; economists describe them as "sticky," according to the *Journal*. To an extent rarely seen in recessions since the Great Depression, wages for a swath of the labor force this time have taken a sharp and swift fall.

The only other downturn since the Depression to see similarly large wage cuts was the 1981-82 recession. But the latest downturn is already eclipsing that one. Unemployment has stood above 9% for 20 straight months—longer than the early 1980s stretch—and is likely to remain above that level for most of 2011, putting downward pressure on wages.

Many laid-off workers who have found new jobs are taking pay cuts or settling for part-time work when they get new ones, sometimes taking jobs far below their skill levels.

Economists, according to the *Journal*, had wondered how far this dynamic would go in this recession, and now the

numbers are starting to show it: Between 2007 and 2009, more than half the full-time workers who lost jobs that they had held for at least three years and then found new full-time work by early last year reported wage declines, according to the Labor Department. Thirty-six percent reported the new job paid at least 20% less than the one they lost.

The severity of the latest downturn makes it likely that many of the unemployed who get rehired will take wage cuts, and that it will be years, if ever, before many of their wages return to pre-recession levels, says Columbia University labor economist Till van Wachter. "The deeper the recession, the lower the wage you're going to get in the next job and the lower the quality of your next job," he was quoted as saying to the *Journal*.

Overall, U.S. wages continue to grow, but at a slow pace. Wages and salaries for civilian workers were up 1.5% before adjusting for inflation in the 12 months ended in September, according to the Labor Department's comprehensive Employment Cost Index, which compares wages in the same jobs and doesn't reflect wages of people switching careers. Over the same period, consumer prices rose 1.1%.

Mr. von Wachter, the Columbia economist, has studied three decades of Social Security data in order to track the paychecks of workers from the 1981-82 recession who experienced sudden mass layoffs. Those workers saw their earnings drop 30% on average compared to similar nondisplaced workers.

Even after 15 to 20 years, those workers lagged behind: Their wages were still 20% lower than their counterparts who didn't lose their jobs in the original layoffs, according to his research.

Vice President's Report

January 2011

Washington Voyager: David Fadoul, delegate. Bosun is Thor Erikson. Discussion on variety of topics including medical regulations and contract negotiations. With about a year until expiration, now is the time to for members to submit their proposal ideas to the Union in writing.

California Voyager: Leo Martinez, delegate. In at Richmond Long Wharf. Wil Williamson showing new delegate the ropes. Investigation of recent termination revealed just cause. Ron Gill is the bosun. Headed back to Texas in good shape.

APL Thailand: Bert Genita, delegate. Clean ship in Oakland. Room inspection showed departing sailors left behind sanitary accommodations SUP-style.

APL Singapore: Gary McDeavitt, delegate. APL cold ironing operations will begin soon in Oakland. A drill in preparation indicates that wire reel lift will be outboard and then over the gangway. Sailors must be alert to safe rigging and behavior during this new operation.

APL Philippines: William DeBenedictus, delegate. In at Oakland with no problems.

APL Turquoise: Liam Casement, delegate. Ship delayed on arrival in New York by massive snowstorm that snarled airports and stranded joining crew in Minneapolis. Eventually sailed on final voyage before re-flagging in Singapore. Clarifications on shipping rules and war zones.

APL Steam Rack: Gene Campedel, delegate. All jobs are called in the Hall unless a vacancy arises when the Hall is closed.

APL Japan: Marc Caliero, delegate. New delegate to be elected at sea. No contractual issues due to the work of the delegate at sea. Ship equipment and conditions improving.

APL Agate: Josh Entenmann, delegate. Delayed at Port Said due to grounded tanker.

Cape Jacob: Randy Fogle, delegate. Bosun Aaron Weibe safely directed cargo (ammo) transfer in Korea using ship's gear. Windlass failed while heaving anchor chain to muck the locker which may delay US return and layup.

USNS Shughart: Jaime Acosta, delegate. Activated and sailed from NOLA layberth to Bayonne, New Jersey shipyard without a hitch. ROS crew has shoreside lodging for the duration of the yard period.

Foss Maritime Company: JD Rymel, delegate. Payroll issues resolved favorably. Section 29.06 requires a bid by seniority for the so-called "guarantee" of work. This is not a month-to-month bid except that number of positions is determined by the company on a monthly basis.

San Francisco Bar Pilots: Mike Koller and Terry O'Neill, delegates. The back and forth of bargaining resulted in a concession-free agreement. The professional teamwork of the crew of the *P/V San Francisco* made the tricky recovery of a pilot fallen into the sea seem routine. Kudos to Brothers Louie Urbano, Dave Stuhlberge, Steve Swinson, and Ray Pinochi.

Dave Connolly

Pirates' motherships broaden areas of attack

Somali pirates altered their area of focus in 2010 and extended their range to attack ships in waters previously considered "safe". The year saw far more attacks taking place off the coasts of India, Oman, Kenya and Tanzania than recorded previously. The key factor which allowed for this increase in range was the use of motherships. As 2011 begins, the pirates have never possessed so many.

Motherships are boats larger than Somali skiffs, which are hijacked and used to transport pirates further out to sea. While initially these were fishing vessels usually seized from Yemen, last year saw a rise in the number of vessels with other nationalities being taken. There are currently fishing vessels being held and used as motherships from Mozambique, Thailand, India and Sri Lanka.

Non-fishing vessels are also being used for the purpose. Several cargo vessels were used last year and at one point in autumn the Korean-owned, Very Large Crude Carrier (VLCC) *Samho Dream* was thought to have been pressed into service. The image of being chased by a large crude carrier can be both comical and daunting, and while it could not reach a particularly high speed it was able to offer a number of other advantages. First of all, the skiffs are usually carried on board or towed behind a mothership. In the event of an attack, the pirates can disembark and attack their victims with the same speed as in previous attacks in the Gulf of Aden.

A hijacked mothership also comes with a pre-trained crew who are usually put to work and used as slave labor for the duration of their detention. For some reason this issue does not appear to have generated as much press interest as perhaps it might. There are dozens, potentially hundreds of crew members currently being held and used effectively as slaves by pirates. Many are held for several months in conditions of fear and unpaid labor.

Those held on a vessel are also effectively human shields. In 2008, a fishing vessel was sunk in an anti-pirate naval operation. Victory was short-lived when it emerged that several of the kidnapped crew members were killed in the attack. Similar attacks on motherships are now highly unlikely as a result.

The use of commercial vessels in attacks also provides pirates with an element of camouflage. Fishing vessels and cargo ships are less likely to attract attention in the Indian Ocean than a group of skiffs carrying armed men. The pirates can hide below deck and keep their weapons covered in order to avoid attracting unwanted attention. Despite the conspicuousness of a VLCC carrier, even this type of vessel could pass through parts of the Indian Ocean unnoticed. Targeted ships may not notice anything suspicious about a carrier until skiffs are lowered from the stern and sent in pursuit. By this point it may be too late to initiate effective anti-piracy measures. Indeed in many recent attacks when motherships were involved, the offending vessel was not spotted until after the attack had taken place. Incidents may take place during hours of reduced light, with motherships switching off their lights and lurking several miles from the intended target.

SUP Branch Reports

Seattle

December 20, 2010

Shipped during the period: 2 Bosun's shipped to Navy bottoms, 1 B and 1 C. 16 Able Seaman shipped: 7 went to commercial runs; 7 to Navy bottoms and 2 to Chevron. The jobs were filled by 2 A's, 5 B's, 5 C's and 4 D registrants. 1 Ordinary shipped and filled with a registrant; and 2 standbys filled with 1 A and 1 registrant.

Registered during the period: 5 A cards for a total of 17; 8 B cards for a total of 19; 4 C cards for a total of 15.

Ships Checked

Matson vessels *Manoa* and *Kauai* called twice in Seattle with little or no problems. Matson barge *Mauna Kea* called for standbys to come out of the boat yard. The *President Truman* called in New York and reported all is well.

Patriot Contracting Services ships *USNS Gordon* and *USNS Gilliland* activated and called for crews up and down the Coast. Seattle shipped its fair share of these billets. The *USNS Yano* and the *USNS Martin* also called for crew replacements. The *Martin* is running in and out of Saipan so competition to get aboard this vessel is strong!

I represented the SUP/MFU at the following meetings: The Pacific Merchant Shippers Association (PMSA) and ILWU 19—The PMSA declared the Puget Sound as having a strong potential for increasing the number of companies and vessel calls in the Ports of Tacoma and Seattle and asked for political support; The King County Labor Council meeting and the Puget Sound Marine Exchange Executive Board meeting.

The SUP/MFU Holiday Party was a great success and we would like to thank Mike McLavy, John Farley, Mike Bailey, Norm Christianson, Jerry and Sandy Beavers and Bill Mawhinney who helped with the setup and serving. The Fanancial family, the Ycoy family, the Dalit family all brought homemade treats. Carman Garner and Gypsy Gonzalez handled the clean-up. We had well over 75 to 100 pensioners, members and their families; and a great time was had by all!

Vince O'Halloran
Branch Agent

Wilmington

December 20, 2010

Shipped a total of 87 jobs—the breakdown is as follows: 5 bosuns: 4 steady, 1 relief; 9 AB/Dayman: 5 steady, 3 relief, 1 return; 13 AB/Watch: 7 steady, 5 relief, 1 return; 2 OS: 2 steady; and 58 standbys.

Registration stands at: Class A 35; Class B 24; and Class C 14.

Ships Checked

Manulani, Maunalei, Maunawili, Mokihana, Mahimahi, Manukai, R.J. Pfeiffer, Philippines, Korea, Thailand, China, Singapore, USNS Waters, Oregon Voyager and Washington Voyager. No problems.

Attended and represented the SUP at the following meetings; American Merchant Marine Veterans Memorial Committee; Los Angeles Labor Day Parade Committee; Maritime Trades Port Council; and the LA County Federation of Labor.

Would like to extend a joyful holiday season to all SUP members and their families.

Vern Johansen, Branch Agent

Honolulu

December 20, 2010

Shipped the following jobs during the month of November: 1 Bosun-steady, 3 AB day-steady, 3 AB day-reliefs, 1 AB watch-return, and 2 AB maint. The regular jobs were filled by 2 A cards, and 8 B cards. Also shipped 3 standby jobs this month. The standby jobs were filled by 3 A cards.

Registered during the month of November: 10 A cards, 3 B cards, 0 C cards, and 2 D cards. To date totaled registered: 9 A cards, 7 B cards, 3 C cards, and 4 D cards.

Ships Checked

Manukai, Maunawili, R.J. Pfeiffer, Mokihana, Manoa, Maunalei, Mahimahi, Manulani, and Kauai. All with few or no beefs. Paint and Rigging gang running smoothly with Monte Kalama as Bosun. I also visited the *USNS Waters* at Pearl Harbor.

During the month I represented the SUP at the Hawai'i Ports Council monthly meeting, which includes the Hawaii Ocean Safety Team (HOST) meeting, and Neil Abercrombie's inauguration as the new governor.

Everyone that showed up for the Christmas party seemed to have a good time (lots of food, friends and family). I hope that everyone has a good New Year. Mahalo,

Michael Dirksen, Branch Agent

San Francisco Business Agent

January 10, 2011

Mahimahi— Paul Barbour, delegate: Visited at Oakland. New Bosun Chris Bujnowski. No disputes. Question on penalty meal for lunch. Made twice.

Manoa— Duke Maringer, delegate: Visited at Howard Terminal. No disputes; in good shape. Made twice.

Mokihana— Jim Savage, delegate; John Benson, Bosun: Ship in Honolulu sailing for Los Angeles. No disputes.

Moku Pahu— Jim Bailey, delegate; Leszek Jeziorski, Bosun: Visited at Crockett. In from Hawai'i with a load of sugar. Going to lay up in San Francisco. Worked in front office.

Bill Berger

SUP members join pension ranks

The following SUP members joined the rank of pensioners, bringing the total number of SUP members to 501:

David Shands, 63, Book No. 7483, joined SUP in 1965, 20 years seetime.

Donald Cushing, 72, Book No. 4777, joined SUP in 1982, 15 years seetime.

Gilbert Wilson, 65, Book No. 3635, joined SUP in 1977, 21 years seetime.

Dispatcher's Report

Headquarters—Dec. 2010

Deck	
Bosun	3
Carpenter	0
MM	6
AB	10
OS	4
Standby	6
Total Deck Jobs Shipped	29
Total Deck B, C, D Shipped	13
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. ...	29
Total B, C, D Shipped-All Depts. .	13
Total Registered "A"	36
Total Registered "B"	16
Total Registered "C"	17
Total Registered "D"	28

Former Red's Java House owner Mike McGarvey dies

Mike McGarvey, who with his brother Tom owned Red's Java House on the north side of Piers 30-32 in San Francisco died on January 8, at age 85.

Mike joined the SUP in 1944 at age 16, first sailing as Ordinary Seaman aboard the Matson liner *Lurline*, which had been converted into a troop transport. He also served aboard troopships supporting the invasion of North Africa. When the war ended, McGarvey was working as Able Seaman aboard the San Francisco-based steam schooner *North Bend*. He later got a license, eventually sailing as master of the U.S. Navy fleet oiler *Chepachet*.

McGarvey came ashore for good in the 1950s and with his brother Tom, who survives him and was also an SUP member from 1946-1957, started the famed Red's Java House.

In the old days when Matson, then Prudential-Grace Line, operated out of Piers 30-32, Red's was jammed with sailors, longshoremen, teamsters and other waterfront types lined up to get a double-dog and a beer at working-class prices.

The McGarvey brothers sold Red's in the late 1990s, but the place continues to prosper but with a markedly changed clientele.



The SUP/MFOW holiday party in the Honolulu hall, December 19. From left: Preston Lau, William Sullivan, SUP Branch Agent Mike Dirksen, Ruta Tulenkun, Dave Kaupiko.



On December 11, the Seattle Branch held its holiday party, at the Seattle hall. A good time was had by all.