




West Coast Sailors

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New charges against Somali pirates could carry death penalty

Three Somali men accused of hijacking a sailboat in the Indian Ocean and killing the four Americans on board could face the death penalty, rather than life imprisonment, if they are convicted.

A fresh indictment issued July 8, by a grand jury in Norfolk, Virginia, now includes more than 20 charges making the Somalis eligible for the death penalty.

The three were captured in February shortly after allegedly gunning down the Americans aboard their yacht. Previously, the men had been charged with piracy and kidnapping, which carry a maximum sentence of life imprisonment.

The Somalis are accused of killing Scott Adam, Jean Adam, Phyllis Macay and Robert Riggle four days after seizing the Americans' 58-foot sailboat. U.S. Navy forces trailed the hijacked vessel and were negotiating for the sailors' release when the Americans were killed.

Navy SEALs stormed the boat, the *S/V Quest*, killed several pirates and captured 14 others. Eleven of the men have already pleaded guilty to piracy

charges that carry mandatory life sentences.

Lawyers for the three Somali defendants weren't available for comment.

In March, the men pleaded not guilty to the lesser charges they faced at the time.

Prosecutors said the new charges were meant to highlight the allegation that the three Somalis—Ahmed Muse Salad, Abukar Osman Beyle and Shani Nurani Shiekh Abrar—played a direct role in “summarily executing” the American sailors.

The *Quest* attack prompted a review of U.S. anti-piracy strategy. Pirate attacks hit a record high last year, concentrated in the Indian Ocean. The potential financial rewards for piracy have vastly outweighed the small chance of being caught and successfully prosecuted.

The goal of U.S. policy today is to make piracy riskier and less lucrative.

Until a century ago, piracy itself was a capital offense in the United States, but in 1909 Congress reduced the penalty to a mandatory life sentence.

Also related to the *Quest* hijacking and murders, Yemeni national Mounir Ali pled guilty on July 11, in a federal court in Norfolk, to acts of piracy against the *Quest*. Ali is scheduled to be sentenced on October 21.

“Eleven Somali pirates have now pled guilty to the armed hijacking of a U.S. vessel in February off the East Africa coast,” said Neil H. MacBride, U.S. Attorney for the Eastern District of Virginia. “Mounir Ali admitted today that his greed for ransom money ultimately led to the cold-blooded murder of the four U.S. hostages. This latest guilty plea again shows that modern piracy is far different than the romantic portrayal in summertime movies. Pirates who attack U.S. citizens on the high seas will face justice in a U.S. courtroom.”

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Republican anti-cabotage bill would decimate American-flag passenger vessel industry

Congressman Blake Farenthold (R-Texas) and Presidential Assistant Congressman Ron Paul (R-Texas) introduced a bill in the House of Representatives on July 8, that would allow foreign-flag passenger vessels to embark passengers in one U.S. port and disembark them in another U.S. port.

The bill (H.R. 2460) named the “Creating and Restoring U.S. Investment and Stimulating Employment Act, would repeal the Passenger Vessel Services Act, a key American cabotage law. The legislation has been referred to the House Transportation and Infrastructure commission.

Under the Passenger Vessel Services Act, foreign-flag vessels cannot transport passengers directly between U.S. ports. The

penalty is \$300 for each passenger so transported and landed. The Passenger Vessel Services Act, however, does not prohibit foreign-flagged ships departing from and returning to the same U.S. port, visiting a foreign port, and then continuing to a second U.S. port. In order to embark in a U.S. port and disembark in a second U.S. port, the vessel must call at a foreign port.

The bill introduced by Tea Party favorites Farenthold and Paul would gut this essential part of American cabotage which requires that U.S. passenger vessels be registered in the United States, built in the United States and crewed by U.S. citizens.

Congressman Farenthold rational is duplicitous, at best. “In today’s geopolitical climate, a lot of people would rather spend their vacation dollars and stay

in the United States, said Farenthold, whose district includes the ports of Corpus Christi and Brownsville.

Congressman Paul’s district includes Galveston.

Similar attempts to change cabotage laws have failed in the past, but Farenthold figures his proposal has “a little bit better chance of passing than some broader Jones Act reforms.” He sees it as a “narrow exemption” aimed at creating jobs that doesn’t threaten the shipbuilding industry.

SUP President Gunnar Lundeberg said that “Farenthold and Paul are shilling for foreign-flag interests to the detriment of American maritime workers.” He added that the Union would do “whatever it takes” to make sure the bill never becomes law.

ILWU battles Union-busting company in Longview

The biggest labor dispute in Washington state — spawning one of the more militant Union campaigns in decades — is happening right now in Longview. About 100 Union members were cited and arrested during the week of July 11, and on July 14, hundreds more crowded onto railroad tracks to block a mile-long train.

Here’s what’s happening: EGT Development, a joint venture of Japan-based Itochu Corp., South Korea’s STX Pan Ocean, and St. Louis-based Bunge North America, is using non-Union labor to handle grain in the testing phase of its new \$200 million facility at the Port of Longview. All other grain export terminals from the Columbia River to the Puget Sound have successfully and profitably worked with unionized labor for decades.

Talks between EGT executives and the International Longshore and Warehouse Union (ILWU) Local 21 (which has a contract for all longshore

work on port property), about becoming signatory to the area standard contracts broke down months ago and the company has refused to return to the table. Instead, EGT has sued the port in federal court, arguing that the company was not bound by the contract with Local 21 to hire Union labor on its leased site. The company claims that keeping the facility’s 50 full-time workers non-Union will save EGT \$1 million a year.

Now, after months of picketing and attempts to pressure EGT to return to the table, the ILWU members are angry. “We are going to fight for our jobs in our jurisdiction. We have worked this dock for 70 years, and to have a big, rich corporation come in and say, ‘We don’t want you,’ is a problem,” ILWU 21 President Dan Coffman told the *Longview Daily News*. “We’re all together. We’re all going to jail as a Union.”

And go to jail they did. At a July 11 protest, members tore down a chain-link gate and

stormed the EGT grain terminal. About 100 Union dockworkers, including Union leaders, were cited and arrested. It was the latest of four large-scale demonstrations the ILWU has held in the last two months. On June 3, more than 1,000 ILWU supporters from Washington to California rallied outside EGT’s headquarters in downtown Portland. The protests have all been loud, but non-violent.

On July 14, hundreds of Union dockworkers crowded onto railroad tracks to block a train from delivering grain to the EGT terminal. The *Daily News* reports that the 107-car train was rerouted to Vancouver following the standoff, which prompted Burlington Northern Santa Fe to indefinitely suspend train traffic to the grain terminal for safety reasons.

“Union longshore workers have made the Northwest one of the productive grain exporting regions in the world,” Coffman

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

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Phil Howell in lieu of
dues increase 100.00
Steven Ross 50.00
Morris Thibodeaux 50.00
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West Coast Sailors

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Alex Romo Book #3193
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Neptune Orient secures loans for new ships

Singapore's NOL announced on June 27, it has secured \$1.14 billion in loans for the 12 container ships that it ordered for \$1.54 billion on June 15. The rest of the shipbuilding costs will be funded by recently issued bonds and internal resources. The company has ordered ten 14,000 teu ships from Hyundai Samho Heavy Industries and two 9,200 teu ships from Daewoo Shipbuilding and Marine Engineering, which will also upgrade NOL's earlier order to ten 8,400 teu ships to ten 9,200 teu vessels.

NOL will charter five of the 14,000 teu ships to New World Alliance partner Mitsui O.S.K. Line (MOL) for three years after delivery in 2013-2014. The company said the charter agreement will balance the alliance's capacity contribution and allow its liner unit, APL, to increase its capacity gradually.

All of the 14,000 teu ships will be deployed on existing Asia/Europe routes. Half of the ultra-large container ships will be operated by APL, the other half by MOL.

Korean navy chopper foils pirates

South Korea's navy has intervened to protect an STX Pan Ocean bulk carrier when it was attacked by pirates off Somalia.

The 29,263 dwt *STX Azalea* sent out a distress signal on July 4, after pirates in three vessels began attacking the ship, South Korea's Joint Chiefs of Staff said.

The destroyer *Chungmugong Yi Sun-shin* was deployed and sent a helicopter to find the bulker. The helicopter crew fired three warning flares at the pirates, who reduced speed and aborted their attack, the *Korea Herald* newspaper reported. *STX Azalea* was then escorted to safety by an Indian warship, the newspaper added.

SUP Meetings

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

	Hdq.	Branch
August	8	15
September	12	19
October	Tues. 11	17
November	14	21
December	12	19

Final Departures

Harry Dato, Book No. 2584. Born in Hawai'i in 1922. Joined SUP in 1948. Died in Vacaville, California, June 6, 2011. (Pensioner)

Frank Bylinowski, Book No. 5629. Born in Illinois in 1918. Joined SUP in 1952. Died in Hemet, California, June 15, 2011. (Pensioner)

Maryland Congressman asks DOT to explain strategic reserve Jones Act waivers

Congressman Elijah E. Cummings (D-Maryland), Ranking Member of the House Oversight and Government Reform Committee and member of the House Transportation and Infrastructure Committee, on July 15, wrote a letter to Department of Transportation Secretary Ray LaHood, calling for an accounting of Jones Act waivers granted to allow non-Jones Act qualified ships to carry oil released from the Strategic Petroleum Reserve (SPR).

The Jones Act mandates that shipping traffic between American ports be conducted by American crews on American-owned and built ships. Waivers are granted to allow for voyages that would otherwise have to be conducted on Jones Act-qualified vessels to be conducted by foreign vessels in the interest of national defense.

Congressman Cummings wrote Secretary LaHood to request that he, "explain the analysis that has been conducted to determine that such waivers are necessary to support the national defense. Further, [Cummings requested] that you identify the waivers that have been granted to date, the specific reason(s) each waiver was granted and the amount of oil that was allowed to move under each waiver."

Cummings also requested the analysis conducted by the Maritime Administration assessing the availability of Jones Act-compliant vessels, prior to the issuance of a waiver.

"The Jones Act was created to make certain that Americans are plying the waters between our cities," said Cummings. "These men and women are essential components of the transportation backbone of our country and they deserve to know that the Jones Act is being enforced. I want to ensure that any waiver of the Jones Act is issued only to meet critical national defense needs, not simply for convenience."

A recent report showed that in 2006, the Jones Act fleet supported nearly 74,000 jobs in the U.S., creating \$36 billion in economic output and \$6.5 million in labor costs.

ILWU battles company continued from page 1

said. "This new grain terminal stands to gain by playing by the same rules as the other grain operators that are making lots of money with productive Union workers."

From the start, EGT has been trying to run its new facility on the cheap. Despite high unemployment in Cowlitz County and the availability of hundreds of skilled Union building trades workers, the Northwest Labor Press report that EGT imported the vast majority of its contraction crews from low-wage communities out-of-state and did not pay area standard wages. To make matter worse, Washington taxpayers subsidized EGT's contraction of the terminal. Operators of grain elevators like EGT get a special state tax exemption entitling them to a "remittance equal to 100% of the amount of tax paid for qualifying construction, materials, service and labor."

So, to sum up: a taxpayer-subsidized international conglomerate, which is operating on public property, is suing the public so it can avoid paying the area's standard wages and undercut its competitors that do.

"By far this is the most intense labor event that I can remember," Cowlitz County Sheriff Mark Nelson told the *Daily News*. But he said he understands what the Union is trying to accomplish even though he didn't agree with its tactics. "Bless their hearts. These are our neighbors, too. These are our folks. This is our community."

ATTEND YOUR UNION MEETINGS

Oakland-Pendleton TWIC Enrollment Center moved

On July 5, the Oakland-Pendleton TWIC Enrollment Center changed its name to Oakland TWIC Enrollment Center and relocated, approximately 10.2 miles from the old location (350 Pendleton Way). All scheduled appointments and walk-ins will be processed at the new facility.

The new location of the Oakland TWIC Enrollment Center is:

**11 Burma Road
Oakland CA 94607-1010**

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Matson and others win Air Force contract

Four Hawai'i shipping companies have won bids to provide cargo transportation services under an Air force program with a maximum ceiling of up to \$70.5 million, the U.S. Department of Defense announced this month.

SUP-contracted Matson Navigation Company, Young Bros. Inc., Horizon Lines LLC, and Pasha Hawaii Transport Lines LLC are part of a group of 11 contractors awarded contracts for cargo sealift transportation services between the mainland and Hawai'i, Alaska and Puerto Rico.

The agreements that begin August 1, have a base period of four months with two possible one-year options.

Janice Hahn wins California House seat

In a hard-fought special congressional election marked by sharp divisions in ideology and even sharper personal attacks, Democrat Janice Hahn defeated underdog Republican Craig Huey on July 12. Unofficial election night returns showed Hahn won 54.6% to 45.4%.

Turnout was just more than 23% but still higher than in the May 17 primary, when less than 13.8% of voters cast ballots to put Hahn and Huey in first and second place, respectively, in a 16-candidate field. Democrats hold an 18-point registration edge in California's largely coastal 36th Congressional District, based in the South Bay. Jane Harman, a Venice Democrat, gave up the seat in February to run a Washington think tank.

Most observers had expected Hahn, a member of a prominent local political family, to have little trouble winning after democratic Secretary of State Debra Bowen was edged out of the runoff by Huey. But Huey, 61, owner of a marketing firm and publisher of Christian voter guides, mounted a stronger-than-expected campaign, in large part by putting in more than \$800,000 of his own money. He rallied "tea party" members and other conservatives and, with his cut-spending/grow-jobs message, tried to appeal to independents and others he felt were fed up with the federal government.

Hahn, 59, raised \$1.3 million to Huey's nearly \$1.1 million, bolstered by help from Unions, the California Democratic Party and prominent Democratic officials. President Obama and former President Bill Clinton made automated calls to voters on her behalf, and Clinton helped her raise money. Hahn called for preserving Social Security, bringing troops home from Iraq and Afghanistan as soon as possible and using the money spent on the wars to invest in green technology and jobs.

On election day, the Hahn campaign filed complaints with authorities alleging that Huey's supporters tried to discourage hers by telling them the election had been postponed a day and giving them wrong polling place addresses. The Huey campaign denied any involvement and called the complaints a trick to improve turnout for Hahn. On July 11, Hahn's mother died unexpectedly, causing the candidate to cut back on last-minute campaign activities.

U.S. ballast rules attacked

Members of the House Maritime Subcommittee of the House Transportation & Infrastructure Committee told a hearing that an "overlapping and contradictory patchwork" of ballast water regulations also threatens international trade and unduly burdens vessel operations in U.S. waters.

Thomas Allegretti, speaking on behalf of the Shipping Industry Ballast Water Coalition, testified: "A lack of clear, uniform federal rules for managing vessel discharges, including ballast water used for maintaining the safety and stability of vessels while underway, creates

ambiguity that makes it difficult for companies and mariners to comply with environmental regulations."

Ballasting and 25 other incidental vessel discharges that occur in U.S. waters—including deck runoff, bilge water and grey water—are now regulated by the Coast Guard, the Environmental Protection Agency, 26 states, two Indian Tribes and a U.S. territory.

Subcommittee chairman Frank LoBiondo (R-New Jersey), urged Congress to enact regulation that would replace overlapping authority with a uniform national standard.

Long-haul container rates slide

Carriers are increasingly withdrawing long-haul container services in view of rates falling because of the tonnage glut. Shanghai Shipping Exchange statistics on July 18, showed Asia/Europe rates averaged \$809 per teu, down from \$817 teu the previous week. Asia/U.S. East Coast dropped just \$2 to \$3,103 feu, while Asia/U.S. West Coast fell \$25 to \$1,627 feu.

The New World Alliance of MOL, APL, Hyundai Merchant Marine and Hong Kong's TS Lines have all cut TransPacific capacity. Wan Hai Lines and the CKYH Alliance (COSCO, "K" Line, Yang Ming and Hanjin Shipping) have cut Asia-Europe services.

Eleven ships of a combined 73,641 teu were delivered in June. In the first half of 2011, 108 ships of a combined 723,813

teu were delivered. The order book at the start of the year indicated that 900,000 teu was scheduled to be delivered in the first half of 2011, meaning that about 22% of the capacity scheduled to be delivered thus far in the year has not yet reached the fleet.

A Shanghai-based broker said that with third-quarter cargo volumes below expectations, carriers will probably postpone general rate increases and peak season surcharges this month. "Further slips in rates could even be possible, with no bunker adjustment expected," he warned. "We also hear of more carriers planning service rationalization on the TransPacific trade and more cascading of Panamax and post-Panamax boxships into emerging markets, as carriers are feeling the pain on the main arterial routes."

APL Korea honored by Japanese Pilots



The *APL Korea*, crewed on deck by the Sailors' Union, was selected as the only U.S.-flag ship to be honored by the Japan Federation of Pilot Associations as the Best Quality Ship 2010. The testimonial certificate plus a brass plaque was given to the ship when she called Yokohama on July 19.

The Federation bestowed the honor after surveying all ships calling Japanese ports between September and October 2010, for pilot ladder compliance with SOLAS regulations, navigation and bow thruster equipment and the officers and crews (SUP sailors) work on the bridge.

Foreign-flag vessels honored by the Pilots were the passenger ship *Asuka II*, the bulk carrier *Santa Lucia*, the LNG carrier *Alto Acrux*, the roll-on/roll-off vessel *Talisman*, the container ship *Westwood Olympia* and the bulk carrier *Brasil Maru*.

The *APL Korea* was the first C-11 class container ship built for American President Lines by Daewoo Heavy Industries shipyard in Okpo, Korea, in 1995. She sailed under Marshall Islands flag until 1997 when the company enrolled her, plus eight other vessels, in the Maritime Security Program (MSP).

Arctic route open for summer

The first of up to 15 vessels is already on its way from Murmansk to China as ice thaws early. The 73,788 dwt *Perseverance* left the Barents Sea port with a cargo 70,000 tons of gas condensate on July 3, and is anticipated to arrive in China within three weeks. The voyage through the Russian-controlled Arctic route could take as little as 14 days.

According to *Lloyd's List Intelligence*, *Perseverance* is a 2005-built, Singapore-flagged vessel owned by Belgium and Bermuda-based owner, Transpetrol. It could be the first of possibly 15 vessels that the Russians have said could make the voyage this year. The majority of the vessels will be escorted, all or part of the way, by one of the Russian state-owned nuclear icebreakers.

Earlier in this year Sovcomflot, the Russian-owned shipping company, said that if ice penetration over the route withdrew early and remained low for longer, as expected, it would begin by sending vessels on two voyages in the early summer, and then two in September. The later dates could include the use of larger Aframax and Suezmax tankers and the transit of a more northerly passage through some of the islands in the middle of the sea route if the ice levels had receded far enough north.

Commercial interest in using the Northern Sea route has increased in recent years as scientists predict less summer ice in the Siberian seas. The potential of using the route to sail from Northern Europe to China and other Far-East ports could see vessels shave thousands of dollars off fuel costs along with shortening voyage times in comparison to using the Suez Canal. Some economic experts have predicted that as the route becomes more permanently and widely available during summer months and even year-round, it could result in a shift in global economics as new trade lanes develop.

California extends clean fuel zone

The California Air Resources Board voted last month to extend the clean-fuel zone 24 miles beyond the Channel Islands to encompass a route being used by vessel operators that was longer but led to fuel savings worth an estimated \$6,000.

The original rule, which went into effect in 2009, required switching to low-sulphur fuel when navigating between the Channel Islands and the coast, prompting operators to avoid the channel.

The amended rules also addresses concerns by the U.S. Navy, which uses part of the detour route to conduct missile testing. The number of ships transiting through testing waters jumped from an average of two a day to as many as 15 a day after the original rules came into effect, according to the Navy.

The Pacific Merchant Shipping Association previously challenged the state of California's right to regulate more than three miles from the coast, but a federal district court upheld the state's authority.

Ocean freight rates rise in the TransPacific

The starting bell for this year's third quarter has brought cheers to TransPacific carriers, but tears for Asia/Europe operators.

The Shanghai Containerized Freight Index showed that average Asia/U.S. West Coast rates rose \$19 at the beginning of July, from \$1,652 per feu from the last week of June; Asia/U.S. East Coast rose \$79 to \$3,113 feu. However, Asia/Europe rates fell \$24 to \$821 teu.

A Shanghai broker said that TransPacific rates rallied because of higher volumes: "Ships sailing to the U.S. West Coast are at least 80% full, while those going to the U.S. East Coast are at least 90% full. "So it seems that Thanksgiving and Christmas demand is there," commented the broker, who also noted that rising bunker prices have caused carriers to impose fuel surcharges of \$100 feu to West Coast routes and \$200 feu to the East Coast.

Asia/Europe rates, however, are continuing to deteriorate, mainly because of slowing exports and carriers' determination to compete without substantial capacity discipline, the broker noted: "China's exports are still rising, but at a slower rate than last year. Last year marked the rebound from the global financial crisis so this year, worldwide trade is expected to slow down."

A few weeks ago, the CKYH Alliance, made up of COSCO, "K" Line, Yang Ming and Hanjin, withdrew their Asia/North Europe (NE5 service). Vessels in the weekly service have capacities of 5,500-6,600 teu, but with one 10,100 teu ship in the loop, *Hanjin Germany*.

COSCO pays for protection

China Ocean Shipping Company (COSCO) has reportedly become the latest company to reveal its use of armed guards to protect ships in areas at risk of piracy.

Shanghai-listed COSCO Shipping, the general cargo and heavy-lift arm of COSCO Group, said it will spend \$12 million on armed guards and other anti-piracy measures this year to protect ships from Somali piracy, Hong Kong's *South China Morning Post* newspaper reported.

The company's chief operating officer, Guo Jin, told the newspaper: "Our ships are relatively small, they are not so fast—about 15 knots—so we have to employ armed security." Guo added that the company favored British security companies that employ former Royal Marine and Special Air Service troops.

Earlier this month, Danish product tanker operator Torm said that it now had "no other option" but to deploy armed guards on its ships off East Africa.

Pirate attacks rise in first half of 2011

Pirates attacked 266 ships in the first half of the year, up from 196 ships a year earlier, the International Maritime Bureau (IMB) announced on July 14.

In a new report, the IMB said 163 of the attacks could be attributed to Somali pirates and noted that 361 seafarers were taken hostage during the period, with three injured and seven killed.

As of June 30, Somali pirates were holding 398 seafarers from 20 hijacked ships as hostages. Another 22 seafarers, who had been kidnapped from vessels, were also being held. Somali pirates seized 21 ships in the first half of 2011, compared with 27 in the same period last year.

Commenting on the actions of Somali pirates, the IMB said: "Attacks have increased but successful hijackings have reduced due to the efforts and actions by the naval forces and the hardening and other preventative measures used by the merchant vessels." The IMB also noted that there has been "a surge in particularly violent and highly organized attacks" off West Africa this year, with 12 tankers attacked off Benin since March. No attacks were reported in the area last year.

Pirates continued from page 1

In a statement filed with his plea agreement, Ali admitted that he and four other Yemeni nationals were crew members of a boat that had been pirated by Somalis. When the Somali conspirators were in the process of capturing the *Quest*, Ali willingly elected to join them in return for a share of the ransom money. Ali went on to say in his plea agreement that he did not personally shoot any of the four Americans, nor did he instruct any other person to shoot the hostages.

"Today's plea brings us one step closer to the resolution of the *Quest's* hijacking and the brutal killing of four Americans. Armed with RPGs and automatic weapons, Ali willingly participated in this premeditated attack to pirate the *Quest*, in a vain attempt for ransom. From the shore of Tripoli to the coast of Somalia, piracy is no new issue for the United States," said Janice K. Fedarcyk, Assistant Director in Charge for the FBI's New York Field Office.

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Australia expands surveillance to protect Great Barrier Reef

Australia has extended its maritime surveillance system to cover the entire Great Barrier Reef National Park and minimize the chance of future groundings, given increased marine traffic in the area. The Australian government said that its Reef Vessel Traffic Services (REEFVTS) system had been expanded to cover the southern portion of the reef between Mackay and Bundaberg.

"Our aim here is simple: to deter shipping companies and their crews from engaging in unsafe and irresponsible actions at sea, particularly near our environmentally sensitive marine ecosystems," Federal Infrastructure and Transport Minister Anthony Albanese said. He said the major practical effect of the extension would be that ships entering the park will be required to report their whereabouts much earlier. In addition, as part of the changes to REEFVTS, a new user guide and updated charts of the area will be available to mariners.

The reef area encompasses 11 ports with annual exports worth around \$17 billion, with the majority made up of bulk commodities such as coal, iron ore and agricultural produce. Albanese said with expansion at Port Gladstone, Port Alma, Hay Point and Abbot Point, traffic had grown by around 25% in the past four years and was expected to double over the next decade.

Last April the 69,110 dwt *Shen Neng 1* ran aground, seriously damaging a 1,864 mile section of the reef and polluting it with toxic hull paint and bunker fuel. That gave a renewed sense of urgency to efforts to control marine traffic in the area.

Despite the changes, marine safety in the area will still largely depend on the professionalism of master and crew as the June 20 grounding of the 2008-built, 79,000 dwt containership *Al Rawdah* on a reef Singapore showed. According to the Maritime & Port Authority of Singapore, the vessel ignored repeated warnings to change course, demonstrating that no amount of surveillance or navigational technology can always prevent human error.

The investigation into the *Shen Neng 1* grounding by the Australian Transport Safety Bureau put the accident down to human error, revealing that the vessel's chief mate, who was on watch at the time, had two-and-a-half hours of broken sleep during the 38 hours preceding the accident.

Senators urge support for MSP

United States Senate
WASHINGTON, DC 20510

June 27, 2011

The Honorable Patty Murray, Chairman
The Honorable Susan Collins, Ranking Member
Subcommittee on Transportation, Housing and Urban Development and
Related Agencies Committee on Appropriations

Dear Chairman Murray and Ranking Member Collins:

We are writing to request that funding for the Maritime Security Program (MSP) be included in the Fiscal Year 2012 appropriations bill for the Departments of Transportation, Housing and Urban Development, and Related Agencies at the amount fully authorized for FY 2012 in Public Law 108-136, the National Defense Authorization Act for Fiscal Year 2004.

The MSP was originally enacted to ensure that the United States has the U.S.-flag commercial sealift capability and trained U.S. citizen merchant mariners available to crew the government and privately-owned vessels needed by the Department of Defense in time of war or other international emergency. Most importantly, the Maritime Security Program and the uninterrupted operation of its maritime security fleet of 60 U.S.-flag militarily-useful commercial vessels ensures that America will in fact be able to support and supply our troops overseas. It guarantees that American flag vessels and American crews will continue to be available to transport the supplies and equipment our troops need to do their job in behalf of our nation.

It is extremely important to note that the failure to fund the Maritime Security Program at the authorized amount will not only put American troops at risk, but will weaken America's overall security interests and will cost the American taxpayer significantly. Without having the MSP and its maritime security fleet to rely on, the options available to the Department of Defense and to our country to meet America's commercial sealift capability requirements are totally unacceptable.

On the one hand, our country would be faced with the option of giving foreign flag shipping interests and their foreign mariners, interests who may not share America's goals, objectives and values, the responsibility for supporting and advancing America's security interests overseas. These foreign flag shipping services will have to be paid for by the United States and it means our country will be encouraging the outsourcing of American maritime jobs as we spend taxpayer dollars on foreign flag ships and their foreign crews.

On the other hand, our country would be faced with the option of having the Department of Defense build, maintain and operate the requisite vessels itself, at a tremendous cost to the American taxpayer. In fact, a 2006 report prepared for the National Defense Transportation Association—Military Sealift Committee concluded that "the likely cost to the government to replicate just the vessel capacity provided by the MSP dry cargo vessels would be \$13 billion." In addition, the United States Transportation Command has estimated that it would cost the U.S. Government an additional \$52 billion to replicate the "global intermodal system" that is made available to the Department of Defense by MSP participants who are continuously developing, maintaining and upgrading their systems. In contrast, the commercial maritime industry, through the MSP, will provide the Department of Defense with these same vessels and global intermodal system at a fraction of what it would cost our government to do the job itself.

In other words, without funding the MSP and ensuring the continued operation of its maritime security fleet, America would either have to place the safety of our troops and the security of our nation in the hands of foreign shipping interests or be forced to spend billions of dollars more of the taxpayer's dollars to achieve the commercial sealift capability that will be lost if the authorized funds for MSP are not appropriated.

During Congressional consideration of the reauthorization of the MSP in 2003, General John W. Handy, Commander in Chief, United States Transportation Command, told Congress that: "As we look at operations on multiple fronts in support of the War on Terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain the needed capability and capacity to meet our most demanding wartime scenariosMSP is a cost-effective program that assures guaranteed access to required U.S.-flag commercial shipping and U.S. merchant mariners when needed...MSP is a vital element of our military's strategic sealift and global response capability."

We again ask that you support this highly efficient and low-cost public-private partnership by funding MSP at the authorized level in your Subcommittee's FY' 12 appropriations legislation. In so doing, you will be saving the American taxpayer billions of dollars because the Department of Defense will be able to utilize privately-owned U.S.-flag vessels to meet its commercial sealift requirements rather than buying and maintaining this capability on its own.

Thank you or your consideration of this request.

Sincerely,

Daniel K. Akaka
Mark Begich
Richard Blumenthal
Barbara Boxer
Maria Cantwell
Benjamin L. Cardin
Kirsten E. Gillibrand
John F. Kerry
Mary Landrieu

Frank R. Lautenberg
Jeff Merkley
Barbara Mikulski
John D. Rockefeller IV
Charles E. Schumer
David Vitter
Sheldon Whitehouse
Roger Wicker
Ron Wyden



AB and delegate Anton Seravaseiyar on the boat deck of the Chevron Shipping Company tanker Florida Voyager at Richmond Long Wharf on July 7, 2011. The Florida replaced the Colorado on the Columbia River run from Richmond to Willbridge near Portland, Oregon. Photo: Dave Connolly.

International Maritime Organization selects new secretary-general

Koji Sekimizu of Japan has been chosen by the IMO (International Maritime Organization) Council to replace Efthimios Mitropoulos as the organization's secretary-general.

Sekimizu was elected from among six candidates at a meeting on June 28, at the IMO's headquarters in London, the organization confirmed in a statement.

Mitropoulos congratulated Sekimizu and said he looked forward to "working closely with Mr. Sekimizu between now and the end of the year to introduce him to the current state of organizational affairs so that the transition of administration from me to him will be as smooth, harmonious and successful as possible." He added, "I can assure him that the Secretariat will stand by him to support him in any way possible and under all circumstances."

The other candidates were Lee Sik Chai of South Korea, Andreas Chrysostomou of Cyprus, Neil Ferrer of the Philippines, Jeffrey Lantz of the United States, and Esteban Pacha Vicente of Spain.

Sekimizu has been working at the IMO since 1989, and has been director of the organization's maritime safety division since 2004. The 59-year-old began his career as a ship inspector with Japan's transport ministry in 1977, before moving on to senior safety and environment-related positions.

The council's decision will advance to the IMO Assembly in November for approval. Mitropoulos ends his second four-year term on December 31.

The IMO is a United Nations agency with responsibility for the safety and security of shipping and the prevention of marine pollution.

"Filthy" QM2 fails inspection

Cunard is seeking to limit the fallout after its luxury flagship *Queen Mary 2* flunked a recent health inspection in New York City.

The Centers of Disease Control report on the liner's June 10, inspection cited "live fruit flies and cockroaches in bins containing food, a human hair within the ice machine, pool water that was extremely dirty and pool floor tiling coated with dark soil and hairs".

It also reported frequent cases of food being stored directly alongside "heavily soiled" items, multiple decks and bulkheads that were "filthy," and a litany of other health hazards.

On June 24, Cunard said in a statement that "the poor assessment resulted largely from one small area of the ship's overall operation" and insisted that "all the issues raised in the report were immediately addressed and have now been corrected. Ship and shore management have now redefined certain roles and responsibilities to clarify accountability and the company's already rigorous training schedule has been stepped up."

The *QM2* received a score of 84, versus the passing grade of 86. Cunard emphasized that the ship has received grades exceeding 95 on most previous inspections and had scored 100 on three occasions.

ESU Office Assignments

For the month of August, Leo DeCastro will be in the Seabrook office.

ESU NEWS

JULY 2011

Official Publication of the Exxon Seamen's Union

SeaRiver announces another workforce reduction and VSP

As a result of the unexpected early departure of the SR Wilmington Sea River Inc. Fleet Services Manager, Ron Floyd notified the ESU via a conference call on June 29, that the Company is forced to reduce the unlicensed ranks to a more manageable number that reflects operational needs. Mr. Floyd also suggested that the company was willing to meet with the ESU as soon as possible in order to discuss the possibility of offering a Voluntary Separation Program before starting the Layoff procedures according to the CBA. The numbers of the workforce reduction would be as follow: Thirteen (13) Able Seamen; Four (4) Oilers; Four (4) Pumpmen; Two (2) Fleet Chef; and Two (2) Cooks." Mr. Floyd further stated that the company was willing to meet the following week on July 7, in Seabrook, TX to discuss the employee surplus situation as outlined under the ESU Contract.

Discussions from the meeting lead to an agreement to use the template from a year earlier in the Voluntary Separation Program offered in 2010. It was agreed that it would be a positive move in the right direction to offer a voluntary separation program with the hopes of minimizing the adverse impact on the ESU membership. The following below is from Fleet Services Manager, Ron Floyd and was sent to all SeaRiver Unlicensed employees on July 15, 2011:

"As a result of the removal from service of the S/R WILMINGTON, the current fleet manpower balances, and future outlook, the Company has determined that a surplus manpower situation and lack of work continues to exist within our unlicensed seagoing employee group. The specific breakdown of this surplus in Principal Ratings is as follows: Thirteen (13) Able Seamen; four (4) Oilers; four (4) Pumpmen; two (2) Fleet Chef; and two (2) Cooks. The current collective bargaining agreement contains provisions addressing the process for the selection of surplus personnel, in the event of lack of work. These provisions allow defined surplus personnel in Principal Ratings to select demotion, in lieu of separation from the Company. As such, if all employees in the Principal Ratings elect to demote, then twenty five (25) individuals in the Maintenance Seaman list would be separated including, given their Company service, a number of surplus Able Seamen, who choose to demote under Article XI of our Agreement. The Company and the Exxon Seamen's Union have discussed the effects of the removal of service of the S/R WILMINGTON. The Company has decided to offer, on a non-precedent setting basis, a voluntary separation program to all unlicensed personnel before issuing layoff notices under Article XI of our Agreement. Unlicensed personnel on the payroll as of July 15, 2011 are eligible to participate in this program. Personnel who are willing to par-

ticipate in this voluntary separation program will be chosen by rating by the Company according to their Company service, and limited to the number of positions (by rating) necessary to address the surplus. Maintenance Seamen who are willing to participate in this voluntary program will be chosen by the Company before and only if, any Maintenance Seaman is subject to involuntary layoff under Article XI of the Agreement. The Company will notify individuals in Principal Ratings, who have volunteered and been chosen by the Company under this voluntary separation program, on August 16, 2011. Maintenance Seamen who volunteer and are chosen by the Company under this voluntary separation program will be notified no later than September 16, 2011.

Those individuals chosen by the Company will receive a one time only, non benefit bearing, taxable payment in the following amounts: Fleet Chef \$54,000; Cook \$32,500; Pumpman \$54,000; Oiler \$45,750; Able Seaman \$37,500; and Maintenance Seaman \$20,750.

In addition, individuals chosen by the Company will also receive the non-benefit bearing contract ratification bonus payment of \$2,250, if the Memorandum of Agreement is ratified by the Union by August 15, 2011. Payments made under this voluntary separation program will be in addition to any Company benefits related payments that individuals participating in the program would be eligible to receive as a result of a normal separation and/or retirement. In order to be eligible for participation in this voluntary separation program, unlicensed employees **MUST** communicate with me in writing no later than 1600 hours (Central Daylight Time) on August 15, 2011. This initial communication can be by email, facsimile, or conventional mail. It must be followed up by your submission of the completed election form (attached). We have engaged in very productive discussions with the ESU Board on this matter and hope personnel give serious consideration to this voluntary separation program. In the event there is less subscription than necessary to address the current surplus in Principal Ratings, steps outlined in the collective bargaining agreement regarding involuntary separations will be initiated on August 16, 2011. If you have any questions on this matter please contact me at (713) 656-2419 or contact the ESU Seabrook Office."

As per the Contract between the Exxon Seamen's Union and SeaRiver Maritime Inc. under Article XI on page 41 and 42 Section 1, A and B allows the Company and the Union to develop programs in an effort to reduce surplus personnel. Ordinarily, reductions in employee numbers have been managed through a combination of normal attrition through retirements and other forms

of separations from the company. The Executive Board believes that there are different factors present in these circumstances that would allow SeaRiver managers to offer retirement incentives to some of our current members that may be eligible for retirement as it was done in 2010. Retirement incentives seem to be the most economical and least painful manner in separating employees. By offering senior employees the option of accelerating their retirement schedule through a monetary inducement, historically members have volunteered for the offer by the company to reduce employee numbers to the desired level. By the separation of these employees on a voluntary basis the need to force unwanted employment separations on valuable, younger employees that have more years of service to offer the company becomes unnecessary.

In the event no programs or other alternatives are set forth then Section 1, C and D will apply, it is important to understand that members subject to demotion or layoff under Section 1, C and D will be laid off on the basis of continuous service with the company and will be given six (6) months advance notice by the SeaRiver Human Resources Department that they are considered surplus in their rating. After an employee has received this notification letter they will exercise their contractual right within thirty (30) days to either accept demotion or opt for the layoff allowance. Additionally, employees subject to demotion or layoff will have the option of working the six (6) months or receive the six (6) months in a lump sum payment of his/her normal earnings in addition to the layoff allowance if eligible. However, this option to accept demotion or elect to accept the layoff allowances

is contingent on the employee, subject to demotion, having held a position on their present seniority (rating) list for at least one (1) year.

Layoff allowances are based on years of service and are in addition to the six (6) month lump sum if the employee is eligible and elects to receive it in lieu of continuing to be employed during that period. Below is the contractual agreement on layoff allowance.

· **Members with five (5) years of service and under:** One (1) week of pay for each year of continuous service.

· **Members with six (6) through ten (10) years of service:** Five (5) weeks of pay plus 1½ weeks of pay for each year of continuous service over five (5) years.

· **Members with eleven (11) through fifteen (15) years of service:** Twelve and one half (12-1/2) weeks of pay plus two (2) weeks of pay for each year of continuous service over ten (10) years.

· **Sixteen (16) years of service or over:** Twenty-two and one half (22-1/2) weeks of pay plus two and one half (2-1/2) weeks of pay for each year of continuous service over fifteen (15) years.

As outlined in this letter, if on August the 16th there are not enough individuals that take this voluntary separation program, the Company will exercise the Contractual language under Article XI, Section C and D for the remainder of personnel needed to be reduced. The ESU recognizes that possible layoffs are very concerning to our membership and the Board worked diligently and hard in trying to get the best option possible for the membership, but at the end of the day it was all up to the Company to agree and try to do this. If anyone has any questions about this program please feel free to call the ESU office.

Morning shape up!



On board of the Kodiak the crew get's ready for the day's work at the shipyard in Singapore. From left to right: AB Kevin Conroy, AB Wen Shie Tai, AB Joao Lobo and Fleet Chef Kurt Kreick.

ESU News

2011 contract ratification voting period continues

The ESU Executive Board reminds all members that the deadline for the receipt of your ballot on ratification of the 2011 Memorandum of Understanding by the American Arbitration Association (AAA) in New York is August 15, 2011, at 10:00 a.m. The AAA will notify the ESU Seabrook office later that afternoon once ballots have been counted. The ESU will then forward those results on to the fleet and membership shortly thereafter.

If the contract is ratified, a 3.00% increase on base, CSB, SSHOT, OT and Penalty wages will first appear on payroll checks received by members on September 30, 2011. This check will be for the payroll-reporting period of September 1, 2011 to September 15, 2011. Likewise the same increase of 3.00% across the board will apply in 2012 and 2013.

Additionally, the lump sum bonus of \$2,250.00 (less withholdings) will be paid separately and in the same manner you currently receive your pay. If you receive your pay via electronic funds transfer, you will receive your bonus check by electronic funds transfer. The same applies if you receive a paper check through the mail. Human Resources will compile a list of current employees and ExxonMobil payroll will be instructed to disburse the bonus payments. Bonus payments will be processed on the first available "off-cycle" date from regularly scheduled payroll distributions and can be expected before September 15, 2011.

The Exxon Seamen's Union again encourages you to exercise your right as dues paying members and VOTE!!!

SR Wilmington retires from service

The *SR Wilmington* began company service for Exxon Shipping Company as a specialty trader in 1984 and for the last 27 years was a great asset to the Company carrying various cargos primarily on the East/Gulf Coast of the United States. Major problems with the main engine surfaced in May and after weeks of unsuccessfully trying to resolve the issue with the hopes of keeping the vessel in service, SeaRiver recently made the decision to permanently retire the vessel from service. The following was an announcement sent to the fleet by Sea River Inc. President, Will Jenkins at the end of June.

"In late May, the S/R WILMINGTON experienced significant engine vibration. Thorough inspections and analysis by the crew and technical experts concluded that a main engine component would require repair. The size, scope and length of time for the repair do not adequately support the ship continuing in active service. Given these circumstances and after careful consideration, I have asked our Commercial Department to begin soliciting prospective buyers on the basis of "as is, where is", subject to SRM Board approval. The transportation requirements currently covered by the S/R WILMINGTON will be satisfied by in-chartered tonnage. As a result of these changes, we will re-evaluate our business requirements and staffing in the coming weeks. As always, we will continue to ensure an appropriate and efficient balance is maintained, consistent with business needs. I ask for your patience, understanding and continued focus on flawless operations as we work through this change.

Regards, Will"

Ship reports

S/R American Progress

Regular Ship Representative AB Rudy Benavides back on board, reports all is well but concern expressed by some members about layoffs. Vessel continues ANS service between Puget Sound and Valdez.

Kodiak

Vessel is out of Jurong shipyard in Singapore and is in route to Valdez AK to load for the US North West Coast. Regular Ship Representative Tim Williams on board and reports once again that the ESU members performed with the utmost professionalism and safety in mind during the yard period with zero incidents.

S/R Long Beach

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

Sierra

The ship continues to trade between Valdez and the San Francisco Bay area. The *Sierra* is on it's last voyage before it heads towards Singapore for the shipyard. A couple of ESU board members onboard and communicating with the ESU office and reports all is going well.

S/R Wilmington

Board officer visited the ship at the City dock in Beaumont on July 4, and July 14. Regular Ship Rep. Jeff Harris aboard and reports no problems. The vessel's fate has been determined (see article) and it's currently out of service and on shore power. The crew is down to only a few, several potential buyers have visited the ship and it looks like it will be soon sold possibly for scrap.

The last of the unlicensed onboard the *Willy*



Due to the SR Wilmington removal from service the crew been scaled back will no longer be manned by ESU members in the near future. From left to right: Fleet Chef Tom Mckee, Pumpman Don Koczon, AB Jeff Harris, MS Ein Cooley, AB Mike Harrison and sitting from left to right are AB Peter Dewilde and Cook Greg Connell.

NMC revises physical form

All members need to ensure they use the most recent physical form when renewing your MMC. Several weeks ago the National Maritime Center was contacted by the Star Center, Dania, Florida regarding inconsistencies with the USCG 719K Revision (01-09) form their members were having rejected at REC Miami.

The NMC took immediate actions to identify the problem and found that there were errors with the 719K form that was linked from the NMC's webpage. These errors were causing problems with the ability to print the form once filled in. In addition, there were two versions of the form being used by mariners with very minor differences but were significant enough to affect a mariner's application acceptance. The NMC has since reworked the 719K form so that it is printable and also added pre-approved OMB/CG changes in the last section of page 9 which request the mariner's Medical Practitioner's: License Number, Office telephone, and Office address.

The NMC is not accepting any 719K forms that have been otherwise modified or altered by a third party. The NMC encourages all mariners and their medical providers to use the current version of the 719K from the NMC webpage as it contains all the requirements for a complete medical application. The form is located at <http://www.uscg.mil/nmc/forms/medical/cg719k.pdf>.

New mileage reimbursement rate for 2011

Effective July 1, 2011, the optional standard mileage rate for all miles of use for business purposes was increased to 55.5 cents per mile. Reimbursements made using this rate will satisfy IRS accounting requirements and will not be included in the employee's W-2 income or subject to tax withholding.

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

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

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Joe Bernavich

Board Member at Large John McCarthy

Deck Trustee Aaron Rathbun

Engine Trustee William Ackley

Steward Trustee Kurt Kreick

All suited-up for LMSR training



Chemical Biological & Radiological Defense training in June at TRL School in San Diego. Pictured are: Joe Nugent, Jesse Williams, Randy Fogle, Tim Benton, Jay Camp, Edgar Juluat, Robert Leeper, Ray Minor and Andy Mcelhaney.

Oregon Voyager



From left to right: AB and delegate Joe Cox, Bosun Bob Turner, and OS Jonah Cross on the port side of the mess deck of Chevron's Oregon Voyager at the Richmond Long Wharf on July 13, 2011. Photo: Dave Connolly

House Transportation Committee proposal includes maritime policy initiatives

In a significant development for the domestic maritime industry, the long-term surface transportation reauthorization legislation unveiled by Congressman John Mica (R-Florida), chairman of the Committee on Transportation and Infrastructure, includes—for the first time—a clear recognition that domestic shipping will be a component of national transportation policy. The legislation contains three maritime policy initiatives strongly supported by the Sailors' Union.

First, to encourage development of a domestic short sea shipping industry, the draft legislation would end the double taxation of waterborne cargo moving between American ports. Second, the proposal would require that federal funds in the Harbor Maintenance Trust Fund are used as intended—to maintain and upgrade American ports—rather than to address budgetary issues. Finally, the draft would expand the allowable use of deposits to a Capital Construction Fund so that companies could use these monies to repair their vessels in American shipyards.

Following the release of the draft legislation, Congressman Frank LoBiondo (R-New Jersey), chairman of the Coast Guard and Maritime Transportation Subcommittee, issued a statement “applauding the Committee for recognizing the critical role the maritime industry plays in our nation’s economy, global commerce and job creation. It is therefore appropriate,” LoBiondo wrote, “to include a maritime title in this multi-year legislation for the first time. It is our shared goal to improve coordination between agencies and streamline the bureaucratic process to increase the efficiency of our marine transportation system.”

Welfare Notes

July 2011

Changes to Investment Options in Money Purchase Pension and 401(k) Plans

The Trustees of your two retirement Plans, with the goal of offering Plans' participants the most attractive range of investment options possible, have decided make changes in the investment lineup. You were notified last month of the change in the stable value fund option from Bank of America to Charles Schwab which will take place in mid-August. In addition, four new funds will be added in replacement of lesser performing funds on or around August 29. The Standard will provide full details of the changes in a notice to participants in late July or early August.

Active Participants' Coverage for Dependents

The enrollment period to add dependents between the ages of 19 to 26 years old was July 1, 2011 through July 31, 2011 as notified in mailings to SUP Members. All members who added dependents in July 2011 were sent letters advising them of the enrollments. If you sent an enrollment request and did not receive a response please contact the Plan office. If you did not add your dependents at this time the next available period will be in your Plan's next open enrollment period.

Dependent children between the ages of 19 to 26 can only be enrolled as dependent children if they do not have the option of coverage through an employer or the employer of a spouse. Please notify the Plan office of changes in your dependents' status.

New dependents including new born children and spouses must be added to your Plan within 30 days of a child's birth or within 30 days of the marriage. Copies of birth certificates and marriage certificates along with completed enrollment forms are required to add dependents. Also notify the Plan office of divorces and changes in address.

Pensioners Annual Allowance

The new fiscal year for the Pensioners Annual Allowance begins August 1, 2011 and runs to July 31, 2012. This is for covered services received in that time period. Remember all claims must be filed within 90 days of the date the service is performed or within 90 days of the Medicare processing of your claim. Please check with the SUP Welfare Plan for any questions about your eligibility, coverage, or claims.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 415-957-1816
berittrainrep@sbcglobal.net

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

Pirates refuse to free South Korean seafarers unless jailed “associates” are released

Somali pirates holding South Korean seafarers are demanding the release of pirates held by the South Korean authorities, as well as compensation for the deaths of some of their colleagues earlier this year, as a precondition for the captives' freedom.

Eight pirates were killed in January when South Korean special forces secured the release of the chemical tanker *Samho Jewelry*. The Asian country's government insisted that the deaths resulted from an exchange of fire, and has consistently denied any punishment element.

Stephen Askins of the British legal firm of Ince & Co said: “Compensation would be a matter of Korean law and I assume would require the families to take action in Korea. I can't see that being much of a runner in practical terms, unless a human rights organization sought to support them. Even then, I wonder whether such an action is possible. If a hostage rescue was ordered it would normally be in a situation where lethal force was permitted in principle. Even then any force used would need to be reasonable and proportionate.”

Last April, the Somalis released the vessel *Asphalt Venture* while holding on to seven Indian crew members, on the grounds that they were displeased with the Indian navy's killing of several colleagues.

A look astern...

From the July 26, 1911 *Coast Seamen's Journal*

“The first steamer of the Pacific Mail fleet, either on the China or the Panama run to burn oil instead of coal as fuel, the *City of Para* sailed San Francisco on July 15, for the Isthmus. The *Para* was given a trail run on the Bay and the demonstration made by the oil-burning plant was entirely satisfactory.”

NOAA looks for ships lost in WWII off North Carolina coast

The National Ocean and Atmospheric Administration (NOAA) is leading a summer research expedition to locate and study World War II shipwrecks sunk in 1942 off North Carolina during the Battle of the Atlantic, specifically the Battle of Convoy KS-520. The shipwrecks are located in an area known as the "Graveyard of the Atlantic," which includes sunken vessels from U.S. and British naval fleets, merchant ships and German U-boats.

"This summer will be the most ambitious of our Battle of the Atlantic research expeditions, and potentially the most exciting," said David W. Alberg, superintendent, USS Monitor National Marine Sanctuary. The group will use cutting-edge technology to search for and document historically significant shipwrecks.

On July 14, 1942, a merchant convoy of 19 ships and five military escorts left Hampton Roads, Virginia, sailing south to Key West, Florida, to deliver cargo to aid the war effort. The next day, off Cape Hatteras, Convoy KS-520 was attacked by German submarine U-576. The convoy fought back with an American warship ramming the U-boat while U.S. Navy aircraft dropped depth charges that sunk the submarine.

Alberg said NOAA's expedition will build on work conducted by NOAA's Office of National Marine Sanctuaries (ONMS) during the past three summers to document and preserve an important part of North Carolina's history. The 2011 Battle of the Atlantic expedition survey will be conducted in four phases aboard the ONMS Research Vessel 8501.

Phase one of the expedition will include a wide area survey in water depths of 100 to 1,500 feet. Advanced remote sensing technologies, including an autonomous underwater vehicle (AUV) and multiple sonar systems, will be used in attempt to locate undiscovered wreck sites, including the U-576 and the *Bluefields*, a Nicaraguan tanker the U-576 sunk in a torpedo strike.

A more targeted survey will be conducted during the second phase, relying on an AUV and multi-beam sonar systems to produce 3-D images of wreck sites. Scientists also will be investigating potential fuel leaks at the sites.

During phase three, scientists return to selected targets identified in the wide area survey and use a 3-D scanner to create highly detailed models of the wrecks. In the final phase, a remotely operated vehicle (ROV) system and high definition 3-D video cameras will be used to create photomosaics of shipwreck sites for research, education and outreach purposes.

Many of the World War II wrecks off North Carolina, some lying as shallow as 100 feet, serve as popular recreational dive sites and are visited by thousands of divers each year. Unfortunately, some of these wrecks have been severely damaged over the years by human activity. Both NOAA and the recreational diving community promote open access to the shipwrecks and encourage responsible dive behavior and preservation of underwater resources for future generations to enjoy.

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Source: MM&P's *Wheelhouse Weekly*

2011 IMO award for exceptional bravery at sea goes to piracy survivor

The Council of the International Maritime Organization (IMO) has unanimously endorsed the decision of a Panel of Judges that the 2011 IMO Award for Exceptional Bravery at Sea should go to Captain Seog Hae-gyun of Korea, Master of the chemical tanker *Samho Jewelry*. Captain Seog was nominated by the Government of the Republic of Korea for his heroic actions to keep his vessel and crew safe, while suffering vicious assaults, following a hijack by pirates off the coast of Somalia.

The Council agreed that Captain Seog displayed truly extraordinary bravery and concern for his crew after his ship was hijacked in the Indian Ocean in January 2011, going far beyond the call of duty, at great risk and danger to himself. With the pirates onboard, Captain Seog steered the vessel away from the Somali coast, watered down the fuel to prevent combustion, pretended the steering gear was not working properly and reduced the vessel's speed. He also managed, surreptitiously, to communicate information to naval forces, which facilitated a dramatic raid by commandos from the Republic of Korea's destroyer *Choi Young*. As a result, all 21 crew members were rescued.

During the hijack, Captain Seog was subject to a number of assaults, causing fractures to his legs and shoulders. He was later shot twice in the abdomen and once in the upper thigh, required several surgical operations and almost lost his life.

The Council also decided that, of the other nominees or groups of nominees, eight should receive Certificates of Commendation and 11 Letters of Commendation. The Council further agreed that special certificates be awarded to the Maritime Rescue Coordination Centres (MRCCs) Falmouth (United Kingdom) and Stavanger (Norway) for their contribution, on several occasions, to search and rescue operations unfolding in distant areas, far away from their respective countries' SAR regions, and for their dedicated performance over many years.

A total of 38 nominations from 14 Member States and one non-governmental organization in consultative status with IMO were received. They were first considered by an Assessment Panel, which was chaired by the IMO Secretary-General and consisted of experts nominated by various international non-governmental organizations in consultative status with IMO. A Panel of Judges then met, led by the Chairman of the IMO Council, with the participation of the Chairmen of IMO's Maritime Safety, Marine Environment Protection, Legal, Technical Cooperation, and Facilitation Committees.

A ceremony for the winner to receive his award will be held on Monday, November 21, the first day of IMO's biennial Assembly meeting in London.

Cape Henry back in Frisco



The SUP crew of the *Cape Henry* on the stern ramp after tying up at San Francisco's Pier 96. This crackerjack crew worked around the clock to prepare the ship for activation after a long layup and pulled it off without a hitch—SUP style. From left to right: AB Clemons Kessler, AB Mike Staley, AB Gabe Moreno, AB Jaime Acosta, AB Ramon Duran, Bosun Vern Haik, AB Justin Foster, OS Matt Henning, and OS Scott Sitts. The *Cape Henry* is a Ready Reserve Force vessel operated for the Maritime Administration by Patriot Contract Services. Photo: Dave Connolly

Legislation would stop corporate offshore tax evasion schemes

Here's one contributor to the deficit Republicans don't want to talk about. Loopholes in our tax laws allow multinational companies and hedge funds to shelter enormous sums of money from taxes by creating offshore identities and using tax-haven banks. This practice costs nearly \$100 billion in taxes each year, according to the Senate Permanent Subcommittee on Investigations.

The Stop Tax Haven Abuse Act, introduced on July 11, by Senator Carl Levin (D-Michigan), would close these loopholes and strengthen the government's ability to collect taxes that are due.

"People are sick and tired of tax dodgers using offshore trickery and abusive tax shelters to avoid paying their fair share," Levin told a Capitol Hill press conference. "This bill offers powerful new tools to combat offshore and tax shelter abuses, raise revenues, and eliminate incentives to send U.S. profits and jobs offshore. Its provisions, which can help stop the \$100 billion per year drain on the Treasury, will hopefully be part of any deficit reduction package this year, but should be passed in any event."

The bill is supported by a wide array of small business, labor, and public interest groups, including the AFL-CIO.

Kelly Conklin, owner of Foley-Waite Associates, a custom woodworking company in Bloomfield, New Jersey, issued this statement, on behalf of the Main Street Alliance, a national network of state-based small business coalition and a supporter of the bill: "The abuse of tax havens by big corporations tilts the playing field against small businesses and, in fact, any business that's doing the right thing and paying its fair share of taxes. It's time to say enough is enough. If you want to fly the American flag outside your corporate headquarters, you should be paying your way. That's what this bill is about."

Wisconsin voters not fooled, vote for real candidates to face "Walker 6"

Wisconsin voters saw through Republican trickery and voted for the real candidates in six state Senate Democratic primaries on July 12. The balloting was the first round of elections to recall six Republican state senators who were instrumental in ramming through Republican Governor Scott Walker's bill that eliminates the collective bargaining rights of public employees.

Republicans entered fake Democrats in all six races in an attempt to sow confusion and buy an extra four weeks for the incumbents to raise money and campaign before the August 9 general election. Wisconsin State AFL-CIO Secretary-Treasurer Stephanie Bloomingdale said: The shameful and despicable GOP tactic to delay judgment day for the "Walker 6" by running fake Democrats needlessly cost taxpayers hundreds of thousands of dollars. This GOP trickery fell flat. Today's result proves the people of Wisconsin are serious. On August 9, we will recall the senators who chose to stand with Scott Walker's corporate backers at the expense of working families."

The winners who will face off with the "Walker 6" are: District 2, Nancy Nusbaum; District 8, Sandy Pasch; District 10, Shelly Moore; District 14, Fred Clark; District 18, Jessica King; and District 32, Jennifer Shilling.

There were reports of out-of-state phone calls to voters in the six districts urging them to stay home and vote by absentee ballot, which would have been too late, but the calls had little if any impact.

Wisconsin State AFL-CIO President Phil Neuenfeldt says yesterday's vote shows: "There is a clear energy to restore democracy to Wisconsin. In today's economy, Wisconsin voters want a fair and balanced approach to government."



SUP President's Report

July 11, 2011

PENSION INCREASE

As reported in the last issue of the *West Coast Sailors*, on June 22, the SUP, MFOW and SIU-Marine Cooks, which comprise the SIU-Pacific District for collective bargaining purposes, successfully negotiated a pension increase for current and future pensioners with APL Marine Services and Matson Navigation Company under Section 30(e) of both agreements.

Prior to negotiations, Plan Actuary Greg Pastino of the Savitz Organization submitted his valuation of the Plans as of August 1, 2010. The market value of Plan assets was approximately \$115 million with a funded ratio of 122.06%. Pastino also reported there was a net actuarial gain from 2009-2010 of \$2,568,099. Under Section 30(e) benefit improvements cannot exceed the yearly combined actuarial gain.

Therefore, the Unions proposed and the companies agreed to a pension benefit increase of \$54 per month for Plan participants that retire on or after July 1, 2011. This would be applicable, as per past practice, to those who retire at age 60 or older with 25 years seetime with pro-rata increases for participants with less than 25 years seetime. Current pensioners who retire at age 55 or older with at least 20 years of qualifying time will receive a 2% increase to their monthly benefit.

The Pension Plan office indicates that the benefit improvements will be reflected on the September 1, pension checks inclusive of benefit increases retroactive to July 1.

	Monthly Benefit 7/1/10	Monthly Benefit 7/1/11
I Long Service Benefit (25YQT)		
(1) Retiring at age 60 or older	\$1,646.00	\$1,700.00
(2) Eligible for Soc. Sec. Dis., any age	\$1,646.00	\$1,700.00
(3) Retiring between ages 55 and 60	\$1,374.91	\$1,420.00
(4) Retiring under age 55	\$300.00	\$300.00
II Basic Service Benefit (20YQT)		
(1) Retiring at age 60 or older	\$1,316.80	\$1,360.00
(2) Eligible for Soc. Sec. Dis., any age	\$1,316.80	\$1,360.00
(3) Retiring between ages 55 and 60	\$1,186.09	\$1,225.00
(4) Retiring under age 55	\$250.00	\$250.00
III Reduced Service Benefit		
(1) 15YQT	\$740.70	\$765.00
(2) 16YQT	\$790.08	\$816.00
(3) 17YQT	\$839.46	\$867.00
(4) 18YQT	\$888.84	\$918.00
(5) 19YQT	\$938.22	\$969.00
IV Disability Retirement Benefit		
(1) 25YQT retiring at age 60 or older	\$1,646.00	\$1,700.00
(2) 25YQT retiring at ages 55-59	\$1,374.91	\$1,420.00
(3) 25YQT retiring under age 55	\$300.00	\$300.00
(4) 20YQT-24YQT retiring at age 60 or older	\$1,316.80	\$1,360.00
(5) 20YQT-24YQT retiring at ages 55-59	\$1,186.09	\$1,225.00
(6) 20YQT-24YQT retiring under age 55	\$250.00	\$250.00
(7) 15YQT-19YQT	\$187.50	\$187.50
(8) 15YQT-19YQT and eligible for Soc. Sec. Dis.	\$218.50	\$218.50
(9) 10YQT-14YQT	\$125.00	\$125.00
V Dependent Child Benefit		
(1) Per child under age 18	\$25.00	\$25.00
VI Deferred Vested Benefit per year of Qualifying Time		
(1) 200 or more qualifying days	\$49.38	\$51.00
(2) 125 to 200 qualifying days	Pro Rata	Pro Rata
(3) Less than 125 qualifying days	\$0.00	\$0.00

It must be noted that the benefit increases negotiated with APL and Matson are applicable to those members employed by Chevron, Foss and the San Francisco Bar Pilots.

MATSON NAVIGATION COMPANY

Last month, reported that Matson unilaterally took a credit of \$27,056.25 in May of this year and \$20,000 in June for alleged overpayments to the SUP Welfare Plan and the SIU Pacific District Medical Center from 2005-2010. These overpayments were made because SUP members employed in the Honolulu Paint & Rigging Gang under the Maintenance Agreement allegedly misreported vacation days on their time cards.

The company took similar unilateral action with the MFOW regarding the shoreside mechanics in Honolulu. Both MFOW President Anthony Poplawski, SUP Welfare Plan Administrator Michelle Chang and your secretary demanded that Matson make the Plans whole.

At the June 21 meeting of the Trustees of the SUP Welfare Plan, Matson Trustee Tom Percival agreed – after considerable discussion – to make the Plan whole. The following day at the SIU Pacific District Trustees meeting, he took the same action.

On June 24, Matson made payments to the SUP, MFOW and Pacific District Plans for the full amount withheld.

SUP WELFARE PLAN

The Trustees of the SUP Welfare Plan (Vice President Dave Connolly and your secretary for the Union; Tim Windle for APL and Tom Percival for Matson) met on June 21, for the regularly scheduled quarterly meeting. The June meeting is always of significance because this is when rates paid by the Plan to health care providers are discussed and acted upon.

Plan consultant Kirsten Shaffer of the firm Rael & Letson negotiates the rates with the providers and does an excellent job, however, rates continue to climb. For example:

KAISER: Effective July 1, 2011, a 11.9% premium increase for the Northern California group and a 13.1% increase for the Southern California group.

In practical terms the rate for a single participant in Northern California increased to \$628.33 per month from \$561.62. For a married participant without children, the rate increased to \$1,256.66 from \$1,123.25. For married participants with children, the rate increased to \$1,778.17 from \$1,589.

In Southern California, Kaiser's rates increased to \$505.60 from \$446.96 for single participants, \$1,011.20 from \$893.93 for married participants and to \$1,430.85 from \$1,264.91 per month for married participants with children.

KAISER HAWAII: Effective August 1, the medical and drug premiums will increase by 22.4% for single participants the rate goes to \$469.50 per month from \$383.69; for married participants to \$939.01 from \$767.38; for married participants with children to \$1,408.51 from \$1,151.06.

GROUP HEALTH COOPERATIVE: Effective August 1, premiums will increase by 2.5%. For a single participant the rate goes to \$468.39 from \$457.05. For married participants to \$874.67 from \$853.49; and for married participants with children to \$1,464.58 from \$1,429.12.

HEALTHNET (HMO): Effective August 1, rates will increase by 6.1%. For a single participant \$705.81 per month from \$665.36. For married participants to \$1,411.63 from \$1,330.72. For married participants with children to \$2,046.93 from \$1,929.61.

HEALTHNET PPO (CALIFORNIA): Effective August 1, rates will increase by 8.1%. For a single participant to \$813.76 per month from \$752.84. For married participants to \$1,749.56 from \$1,618.59; and to \$2,400.57 from \$2,220.86 for married participants with children.

HEALTHNET PPO (OUTSIDE OF CALIFORNIA): Effective August 1, rates will increase 3.2%. For a single participant to \$732.89 from \$710.10. For

a married participant to \$1,575.69 from \$1,526.90; and for a married participant with children to \$2,162.01 from \$2,094.78.

BLUE CROSS/BLUE SHIELD OF LOUISIANA: Effective June 1, a premium rate increase of 4.1%.

These rate increases are not an aberration. Since 2001 rates for Kaiser Northern California have increased 264%. For Southern California 210%. For Kaiser Hawai'i 239%. For Group Health Cooperative 179%, for Health Net HMO 269%, with the increases being similar for all other health care providers.

What is needed in this country is real health reform and that means single-payer universal health coverage. That is not likely to happen any time soon, so these avaricious companies will continue to rake in the profits and putting pressure on all Unions in bargaining.

There is a small ray of hope in California, as a bill (AB52) was introduced in the legislature with widespread support of the Democrats, that would give the states' insurance commissioner the power to regulate the health care providers in the same manner that auto insurance companies are regulated.

CHEVRON SHIPPING COMPANY

Chevron contacted the SUP last month regarding riding gangs or "tiger-teams" on the company's U.S.-flag vessels to supplement the crew for maintenance purposes. Accordingly signed the following Memorandum of Agreement on June 15, subject to membership approval:

This Memorandum of Agreement dated 15 June 2011, between Chevron U.S.A. Inc. ("The Company") and the Sailors' Union of the Pacific AFL-CIO ("The Union").

In an effort to improve the fabric maintenance and cosmetic appearance of the fleet vessels, the Company intends to dispatch dedicated teams (two persons) to the company vessels. The teams will be tasked with coatings maintenance and will be day workers. The teams will normally be comprised of a supervisor compensated at Boatswain's rates, and a subordinate compensated at a rate consistent with a previous position known as "AB Maintenance Man". Depending upon resources, and personnel availability, it may be necessary to dispatch teams of two AB Maintenance Men and no supervisor.

The Company, in its sole discretion, will decide when, on which ships, and for how long the teams will be used. The teams will perform under the direct supervision of the Chief Mate.

The "AB Maintenance Man" will be compensated at a rate of \$3462.00 per month.

The overtime rate for both team members, working in excess of 8 hours, Mondays to Fridays, inclusive, and on Saturdays, Sundays or recognized holidays at sea or in port shall be \$24.02 per hour.

Vacation will be earned at a rate 22 days for 30 days worked.

While the expected duration of these teams is expected to last between June 2011 and December 2012, the Company reserves the right to terminate or extend this pilot program as necessary.

Recommend membership ratification.

PATRIOT CONTRACT SERVICES

Under the collective bargaining agreement with Patriot covering vessels in the Ready Reserve Force (RRF), a 3% increase in Total Crew Cost (wages, overtime, supplemental benefits, Money Purchase Pension Plan, contributions to the SUP Welfare Plan) becomes effective July 28.

Patriot is aware of the increase but has not transmitted the new wage, etc. scales. When they are received they will be published in the *West Coast Sailors*.

Patriot operates the *Cape Orlando*, *Admiral Callaghan* and *Cape Henry* in Reduced Operation Status (ROS) and the *Cape Farewell* and *Cape Flattery* in idle status.

continued on next page

President's Report continued

The current RRF agreements became effective on July 28, 2005, and were for four years ending in 2009, however, both were extended by the Maritime Administration for three years until 2012 and could be extended another three years until 2015.

AMERICA'S CUP

As reported in October and December of last year, the SUP and most of the seagoing maritime Unions in the Bay Area in conjunction with San Francisco City Attorney Dennis Herrera have been engaged in discussions to ensure that when the 34th America's Cup is held in San Francisco in 2013, U.S. cabotage laws are strictly observed and that local U.S.-flag maritime assets and American maritime and shoreside labor are used to the greatest extent possible.

Last year, with assistance of then Speaker of the House Nancy Pelosi (D-San Francisco) and City Attorney Herrera, maritime labor was successful in torpedoing a plan agreed to by the City of San Francisco and the Port of San Francisco with the organizers of the America's Cup to seek a congressional waiver of the Jones Act for the event.

Herrera last month informed your secretary who notified the other Unions that the America's Cup organizers want relief from the Passenger Vessel Service Act of 1886 so that event-related mega-yachts and support vessels can call between U.S. ports without penalty.

Under this cabotage statute, "No foreign vessels shall transport between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$300 for each passenger so transported and landed."

On June 24, Herrera called a meeting at his offices in San Francisco City Hall to discuss the issue. In attendance were MFOW President Anthony Poplawski; IBU Regional Director Marina Secchitano; MM&P Regional Representative Ray Shipway; Port of San Francisco Deputy Maritime Director Peter Dailey; San Francisco Office of Economic and Workforce Development, America's Cup Project Director Michael Martin; San Francisco Mayor's Office Director of Special Events Martha Cohen; Dan Bernal, District Director for House Minority Leader Pelosi; Nichole Rivera, Legislative Assistant for Congresswoman Pelosi's San Francisco office; Deputy City Attorney Robert Maerz; Herrera; and your secretary.

Herrera and his staff presented draft language in the form of federal legislation to meet the America's Cup organizers objectives of avoiding a financial penalty under the Passenger Vessel Services Act while at the same time protecting cabotage interests and the work of American maritime labor. The draft document was similar to the one agreed to by the parties on December 7, 2010 (see the December *West Coast Sailors*) that the mega-yachts and support vessels proprietary to the event would not be for hire and could transport persons "who have not contributed consideration for their passage, from and around ports in the United States in connection with the 34th America's Cup competition."

The draft language itself is benign but as Pelosi's District Director Bernal pointed out, introduction of any type of cabotage legislation in the Republican-controlled House of Representatives could unleash a flood of anti-cabotage bills.

One of the other problems of the America's Cup is that its organizers are not particularly clear on what ports they want to call at in the United States. Their first plan was to race off of Newport, Rhode Island then Miami then San Diego before coming to San Francisco. Now it's only San Diego before San Francisco.

So with the situation still in flux, City Attorney Herrera and maritime labor will keep a weather-eye on developments. Anticipate more meetings on this issue.

MARITIME LABOR CONVENTION

In February 2006, the General Conference of the International Labor Organization –an agency of the United Nations– adopted the Maritime Labor Convention 2006 (MLC 2006) which is a document embodying, as far as possible, all existing maritime labor conventions, as well as the fundamental principles incorporated in other international labor conventions.

In August of last year, the Union was notified that the U.S. Coast Guard had conducted an initial review of the Regulations and Standards for MLC 2006 and had begun the process to identify how current American laws, regulations or practices comply with MLC 2006 requirements.

To ensure that U.S. merchant mariners are not negatively impacted by MLC 2006, maritime labor met with Coast Guard representatives in October and November of last year (see the November and December 2010 *West Coast Sailors*) to discuss Title 1 of the Convention: Minimum requirements for seafarers to work on a ship; Title 2: Conditions of Employment; and Title 3: Accommodations, recreational facilities, food and catering.

On June 27, a meeting was held at AFL-CIO Headquarters in Washington, D.C., to discuss Title 4: Health protection, medical care, welfare and social security. In attendance were Coast Guard representatives Roddy Bachman, John Hannon, Steve Hubchen, Melanie Mariotti and Ram Nagendran; MFOW President Anthony Poplawski, MEBA Secretary-Treasurer Bill Van Loo, SIU-A&G Secretary-Treasurer Dave Heindel and your secretary.

The work group performed gap analysis between the international standards under MLC 2006 and U.S. laws. Topics covered included medical care for mariners aboard ship and ashore; financial protection for mariners in case of sickness, injury or death; access to shoreside medical facilities; and ensuring that the work environment aboard ship promotes occupational health and safety.

Title 5 of the MLC 2006 covers compliance and enforcement. It has not been determined whether the Unions will participate in this discussion.

SAN FRANCISCO HISTORIC PRESERVATION COMMISSION

The Union was notified in early June that the San Francisco Planning Department's Historic Preservation Commission had placed on its calendar for its June 15 meeting, an agenda item regarding including SUP Headquarters in a Landmark Designation Work Program. In short this would mean Commission staff would study the 450 Harrison Street structure to determine whether the building should be considered a city landmark. If this was to occur, the Commission would have oversight and veto power on any improvements the Union made to either the exterior or interior of the building. This is not in the best interests of the SUP, particularly when a goal is to make the building handicapped accessible. Your secretary attempted on several occasions to contact the Commission and Planning Department but with no success.

Attended the Commission meeting on June 15, at San Francisco City Hall. In the three minutes allocated to speak, your secretary blasted the Commission for not contacting the Union directly and in no uncertain terms told the Commissioners that the Union did not want to have its Headquarters building land marked. After those remarks Commission staff apologized and said they would be in touch.

As of today's meeting, the Commission has not contacted the Union. Will keep a close watch on this situation and keep the membership fully informed.

INTERNATIONAL LONGSHOREMEN'S ASSOCIATION

International Longshoremen's Association (ILA) Secretary-Treasurer Robert Gleason has invited your secretary to attend the 53rd Quadrennial Convention of that organization from July 25, through July 28, in Hollywood, Florida.

The SUP has always had a good working relationship with the ILA, which becomes more important since APL is operating off the East Coast.

Plan to attend the convention, Union business permitting.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2, of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the second quarter of 2011, and report back to the membership at the August coastwise meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, August 8, at 8:00 A.M.

LONGSHORE HOLIDAY

SUP hiring halls on the West Coast will be closed on Thursday, July 28, in observance of an ILWU holiday.

In accordance with the collective bargaining agreements with APL and Matson, it is a holiday for all company vessels in West Coast ports and for sailors employed under the APL and Matson Maintenance Agreements. It is also a holiday for run boat operators employed by the San Francisco Bar Pilots. It is not a holiday at sea or in Hawai'i.

ACTION TAKEN

M/S to approve MOA with Chevron. Carried unanimously.

M/S to elect the Quarterly Finance Committee. Nominated and elected were: Romaine Dudley, Diane Ferrari, Kaj Kristensen, Art Thanash, and Mike Worth.

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

Gunnar Lundeberg

Vice President's Report

July 2011

APL Coral: Paul Aguirre, delegate. A ship that is drifting is underway. Good seamanship and Section 18 of the SUP Work Rules requires a helmsman or lookout on the bridge any time a ship is underway. In good shape with Kelly Eggers as bosun.

APL Agate: Dave Rowland, delegate. Carpenter's time for rail replacement payable for one man. Sailor off unfit in Singapore sailed short for Colombo and met with a qualified relief.

APL Korea: Liam Casement, delegate. Delegate reported no disputed time on arrival in Oakland. Discussion on watchstanding and clarification on accounting for coffee time.

APL Japan: Quentin Brown, delegate. Disputed time from last trip still under discussion with the Company. Delegate reported no beefs before arrival in New York and said all is well.

APL Thailand: Joe Moniz relieved Dave Hiebert as delegate. No beefs in Oakland.

President Adams: Hector Diaz, delegate. Call from a crewmember off Sri Lanka on Shipping Rule No. 8. All ships on the East Coast are on shuttle ship rules meaning members can stay between four and eight months. Since New York is the

continued on next page

SUP Branch Reports

Seattle

June 20, 2011

Shipped during the period: 4 Boat-swains shipped taken by three A members, and one B member to a navy bottom; 15 Able Seaman jobs went to 5 A's, 8 B's, 1 C, and 1 D registrant; and 16 standby's filled by 3 A's, 10 B's, 1 C and 2 D registrants.

Registration for the period: 13 A cards for a total of 26; 15 B cards for a total of 35; and 7 C cards for a total of 20.

Ships checked

Matson ships *Manoa* and *Maui* in twice and running smoothly. APL ships *Presidents Truman* and *Jackson* called in New York with little or no problems. The Patriot vessels *USNS Yano* and *USNS Gordon* called for sailors (take the training).

I represented the SUP/MFU at the following meetings: the King County Labor Council Executive Board and Delegates meeting; the Central Waterfront Stakeholders meetings; the Puget Sound Harbor Safety Committee meeting; the Alaska Way Viaduct replacement Committee meeting; the Washington State Labor Council legislative briefing.

Representing the SUP/MFU at the Coast Guard Foundation Dinner we had the privilege to sit with United States Coast Guard Commandant (retired) Admiral Thad Allen. Admiral Allen recently served as National Incident Commander directing the federal response to the Horizon Deepwater oil spill. I asked Admiral Allen about the attacks in the media and from some members of Congress regarding the Jones Act and thanked him for his strong support of the Jones Act. His response was quite animated stating "you don't know how stupid people are; you just don't know how stupid people are about the Jones Act". We wish everyone felt that way!

Vince O'Halloran, Branch Agent

Wilmington

June 20, 2011

Shipped a total of 67 jobs. The breakdown is as follows:

- 1 Bosun- 1 return;
- 6 AB/Dayman- 3 steady, 3 reliefs;
- 7 AB/Watch- 6 steady, 1 relief; and
- 53 standbys.

Registration: Class A 32, Class B 22, and Class C 14.

Ships checked

Manulani, Maunawili, Mokihana, Mahimahi, Manukai, Lihue, Philippines, Korea, Thailand, China, Singapore.

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

Also attended the Annual Bloody Thursday event in Long Beach. Great turnout put on by the ILWU.

Thanks again for the efforts of the ships delegate in doing their work with pride and being of service to the Union and their brothers and sisters.

Vern Johansen, Branch Agent

Honolulu

June 20, 2011

Shipped the following jobs during the month of May: 1 Bosun relief, 1 AB Day steady, 1 AB Watch steady, 1 AB Watch relief, 2 AB Watch return, 1 AB Maint. steady. The regular jobs were filled by 4 A cards and 3 B cards. Also shipped 28 standby jobs this month. The standby jobs were filled by 1 A card, 5 B cards, and 7 C cards, and 15 D cards.

Registered during the month of May: 6 A cards, 2 B cards, 4 C cards, and 6 D cards. To date, totaled registered: 9 A cards, 10 B cards, 8 C cards and 10 D cards.

Ships checked

Manukai, Maunawili, Maui, Mokihana, Manoa, Maunalei, Mahimahi, Manulani, Lihue and the Paint and Rigging gang. All running with few or no beefs.

This is the summer recess over here for most political activities. Unless something major comes up, most political activities will resume in August.

Remember to support your Union and make sure all your paperwork is up to date. Mahalo,

Michael Dirksen, Branch Agent

San Francisco Business Agent

ATTENTION: When paying Union dues via U.S. mail, enclose your book along with your payment so it can be stamped and brought up-to-date.

Bill Berger

Dispatcher's Report

Headquarters—June 2011

Deck	
Bosun	2
Carpenter	0
MM	6
AB	8
OS	3
Standby	37
Total Deck Jobs Shipped	56
Total Deck B, C, D Shipped	11
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. ...	56
Total B, C, D Shipped-All Depts. .	11
Total Registered "A"	33
Total Registered "B"	22
Total Registered "C"	19
Total Registered "D"	34

SUPPORT THE SUP GENERAL FUND

Vice President's Report continued

port of engagement if you have less than 180 days on sailing then you can make another trip. Wilmington Branch Agent Vern Johansen made the ship on arrival in New York and settled the issues.

Cape Henry: Ramon Duran, delegate. Full crew shipped for sea trial activation following engine repairs. SUP gang pulled together to make it a success. Paid off in San Francisco with no beefs.

USNS Martin: James Bailey took over from Jack Forde as delegate. Friction with the new mate resolved after discussions on board ship and with the company.

USNS Waters: Eduardo Zepeda, delegate. In and out of San Diego with no problems.

USAV Worthy: Dearl Scarboro, delegate. Crewing up in Kwajalein. Shipped from Honolulu.

USNS Gilliland: Sam Lawson, delegate. Activated to FOS in Philadelphia yard to sail for new home port in Baltimore. *USNS Gordon* will sail from Jacksonville for the yard in August and eventually join *Gilliland* in Baltimore. *USNS Yano* will activate for Mobile yard period soon.

Mahimahi: Jimmy Alarcon, delegate. Running smooth with Chris Bujnowski as serang.

Mokihana: Rich Reed, delegate. Clean ship with Paul Barbour in the bosun billet.

Florida Voyager: Anton Seravaseiyar, delegate. Delegate continuously guiding new employees to membership in the Union. Scott Oliphant is the bosun in the Portland-Richmond run. A mid-summer voyage up the Coast with passage to Portland via the mighty Columbia River may be the best voyage in the U.S. merchant marine.

Mississippi Voyager: Brian Dixon, delegate. Boarded at IMTT in Richmond Inner Harbor. Another excellent meeting on contract issues. Delegate will summarize and send in the form of proposals for consideration by the Negotiating Committee. Members caught up on dues.

Oregon Voyager: Joe Cox, delegate. Boarded at the old Richmond Long Wharf. Wide ranging discussion on many issues for bargaining. In good shape with a solid crew and Bob Turner as bosun. New "tiger teams" are banging out the work on the El Segundo run.

Dave Connolly

Bloody Thursday remembered



July 5, Bloody Thursday, in front of ILWU Local 10, San Francisco. From left: SUP members Tom Dougherty, Derek Runyan, Art Thanash, Bob Booth, Lawrence Montero, Knud Jensen, Ponciano Siquinia, and Randy Runyan. Photo: Dave Connolly.