



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, June 25, 2010

Pension benefit increase agreed to by APL and Matson

On June 16, the Sailors' Union of the Pacific, the Marine Firemen's Union and the Seafarers' International Union-Marine Cooks, which comprise the SIU-Pacific District for collective bargaining purposes, successfully negotiated a pension increase for future and current pensioners with APL Marine Services and Matson Navigation Company under Section 30(e) of both contracts.

For those participants of the SIU-Pacific District Pension Plan who retire on or after July 1, 2010, the pension benefit will increase by \$100 for those who retire at age 60 or older with 25 years seetime with pro-rata increases for participants with less than 25 years covered employment. The \$100 increase will boost the maximum monthly benefit to \$1646 per month.

Members already on pension who retired at age 55 or older with at least 20 years of qualifying time will receive a 3% increase to their monthly benefit.

The Pension Plan office indicates that the increase will be reflected in the September pension checks retroactive to July 1.

It must be noted, that unlike many pension plans across the nation, the Pacific District Plan is in top shape and fully funded.

Jones Act foes swarm like cockroaches in wake of the Deepwater Horizon explosion

Ever since British Petroleum's Deepwater Horizon drilling rig exploded in the Gulf of Mexico on April 20, causing the largest and ongoing oil spill in the U.S. history, opponents of the Jones Act continue to disseminate the lie that this key piece of maritime legislation is interfering with cleanup efforts.

On a daily basis, right-wing Australian media tycoon Rupert Murdoch's Fox News is relentless in bashing the Jones Act saying repeatedly that foreign governments have offered to assist but the U.S. government has said no because of the Act.

The *Wall Street Journal* editorialized on June 19, that the blame is "on the protectionist Merchant Marine Act of 1920, also called the Jones Act, that requires ships working in U.S. waters to be built, operated and owned by Americans. Building specialized cleanup vessels in the U.S. is too expensive because of high Union labor costs, and Unions don't want ships built with foreign labor

to be used in U.S. waters." The editorial concludes with the lie that: "There's no excuse for turning away ships that can clean up the oil merely because that might offend Mr. Obama's Union friends."

Know-nothings in Congress are on the same bandwagon. On June 18, Senator Kay Bailey Hutchison (R-Texas), Senator John Cornyn (R-Texas), Senator George LeMieux (R-Florida) and longtime merchant marine basher John McCain (R-Arizona) introduced a bill entitled Water Assistance from International Vessels for Emergency Response (S.3512). This bill provides for a blanket "temporary" waiver that would permit

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Patriot Contract Services awarded Military Sealift Command vessel



SUP-contracted Patriot Contract Services was the successful bidder late last month to operate and maintain the Military Sealift Command's Maritime prepositioning Force vessel *USNS 1st Lt. Harry L. Martin* (T-AK 3015). The SUP gang will turn to in the vessel in Jacksonville, Florida, on June 30. It is anticipated that she will be prepositioned in Saipan in support of the U.S. Marine Corps.

Built as a commercial container ship in Germany in 1979, the *Martin* (ex-*Tarago*, ex-*NOSAC Cedar*, ex-*CGM Rabelais*, ex-*Lilloet*) is 754.6 feet in length with a beam of 76.5 feet. She displaces 39,450 tons with a full load and draws 42.65 feet and can make 21 knots. The vessel was purchased by the Navy in 1999 and subsequently underwent conversion to a prepositioning ship. She was renamed *1st Lt. Harry L. Martin* and delivered to the Military Sealift Command in April 2000.

The vessel is named after Marine Corps 1st Lieutenant Harry L. Martin, a World War II Medal of Honor recipient. The Medal of Honor was presented posthumously to Lt. Martin by President Harry Truman in

1946. The citation for his service is as follows:

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Platoon Leader attached to Company C, Fifth Pioneer Battalion, Fifth Marine Division, in action against enemy Japanese forces on Iwo Jima, Volcano Islands, 26 March 1945. With his sector of the Fifth Pioneer Battalion bivouac area penetrated by a concentrated enemy attack launched a few minutes before dawn, First Lieutenant Martin instantly organized a firing line with the Marines nearest his foxhole and succeeded, in checking momentarily the headlong rush of the Japanese. Determined to rescue several of his men trapped in positions overrun by the enemy, he defied intense hostile fire to work his way through the Japanese to the surrounded Marines. Although sustaining two severe wounds, he blasted the Japanese who attempted to intercept him, located his beleaguered men and directed them to their own lines. When four of the infiltrating enemy took possession of an abandoned machine-gun pit and subjected his sector to a barrage of hand grenades, First Lieutenant Martin alone and armed only with a pistol, boldly charged the

hostile position and killed all its occupants. Realizing that his remaining comrades could not repulse another organized attack, he called to his men to follow and then charged into the midst of the strong enemy force, firing his weapon and scattering them until he fell, mortally wounded by a grenade. By his outstanding valor, indomitable fighting spirit and tenacious determination in the face of overwhelming odds, First Lieutenant Martin permanently disrupted a coordinated Japanese attack and prevented a greater loss of life in his own and adjacent platoons and his inspiring leadership and unswerving devotion to duty reflect the highest credit upon himself and the United States Naval Service. He gallantly gave his life in service of his country.

The Military Sealift Command (MSC) Prepositioning Program is an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies board ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency. MSC's 32 prepositioning ships support the Army, Navy, Air Force, Marine

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Amani-MattKheru	50.00
Anonymous in memory of Blackie Hin	20.00
Robert Greene	50.00
Joe Marusak	100.00
Dave Munroe	20.00
Ricky Pangan	150.00
Andy Simkanin	50.00

Political Fund

Knud Andersen.....	100.00
Emo Aulelava	20.00
Milton Caballero	10.00
Steve Crute	100.00
Michael Dirksen	50.00
Diane Ferrari	50.00
Ben Garman	10.00
Dale Gibson	50.00
Juan Gonzalez	20.00
Robert Greene	55.00
Clinton Gregg.....	500.00
Rolando Gumanas	10.00
Mike Hulse	10.00
Sezek Jezioiski	10.00
Monte Kalama	50.00
John Linderman	50.00
Gunnar Lundeberg.....	50.00
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William Ofthus	100.00
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Ray Ramirez	50.00
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Alberto Villacrusis	20.00
Patrick Weisbarth	100.00
Dan Ycoy	20.00

West Coast Sailors

Keith Adams	25.00
Robert Bacon	25.00
Robert Barbee	25.00
Mike Fox	50.00
George Jordanides	20.00
Richard Kingsbury	25.00
John Masterson in memory of Ivan Thorbjornsen	100.00
William Ofthus	50.00
Andy Simkanin	25.00
Eleanor Terrell in memory of Gene Shultz	50.00
Tim Thomas	50.00



Dues-Paying Pensioners

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

House Committee approves 10-year extension of MSP

The House Committee on Armed Services has taken action to ensure the continuation of the Maritime Security Program (MSP). Specifically, Section 3502 of H.R. 5136, the National Defense Authorization Act of Fiscal Year 2011, extends MSP through fiscal year 2025. As presently authorized, the program is scheduled to expire at the end of fiscal year 2015. The committee passed the extension to enable the Department of Defense to undertake long-term planning with the certainty that it can count on the ships, civilian maritime manpower and logistical resources that MSP provides.

Although it voted to extend the MSP program, the committee deferred any action on its specific terms, including those related to the number of vessels enrolled and the amount of annual payment that each would be eligible to receive during the new ten-year period. SUP-contracted APL Marine Services has nine vessels enrolled in the Maritime Security Program.

Final Departures

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

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

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

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

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

SUP Meetings

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

	Hdqs.	Branch
July	12	19
August	9	16
September	13	20
October	Tues. 12	18
November	8	15
December	13	20

Senate Republicans kill jobs bill, block unemployment aid

Senate Republicans on June 17, blocked a jobs bill that would have extended unemployment insurance (UI) for long-term jobless workers. Some 250,000 unemployed workers a week are losing their unemployment benefits because they can't find jobs.

AFL-CIO President Richard Trumka said the Republican's action to "block unemployment benefits for the hardest-hit jobless Americans is an outrage—sadly, it's simply the latest shame. All members, both Republicans and Democrats, must remember that come November, voters will be thinking about one thing—jobs."

Senate leaders scaled back the bill to win the 60 votes needed to end the Republican filibuster against the bill. The 56-40 vote included all Republicans present and Senator Joe Lieberman (I-Connecticut) and Senator Ben Nelson (D-Nebraska).

The extended UI program expired May 31 after the Senate left town for the Memorial Day recess without acting on a House-passed jobs bill that would have kept the long-term unemployment ben-

efits program alive. The U.S. unemployment rate is near 10%, at least 15 million people are out of work and 6.8 million people have been out of work for 27 weeks or more.

The Republicans' strident opposition to the jobs bill is out of step with voters. According to a June 11-13 USA Today/Gallup poll, 60% of Americans say they would favor "additional government spending to create jobs and stimulate the economy."

Not only did Senate Republicans turn their backs on jobless workers—they also protected Wall Street investors and big oil companies like BP. The bill would have closed tax loopholes that allow hedge fund and other investments managers to shelter income at lower tax rates than working families pay on their income. It also increased the liability taxes on oil companies. Senator Richard Durbin (D-Illinois) said Republicans "said 'Yes' to the special interest groups they always stand by."

Further Senate action on the bill was pending as the *West Coast Sailors* went to press.

AFL-CIO condemns attacks on Mexican miners by Federales

The AFL-CIO on June 9, strongly condemned the violent federal assaults against striking miners and their families at Grupo Mexico's Cananea and Pasta de Conchos mines in Mexico.

On June 6, some 400 federal riot police attacked striking miners standing guard at mine entrances at the Cananea mine. Hours later, at the Pasta de Conchos mine, police removed families working to recover the bodies of 63 miners still trapped underground after a deadly explosion killed 65 workers and forced the closure of the mine in 2006.

Workers at Cananea and two other Grupo Mexico mines have been on strike since July 2007 to demand safer working conditions.

AFL-CIO President Richard Trumka said: "The assault is yet another example of the Mexican government's unjustified persecution of miners who are bravely taking a stand against the country's largest mining company, Grupo Mexico. U.S. support to Mexican security forces is enabling the Mexican government and Grupo Mexico to violate workers' most basic rights. As long as the Mexican military and police continue to violate the fundamental rights of workers, the U.S. Congress should freeze current funding for these forces and any proposals for future support."

Patriot awarded MSC vessel

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Corps and Defense Logistics Agency.

Prepositioning ships provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks. These ships give U.S. war fighters, who are flown into a theater of operations, the assurance that they will have what they need to quickly respond in a crisis: anywhere, anytime.

Most of MSC's prepositioning ships are able to discharge cargo pierside or while anchored offshore by using shallow-draft barges, that are carried aboard. This allows cargo to be ferried to shore in areas where ports are non-existent or in poor condition and gives the nation's military forces the ability to operate in both developed and undeveloped areas of the world.

Prepositioning ships include a combination of U.S. government-owned ships, chartered U.S.-flagged ships and ships activated from the Maritime Administration's Ready Reserve Force. All prepositioning ships are crewed by U.S. civilian mariners who work ship operating companies under contract to the federal government.

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foreign vessels to enter and exit U.S. ports with salvaged petroleum if they are assisting in the cleanup.

For neophyte Congressman Charles Djou (R-Hawai'i) this doesn't go far enough. He wants to abolish the Jones Act or, as he said during this recent campaign, at least exempt Hawai'i from its provisions.

To counter the falsehoods, Coast Guard Admiral Thad Allen, the National Incident Commander, issued a fact sheet through the Maritime Administration on June 18, stating the Jones Act has not impeded response to the Gulf of Mexico oil spill. He said **"a number of foreign vessels are being used in response, but none are involved in activities regulated by the Jones Act or other U.S. cabotage laws. If a request is submitted for use of a foreign vessel in an activity reserved by the cabotage laws to qualified U.S. vessels and it is determined that no U.S. vessel capable of performing that activity is readily available, a process has been put in place to rapidly process that waiver request. Thus far, no waivers have been requested."**

Excerpts from the fact sheet follow: "Currently 15 foreign-flagged vessels are involved in the largest response to an oil spill in U.S. history. No Jones Act waivers have been granted because none of these vessels have required such a waiver to conduct their operations as part of the response in the Gulf of Mexico.

While we have not seen any need to waive the Jones Act as part of this historic response, we continue to prepare for all possible scenarios, and that's why Admiral Allen provided guidance to process necessary waivers as quickly as possible to allow vital spill response activities being undertaken by foreign-flagged vessels to continue without delay should that be necessary.

To date, the administration has leveraged assets and skills from a number of foreign countries and international organizations as part of this historic, all-hands-on-deck response."

Summary: "In no case has the Federal On Scene Coordinator (FOSC) or Unified Area Command (UAC) declined to request assistance or accept offers of assistance of foreign vessels that meet an operational need because the Jones Act was implicated. The Jones Act was passed in 1920. The Jones Act and similar laws governing coastal shipping were passed to encourage development of the American merchant marine for national defense and commercial purposes. U. S. Custom Border Protection (CBP) in consultation with the Maritime Administration (MarAd) administers waivers of the Jones Act in non-emergent cases. A Jones Act waiver was granted during Hurricane Katrina due to the significant disruption in the production and transportation of petroleum and/or refined petroleum products in the region during that emergency and the impact this had on national defense. In anticipation of Jones Act waiver requests the National Incident Commander (NIC) has coordinated closely with relevant agencies to ensure accelerated processing for any waiver requests. To date, no waivers of the Jones Act (or similar federal laws) have been required because none of the foreign vessels currently operating as part of the BP Deepwater Horizon response has required such a waiver."

PROCESS FOR DETERMINING APPLICABILITY OF JONES ACT AND OBTAINING WAIVERS:

"Generally, the Jones Act requires that all goods transported in coastwise trade between United States ports be carried in United States flagged vessels, constructed in the United States, owned by United States citizens. Additionally, U.S. law, generally, requires it to be crewed by United States citizens and/or permanent residents. The threshold determination is made by CBP in consultation with MarAd. CBP works closely with the UAC and NIC when such issues arise.

A foreign flagged vessel can still conduct certain planned operations for the BP Deepwater Horizon response if the vessel is an oil spill response vessel (OSRV) and meets the requirements of 46 U.S.C. §55113. In all such cases, based on MarAd's determination of availability of Jones-Act qualified vessels, the FOSC makes the determinations required by §55113 on a case-by-case basis and coordinates with the State Department in the matter as appropriate. To date, none of the foreign flagged vessels deployed in the BP Deepwater Horizon response have needed to rely upon 46 U.S.C. § 55113.

In anticipation of possible need for deployment of foreign flagged OSRVs, the FOSC, in coordination with other federal agencies, determined on June 16, 2010, pursuant to 46 U.S.C. §55113, that there are an insufficient number of specialized oil skimming vessels in the U.S. to keep pace with the unprecedented levels of oil discharges in the Gulf of Mexico. Based upon this determination, foreign specialized skimming vessels may be deployed to response operations if the foreign country provides the same privileges to U.S. vessels. The use of such vessels under these circumstances would not violate the Jones Act or require a Jones Act waiver.

Alternatively, and for vessels not considered to be OSRVs, a Jones Act waiver request, pursuant to 46 U.S.C. §501, can be submitted by an interested party, either inside or outside the U.S. government. The FOSC would again coordinate this effort with CBP who would make a recommendation to the Secretary of the Department of Homeland Security in consultation with MarAd. In making that determination, consideration would be given to unique characteristics and capabilities of the foreign flagged vessel compared to what is available in the U.S. fleet. Consideration would also be given to the impact of any delay in operations that might be caused by waiting for a United States vessel to arrive on scene or deploy the specific capabilities needed. To date, no Jones Act waivers have been necessary because foreign flagged vessels involved in the BP Deepwater Horizon response have not been engaged in activities that would require such a waiver."

Nautical terms in everyday speech

Knock Off...(to stop instantly)

According to old nautical dictionaries, this expression was once a standard order aboard sailing ships and is still commonly used at sea today. It stems from when galleys used to be rowed to the rhythm of a mallet striking a wooden block. When the knocking stopped, it was a signal to stop rowing and rest. In *Two Years Before the Mast*, Richard Henry Dana used the expression in its colloquial form: "after we had knocked off work and cleaned up the decks for the night."

SUP member honored by Navy League



Merchant Mariner of the Year Art Thanash, holding the award paddle, is flanked on the left by SUP Honolulu Branch Agent Mike Dirksen and on his right by SUP Paint & Rigging Gang Bosun Monte Kalama and SUP member Rich Reed. The paddle is affixed with a brass plaque that is inscribed: "Navy League, Merchant Mariner of the Year, Captain David Lyman Award, Bosun Arthur Thanash." Among the 100 plus people that attended the event were Art's daughter Anastasia and son George.

One of the Sailors' Union's own, Art Thanash, was honored by the Honolulu Council of the Navy League of the United States as Merchant Mariner of the Year at a luncheon ceremony at the Hale Koa Hotel in Honolulu on May 21.

Brother Thanash received the award, named after the late Hawai'i Pilot Captain David Lyman, after the skippers in the Matson fleet were polled. All attested to Art's seamanship and leadership skills throughout his seagoing career.

Brother Thanash was presented the canoe paddle award by Rear Admiral Stephen Mehling, Commander of District 14 of the U.S. Coast Guard and Captain Carl Devoe USNR (Ret.), Navy League Event Chairman.

Economy continues to stagnate; unemployment still remains high

Some 431,000 net new jobs were created in May. However, a whopping 411,000 of those new jobs were temporary U.S. Census jobs, while private employers added only 41,000 new jobs in May. Overall, the unemployment rate dropped to 9.7%, down from 9.9% in April, according to a report released on June 4, by the U.S. Department of Labor.

AFL-CIO President Richard Trumka said the low number of private-sector jobs is further evidence the recovery is still fragile. "The Economic Recovery Act saved us from a second Great Depression, but it was not sufficient to power strong and sustained job growth, and its effects are expected to wane in coming months." He called on Congress to do more to create jobs and sustain the recovery. "Most immediately, Congress must move quickly to restore health care benefits for the unemployed and provide aid to states to maintain jobs and vital services. We already see state and local governments shedding 22,000 jobs in May. Without further action to offset state budget shortfalls, these job losses will offset temporary gains from federal spending, Trumka said.

The underemployment figure, which includes those who are too discouraged to look for work or are working part-time out of economic necessity, dropped to 16.6% in May, from 17.1% in April, and some 27 million U.S. workers are without jobs or full-time work. In the private sector, manufacturing added 29,000 jobs; temporary service jobs, 31,000; and mining, 10,000. Construction jobs declined by 35,000.

Economists say monthly job creation must be 350,000 or more just to begin to make a dent in the unemployment rate. Lawrence Mishel, president of the Economic Policy Institute, (EPI), says the jobless report shows "nothing closely resembling the job growth needed to dig us out of our very deep hole."

The number of long-term unemployed workers continues to grow. In May, some 6.8 million U.S. workers were out of a job for 27 weeks or longer, up from four million a year ago. In May, 46% of unemployed workers had been without a job for 27 weeks or more.

Speaking earlier this month at Carnegie-Mellon University in Pittsburgh, President Obama said it is critical lawmakers extend unemployment insurance for several more months "so that Americans who have been laid off through no fault of their own get the support they need to provide for their families and can maintain their health insurance until they're rehired."

Jesse Rothstein, chief economist for the U.S. Department of Labor, summed up the nation's jobless situation: "If you give money to someone who is unemployed, they are going to spend it the next day."

Trumka added: "America's workers have paid far more than their fair share for the economic crisis—they've paid with their jobs, with their homes and with billions of dollars to Wall Street. Today's challenge is jobs. Unless Congress addresses this challenge with the focus and energy they brought to rescuing our banks, not only will a generation of workers be doomed to unemployment and the recovery itself put at risk, but dealing with our long-term fiscal problem will be all the more difficult."

Hawai'i Superferry vessels arrested

The government has taken the first step towards an eventual court-ordered auction of two catamarans formerly owned by the bankrupt Hawai'i Superferry, by securing arrest warrants against the two ships in Virginia to recoup amounts due. The move comes one year after Hawaii Superferry entered Chapter 11 protection. It was not immediately clear whether the government would bid in its interest in any potential auctions to retain possession of the ships for use by the Department of Defense, as has been speculated because of the suitability of the ships' design for the purpose.

The government's court papers note that the ships, *Alakai* and *Huakai*, were surrendered by Hawaii Superferry in June last year, and moved to Virginia to be laid up at the government's expense. The arrests now secured through separate orders from the U.S. District Court for the Eastern District of Virginia are a formal step to foreclose the government's first preferred mortgages on the pair, following the Title XI bailout of Hawai'i Superferry.

In October 2005, the defunct entity took construction guarantees worth \$139.7 million from the government, comprising series of bonds worth \$68.7 million and \$71 million, to finance construction of the catamarans at Austal's shipyard in Alabama. The government's documents states that it paid off the bondholders on the two series in November and December last year. It asks the judge to order interlocutory sales of the two ferries. The sale proceeds would go first to costs and expenses associated with the sale, and then applied to the Title XI loans and interest.

Hawaii Superferry was founded with the ambition of providing an intra-island high-speed ro-pax transport option in Hawai'i, providing local businesses such as bakeries, expeditors and courier services, as well as entities such as schools, with reliable transport. J.F. Lehman, a private equity firm controlled by John Lehman, former Navy Secretary in the Reagan Administration, was the largest investor in the project.

The project ran into political and ecological strife. Environmentalists took Hawai'i Superferry to court because they believed the operation would harm whales and was launched with no proper environmental impact assessment. The Hawai'i state legislature exempted the company from such a review. However, in March last year the Hawai'i State Supreme Court held that the special law passed in the state for the purpose was unconstitutional. This effectively shut down the company, leading to the Chapter 11 proceedings last May.

The 2007-built, 8,127 gross ton *Alakai* entered service at the end of that year, linking O'ahu and Maui with ro-pax service. The 2009-built, 9,000 gross ton *Huakai*, with enhanced specifications, never entered service. Its name figured at the beginning of 2010 as one of the U.S ships deployed by the Maritime Administration for Haiti relief efforts. The Virginia court has issued arrest warrants against both ships, and appointed MarAd as substitute custodian.

Jobs, economic fears —not love of right— fuel workers' anger

The nation's working families "are understandably frustrated, anxious and angry," says AFL-CIO Executive Vice President Arlene Holt Baker. "They are angry at Wall Street and the government...they don't see anybody out there fighting with passion for good jobs...the forces of the right are at work to turn that anger in a dangerous direction."

Holt Baker moderated a panel discussion—Working Class Anger: Does it Go Left or Right? On June 7, at the America's Future Now conference in Washington, D.C., examining the roots of the anger that the mainstream media often portrays as the fuel that feeds the right-wing Tea Party movement.

Pollster Celinda Lake of Lake Research Partners said people's distrust of government is at an all-time high. That distrust stems from their economic concerns and fears that the government hasn't been able to soothe, but is not an endorsement of the radical anti-government stance of the extreme right, she said: "There is job anger and paycheck anger. It's directed at big banks and corporations, too. They want to see the changes they were promised in 2008 and they want to see someone address their economic concerns."

Lake says the faltering economy has cut a wide swath across the working class with 38% of those recently polled saying either they or someone close to them had lost a job, seen their wages fall (43%) or lost their health care coverage (27%). But just 13% say the government's Wall Street bailout and other actions have moved down to Main Street and helped working families, and even fewer, 11%, say small business have benefited; 62% say it was Big Banks that got the most benefit.

Working America Executive Director Karen Nussbaum says Working America organizers going door to door often find people who identify themselves as Tea Party followers or Glenn Beck and Rush Limbaugh fans. They don't necessarily embrace the hard core, right-wing philosophy—they are just really mad.

She told of an Ohio woman who said she "listened to Glenn Beck, supported the Tea Party and hated Obama." But when the Working America canvasser talked about the role Big Banks and Wall Street played in the economic collapse and the power corporations wield over the economy, the woman wrote a letter to Senator George Voinovich (R-Ohio) supporting Wall Street reform legislation. Then she joined Working America: "We can connect with these folks. They are open to alternatives that make sense. We can compete with the right-wing message machine."

Working family voters want to see government and lawmakers turn their focus away from Wall Street to creating jobs for Main Street, said Lake. "People who demonstrate a working families' agenda are the ones who will be elected this fall."

Attend your Union meetings

Maritime labor weighs in on Coast Guard bill

June 18, 2010

To: The Honorable James L. Oberstar, Chairman Committee on Transportation and Infrastructure U.S. House of Representatives Washington, DC 20515

Dear Mr. Chairman:

On behalf of the undersigned American maritime labor organizations and U.S.-flag shipping associations, we are writing to thank you, Coast Guard and Maritime Transportation Subcommittee Chairman Elijah Cummings, Ranking Members John Mica and Frank LoBiondo, and the Members of your Committee for your persistent efforts on HR 3619, the Coast Guard Authorization Act of 2010. As you know, this legislation contains numerous provisions that are critically important to America's maritime unions and the enactment of this legislation will significantly improve working conditions for American mariners, enhance the operation of American flag vessels in the foreign and domestic shipping trades, and encourage the recruitment and retention of this vitally important and strategic maritime workforce. We greatly appreciate your willingness to work with us and to support provisions in FIR 3619 that will help American mariners do their jobs even more efficiently and effectively.

For example, the provisions contained in sections 1123, 1115, 210, and 602 would together modernize and streamline many of the burdensome rules, regulations and processes that affect an individual's ability to work in the U.S. maritime industry. These sections provide maritime education assistance, eliminate redundancies in licensing and credentialing, and expedite unnecessarily cumbersome procedures that have kept qualified and experienced Americans from working in the maritime industry. These provisions, among others in the Act, will allow those in the maritime industry to continue to do the important job of operating and servicing U.S.-flag vessels.

As you and your colleagues begin negotiations with the Senate to reach agreement on a final Coast Guard Authorizations bill, we want to reaffirm our strong support for Section 1334 of HR 3619. This section provides that an owner, operator, time charterer, master or mariner who authorizes or engages in force to defend a U.S.-flag vessel against an act of piracy shall not be liable for any injury or death caused by such force to any person participating in the act of piracy. With pirate attacks at an all time high American mariners continue to face a serious and ongoing threat. As American crews simply attempt to do their jobs they must remain vigilant, never knowing exactly when these international criminals will initiate illegal and perhaps deadly action against U.S.-flag ships and their American citizen crews. It would, in our opinion, be unconscionable for American mariners, who respond to these attacks, to face liability for the injury or death of one of the perpetrators of the piracy attack.

American mariners never have and never will shirk their responsibility to deliver the goods whenever and wherever needed. Section 1334 of HR 3619 tells American mariners who act to protect American vessels, American cargo and their American shipmates from criminal acts of piracy that they will not be subject to prosecution for their actions. Section 1334 of HR 3619 tells American mariners that the United States will stand firmly behind and will fully support their forceful response to piracy attacks. While much more can and should be done to protect U.S. flag vessels traveling through dangerous waters, this provision provides assurance against legal vulnerability in the case of an attack. The final passage of the Act with Section 1334 intact is of the utmost importance to the undersigned organizations.

We applaud the work of the Transportation and Infrastructure Committee and its tireless efforts under your leadership to revitalize the U.S.-flag merchant marine and to put Americans to work in our industry. We look forward to working with you to ensure the passage of HR 3619 as well as on other efforts to promote the U.S.-flag industry.

Sincerely,

Thomas Bethel, President, American Maritime Officers
 Timothy Brown, President, International Organization of Masters, Mates & Pilots
 Matthew Dwyer, Director of Legislative Affairs, American Maritime Congress
 James Henry, President, Transportation Institute
 Don Keefe, President, Marine Engineers' Beneficial Association
 Gunnar Lundeborg, President, Sailors' Union of the Pacific
 Brenda Otterson, Legislative Consultant, American Maritime Officers Service
 C. James Patti, President, Maritime Institute for Research and Industrial Development
 Frank Pecquex, Secretary-Treasurer, AFL-CIO Maritime Trades Department
 Anthony Poplawski, President, Marine Firemen's Union
 Michael Sacco, President, Seafarers International Union
 Ed Wytkind, President, AFL-CIO Transportation Trades Department

S.F. maritime labor history comes alive with living history reenactments at Hyde St. Pier

On Saturday, July 10, 2010, on Hyde Street Pier from 12:00-4:00 P.M., San Francisco Maritime National Historical Park presents an afternoon of costumed living history depicting events during The 1901 San Francisco waterfront strike.

From July 13, to October 2, 1901, San Francisco's waterfront was shut down by SUP sailors, MFOW firemen, teamsters, and longshoremen striking for better pay and working conditions. Experience the sights and sounds of San Francisco history through a Living History reenactment. Hear impassioned speeches and voice your own opinion! Take part in a march as strikers implore ships' crews to join their ranks. Watch as soldiers arrive to maintain order and see a ship's captain defy the strikers. The strike reenactment will take place on Hyde Street Pier at 12:00 P.M., and repeated at 3:00 P.M.

For more information, please call the park's Visitor Center: 415-447-5000. San Francisco Maritime National Historical Park is located at the west end of Fisherman's Wharf, in San Francisco. The park includes a magnificent fleet of historic ships, Aquatic Park Historic District, and library. For more information about the park, or its public programs, please call 415-447-5000, or visit the park's website at <http://www.nps.gov/safr>.



SAN FRANCISCO BAR PILOTS ASSOCIATION
Pier 9 East End
San Francisco, CA 94111
415-362-5436 Fax 415-362-0861

June 10, 2010

Mr. Steve Messenger

Mr. Marcos Gil

Dear Mr. Messenger and Mr. Gil:

On behalf of the San Francisco Bar Pilots Association, I commend you for your actions while operating the PV GOLDEN GATE on May 28, 2010. The professional seamanship and leadership you exhibited in the course of rescuing a woman who fell into the bay that day was instrumental in her safe recovery. Your skills in assessing the situation, quick action and expert maneuvering of the pilot boat in close quarters resulted in getting the victim out of the water before she suffered serious injury.

The San Francisco Bar Pilots are proud to have you as employees.

Yours truly,

Captain Peter McIsaac
Port Agent and President
San Francisco Bar Pilots

RECEIVED

JUN 10 2010

SAILORS' UNION OF THE PACIFIC

cc: Personnel Records
CJ Johnson, Marine Superintendent, SFBP
G. Lundeberg, President, Sailors Union of the Pacific
A. Garfinkle, Executive Director, Board of Pilot Commissioners

NOL to reactivate all its idle ships

Neptune Orient Lines, the parent company of SUP-contracted APL, is pulling all of its idle ships out of lay-up in response to strong demand that looks set to continue for at least another few months.

The last two vessels that the Singapore line still has at anchor will return to service by the end of June, NOL president and chief executive Ron Widdows disclosed on May 24. But he vowed to move swiftly and withdraw tonnage again should the market recovery stall.

For now, there is no sign of that being necessary, with utilization levels on the headhaul legs of both the Asia-Europe and TransPacific trades remaining high despite a large influx of capacity in recent months.

NOL removed more tonnage than most other lines as cargo volumes contracted sharply last year, with over 20% of capacity in lay-up at one stage.

With the line adding strings in both of the major east-west trades, and other operators also bringing back services, Widdows said a looming constraint was a shortage of ships in excess of 6,000 teu. That situation would have seemed inconceivable a few months ago when the industry looked likely to be swamped by far too many super post-panamax ships for the next two or three years. Instead, carriers are faced with a zero availability of ships in excess of 6,000 teu in the charter market, and surprisingly few newbuilding resales, despite the financial stress of some owners who ordered large boxships on a speculative basis. For that reason, NOL may soon open formal discussions with shipyards about orders for ships of up to 10,000 teu, Widdows said in a wide-ranging interview with *Lloyd's List*.

The company only has a small number of ships on order, including a series of eight 10,000 teu vessels scheduled for 2012 delivery. There are no plans to go beyond that size, said Widdows, since anything bigger would restrict deployment flexibility for APL which has a strong presence on the Pacific, which is not suited for the very largest ships.

His comments coincided with publication of NOL's latest monthly update showing that container volumes handled by its liner shipping arm APL surged by more than a third during April compared with a year earlier, while freight rates were 15% higher. The sharp recovery comes from a very low base, with the container trades in freefall in the early part of 2009. Revenues per box are still a long way below the highs of 2008. Nevertheless, the Singapore line said liftings in the period from April 3 to April 30 were 34% up on the corresponding period of 2009, at 212,000 feu. That brought the increase for the year to date to 43%, with liftings in the first four months of the year totalling 913,000 feu.

The latest increase in volumes mainly reflected higher levels of cargo traffic in the infra-Asia and TransPacific trades.

Average revenue per 40 foot box rose 15% in April to \$2,669. That compares with a high of almost \$3,200 in late 2008 before a rapid slide began as world trade stuttered in the wake of the banking crisis.

NOL said the Asia-Europe trades were driving the rate recovery in April. But this route only represents 15% of APL's trade mix, with the Singapore carrier having a

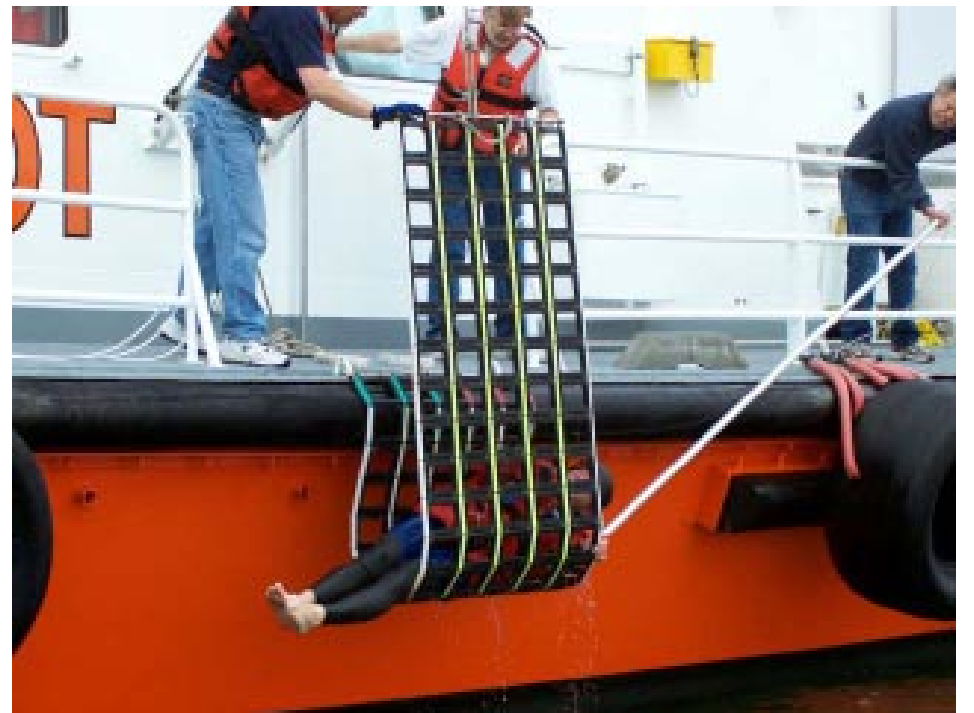
continued on page 8

Pilot Boat crew shines in man overboard drill

The San Francisco Bar Pilots held a man overboard drill on San Francisco Bay on June 9, in conjunction with the U.S. Coast Guard, using the *Pilot Vessel California* and her SUP crew.



Bar Pilot, and man overboard, Dan Boriolo is assisted into a "Jason's Cradle" by, from left, Operator Mark Hargus, Steward Klaus Lange and Relief Chief Operator Errol Kody.



With Captain Boriolo securely in the Jason's Cradle, he is safely hoisted aboard with Brothers Hargus, Lange and Kody at the ready.



Kody, Lange and Hargus with an unidentified Coast Guardsman back aft in the *California* after Captain Boriolo is lifted from the bay by the USCG helicopter.

Also aboard the *California* for the drill (but not pictured) were Operator Adian Minty (at the wheel), Bosun Leo Moore (manning the RHIB and taking the photos), Bar Pilot Dave McCloy and Marine Superintendent Chris Johnson. Julie Yasuda and Claudia Hernandez, the Controller and Human Resources Director for the Pilots, were onboard as observers.

ESU Office Assignments

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



JUNE 2010

Official Publication of the Exxon Seamen's Union

Jones F. Devlin annual awards 11 members take Voluntary Separation Program

U.S. maritime industry publicly recognized the women and men responsible for safe ship operations at the Annual Safety Awards Luncheon held at the Hilton Riverside Hotel in New Orleans, Louisiana, on June 3, 2010. Over 170 people, representing over 70 companies, attended the annual industry-sponsored event.

The Chamber of Shipping of America (CSA) announces the results of the 2009 Jones F. Devlin Awards. Those awards were given to vessels that have operated for at least two years without a seafarer involved in a lost time injury.

Joseph Cox CSA President said: "We have been

holding these annual award ceremonies since mid-1950. This was the 52nd Anniversary of the programs. For that initial year, we honored six vessels having a total of twelve years operation with no lost-time incident. This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

The Chamber of Shipping of America represents 33 U.S. based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.



On behalf of the SeaRiver Ocean Fleet, Able Seaman Roger Vreeland and 3rd Mate Pierre Beard were on hand in New Orleans to receive the Jones F. Devlin Award for those SeaRiver vessels that have operated over two years without a lost time injury. Vessels that received recognition include the SR Baytown, SR American Progress, Kodiak and Sierra. Pictured from left to right are: Chamber of Shipping of America Chairman, Mike Bolman, Pierre Beard, Roger Vreeland and USCG 8th District Commander, Admiral Mary Landry.

Clarification on Short-Term Disability benefits

Under the ESU Contract all members are covered by the ExxonMobil Disability Plan. The Disability plan covers you in the event that you are unable to work because of an illness or injury including pregnancy/childbirth. The plan covers both short-term and long-term absences from work caused by on or off the job illnesses and injuries.

For off the job illnesses or injuries (non-industrial), the length of your sick leave benefit period depends on your years of benefit service. As an employee's service increases so does his/her length of sick leave benefit up to a maximum of 26 weeks of full pay and 26 weeks of half pay.

Under the Disability plan there are no minimum requirements for use of sick leave. Recently, the ESU became aware that a member was denied sick leave payments by the Company because the absence was for less than 7 days. The ESU asked SeaRiver HR for a review concerning this particular incident and eventually the individual did receive credit for the number of days (4) he was unfit for duty. If any member has a concern or problem with being placed on disability, please contact the ESU office immediately.

While on disability members receive pay in the amount that would have been paid that day if you were not absent. This amount includes base pay, continuous service bonus (CSB) and Saturday, Sunday, Holiday Overtime (SSHOT).

If you are disabled because of an illness or injury related to your work with SeaRiver, regardless of the length of your service, you are eligible for industrial disability benefits for up to 52 weeks of full pay.

ExxonMobil non-industrial disability benefit schedule below:

Years of Benefit Service	Maximum Weeks of	
	Full Pay	Half Pay
< 1	6	0
1	6	4
2	8	6
3	10	6
4	12	8
5	16	10
6	16	15
7	16	20
8	16	25
9	16	30
10 or more	26	26

On May 26 the deadline expired for SeaRiver unlicensed employees to take the Voluntary Separation Program (VSP) that was developed between SeaRiver and the Exxon Seamen's Union. At the conclusion of the program, a total of eleven (11) members opted to take the voluntary program and separate from the Company. The separation program identified a surplus of 17 positions in Principal Ratings. More specifically, eight (8) Able Seamen; four (4) Oilers; two (2) Pumpmen; one (1) Fleet Chef; and two (2) Cooks.

This surplus developed as a result of the removal from service of the S/R Baytown and the S/R Long Beach last year. Following discussions with the ESU, the Company offered on a non-precedent setting basis, this voluntary separation program to all unlicensed personnel before issuing layoff notices under Article XI of the ESU Collective Bargaining Agreement.

Personnel who were willing to participate in this voluntary separation program were chosen according to their Company service, and limited to the number of positions (by rating) necessary to address the surplus. Maintenance Seamen were eligible to participate in the VSP, only if any Maintenance Seamen were subject to involuntary layoff under Article XI of the Contract.

Those individuals that elected to participate in the program received a one time only, non benefit bearing, taxable payment in the following amounts as per their Seniority list position.

Fleet Chef	\$52,000
Pumpman	\$52,000
QMED-Oiler	\$44,000
Able Seaman	\$36,000
Cook	\$32,000
Maintenance Seaman	\$20,000

This payment was in addition to any Company benefits related payments that individuals participating in this voluntary separation program would be eligible to

receive as a result of a normal separation and/or retirement.

The following individuals elected to participate in the program: AB Frank O'Malia, AB Walter Figueroa, AB Rowan Mallet, AB Larry Harris, AB Robert O'Conner, AB Rex Jett, AB Joseph Villarta, QMED-Oiler Pavel Mika, QMED-Oiler Waverly Moore, Cook Edward Jenkins and MS Freeman Belmont.

Since the voluntary program was unable to entice enough volunteers to separate from the Company, the next phase of the Layoff language was put into effect on May 28th. Ratings that still have a surplus above the number identified by the Company received letters with the option to take the layoff allowance as outlined under Article XI of the Contract or take a demotion to a lower rating. This letter provides the employee 30 days to make a decision. If the individual opts to demote to a lower rating he/she will continue to receive his/her previous rate of pay for 6 months from the Company notice. The number of positions that received letters on the 28th are as follows: (2) Pumpman, (2) QMED-Oilers, (1) FC, (1) Cook, and (1) AB.

Once this thirty day decision period is over, surplus Maintenance Seamen will be given a 30-day notice to choose to take the layoff allowance under the Contract or work six months at their current rate of pay. The number of Maintenance Seamen affected will depend on whether anyone chooses to take layoff versus demotion in this current round of the layoff/demotion process.

The Union is disappointed that the voluntary program was not a complete success by attracting 17 volunteers to separate from the Company. However, the program did attract 11 people to take the program and that will result in fewer demotions and ultimately fewer employees facing layoff from the Company. If you have any questions about the layoff/demotion process, please feel free to call the ESU office.

Prince William Sound PREP exercise held in Valdez

VALDEZ, Alaska – Coast Guard Marine Safety Unit Valdez joined with SeaRiver Maritime in conducting the 2010 Prince William Sound area exercise, June 8-10, as part of ongoing efforts to ensure oil spill response crews and organizations are prepared for an oil pollution incident in Prince William Sound.

SeaRiver Maritime, hosted the area exercise as part of their readiness requirements for operating oil tankers in Prince William Sound. The exercise began with a simulated tanker spill event, sparking off an incident action response where industry, Federal, State and local agencies come together in a unified response effort.

"These type of response events are essential for the continued safety of Prince William Sound," said Lt. Erin Christensen of Marine Safety Unit Valdez. "Coming together in a joint exercise gives us the opportunity to keep relationships strong and to better understand what capabilities our partner organizations can bring in the case of an actual incident."

The exercise concluded with a post-exercise debriefing where contributing partners discussed how the response went. General feedback from those involved was very positive.

ESU News

Frank O'Malia and Walter Figueroa retires

Able Seaman Frank O'Malia has elected to retire effective June 28, 2010 with more than 30 years of Company service. Frank began his career with Exxon Shipping Company in August of 1979 in the Steward department as Messman on board the *Exxon Lexington*. Frank expressed an interest in the Deck department and was quickly promoted to Able Seaman and during his employment sailed on a variety of ships throughout the fleet.

During his career Frank was always a staunch union supporter and served the ESU membership as the ESU Ship Representative to the *SR Mediterranean* from January 2003 until the vessel was taken out of service in 2005. Most recently, Frank served on the ESU Executive Board as Board Member at Large from 2009 until his retirement date.

Frank's retirement plans include traveling north from his Florida residence to his camp in upstate New York for cooler weather, fishing and water recreation. His last vessel assignment was the *Sierra* where the crew honored his accomplishment and contributions with a traditional shipboard retirement ceremony.

The Exxon Seamen's Union would like to express its most sincere thanks to Frank for his commendable support to the ESU throughout his career. Frank was an excellent shipmate and we wish him all the best in the future.

Effective June 5, 2010, Able Seaman Walter P. Figueroa, elected to retire with almost 24 years of Company service. Walter joined Exxon Shipping Company in September, 1986 with previous sailing experience as AB and Bosun aboard foreign flag deep sea dry cargo and tank ships; US flag drill ships; and a stint as an air traffic controller in his native Honduras. His first assignment was to the *Exxon Jamestown* as an MM/AB. He was later promoted to his current rating of AB in May, 1987.



Walter P. Figueroa

Walter spent many years of his early career aboard Hondo traders like the *Jamestown*. These vessels were employed in the trans-Panama canal run from Baytown, Texas to the Hondo facility near Santa Barbara, California. Walter's later service included assignments to clean traders on the East coast and various ANS traders. His last assignment was aboard the *SR Wilmington* in early May.

Walter always had the reputation in the Fleet as a very reliable, hard working, professional seaman that could always be counted on as a "good shipmate." Additionally, Walter was a strong supporter of the ESU throughout his career with the Company.

The ESU membership bids a heartfelt farewell to Walter and we wish him and his family all the best during his retirement years.



Frank O'Malia

Farewell to Frank



The crew of the *Sierra* turned out in large numbers to say farewell to Board Member at Large Frank O'Malia. Frank is pictured on the front row next to Ship Rep. Thor Floreen who is on the far right. The crew took time to recognize Frank's achievement with gifts and a special ship board dinner of crab legs and tenderloin. Fleet Chef Tom McKee was on his A game for the event.

Attention: Board Member at Large special election

With Frank O'Malia's decision to retire, the Union now has an open Board Member at Large position that needs to be filled. Since there is more than one year remaining on the term for this position the ESU Board is required by the Constitution and Bylaws to hold a special election to fill this vacancy for the remainder of the term for this position which will expire at the end of 2011.

Also, required under the Constitution and Bylaws, the Board is required to announce a 60-day period to allow interested members to submit a Candidate Intent Form to be placed on an election ballot. This 60-day period will begin on June 24, and run through August 22, 2010. A complete list of all the requirements can be found in Article V of the Constitution and Bylaws. It is a good idea that CIFs be sent via certified mail with return receipt requested as forms received after August 22 are ineligible. An election period will be established following the deadline and will be held separately from the fall election.

The duties of an Executive Board Member at Large are similar in nature as the Trustee positions. A primary function of the Executive Board Members at Large is to police the Labor Agreement and correct violations and file grievances when violations are not corrected aboard ship. Board Members at Large can also be called upon to assume an office assignment when necessary.

Incidentally, in the fall of this year several ESU Executive Board and Ship Representative positions are up for election. On December 31, 2010, the term of office for the Vice President/Treasurer, Deck, Engine and Steward's Department Trustees and the Ship Representative on the *S/R American Progress* come to an end. In accordance with our Constitution and By-Laws a general election for these positions will be held from mid-October through mid-December, 2010. The deadline to submit a Candidate Intent Form is October 1, 2010.

Everyone should be aware of the new procedure to be placed on an election ballot. Candidates that wish to run for Union office are now allowed to submit a "Candidate Intent Form" (CIF) for the particular office that the individual is seeking directly to the ESU office by the designated deadline. Candidate Intent Forms are available from you Ship Representative or by contacting the ESU office. The Candidate's Intent Form should be mailed by certified mail to the primary Union office if there could be any question concerning the timely receipt of the nomination. A Candidate's Intent Form may also be submitted via e-mail or facsimile (fax) to the ESU office.

Ship reports

S/R American Progress

The vessel was visited by the ESU Board on June 1, 2010 at the anchorage in Port Angeles, WA. The vessel was making preparations for a Pacific crossing to Singapore for a scheduled major shipyard period. Regular Ship Rep. Rudy Benavides had just returned from paid leave. Vessel departed on June 2, and is scheduled to arrive in Singapore around the end of June.

S/R Baytown

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

Kodiak

ESU Board Officer visited the vessel on June 2, at anchor in Anacortes, WA. AB Larry Harris, a participant in the VSP program departed the vessel after a nice send off from the crew. Regular Ship Rep. Tim Williams just return from a short paid leave. Vessel discharged during mid-June at Chevron Richmond and also completed repairs and a COI inspection at anchorage 9.

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

Vessel had some anchor time at Port Angeles while waiting to berth at Shell Anacortes in mid-June. The crew took advantage of the delay to complete routine repairs. Regular Ship Rep. Thor Floreen departed for paid leave and Steve Bowles took over in his absence. Thor reported all was going well and the crew gave number one AB Frank O'Malia a nice send off to retirement during his last trip with the *SeaRiver*.

S/R Wilmington

Board officer visited the vessel in Beaumont, TX on June 10. Vessel continues the MOGAS run between Beaumont, TX and FL. AB Ed Stoekel filling in as Temporary Ship Rep. and reporting everything running smooth. Regular Ship Rep. Jeff Harris has been out on sick leave but should be returning to work in the near future. We look forward to his return.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

913-A Hardesty Avenue, Seabrook, TX 77586

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E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Frank O'Malia

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick

101 trade Unionists murdered in '09: a 30% increase over '08

The International Trade Union Confederation's (ITUC) Annual Survey of Trade Union Rights has documented a dramatic increase in the number of trade Unionists murdered in 2009, with 101 killings—an increase of 30% over the previous year. The survey, released this month, also reveals growing pressure on fundamental workers' rights around the world as the impact of the global economic crisis on employment deepened.

Of 101 murdered, 48 were killed in Colombia, 16 in Guatemala, 12 in Honduras, six in Mexico, six in Bangladesh, four in Brazil, three in the Dominican Republic, three in the Philippines, one in India, one in Iraq and one in Nigeria. Twenty-two of the Colombian trade Unionists who were killed were senior trade Union leaders and five were women, as the onslaught of the previous years continued. The rise in violence in Guatemala and Honduras also followed a trend developing in recent years.

Colombia was yet again the country where standing up for fundamental rights of workers is more likely than anywhere else to mean a death sentence, despite the Colombian government's public relations campaign to the contrary. The worsening situation in Guatemala, Honduras and several other countries is also cause for extreme concern," said ITUC General Secretary Guy Ryder.

This year's report again records an extensive list of violations suffered by trade Unionists struggling to defend workers' interests, this time in 140 countries. Many other violations remain unreported, as working women and men are deprived of the means to have their voices heard, or fear to speak out due to the consequences to their jobs or even to their physical safety. Along with the appalling list of killings, the survey provides detailed documentation of harassment, intimidation and other forms of anti-Union persecution. A further ten attempted murders and 35 serious deaths threats were recorded, again mostly in Colombia and Guatemala. Furthermore, many trade Unionists remained in prison and were joined by around a hundred newly imprisoned in 2009. Many others were arrested in Iran, Honduras, Pakistan, South Korea, Turkey and Zimbabwe in particular.

The general trade Union rights' situation has continued to deteriorate in a number of other countries, including Egypt, the Russian Federation, South Korea and Turkey.

Anti-democratic forces continued to target Union activity, aware that Unions are often in the front line in the defense of democracy. This was evident in Honduras during the post-coup violence and in Guinea during a protest demonstration against the ruling junta which turned into a terrible massacre on September 28.

Numerous cases of strike-breaking and repression of striking workers were documented in each region. Thousands of workers demonstrating to claim wages, denounce harsh working conditions or the harmful effects of the global financial and economical crisis faced beatings, arrest and detention, including in Algeria, Argentina, Belarus, Burma, Cote d'Ivoire, Egypt, Honduras, India, Iran, Kenya, Nepal, Pakistan and Turkey. Dismissals of workers due to their trade Union activities were reported in many countries. In Bangladesh, six garment workers on strike for the pay increase and settlement of outstanding wages died after a police intervention.

Union busting and pressure continued to be widely used by employers. In several countries, companies threatened workers with closure or transfer of production sites if they organized or joined a trade Union. Often employers simply refused to negotiate with legitimate workers' representatives while the authorities did nothing. Some labor codes were amended to permit more "flexibility" and to unravel social welfare systems. Which often impacted the existing industrial relations systems and thus curtailed trade Union rights.

The undermining of internationally-recognized labor standards saw more and more workers facing insecurity and vulnerability in employment, with some 50% of the global workforce now in precarious jobs. This affected workers in export processing zones, especially in South East Asia and Central America, domestic workers, particularly in the Middle East and South East Asia, and migrants and agricultural workers.

Many of the worst affected sectors have high concentrations of women workers. Furthermore, the growth of informal employment and the development of new "atypical" forms of employment were seen across both regions and industrial sectors. The difficulties faced by these workers to organize or exercise their trade Union rights are directly related to their highly vulnerable position in the labor market.

The survey also highlights many cases where, while trade Union rights are officially protected in legislation, restrictions on legal coverage and weak or non-existent enforcement added to the vulnerability of workers already struggling in the depths of the crisis. Severe restrictions or outright prohibition of strikes also exist in a large number of countries. Furthermore, complex procedural requirements, imposition of compulsory arbitration and the use of excessively broad definitions of "essential services" provisions often make the exercise of trade Union rights impossible in practice, depriving workers of their legitimate rights to Union representation and participation in industrial action.

The ITUC report notes that 2009 was the 60th Anniversary of the International Labor Organization (ILO) Convention 98 on the Right to Organize and collective Bargaining, which has still not been ratified by countries such as Canada, China, India, Iran, the Republic of Korea, Mexico, Thailand, the United State and Vietnam. Thus, approximately half of the world's economically active population is not covered by the Convention.

"This year's ITUC survey shows that the majority of the world's workers still lack effective protection of their rights to organize trade Unions and bargain collectively. This is a major factor in the long-term increase in economic inequality within and between countries. Inadequate incomes for much of the world's workforce helped cause the global economic crisis, and is making it much harder to put the economy on a path of sustainable growth," said Ryder.

Welfare Notes

June 2010

Eligibility and Enrollment

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

Chemical Dependency

Reminder: The SUP Welfare Plan has an EAP (Employee Assistance Program) that offers counseling and assistance. The plan is administered through Health Management Center. Their phone line is open 24 hours 7 days per week. Your call is completely confidential and your privacy is protected. HMC's phone number is 1-888-215-8903.

The HMC Employee Assistance Program is a professional evaluation, counseling, and educational program. An EAP counselor will discuss the nature of the problem and outline a plan of action for consideration.

The SUP Welfare Plan also offers a program that will provide alcohol and drug abuse rehabilitation services for eligible members at a designated treatment center. Benefits are limited to one rehabilitation admission per active member not to exceed a period of 28 days of rehabilitation treatment during the member's lifetime. Pre-authorization from the plan office is required.

The 28 day treatment is available through Duffy's of Napa Valley. You can view the facility and treatment program on their website www.duffysrehab.com.

Chemical Dependency Services are also available through your medical plans such as Kaiser, Health Net, and Group Health. Contact your plan for information on treatments available to you or covered dependents.

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, Suite 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

Slow steaming becomes norm on TransPacific, Asia/Europe routes

Extra-slow steaming of containerships has become so popular it has absorbed 4.1% of the world containership capacity, said information service Alphaliner.

In its latest newsletter, Alphaliner said about 100 ships are "extra-slow steaming," where they operate at speeds of 17 to 19 knots as opposed to what it calls "normal" slow steaming where ships travel at 20 to 22 knots. It said about 554,000 teus of capacity have been absorbed by extra-slow steaming and forecasts that will reach 580,000 teus by the beginning of July.

Slower steaming has "become the norm on the Asia/Europe and TransPacific routes, where 78% and 53% respectively, of all strings are now running in slow steaming mode," Alphaliner said.

NOL to reactivate idle ships

continued from page 5

much larger profile on the Pacific where annual contract negotiations are about 70% complete. Widdows confirmed that the contract renewals had gone well, with rate increases fixed that should return the whole trade to a small profit after huge losses sustained in 2009-2010. From the carriers' point of view, this was the first successful contracting season for a decade, said Widdows. Even so, rates will not be back to where they were in 2008 when the market was already starting to weaken.

In May, NOL reported a net loss of \$98 million for the first quarter, in contrast to some other lines that were back in the black. But that reflected APL's greater reliance on the Pacific which is lagging behind the Asia-Europe trades because of the different contracting structure. Most contracts on the Pacific are for 12 months, starting in May or June, whereas those covering the Asia-Europe trades are of varying duration, so providing more room for manoeuvre on rates during the year. Widdows said he expects most container lines to be making money in the second quarter as the effect of higher transpacific rates starts to feed through to the bottom line.

Collectively, container lines are thought to have lost around \$20 billion in 2009, while uncertainty remains about market prospects once the peak season is over in the fourth quarter of the year.

Matson Navigation Company Wage Rates

effective July 1, 2010

071, Roll-On/Roll-Off, C-8, C-9, CV-2500 & CV-2600 Class Vessels

Rating	Wages		Supp.	Supp. Benefit	Money	
	Monthly	Daily	Benefit Base Monthly	Daily Monthly	Purchase Pension Plan Daily	
Bosun	\$5,213.14	\$173.77	\$5,372.23	\$101.48	\$3,044.40	\$25.00
A.B.	\$3,676.79	\$122.56	\$4,014.46	\$75.83	\$2,274.90	\$25.00
O.S.	\$2,822.41	\$94.08	\$3,154.53	\$59.59	\$1,787.70	\$18.51

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings except the Ordinary Seaman shall be \$29.93
 Ordinary Seamen (overtime rate) \$22.44

CARGO RATES

The hourly cargo rate for all ratings shall be:
 Straight Time \$22.44
 Overtime \$36.99

SHORTHANDED (SECTION 7. SUP Work Rules)

Bosun \$51.09
 A.B. \$38.50

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time \$35.33 \$25.00
 Overtime \$56.68

A.B.
 Straight Time \$29.19 \$25.00
 Overtime \$47.73

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time \$25.34 \$25.00
 Overtime \$42.13

A.B.
 Straight Time \$23.83 \$25.00
 Overtime \$40.23

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
 Straight Time \$34.06
 Overtime \$51.08

A.B.
 Straight Time \$25.66
 Overtime \$38.50

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$17.43

SHOREGANG: MAINTENANCE AGREEMENTS

Working Bosun
 Straight Time \$35.01 \$25.00
 Overtime \$56.81

General Maintenance
 Straight Time \$28.85 \$25.00
 Overtime \$47.83

Spraying, Sandblasting enclosed spaces: additional per hour \$1.70

SHOREGANG: EXTRA MAINTENANCE AGREEMENT

Standby Bosun
 Straight Time \$35.01 \$25.00
 Overtime \$56.81

Standby AB
 Straight Time \$28.85 \$25.00
 Overtime \$47.83

Moku Pahu Wages

Bosun	Monthly Base Wage	Daily Base Wage	Daily Supplemental Wage	Money Purchase Pension Plan Daily
	\$4,322.14	\$144.07	\$53.16	\$23.00

A.B.	Monthly Base Wage	Daily Base Wage	Daily Supplemental Wage	Overtime
	\$2,901.15	\$96.71	\$41.45	\$27.87

CARGO RATES

Straight Time Hours: \$20.89
 Overtime Hours: \$34.44

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$16.28

Supplemental wages at 10 days per month.

Former Matson President Michael Wasacz dies

Former Matson President and CEO Michael S. Wasacz died June 20 in San Francisco at age 73. His career with the company spanned from 1959 to 1990 and included eight years as president of Matson Navigation Company and two years as president of its parent company, Alexander & Baldwin, of Honolulu.

Wasacz began his career with Matson in 1959 as a freight clerk at Rockefeller Center. He was made a vice president of Matson in 1976 and senior vice president in 1978. In 1979, Wasacz was named president of the subsidiary, Matson Terminals. In 1980 he was appointed executive vice president of Matson, and in 1981, became the 12th president in Matson's history. In 1983, he was named president of A&B and relocated to Honolulu. He returned to San Francisco in 1985, once again as president of Matson.

As head of Matson during the 1980s, Wasacz led the company through a number of major initiatives. In the early 1980s, Matson was completing an ambitious 12-year ship construction program that involved building a modern, fully containerized fleet of vessels. In 1982, the *S.S. Lurline* returned to the Matson fleet following a conversion from a ro-ro ship to a combination container/ro-ro vessel with cargo capacity nearly tripled. Other major improvements for the company's Hawaii service included relocating the company's entire terminal facilities - cranes, equipment, containers and personnel - from an inefficient terminal at Pier 2, near downtown Honolulu, to an expanded site at Sand Island; the facility continues to be the hub of Matson's operations today. In order to improve the level of service Matson provided to the Neighbor Islands, two specially designed container barges were constructed for the service.

In 1987, the Matson subsidiary, Matson Intermodal System was established to serve the needs of the increasing intermodal volume on Matron ships, as well as international steamship companies moving freight through North America. The company is known today as Matson Integrated Logistics, and has a key role in Matson's strategic growth. Another subsidiary, Matson Leasing Company, was formed in 1989, and established Matson as an international container leasing company. Headquartered in San Francisco, with an additional U.S. office in New York, Matson Leasing gave Matson a global presence, with offices in Tokyo, Hong Kong, Singapore, London, Paris and Zurich. The company was sold to Xtra Corporation for \$360 million in 1995.

Several key initiatives implemented during Wasacz's tenure have had a long lasting impact on Matson. In December 1988, Wasacz led a restructuring effort of the entire Matson organization, establishing Marketing and Operations as the major entities in the corporate structure. That structure remains in place today. In addition, Wasacz began moving forward with significant investments in information technology, with the objective of designing and building new information systems that better serve Matson's customers, providing them with timely information about their shipments. Similarly, in 1989, a centralized Customer Service Center was established in Los Angeles, providing customers with a toll free number to obtain virtually any type of shipment information. In addition, strategic investments were made in systems would be designed to afford customers direct access to online freight tracking, booking, billing, claims trading and other information. That center became the model for Matson's Customer Support Center in Phoenix, which today is recognized for its industry leading customer service.

"Mike Wasacz left a lasting legacy here at Matson," says Matt Cox, president, Matson. "Under his leadership, a number of key initiatives enhanced Matson's core market, our Hawaii service, including the company's Sand Island facility and Neighbor Island barges. Equally important, he explored growth opportunities outside that market, with Matson Integrated Logistics a living testament to his vision. Our centralized Customer Support Center is another example of an initiative that has differentiated Matson in its markets and distinguished the company through its emphasis on exemplary customer service."

After leaving Matson, Wasacz continued to work as a consultant, notably with the Bechtel Corporation in Houston, Texas. Additionally, Wasacz worked as Executive Director at the Institute of Human Origins in Berkeley, California.



SUP President's Report

June 14, 2010

PATRIOT CONTRACT SERVICES

As reported in March and May, Patriot submitted bids to maintain and operate 11 Maritime Prepositioning Force vessels for the Military Sealift Command.

On May 27, Patriot was awarded the *USNS 1st Lt. Harry L. Martin*. The other 10 vessels were awarded to Maersk Line, Ltd.

The *Martin* is a container ship with roll-on/roll-off capability that will be operated by Patriot in support of the U.S. Marine Corps. Currently she is undergoing repairs in Jacksonville, Florida, after which it is assumed she will be prepositioned in Saipan or off Diego Garcia.

The contract for the vessel is similar to other government collective bargaining agreements which means that certain provisions of the commercial offshore dry cargo agreements (i.e. 2-hour minimums, 3 o'clock knockoff) shall not apply. It is anticipated that the vessel will be in continuous Full Operating Status.

Term of Agreement: One year with four, one-year options until September 2015.

Manning: 1 Bosun, 5 Able Seamen, 3 Ordinary Seamen

Wages: (56-hour work week)

	Monthly		Overtime	Money Purchase Pension
	Base Wage	Daily Rate	Rate	Daily
Bosun	\$5,886.60	\$196.22	\$26.94	\$18.95
AB	\$4,426.50	\$147.55	\$20.26	\$18.95
OS	\$3,252.00	\$108.40	\$16.85	\$18.95

The hourly overtime rate shall be paid in excess of eight hours worked on any day Monday through Sunday and for all hours worked on holidays.

Supplemental Benefits (vacation pay) shall be at the rate of 14 days per month. The Monthly Supplemental Benefit rates are as follows: Bosun \$2,131.15; AB \$1,602.75; OS \$1,177.43.

Wage increases: A 2% increase in Total Labor Cost shall become effective October 1, 2010, and on each anniversary date through October 1, 2015. Total Labor Cost shall be defined as all rates of pay, overtime, all forms of compensation paid and contributions to the SUP Welfare Plan.

To be eligible for work in the *Martin*, members must complete the Military Sealift Command (MSC) required training. In addition to all normal STCW requirements, the MSC training requirements are as follows: Damage Control, Helicopter Firefighting, Helicopter Operations Familiarization, Aviation Facility Training (Landing Signals Enlisted), Basics of Naval Explosives, Shipboard Security Team Training, Small Arms Training and Basic Chemical/Biological/Radiological Defense Warfare Training.

Training is provided to by the SUP's Andrew Furuseth School of Seamanship in accordance with its Training Benefit Guidelines. Candidates for training must have a recent (within the past year) written application on file. Those who take the training are expected to ship in the *Martin* as the training is expensive (approximately \$5,000 per member exclusive of transportation). For more information, contact Workforce Development Director Berit Eriksson at 415 957-1816 or 206 551-1870.

All unlicensed personnel will turn-to in Jacksonville on June 29, and the vessel will be turned over to Patriot the following day.

Recommend membership approval of the Memorandum of Understanding covering the *USNS 1st Lt. Harry L. Martin*.

As reported in May and June, Patriot notified the SUP and MFOW that Kwajalein Range Services (KRS) sent the company a proposal for a new crewing services contract for the *USAV Worthy* plus the *USAV*

Double Eagle, *USAF Mystic*, *USAV Great Bridge* and any other vessels assigned to KRS for the U.S. Army Kwajalein Atoll/Reagan Test Site. The Unions have held discussions on the solicitation with Patriot and have submitted a wage and benefit rate proposal.

On May 20, the Unions received a request from Patriot to extend the existing agreement for the *Worthy* through June 30, based on a request from KRS to extend their original agreement with Patriot. Agreed to the extension pending membership approval.

MATSON NAVIGATION COMPANY

As reported last month, the SUP requested a meeting with Matson to discuss the company's plans to build new ships.

The meeting was held on May 18, at company headquarters in Oakland. Captain Jack Sullivan, Vice President of Vessel Operations and Offshore Labor Relations; Tom Percival, Manager Labor Relations and Vessel Operations; and Dale MacGillivray, Manager Offshore Labor Relations represented the company. In attendance for the Unions were SUP Vice President Dave Connolly, MFOW President Anthony Poplawski, SIU-A&G West Coast Vice President Nick Marrone, MEBA Los Angeles Branch Agent Larry Young, MEBA Oakland Patrolman Jim Statts, MM&P Pacific Coast Vice President Dave Boatner, ARA Secretary-Treasurer Carl Young, and your secretary.

Sullivan stated that the *Lurline* (built in 1973), *Matsonia* (built in 1973), *Mauie* (built in 1978), and *Lihue* (built in 1971) were all coming to the end of their useful commercial life and that because they are steamships, they could be precluded from operating in U.S. waters under regulations promulgated by the Environmental Protection Agency. Therefore, the company tentatively plans to purchase two post-Panamax 4,400 teu roll-on/roll-off/container (Ro-Con) vessels plus two 2,600 teu container vessels. Preliminary discussions have been held between Matson and NASSCO and Aker Philadelphia shipyards, with the goal of having contracts signed for the Ro-Cons by January 2011.

The first Ro-Con would be slated for delivery by 2014 or by 2013 if "fast-tracked." The second vessel by 2015 or 2014. Both would operate on the Long Beach-Honolulu run. These new vessels would replace the *Lurline*, *Matsonia* and *Lihue*.

After the Ro-Con vessels go into service, the company plans to replace the C-9 Class vessels *Manoa* (built in 1982) and the *Mahimahi* (built in 1983) with the two new 2,600 teu vessels. This is tentatively scheduled to occur in 2017/2018.

In accordance with the 2008-2013 collective bargaining agreement with Matson, wages and wage-related items (Supplemental Benefits, overtime, cargo time, etc.) in all company vessels are due to increase 3% effective July 1, as are wages and wage-related items under the Maintenance and Extra Maintenance Agreements.

Under the terms of these agreements the Union has the right to allocate monies from the wage increases to the various benefit funds. Recommend that the negotiated increases be applied to wages and wage-related items.

New wage scales will be published in the June *West Coast Sailors*.

APL MARINE SERVICES, LTD.

The Union was notified by APL that beginning with the current voyage of the *APL Philippines*, all five U.S.-flag C-11 Class vessels engaged in TransPacific service will call the following ports after departing Oakland: Dutch Harbor, Yokohama, Busan, Naha, Shanghai, Yangshan, Busan and San Pedro.

The seven vessels in APL's Suez Express Service will continue to depart from Norfolk to Jebel Ali (United Arab Emirates), then to Karachi, Singapore, Colombo, Port Said, New York, Charleston and Savannah.

FOSS MARITIME COMPANY

As part of a previously agreed upon quarterly review of Foss' business in San Francisco Bay, Vice President Connolly and your secretary met with the company's San Francisco Regional Operations Manager Bob Gregory and Tank Barge Manager Walt Partika on June 11, at Headquarters.

According to information provided by Foss, the bunkering market continues to struggle given the still stagnate economy and the fact that all vessels are "slow steaming" to reduce costs and thus reduce the need for a full load of bunker fuel. The company stated that it is trying to maximize the utilization of its tugs and barges, reduce costs, while maintaining safety and service. Both Gregory and Partika stated that they looked forward to the day when all employment of SUP personnel is regularly scheduled, however, that day is still over the horizon.

Regarding the escort and ship assist work which the SUP participates in as a result of the tripartite agreement between the IBU, Foss and the SUP, that business is flat with large monthly fluctuations but with small signs of a possible recovery to pre-recession levels.

Also discussed was a bill pending in the California Assembly and Senate that could directly impact the operations of Foss and employment for SUP members. The legislation in question is Assembly Bill (AB) 234, introduced by Assemblyman Jared Huffman (D-Marin County) in response to an oil spill of the foreign-flag vessel *Dubai Star* at San Francisco Bay's Anchorage 9, late last year.

The key requirement of AB 234 is that all fuel oil transfers (i.e. bunkering) would have to be "pre-boomed," which in San Francisco Bay is impractical. The bill ignores the safety aspects of setting a boom as a precautionary measure in high currents, seas and winds — often seen at Anchorage 9. Deployment of a boom is not a panacea and its effectiveness is greatly reduced in conditions of fast current or inclement weather. Oil becomes entrained in a containment boom in currents over 0.7 knots; with containment efficiency dropping precipitously as currents exceed 1.0 knots. The same weather conditions that impact the efficiency of a boom can make standing the boom five feet from the side of a vessel (as required by the bill) difficult if not impossible to accomplish. Anchorage 9 is the only designated anchorage for fueling in San Francisco Bay. Currents exceed 0.7 knots in over 80% of the tidal cycles during the year. With four tidal cycles per day of about six hours duration, the same time required for a typical fuel transfer, bunkering at Anchorage 9, would become logistically unfeasible. Many ships that call San Francisco Bay and its tributaries depend on Anchorage 9 for taking fuel and have few if any alternatives.

Another provision of the bill requires that the bunker barge "shall at all times have at least one person on the bridge who is able to communicate fluently and effectively both in English and the language of the master of the vessel." If this provision became law, Foss would either have to have translators aboard all its barges or send SUP tankermen to language school to master the many tongues of the ships that transist San Francisco Bay.

Accordingly, your secretary sent the following letter to the state legislature on June 9, opposing AB 234:

The Honorable Jared Huffman
California State Assembly
State Capitol
10th and L Street
Sacramento CA 95814

The Honorable Joe Simitian
Chair-Senate Environmental Quality Committee
State Capitol
10th and L Street
Sacramento, CA 95814

RE: Oppose AB 234 Oil Spill Prevention and Response

President's Report continued

Dear Assemblyman Huffman and Senator Simitian:

I am writing on behalf of the Sailors' Union of the Pacific (SUP) in opposition to AB 234. While well intended, the bill threatens the viability of the marine fuel market in California and its associated jobs and revenue.

SUP members are actively engaged in the delivery of fuel to ships calling San Francisco Bay. Existing state regulations require the fuel barge to either pre-boom fuel transfers or have a stand-by boom capable of immediately being deployed if there is a spill. This rule recognizes the lack of effectiveness of pre-booming under adverse current and weather conditions as well as the increased risk of accident and injury in deploying a boom under unfavorable conditions. Our members are prepared to put themselves in harms way in the event of a spill by deploying a boom at such a time, but do not believe it is beneficial to be exposed to such risk when there is little if any benefit to be derived.

This bill as currently written will drive a large percentage of this business from California. Current and sea conditions at Anchorage 9 make boom deployment unsafe under most circumstances, and those conditions make containment booms ineffective. Ships need to plan their fueling operations well in advance and require many hours for completion. This requirement will make it virtually impossible for ships to plan accordingly. Many ships depend on Anchorage 9 for taking fuel and may not be able to call Northern California ports if that option is effectively taken away.

California saw first hand how sensitive the marine fueling market is. The removal of the out-of-state consumption tax exemption for bunker fuel in 2002 resulted in an 80% drop in this business, together with corresponding jobs and revenue. For these reasons we respectfully request your NO vote on AB 234.

Sincerely,

GUNNAR LUNDEBERG

President/Secretary-Treasurer

The Sailors' Union continues to work on this issue in conjunction with Foss, the Pacific Merchant Shipping Association and the California Labor Federation, AFL-CIO.

FOURTH OF JULY

Since Independence Day falls on a Sunday this year, all SUP halls will be closed on Monday, July 5, in observance of the holiday.

BLOODY THURSDAY

The 76th commemoration of Bloody Thursday will be held at ports up and down the West Coast this year on Monday, July 5.

SUP members on the beach are urged to attend these events which mark a red letter day during the 1934 coastwise maritime strike.

ACTION TAKEN

M/S to approve the Memorandum of Understanding with Patriot covering the USNS *Ist Lt. Harry L. Martin*. Carried unanimously.

M/S to approve extension of the *Worthy* agreement with Patriot. Carried unanimously.

M/S to allocate the 3% increase in the Matson agreements to wages and wage-related items. Carried unanimously.

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

Gunnar Lundberg

Letter carriers deliver another record food drive for the hungry

The nation's postal customers responded with extraordinary generosity this year, donating a record 77.1 million pounds of food in the Letter Carriers' 18th annual "Stamp Out Hunger" food drive. This year's results topped last year's record donation of 73.4 million pounds.

Members of the National Association of Letter Carriers (NALC) on May 8, picked up the donations left at mailboxes in more than 10,000 communities. The food was delivered to local food banks, pantries and shelters to help needy families in all 50 states and U.S. jurisdictions.

Since 1993, the NALC food drive has collected more than one billion pounds of food—1,059,800 pounds—to help feed hungry families.

NALC President Fredric Rolando praised postal customers' generous donations and the NALC and other Union

members and volunteers' work on the nation's largest one-day effort to combat hunger. "Despite the lingering effects of the recession, postal customers came through again this year in the continuing fight against hunger in America. Our members and the thousands of rural letter carriers and other volunteers were proud to deliver the generous donations from millions of caring citizens who wanted to help needy families in their communities."

Donations are particularly critical at this time of year because most school lunch programs are suspended during the summer months and millions of children must find alternate sources of nutrition.

The Tampa, Florida, NALC Branch 599 collected 2,062,529 pounds to emerge as the top local Union branch in the country.

Vice President's Report

June 2010

APL Singapore: Eduardo Santos, delegate. Union demanded and the company agreed to procure new stateroom armchairs during the yard period in Singapore.

APL Agate: Quentin Brown, delegate. Restriction investigated and found not payable. Ship had not cleared customs in Oman anchorage. Disputed carpenter time for building new lashing bridge gratings raised with the Company and ultimately determined payable.

APL Turquoise: Edwin Pastolero, delegate. New crew joining in New York. Calls from MFOV Vice-President Bill O'Brien who made the ship helping to clarify several issues: gangway watches payable at the regular rates, SUP sanitary includes stair tower. Good gang busting out the work.

APL Philippines: John Hamann, delegate. Good discussion on pension, new ships, military contracts, and the long-standing seamanship standards of the SUP.

President Truman: Nabil Hafeed, delegate. Restriction in Pakistan under investigation. As more ships call in Karachi, shore leave in this war zone will become more difficult as there is little cooperation from the Pakistani government.

Kauai: Jesper Pfeil, delegate. In at Oakland with no problems. New sailors have experienced hands showing them the ropes and looking out for their safety.

Moku Pahu: Ben Garman, delegate. In at the C & H sugar refinery in Crockett. Lesznek Jeziorski is the bosun. Hardest working bulker in the fleet.

Mokihana: Phil Howell, delegate. Clean ship. Discussion on design of new ships.

Manoa: Gerry Marshall, delegate. No beefs. Bosun John Kerlin has the deck in hand.

Mahihahi: Izzy Idris, delegate. Riding gang shipped as AB daymen for steel maintenance in No. 6 hold. Safe working conditions discussed ahead of time with the captain. On return to Oakland found that riding gang had done excellent work and management had been informed about the success of the program. Kudos to all involved.

Oregon Voyager: Ed Windeler, delegate. Discussion on company proposal for new overtime accounting got an unfavorable reception from the gang.

Mississippi Voyager: Dave Purganan, delegate. In at RLW with no problems. Another negative reception on proposed combined OPA and overtime hours.

Colorado Voyager: Brian Dixon, delegate. Going to run to Vancouver B.C. a couple of times before heading to the Gulf and the breakers in Brownsville. After this, only one Gas Turbine tanker in the fleet.

Cape Jacob: Dan Moran, delegate. Gang working together aboard happiest ship in the Far East. Currently in Chin Hae, Korea. Ship could be laid up in late 2011.

USNS Martin: Delegate to be elected on turnover. SUP crew boards this newest SUP ship in Jacksonville, Florida on June 30. For MSC physicals sailors are advised to bring their eyeglasses, know the names and dosages of any medications, to fast after midnight the night prior to the exam, hold off smoking before the exam, bring identification and shot card. See President's Report for required training.

USNS Waters: Scott Weideman, delegate. Ship returned from successful Caribbean mission in good shape. Reliefs shipped and sailing again before yard period. As in the past, when the crew reduces for the yard, seniority on the ship will have the option to remain or quit.

USNS Gordon: Tim Conley relieved Dave Hoffman as ROS AB and delegate. No beefs.

USNS Shughart: Jason Morris, delegate. Crew working hard on maintenance ahead of MSC and ABS inspections. SUP sealift readiness at its best.

Foss Maritime Company: JD Rymel, delegate. Questions on seniority and benefits and payroll.

San Francisco Bar Pilots: Mike Koller and Terry O'Neill, delegates. Operator Steve Messenger and deckhand Marcos Gil made a perfect water rescue of a tourist who fell into the Bay. Trial period for station boat schedule change ended. Status quo ante resumed.

Dave Connolly

Win a new bass fishing boat

A lucky Union member will soon be casting a fishing line from a brand new bass fishing boat, thanks to a partnership between the Union Sportsmen's Alliance (USA), the hunting and fishing club for Union members and Triton Boats.

USA and Triton will give away a new TR-18 SE fiberglass bass boat powered by a Union-made Mercury engine and valued at more than \$22,000. The winner also will spend a day fishing with Triton CEO Earl Bentz on his private lake in Tennessee. This is the second time Triton has awarded a boat to a Union member.

All active and retired members of AFL-CIO affiliated Unions are eligible to win. Current USA members are automatically entered in the contest. The deadline is July 31, 2010. Triton also has developed a special Union appreciation program. Any Union member who purchases a Triton boat package will receive a free

one-year USA membership or one-year extension of an existing membership, a custom engine cover featuring the USA logo and a gift certificate of up to \$300 to spend on Triton merchandise.

Bentz says: "Union members have made concessions to keep American companies competitive within the international market. They have made sacrifices and fought hard to keep jobs in this country and that's what keeps our employees working. Last year was one of the most difficult economic environments certainly in my lifetime, so we asked ourselves what we could do to help those who give so much."

USA Executive Director Fred Myers adds: "Just as our jobs support the activities we enjoy in our free time, the purchases we make to enjoy activities like fishing and hunting should support our economy, and therefore, our livelihood."

SUP Branch Reports

Seattle

May 17, 2010

Shipped: 5 Boatswains jobs shipped and filled with 4 A-cards to regular jobs including the RRF *Cape Flattery* breakout; and 1 C-card to a USNS ship; 9 Able Seaman berths shipped to 2 A, 5 B and 2 C seniority members; 1 Ordinary Seaman shipped to a D registrant.

Registered: 10 A cards for a total of 22; 3 B cards for a total of 17; 3 C cards for a total of 20.

Ships Checked

Matson vessels *Kauai* and *Manoa* called in Seattle twice with little or no problems. *President Jackson* and *President Truman* called in New York with Seattle gangs with little or no problems. *Cape Flattery* crewed up for two weeks and returning crew members stated lots of overtime for the "break-out".

I represented the SUP at the following meetings: the King County Labor Council COPE interviews. The Seattle Marine Business Coalition meeting. The King County Labor Council Executive Board and Delegates meetings and the Puget Sound Area Maritime Security Committee meeting.

The SUP represented maritime labor at a meeting at USCG Seattle Headquarters regarding the Spokane Street Swing Bridge. The "swing bridge" and the South Park Bridge are critical components of the maritime freight mobility corridor for the Seattle docks and both bridges have come under considerable pressure, the South Park Bridge must be rebuilt, and the Spokane Street Swing Bridge from increased traffic numbers do to the Alaska Way Viaduct replacement construction projects. Without maritime industry and labor screaming and kicking in these meetings the City and State traffic planers would put every bus and car onto our freight routes.

Along with President Alan Cote of the Inlandboatmen's Union, the SUP joined in a tour of the Seattle waterfront with Seattle Mayor Mike McGinn. The IBU did an excellent job pointing out the economic value to the City from companies such as Manson Construction, Foss Towing and Crowley Towing companies and the relationship with Alaska as Washington States number one trading partner. The SUP pointed to the Matson ship *Mau* tied up for repairs at Terminal 25 and stated that three women sailors have purchased homes in Seattle working in this ship over the last four years. The Mayor's last job was as attorney for the Sierra Club and he has an understanding of the waterfront based on an environmentalist's viewpoint. We can only hope he listens to working class viewpoints.

Vince O'Halloran, Branch Agent

American merchant marine veterans want you

Members of the American Merchant Marine Veterans (AMMV) are reaching out to all readers of the *West Coast Sailors* with the request that they get involved in AMMV's efforts to inform the American public about the important role played by merchant mariners in our nation's economy and national defense. AMMV members go to schools and libraries to talk about our work. They participate in patriotic functions where mariners and members of the armed services are honored. The ultimate goal of AMMV's efforts is to promote a better future for all mariners and for the maritime industry as a whole. For information about joining AMMV, please call Sindy Raymond at 800 545-4173 or email her at saaren@frontiernet.net.

Wilmington

May 17, 2010

Shipped a total of 66 jobs—the breakdown is as follows: 4 Bosun-3 Steady, 1 Relief; 2 AB/Dayman-1 Steady, 1 Relief; 8 AB/Watch- 7 Steady, 1 Relief; 1 STOS- 1 Steady; and 51 standbys.

Registration: Class "A" 31; Class "B" 20; Class "C" 17.

Ships checked

Manulani, Maunalei, Maunawili, Mokihana, Mahimahi, Manukai, R.J. Pfeiffer, Phillipines, Korea, China, and Singapore. No problems.

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

Members shipping here now have access to two medical clinics for physicals, sign on, and drug screens. U.S. HealthWorks at 150 S. Pico in Long Beach just up the street from Matson Terminals & San Pedro Ship Patients at 1294 W 6th Street #205 in San Pedro.

A record crowd attended National Maritime Day at the American Merchant Marine Memorial in San Pedro. In attendance for the SUP were Tom Larkin, Mark Hurley, Dave Sylstra, Charlie Duke, Eli Wegger, Ken Delaney (Sinbad), Paul Calais, Captain Joe Iton, Bill Benedictis, Duane Nash, Don Bohle, and me.

Eli Wegger draws a crowd at his splicing and rigging class. Last week two Ordinary Seaman did a 12-strand splice on their own. Make an effort to attend your Union monthly meetings. Not only do you get to voice your concerns and find out what's happening but also pizza and soda are offered at this Branch.

Vern Johansen
Branch Agent

Honolulu

May 17, 2010

Shipped the following jobs during the month of April: 1 Bosun, 2 AB Day, 2 AB Watch, 2 AB Maint. (Paint & Rigging), and 2 AB Day relief jobs. Also shipped 23 standby jobs this month.

The regular jobs were filled by 5 A cards, 3 B cards and 1 C card. The standby jobs were filled with 2 A cards and 19 B, C, and D cards and 2 MFOW members.

Registered during the month of April: 9 A cards; 4 B card; 2 C cards; and 0 D

cards. To date totaled registered: 11 A cards; 8 B cards; 3 C cards; and 2 D cards.

Ships Checked

Manukai, Maunawili, R.J. Pfeiffer, Mokihana, Manoa, Maunalei, Mahimahi, Manulani, and Kauai. All with few or no beefs. Paint and Rigging Gang running smoothly with Monte Kalama as Bosun.

On April 21, attended the Hawai'i Ports Maritime Council meeting. The annual election of officers was voted on and the incumbents were all reelected.

On May 21, attended the Navy League luncheon for the Merchant Mariner of the Year awards. It was held at the Hale Koa Hotel and there was around 100 people attending. They (the Navy League) have six categories that they pass out awards for but the biggest award is for the Merchant Mariner of the Year award. This year the Merchant Mariner of the Year award went to Brother Art Thanash. The committee said that it was a slam dunk to give Art the award and he won it unanimously. They said that this was the first time a Bosun has ever won this award. As he went up to the stage to receive this award he was greeted with a standing ovation by everyone. Again, congratulations Brother Art.

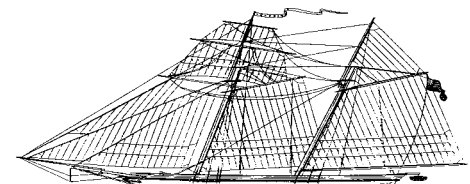
On July 1, the Honolulu SUP office will be moving from Room 105 to Room 101. The Sailors Home Society will be putting in a new carpet and new drapes and cleaning the new office before we move in. Anybody that wants to volunteer to help with the move just let me know and I will let you know what day the move will take place. Mahalo,

Michael Dirksen
Branch Agent

Dispatcher's Report

Headquarters—May 2010

Deck	
Bosun	3
Carpenter	0
MM	8
AB	6
OS	2
Standby	9
Total Deck Jobs Shipped	28
Total Deck B, C, D Shipped	12
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. ...	28
Total B, C, D Shipped-All Depts. .	12
Total Registered "A"	38
Total Registered "B"	11
Total Registered "C"	10
Total Registered "D"	24



SUP member joins pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 521:

Charles Maringer, 75, Book No. 6489, joined SUP in 1976, 27 years seetime.

SUP Wilmington Branch observes Maritime Day in San Pedro



Seated in front of the American Merchant Marine Veteran's Memorial in San Pedro on May 22, are SUP members Captain Joe Iton, Bill Benedictis, former Branch Agent Duane Nash, Don Bohle and Wilmington Branch Agent Vern Johansen. Standing from left: Tom Larkin, former Branch Agent Mark Hurley, Dave Sylstra, Charlie Duke, "Eli" Wegger, Ken (Sinbad) Delaney and former Branch Agent Paul Calais.

More than 200 people attended the annual memorial services at the Memorial on National Maritime Day. The program was kicked-off by John Pitts, President of the American Merchant Marine Veteran's Memorial Committee and President of the Atlantic Maritime Employees Union (AMEU) which represents unlicensed mariners in the Polar Tankers fleet.

Speakers included Congresswoman Jane Harman, Congressman Dana Rohrabacher, Los Angeles Councilwoman Janice Hahn and U.S. Coast Sector Los Angeles-Long Beach Commander, Captain Roger Laferriere.

The services were followed by a luncheon at the Ports O'Call Restaurant. The American Merchant Marine Veteran's Memorial, dedicated in 1989, was the first National Merchant Marine Memorial in the United States; 6,800 mariners have their names engraved on the memorial.