



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIX No. 3



SAN FRANCISCO, CALIFORNIA

Friday, March 24, 2006

Sailors' Union's 121st Anniversary

The Sailors' Union of the Pacific this month observed the 121st anniversary of its founding, March 6, 1885, on the old Folsom Street Wharf in San Francisco. With determination to gain through democratic collective action what could not be accomplished individually, began a record of achievement that set the standard for American sailors and continues to serve as an inspiration for seafarers around the world.



ANDREW FURUSETH

developed with a lasting legacy of strength and integrity.

In addition to the anniversary of the organization of the Union and the birthdays of former secretaries Furuseth and Lundeberg, March is also the 91st anniversary of the Seamen's Act which was signed into law by President Woodrow Wilson on March 4, 1915 after a 20-year struggle by Furuseth to free seamen from indentured servitude.

Drawing on its sound heritage as the oldest Union of seafarers in the world in continuous existence, the Sailors' Union continues to meet the challenges ahead to protect the interests of the membership and advance the brotherhood of the sea.

Recognition, respect, and improved conditions aboard ship did not come easy but with a militant membership and the dedicated and tenacious leadership of Andrew Furuseth (March 12, 1854) and Harry Lundeberg (March 25, 1901), obstacles were overcome and the Sailors' Union grew and



HARRY LUNDEBERG

New United Nations treaty seeks to guarantee mariner labor rights

The International Labor Organization, an agency of the United Nations, on February 23, overwhelmingly adopted a comprehensive new labor standard for the world's maritime sector, in what ILO Director-General Juan Somavia called a landmark development in the world of work.

The new Maritime Labor Convention, 2006 was adopted by a vote of 314 for, with no votes against and four abstentions at the 94th International Labor Conference (Maritime), held in Geneva, Switzerland, from February 7-23. The vote marked overwhelming support by delegates from more than 100 countries representing seafarers, ship-owners and governments.

"We have made maritime labor history today," Somavia said. "We have adopted a Convention that spans continents and oceans, providing a comprehensive labor charter for the world's 1.2 million or more seafarers and addressing the evolving realities and needs of a sector that handles 90 percent of the world's trade."

"What's more, we have established a socioeconomic floor to global competition in the maritime sector," Somavia said. "This initiative can also provide the impetus and support for

similarly innovative and balanced approaches to addressing the need to make globalization fair in other sectors of the world of work."

The new Convention clearly sets out, in plain language, a seafarers' "bill of rights" while allowing a sufficient degree of national discretion to deliver those rights with transparency and accountability. The Convention also contains provisions allowing it to keep in step with the needs of the industry, and help secure universal application and enforcement.

Its provisions will help to meet the demand for quality shipping, which is crucial to the global economy. The Convention will apply to all ships engaged in commercial activities with the exception of fishing vessels and traditional ships (such as dhows and junks).

The new Convention is designed to encourage compliance by operators and owners of ships and strengthen enforcement of standards at all levels, including provisions for onboard and onshore complaint procedures for seafarers regarding the ship-owners' and shipmasters' supervision of conditions on their ships, the flag States' jurisdiction and control over their ships.

The Convention sets minimum requirements for seafarers to work on a ship and contains provisions on conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

Among the novel features of the Convention are its form and structure with legally binding standards accompanied by directions given by guidelines. It departs significantly from that of traditional ILO Conventions. Its amendment procedures are rapid and, most importantly, it sets out a system for the certification of seafarers' labor conditions.

Under the new Convention, ships that are larger than 500 gross tons and engaged in international voyages or voyages between foreign ports will be required to carry a "Maritime Labor Certificate" and a "Declaration of Maritime Labor Compliance". The Declaration sets out shipowners' plans for ensuring that applicable national laws, regulations or other measures required to implement the Convention are complied with on an ongoing basis. Shipmasters

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Government study finds cargo security slack

Lapses by private port operators, shipping lines or truck drivers could allow terrorists to smuggle weapons of mass destruction into the United States, according to a government review of security at American seaports.

The three year \$75 million study by the Homeland Security Department included inspections at a New Jersey cargo terminal involved in the dispute over Dubai World Ports now-abandoned bid to take over significant operations at six major U.S. ports.

The previously undisclosed results from the study found that

cargo containers can be opened secretly during shipment to add or remove items without alerting U.S. authorities, to government documents marked "sensitive security information" and obtained by *The Associated Press*.

The study found serious lapses by private companies at foreign and American ports, aboard ships, and on trucks and trains "that would enable unmanifested materials or weapons of mass destruction to be introduced into the supply chain."

The study, expected to be completed this fall, used satellites and experimental monitors to trace

roughly 20,000 cargo containers out of the millions arriving each year from Europe, Asia and the Middle East. Most containers are sealed with mechanical bolts that can be cut and replaced or have doors that can be removed by dismantling hinges.

The risks from smuggled weapons are especially worrisome because U.S. authorities largely decide which cargo containers to inspect based on shipping records of what is thought to be inside.

Among the study's findings: Safety problems were not lim-

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



Steady As She Goes!

Holiday Notice

On Friday, March 31, SUP halls on the West Coast will close in observance of Cesar Chavez' birthday.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Jose Angeles	20.00*
Steve Crute	50.00
Edgar Drake	20.00*
Barry Fisher	20.00*
John Gabourel	20.00*
Roberto Garcia	20.00*
Rex Harper	30.00
Phil Howell	80.00
Egon Jorgensen	50.00
Monte Kalama	70.00
John Kelly	50.00*
Terry O'Neill	20.00*
Richard Reed	20.00*
Gary Rymel	20.00*
Morris Thibodeaux	100.00*
Bruce Thompson	20.00

*In lieu of dues increase.

Political Fund

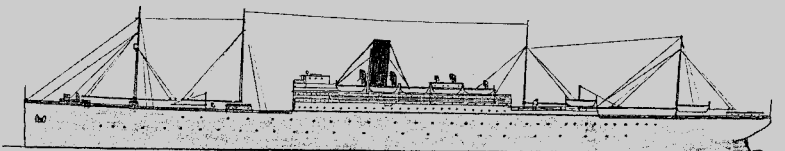
Andrew "Nick" Tenekedes .	40.00
David Connolly	50.00
John Farley	20.00
P.Tattoo Gardiner in memory of Joe Cherry	50.00
John Goodwin	20.00
Rex Harper	30.00
Paul Herriott	25.00
Kenneth Herzstein	20.00
Isnin Idris	70.00
John Kelly	50.00
Norman Kurtz	20.00
Lance Leavy	40.00
Hans Lilledahl	50.00
Gunnar Lundeberg	100.00
Joseph Mantanona	30.00
Vince O'Halloran	100.00
Mike Orosz	20.00
David Pangan	70.00
Richard Reed	20.00
Richard Stinson	10.00
Ivar Thorbjorsen in memory of David Krnach	200.00
Grant Thorne	25.00
Louie Urbano	10.00

West Coast Sailors

Jose Angeles	20.00
Melvin Armon	25.00
Red Bell	20.00
George Boyeas	25.00
Thomas Casynn	100.00
Steve Crute	50.00
Frank Fellows	25.00
Paul Herriott	25.00
John Houlihan	26.00
Egon Jorensen	50.00
Marc Lara	25.00
Demetri Ledesma	25.00
Thomas Mariner	25.00
Armando Martinez	25.00
Joseph McShane	25.00
Rodolfo Menchaca	25.00
Richard Moore	25.00
Kenneth O'Halloran	10.00
George Pope	35.00
Lloyd Rust	40.00
Eleanor Terrell in memory of Eugene A. Shultz	50.00
Ivar Thorbjorsen	50.00
Grant Thorne	25.00
Richard Walsh	25.00

Dues-Paying Pensioners

Rafael Cooper	Book #4687
Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
John McKeon	Book #6456
Joseph Napier	Book #2299
John Pedersen	Book #3834
John Perez	Book #3810
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Jack Stasko	Book #7430



Southern California USCG REC to move

The U.S. Coast Guard, Los Angeles-Long Beach Regional Exam Center (REC) will be moving in late March. The REC, which issues licenses and documents to 16,000 area merchant mariners, will be relocating from its Seaside Avenue, Terminal Island location to the sixth floor of the Long Beach Federal Building located at 501 W. Ocean Blvd., Suite 6200.

The Seaside Avenue REC will close its doors on March 23, to be reopened in its new Long Beach location on April 13. All mail-in credentialing business should be sent to the following new address starting on April 10, 2006:

U.S. Coast Guard
Regional Examination Center
501 W. Ocean Blvd, Suite 6200
Long Beach CA 90802

You may also view updates for the REC on the web at www.uscg.mil/d11/sectorlab/recdiv.htm. For replacement of lost credentials during the closure, please contact REC San Francisco Bay at (510) 637-1124.

Coffee drinkers take note: a wake-up warning

The findings of a new medical study may be enough to make you spit out your morning coffee.

A study of 4,000 coffee drinkers has found that two or more cups each day can increase the risk of heart disease—but only for those with a genetic mutation that slows the break down of caffeine in the body.

In diverse urban areas, the mutation is found in roughly half of all people. People without the mutation can drink as much coffee as they like with no added risk of a heart attack, the scientists said.

Unfortunately, there's no commercial test for the mutation, which now puts coffee diehards in a bit of a quandary.

The findings, published in the *Journal of the American Medical Association*, on March 13, could explain why previous investigations into caffeine's effect on the heart have produced conflicting results. Some reports have tied coffee to an increase in heart disease, while others have found no effect.

Timely Reminder Second quarter 2006 dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the members's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Thirty Dollars (\$130.00) shall accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$130.00) per quarter, payable in advance.

What to do with the drunken skipper

A 45-year-old Romanian master Adrian Ferichel, was remanded in custody in the United Kingdom February 28, after pleading guilty to being four times over the legal drink-and-drive limit while in charge of a ship.

The Switzerland-registered *Kathrin* ran aground on the Goodwin Sands on February 12. Radar records showed the vessel crossed normally from the Northeast lane of the Dover Traffic Separation Scheme into the English inshore traffic zone; but instead of altering course for the Humber, the ship kept going. It ran aground, remained aground for 20 minutes before refloating itself and recommenced its passage. Dover Coast Guard was not contacted at any time.

On arrival in the River Humber on February 15, Ferichel's breath was found to contain 140 micrograms of alcohol per microliter of breath: this is the highest recorded alcohol level in incidents that the Maritime and Coast Guard Agency has had to deal with. He will appear at Grimsby Crown Court for sentencing.

Kathrin is owned in Switzerland by Enzian Shipping and operated by Isle of Wight-based Carisbrook Shipping.

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Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Second class postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop.

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SUP Meetings

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

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

*Tuesday

Final Departures

Minoru Omoto, Book No. 2115. Born in Hawai'i in 1913. Joined SUP in 1937. Died in Torrence, California, February 12, 2006. (Pensioner)

Gerald E. Manley, Book No. 5940. Born in Washington in 1928. Joined SUP in 1947. Died in Las Cruces, New Mexico, February 13, 2006. (Pensioner)

Larry W. Ruth, Book No. 2905. Born in Oklahoma in 1928. Joined SUP in 1947. Died in Norman, Oklahoma, February 14, 2006. (Pensioner)

Olof R. Nordstrom, Book No. 2418. Born in Sweden in 1921. Joined SUP in 1943. Died in Novato, California, February 15, 2006. (Pensioner)

Gustav Wirkebau, Book No. 3379. Born in Estonia in 1921. Joined SUP in 1947. Died in Pt. Townsend, Washington, February 17, 2006. (Pensioner)

John O'Connell, Book No. 2341. Born in California in 1920. Joined SUP in 1947. Died in South San Francisco, California, February 19, 2006. (Pensioner)

Anti-Jones Act Congressman challenges Hawai'i Senator

Congressman Ed Case, a two-term Democrat who represents Hawai'i's second congressional district (rural O'ahu and the outer islands), has announced his intention to run against Senator Daniel Akaka in the state's September 23, Democratic primary election.

Case is a "blue dog" conservative whose key legislative goal in Congress is the repeal of the Jones Act provisions of the Merchant Marine Act of 1920. Without the Jones Act, American cabotage and the U.S. merchant marine would be decimated, as foreign-flag shipping interests would have the right to carry cargo between American ports with foreign-built, foreign-crewed and foreign-flagged vessels.

Akaka, a 16-year veteran of the Senate with a 94 percent pro labor voting record, has been a strong and consistent supporter of the Jones Act and the U.S. merchant marine.

Democrats in the Senate are united in their support of Akaka, including Senator Daniel Inouye (D-Hawai'i) and Congressman Neil Abercrombie who represents Honolulu. Abercrombie stated he was supporting Akaka "with both fists".

SUP President Gunnar Lundberg said the reelection of Akaka and the defeat of Case is critical. He urged all who support the U.S. merchant marine and the Jones Act to make donations to the Sailors' Political Fund or to Senator Akaka directly at: Akaka in 2006, P.O. Box 3169, Honolulu, Hawai'i 96802.

Chief Gadao and Ewa bound for the breakers

After being in idle status for over a year, the C-8 type containerhips *Chief Gadao* and *Ewa* were sold by Matson Navigation Company on March 16, to an unknown buyer and are due to be scrapped.

Both ships were originally built for Pacific Far East Lines (PFEL) as LASH (Lighter Aboard Ship) vessels at Avondale Shipyards in New Orleans. The *Chief Gadao* (s/s *Golden Bear*) was delivered in September 1971 and had a capacity of 49 lighters (barges) of 415 ton capacity and 344 twenty-foot containers. The *Ewa* (s/s *Japan Bear*), the *Golden Bear*'s sistership was delivered in February 1972 and went into PFEL's Trans-Pacific service. Each ship cost \$26 million to build.

When LASH operations became unprofitable in the liner trades, the *Golden Bear*, *Japan Bear* along with the *Thomas E. Cuffe* (s/s *Lihue*) were converted to containerhips in 1977-1978 in San Francisco. Each had a capacity of 1,936 teu's.

In 1978, after several years of mismanagement, PFEL declared bankruptcy and the vessels were seized by the U.S. government.

Sold at auction in San Francisco in 1979, the three vessels were purchased by American President Lines for \$40 million and renamed *President Grant* (ex-*Golden Bear*) and *President Tyler* (ex-*Japan Bear*) and *President Hoover* (ex-*Thomas E. Cuffe*). All three sailed in the

Trans-Pacific trades until Matson bought them plus the C-9 type containerhips *President Washington* (*Mahimahi*), *President Lincoln* (*Manoa*), *President Monroe* (*Mokihana*) and APL's facilities in Guam for \$166 million in April 1995.

The purchase of the ships was part of the transaction that culminated in the APL/Matson Alliance whereby, under a cargo-sharing agreement, Matson would operate the vessels Westbound from the Pacific Coast to Hawai'i and Guam and charter the vessels to APL for the return Eastbound voyages from the Orient.

The sale of these U.S.-built vessels was also part of APL's scheme to flag the remainder of its fleet foreign unless a Maritime Security Program (MSP) was passed by Congress (which occurred in 1996).

As for the APL/Matson Alliance, it terminated in February of this year with Matson inaugurating its own West Coast/Hawai'i/China service.

Providing years of employment and memories to those SUP members that sailed in them, the long odyssey of the *Chief Gadao* (ex-*President Grant*, ex-*Golden Bear*) and *Ewa* (ex-*President Tyler*, ex-*Japan Bear*) is over. The *Lihue* (ex-*President Hoover*, ex-*Thomas E. Cuffe*), however, remains in active service for Matson and is enroute to a shipyard in China via Honolulu as the *West Coast Sailors* goes to press to extend her working life.

MarAd nominee caught in the bight over Dubai Ports World

President Bush's nomination of David C. Sanborn as the next administrator of the Maritime Administration has run into rough seas due to his connection to Dubai Ports World (DPW).

Senator Barbara Boxer (D-California) and Senator Bill Nelson (D-Florida) have both placed "holds" on Sanborn's nomination.

Sanborn, prior to his nomination, was Director of Operations for Europe and Latin America for Dubai Ports World.

Senator Boxer questioned whether someone who worked for a company owned by a nation (The United Arab Emirates) with alleged ties to the 9/11 attackers should be involved in bilat-

eral maritime transport negotiations. Senator Nelson stated on March 16 that he wants to know more about the process of the sale of Peninsular & Oriental Ports North America Terminals to DPW and any role that Sanborn had in the deal.

The Bush Administration continues to back the Sanborn nomination, saying that he had no role in negotiations concerning the Terminal contracts sale. Department of Transportation officials stress the fact that Sanborn graduated from the U.S. Merchant Marine Academy, served in the U.S. Navy and worked for U.S.-flag carriers APL and SeaLand before being employed by DPW.

California Labor Federation endorses Phil Angelides for Governor in the June primary



Phil Angelides addresses California Labor Federation Convention

California Labor Federation photo

On March 8, in Oakland, over five hundred delegates to the California Labor Federation's Pre-Primary COPE (Committee on Political Education) Convention, enthusiastically endorsed Democrat Phil Angelides for governor.

Angelides, who currently serves as State Treasurer, easily defeated State Controller Steve Westly for the endorsement.

"We endorsed Phil Angelides because he has a vision to put California back on the right track and where the economy works for ordinary Californians, not just corporate CEO's," said Art Pulaski, Executive Secretary-Treasurer of the Federation.

In a speech to the delegates, Angelides said, "I am proud and honored to have the California Labor Federation's endorsement of my candidacy for Governor—and proud to stand side-by-side with the working men and women who built the wealth and strength of this state. I believe that labor can take a central and critical role in unifying the Democrats around my candidacy for Governor so that we can concentrate on fighting and opposing the Bush-Schwarzenegger agenda and moving California forward—rather than expending vital resources and energy on internal fights that weaken our shared goals of defeating the Governor and his anti-worker agenda in November 2006.

"Unlike the current Governor, who vetoed a minimum wage increase, I will continue fighting for decent wages and working conditions—including a higher minimum wage indexed to inflation that allows working people to support their families with dignity. In contrast to the current Governor who cut school funding while raising college tuition and fees,

I will continue my work to increase educational and training opportunities so that more Californians develop the skills necessary to obtain the high-skill, high-wage jobs of the 21st century. And unlike Governor Schwarzenegger, who opposed Proposition 72, I will keep fighting to expand access to affordable, quality health care for all of California's working families."

Delegates also heard about a new program to build Union strength called "Winning in 2006". With Schwarzenegger raising \$120 million (more than any other candidate in a governor's race in history), Unions need a plan to win. As Federation President Connie Leyva told the crowded hall, "If we're going to beat the right wing's deep pockets, we need to rely on our strength—our members. We need to be out there talking to our members. We need to set common goals, and we need to hold each other accountable for meeting those goals."

In addition to Angelides, delegates endorsed John Garamendi for Lt. Governor, Jerry Brown and Rocky Delgadillo for Attorney General, John Chiang, Joe Dunn and Dario Frommer for Controller, Bill Lockyer for Treasurer, Cruz Bustamante for Insurance Commissioner and Debra Bowen for Secretary of State.

The Federation also endorsed U.S. Senator Dianne Feinstein for re-election and made recommendations for California's Congressional delegation and for members of the State Assembly, State Senate and ballot propositions. The recommendations will be published in the May issue of the *West Coast Sailors* prior to the June 6 primary election.

Horizon Lines to charter five new vessels for West Coast-Guam-Far East service

In a move that mirrors what SUP-contracted Matson Navigation Company has already done, Horizon Lines announced on March 17, that it had reached an agreement in principle to charter for 12 years, five 2,800 teu Korean-built, but U.S.-flag vessels from Ship Finance International, Ltd. to operate in the company's West Coast/Guam/Asia service. Deployment of the ships is slated to begin in early 2007.

Matson's West Coast/Hawai'i/Guam/China service began last month with five U.S.-built vessels, three of which were recently purchased from Aker Philadelphia Shipyard. Another Aker-built vessel, *m/v Maunalei*, is scheduled to enter the service in mid-2006. The capacity of the Aker vessels is 2,500 teu's.

Since Horizon's vessels will be foreign-built, they will be precluded by the Jones Act from carrying cargo between U.S. ports. U.S.-vessels calling Guam must be U.S.-flag but may be foreign built.

Horizon also announced that the U.S.-built ships currently on the Asia run would be redeployed to its Hawai'i and Puerto Rico runs when the new vessels go into service.

Absence of merchant fleet costs Indonesia

Indonesia's failure to develop a national merchant fleet has cost the country \$280 billion over the last 20 years, a new study has found. The economic planning ministry, Bappenas, has cited the domination of foreign ships in Indonesia's domestic and international trade as the reason for the heavy pay-out.

"We have to pay around Rp14Bn (\$140 million) a year to foreign ships," said maritime official Sarwono Kusumaadmaja. Bappenas minister Paskah Suzetta estimates the economic loss at \$1 billion a year. "It's devastating," he told local reporters.

The deregulation of Indonesia's economy in 1988 following advice from the World Bank resulted in the government losing interest in reserving carriage of coastal cargo for national flag ships. Kusumaadmaja, a former maritime minister, has criticized what he calls "excessive deregulation." Indonesia's president, Susilo Bambang Yudhoyono, has issued a presidential instruction reserving domestic cargo shipments to Indonesian vessels. Parliament is debating a new draft shipping law that would include this provision.

U.N. Security Council urges action over piracy off the coast of Somalia

The United Nations Security Council has urged Member States to use naval vessels and military aircraft in the fight against piracy and armed robbery off the coast of Somalia. In a wide ranging Presidential statement on the situation in Somalia, issued on March 15, the Council "encourages Member States whose naval vessels and military aircraft operate in international waters and airspace adjacent to the coast of Somalia to be vigilant to any incident of piracy therein and to take appropriate action to protect merchant shipping, in particular the transportation of humanitarian aid, against any such act, in line with relevant international law."

The attention of the Security Council was first drawn to the growing problem of piracy and armed robbery against ships off the coast of Somalia by a resolution adopted by the 24th session of International Maritime Organization's (IMO) Assembly in November 2005.

In resolution A.979(24), the IMO Assembly has condemned and deplored all acts of piracy and armed robbery against ships and has appealed to all parties, which may be able to assist, to take action, within the provisions of international law, to ensure that all acts or attempted acts of piracy and armed robbery against ships are terminated forthwith; that plans for committing such acts are abandoned; and any hijacked ships are immediately and unconditionally released and that no harm is caused to seafarers serving in them.

Soon after the resolution was adopted by the IMO Assembly, IMO Secretary-General Efthimios E. Mitropoulos submitted it to United Nations Secretary-General Kofi Annan for consideration and any further action he might deem appropriate, including bringing the matter to the attention of the Security Council. Mitropoulos expressed his satisfaction at this latest development, adding that he hoped the action requested by the security council of all UN Member States would help to bring about a significant reduction in attacks on innocent merchant shipping in the area and lead eventually to the eradication of the problem of piracy off the Coast of Somalia.

Chertoff speaks on cargo container security

Department of Homeland Security Secretary Michael Chertoff told a gathering of the conservative heritage foundation on March 20, that he is hopeful that two-thirds of ocean containers will be subjected to radiation portal monitors either overseas or in the United States by the end of this year, with close to 100 percent inspection by 2007.

Chertoff added, "Sometimes I hear people say, 'Well, you don't come close to inspecting, physically inspecting 100 percent of the cargo that comes into this country.' And the answer to that is: that's right; we don't. Because if we were to do so, we would destroy the maritime shipping industry in the United States; it would simply be too slow. We have got to be smarter about security—it doesn't mean we have to be more heavy handed about security—and the people, of course, who would lose, in addition to the consumers, would be all those dock workers and people who work in the maritime industry who would find themselves thrown out of work.

"That comes back to the fundamental principle of risk management. We don't eliminate risks; we manage risks; we prioritize risks, and then we focus on the risks that are the most significant and use smart methods to minimize and get rid of the risks as opposed to clumsy and heavy handed methods. Cargo coming through the ports however is not the only area of vulnerability. Rail security, which was in the headlines last July, has faded from the headlines, but it hasn't faded from our agenda. We learned a lot of valuable lessons after the London attacks working with our colleagues in Britain."

Senator bill would mandate 100 percent inspections of inbound container ships

As part of the continuing fallout over U.S. maritime security generated by the Dubai Ports World, Senator Norm Coleman (R-Minnesota) introduced a bill this month (S.2410) which, among other things, would establish a scanning system for 100 percent of the inbound maritime containers destined for U.S. ports. In the past, government and industry officials have said such a move would grind commerce to a halt.

The bill also mandates that not later than 90 days after the date of enactment, the Secretary of the Department of Homeland Security report to Congress on processes and policies for implementation of the scanning program. The measure was referred to the Committee on Banking, Housing and Urban Affairs.

Fight over control of U.S. ports spurs debate about foreign ownership of America itself

The furor over efforts by an Arab company to buy U.S. port operations has focused attention on a little noticed economic fact of life: America increasingly is foreign-owned.

From the ritzy Essex House hotel in Manhattan, owned by the Dubai Investment Group, to the nationwide chains of Caribou Coffee and Church's Chicken, owned by another company serving Arab investors, foreigners are buying bigger and bigger chunks of the country. The United States must borrow more than \$2 billion per day from foreigners to finance its huge trade deficits. In 2005, for example, there was a record deficit of \$805 billion in the current account, the broadest measure of trade.

Foreigners sell their televisions, cars and oil to Americans and hold dollars in return. Those dollars are invested in stocks, bonds and other assets, including real estate and factories. Foreigners already own half of the U.S. government's publicly traded debt. As of January, some \$2.19 trillion in Treasury securities were in the hands of central banks, including China and Japan, and private investors abroad. At the end of 2004, the total foreign direct investment in this country—actual factories, office buildings and other tangible assets as opposed to stocks and bonds—came to \$1.53 trillion, 8.2 percent more than in 2003. That investment shows up in all of the 50 states.

Arab investment has gotten the most scrutiny lately because of the now-withdrawn bid by a Dubai-based company to buy operations at six major U.S. ports. But statistics show that Arab investments represent only a fraction of the total direct investment in the U.S. by foreigners. European nations accounted for \$977 billion, or two-thirds, of the \$1.53 trillion of foreign direct investment, according to figures compiled by the Commerce Department. By contrast, Arab countries in the Middle East accounted for \$9.3 billion, led by \$4.7 billion in investment from Saudi Arabia. The United Arab Emirates was second among Middle East Arab countries with \$1.8 billion in investments, according to the data.

Dubai Ports World said this month it intends to sell its U.S. operations to an American-owned company. But that has not stopped some members of Congress from seeking to overhaul the way such deals are reviewed by a secretive government panel.

A bill by the chairman of the House Armed Services Committee, Representative Duncan Hunter (R-California), would bar foreign ownership of U.S. infrastructure deemed critical to the national security. "To those who say this is protectionism, I say—America is worth protecting," Hunter said.

Opponents say his proposal would mean the fire sale of billions of dollars of assets now in foreign hands and end up hurting the U.S. economy. Consider that for more than a decade, French tire maker Michelin has been the exclusive supplier of tires for NASA's space shuttles. DSM, a Dutch company, makes body armor for U.S. troops, while French-owned Sodexo provides meals for the troops at a number of military installations. Nearly one in five U.S. oil refineries is owned by foreign companies. Foreign companies also have a sizable presence in running power plants, chemical factories and water treatment facilities in the United States.

"People don't understand how integrated the U.S. economy has become with the global economy, how dependent we have become on other nations," said Clyde Prestowitz, president of the Economic Strategy Institute, a Washington think tank.

Some analysts believe such realities are getting lost as politicians try to respond to growing anxiety about the trade deficits, the loss of nearly three million manufacturing jobs since mid-2000, immigration problems and the threat of more terrorist attacks.

David Wyss, chief economist at Standard & Poor's in New York, cited the 51 percent share of foreign ownership of the federal government's debt—and that share is rising. "That strikes me as scary," Wyss said. "When you make yourself so dependent on inflows of capital from the rest of the world, the question is what happens if the inflows slow down."

The amount of federal debt that must be financed each year is climbing because of the budget deficits. This month, Congress acted to raise the debt ceiling—the amount the government can borrow—by \$781 billion, to nearly \$9 trillion.

Piracy advisories

THE INTERNATIONAL MARITIME BUREAU ISSUED PIRACY ADVISORIES FOR THE FOLLOWING AREAS:

Bangladesh: Chittagong at berth and anchorage

India: Chennai, Kandla

Indonesia: Anambas/Natuna Island, Balikpapan, Belawan, Dumai, Gaspar/Bar/Leplia Str, Jakarta (Tg. Priok), Pulau Laut, Vicinity of Bintan Island

Malacca Straits: Avoid anchoring along the Indonesian coast of the Straits.

The coast near Aceh is particularly risky for hijackings.

Singapore Straits

Gulf of Aden/Southern Red Sea

Somalian waters: Eastern and northeastern coasts are high-risk areas for hijackings. Ships not making scheduled calls to ports in these areas should keep at least 200 nm away from the coast.

East Africa: Dar es Salaam

West Africa: Abidjan (Ivory Coast), Bonny River/Lagos/Onne/Warri (Nigeria), Douala (Cameroon), Tema (Ghana)

Haiti: Port au Prince

Jamaica: Kingston

Peru: Callao

Iraq: Basrah oil terminal anchorage, Umm Qasr.

Matson fuel charge to rise by 3.5%

Matson Navigation Company will raise its fuel surcharge to 18.5 percent from 15 percent on shipping to Hawai'i, Guam and the Northern Mariana Islands effective April 2.

"In the past three months, bunker fuel prices have risen 17 percent with the fuel surcharge recovering only a portion of that increase," said Dave Hoppes, Matson's senior vice president of ocean services, in a statement.

Matson's last fuel surcharge increase, of two percentage points, took effect January 1, the same day its shipping rates and terminal handling fees went up by 3.9 percent.

The latest increase means a container holding 51,744 12-ounce cans, which currently cost \$378 to ship, will cost \$88 more to ship when the increase takes effect. Per can, the cost of the surcharge will rise to nine-tenths of a cent from seven-tenths of a cent. Matson reviews fuel costs and market projections quarterly.

"While this...represents a very significant increase, no transportation company

can ignore the serious impact of record-high fuel prices and the volatility of the current world oil market," said Matson's Hoppes. Every dollar increase per barrel of bunker fuel adds more than \$2 million to Matson's annual expenses, Hoppes said. In the past 12 months, Matson's fuel costs have risen 71 percent.

Horizon Lines, competitor to Matson, will wait to announce rate changes until it reviews Matson's filings with the Surface Transportation Board, said Ku'uhaku Park, government and public affairs manager.

"Fuel prices had a cumulative effect on our entire industry," Park said. "Not only does it cost more to run our vessels, but it also costs us more to run all of our machines used to work our vessels on the land side of the operations."

Additionally, other transportation companies that Horizon and other shipper use, such as truckers, railroads and connecting carriers, also assess fuel surcharges to raise fees to cover their increased fuel costs, he said.

Neptune Orient reports strong 2005 profits

Singapore-based Neptune Orient Lines, the parent company of American President Lines, reported strong financial results for 2005 despite net profit dipping by 15 percent to \$804 million.

CEO David Lim explained that the net profit of \$943 million in 2004 had included gains from nonrecurring items that had totalled \$120 million. These had also taken into account the "earn-out" from the sale of American Eagle Tankers and a write-back of deferred tax liabilities. Also fuel related costs were \$194 million higher than the preceding year, he pointed out.

Chairman Cheng Wai Keung remained upbeat despite the challenges anticipated this year, including softening freight rates, high bunker prices and land transport costs. "The company has delivered a strong performance in 2005 with good contributions both from liner and logistics," he noted. With volumes being good, turnover rose 11 percent to \$7.2 billion. Though Lim indicated that freight rates are likely to soften as supply of tonnage increases, he did not feel it would substantially reduce profits this year. Headhaul volumes on the trans-Pacific, a key route, continued to be impressive with 96 percent capacity utilization.

DHS renews efforts on TWIC cards

Reacting to renewed national interest in port security, the Department of Homeland Security (DHS) is said to be putting its new implementation of Transportation Worker Identification Credentials (TWIC) on a fast track.

The TWIC is a tamper-resistant credential that contains biometric information about the holder that renders the card useless to anyone other than the rightful owner. Using this biometric data, each transportation facility can verify the identity of a worker and prevent unauthorized individuals from accessing secure areas. The DHS's Transportation Security Administration is overseeing TWIC development.

Congress mandated the system in the Maritime Transportation Security Act in 2002 with a target startup of 2004. In the advent of the Dubai ports uproar, several derivative maritime news items have hit the mainstream press with TWIC card articles popping up in national news stories. TSA has kicked up a TWIC pilot program but reportedly nationwide TWIC imple-

mentation is not ready for prime time.

"I find it unacceptable that the department has allowed this program to be delayed this long," Representative Frank LoBiondo (R-N.J.) opined at a port security hearing on the Hill this month. Representative LoBiondo chairs the Coast Guard and Maritime Transportation Subcommittee of the House Transportation and Infrastructure Committee which oversaw the hearing on March 9. "The Department has not developed a format for the card or the readers that will be used to restrict access to secure areas in our ports. They have not developed a procedure to carry out background checks for individuals who are applying for the card, or for the statutorily-required biometric information that will be carried on the card." Testifying for the DHS was their assistant Secretary for Policy Stewart Baker. He told the Committee that the department is acting on the TWIC technology with a renewed sense of urgency saying that TWIC efforts "have been accelerated".

IBU elects new national president

Alan Cote was elected president of the Inlandboatmen's Union of the Pacific/Marine Division of the International Longshore and Warehouse Union on March 21, besting Matt Hammond in a runoff election.

Cote succeeds David Freiboth who decided not to stand for reelection. Freiboth was recently appointed Executive Director of the King County Labor Council in Seattle.

Foss will have coast's largest double-hull barge fleet with order from Texas shipyard

SUP-contracted Foss Maritime Company has contracted with Orange Ship Building in Orange, Texas, to build two 25,000-barrel double-hull petroleum barges for use in the San Francisco Bay area.

The two new barges will have state-of-the-art electronic gauging systems for measuring the amount of oil in storage tanks.

The computer-driven gauging systems, manufactured by EMS Corporation of Rahway, N.J., are equipped with alarms that sound when tank levels reach 95 percent, and an overfill alarm that sounds at 98 percent capacity to assist tankermen in preventing oil spills.

"The dual alarm systems make these barges some of the safest in the world to operate," said Bay Area Tankbarge Manager Walt Partika.

The barges will have dual positive-displacement pumps capable of discharging product at over 6,000 barrels per hour. Each pump will be driven by a Cummins Series Sixty environmentally friendly 425-horsepower engine.

The engines also will provide hydraulic power to operate four Markey mooring winches that will keep the barges safely moored during cargo operations.

The first of the new-builds is scheduled for delivery next December, and the

second in June 2007.

The two new double-hull barges, along with the two 35,000-barrel double-hull barges already in the San Francisco bunker fleet, will make Foss Maritime's San Francisco Division the largest double-hull bunker fleet on the West Coast.

Partika said the construction of the new barges is the result of strong cooperative efforts between Foss and Fuel and Marine Marketing (FAMM) supporting the Chevron Alliance with Foss on the U.S. West Coast.

The barges will be similar to the two new-builds that went into service in the Bay Area in 2003 and 2004. However, the decks of the new ones will be six feet lower and they will have 10,000 barrels less capacity.

They will be named *FDH 25-1* and *FDH 25-2*, with the initials standing for "Foss Double Hull," and the numerals being a reference to their capacity and the sequence of construction.

The new barges will replace single-skin models owned by Foss. Partika said the construction program reflects a desire by both Chevron and Foss to operate with the most environmentally friendly equipment available.

"Chevron is dedicated to protecting the environment and encouraged us to build these double-hulls," Partika said.

APL Panama finally freed after 75 days

The 874-foot foreign-flag container ship *APL Panama* has been freed from the shallows off Ensenada, Mexico, after 75 days. Containers still on board are reported to be intact. The final effort involved bringing the dredger *Francesco di Giorgio* from Nicaragua to create a channel from the ship to the main channel. The vessel ran aground on Christmas Day. Bremen-based owner Mare Britannicum worked with APL and salvor Crowley Maritime and its Titan subsidiary to free the ship. The ship floated free early on March 10, and was taken to a safe anchorage where the hull is being inspected.

"There's no apparent damage to the cargo, no leaks or spills. There's an environmental team on standby to make sure we don't have any problems," APL spokesman Mike Zampa told the media. However, the ship will not be leaving straight away: it has damaged propellers and the Mexican government is insisting that repairs are made to the damaged shoreline.

Mexican authorities attribute the incident to human error on the part of the vessel's Croatian captain, Zupan Branko who allegedly steered the ship into restricted waters without waiting for the guidance of a port pilot. The vessel was loaded with more than 1,800 containers, many of them holding electronic components from Asia for factories in Mexico.

Dubai Ports World readies "expedited" sale of U.S. terminals

Dubai Ports World on March 15, announced that it expects to complete a sale of Peninsula & Oriental Ports North America's U.S. port operations in the next four to six months. The affected ports are New York, Newark, Philadelphia, Baltimore, Miami and New Orleans.

The companies released details of the sale, which comes after Congress threatened to block the acquisition amid concerns over national security.

In a statement, P&O said the sale will be supervised by executives from its group head office in London. Deutsche Bank Securities of New York will advise on the sale.

Sullivan & Cromwell LLP, also of New York, has been appointed as legal advisers for the sale, with the Washington, D.C. office of Alston & Bird LLP reviewing on regulatory matters.

The companies said preparation of financial, corporate and legal information required for an 'expedited sale process' is underway. "Interested parties will be furnished with information on the business and invited to make offers," the companies said. They did not reveal the identities of potential buyers.

"Offers will be assessed by reference to value, deliverability and the continuity of management, employees and customers," the statement said. "In parallel with this sale process, discussions will take place with port authorities, joint venture partners and labor representatives to facilitate a smooth transition of the business to a new owner."

Until the sale is completed, P&O Ports North America will be operated independently from DP World.

ESU Office Assignments

For the month of April, John Straley will be in the Seabrook office and Kevin Conroy will be in the Benicia office.



MARCH 2006

Official Publication of the Exxon Seamen's Union

Maintenance seamen to assist in Stewards Department

Since a written agreement reached between the management of SeaRiver Maritime and the ESU in June of 2002, members sailing in the Maintenance Seamen (MS) rating aboard vessels that have not been satisfactorily modified to facilitate a two-man Stewards Department have been required to assist personnel in that department on a daily basis. This agreement was necessitated as a result of several vessels being purchased from other shipping companies that carried more Stewards Department billets than SeaRiver's two-man Stewards Department manning level. During the '80's and early 1990's the company expended a considerable amount of resources to modify its existing fleets galley and mess area configurations to allow for a two-man operation.

As it became evident to the Union that ships being acquired by SeaRiver were not going to be completely modified due to various business reasons, mostly revolving around the expected short service-life span of most the vessels, the Union met on numerous occasions with management to gain some relief for the Fleet Chef and Cook/Utility. The company's failure to modify these vessels to include, among other items, common drink boxes, a single salad bar and a dumbwaiter from below-deck storage and refrigeration areas to the mess deck.

Prior to galley and mess area modifications, the normal Stewards Department consisted of three men. These modifications greatly contributed to the loss of the Utility rating. This job elimination was a very contentious issue between SeaRiver and the Exxon Seamen's Union at the time. Assurances were given that, with the proper modifications/betterments made to the departments work areas, a two-man configuration would be feasible and that the modifications would allow for efficient operation.

This change in the Stewards Department was never negotiated or agreed on by the Union. The Company implemented this change (among numerous others) on April 1, 1988, after prolonged contract negotiations had reached an en passé. As a result of the de-manning of the department, wholesale changes in required job duties of the Fleet Chef and Ship's Cook were made as the Utility ratings job responsibilities were divided up between the two remaining ratings. Both the rating of Ship's Cook and Utility were effectively eliminated, and a new rating, Cook/Utility was created. Additional compensation for the increased workload for the Chef and Cook/Utility that resulted from the elimination of one rating in the department was never gained for the Chef or Cook/Utility. However, even under the terms of the companies forced contract changes, modifications were promised in an effort to allow for the efficient operation of the department with the elimination of one rating. Following the implementation of the new manning level for the Stewards Department, vessels continued to use a three-man configuration until promised modifications were completed or the vessel left service in the fleet.

To fulfill the work requirements on vessels that have not been fully modified MS's are required to assist the Steward's Department to perform work that is a direct result of non-compliance with the promised modifications. Such work typically consists of stocking dual drink boxes, assisting in the stocking of condiments and other items when a vessel has more than one salad bar and assisting in the transfer of items from the below deck freezers and storage areas to the mess area when a dumbwaiter is not available. The intent of this assistance is to assure that the job requirements, responsibilities or schedules of the Fleet Chef or Cook/Utility remain the same as they would on a two-person Steward's Department on a fully modified vessel.

Use of the Maintenance Seamen on vessels where their assistance is required, is not optional. MS's are to perform their Stewards Department duties on a daily basis, in port or at sea. The agreement between the Union and management calls for the MS's to generally perform these job tasks between the end of afternoon coffee and 1700 hours. This was derived at in an attempt to maintain a consistent schedule. Though, due to pressing operational needs of the vessel, most notably docking/undocking operations, flexibility is permitted in the schedule as to the time of day that these duties are performed. In addition, MS's are only required to perform their Steward's Department duties during normal work hours.

Secretary Treasurer/Deck Trustee election

The voting period for election of Union officials continues and will end at 9:00 a.m. on April 17, 2006. Ballots have been sent and should have been received by all ESU members eligible to vote. This special election is for the offices of Secretary Treasurer and Deck Trustee positions.

Extra ballots are available aboard ship or can be obtained by calling either ESU office. As of March 16, 104 ballots had been received by the American Arbitration Association (AAA). Although there is still a month to go in this election, ballots for nearly half the membership have not been received by the AAA. There is an excellent group of candidates running for these two positions and at the very least, each member should show support by casting a ballot for the candidate of his/her choice.

Ballots will be counted on April 17, after the above-mentioned deadline. The ESU Seabrook office will forward the results of the election later that day to the Fleet after the results have been received from the American Arbitration Association.

AAA assures integrity of elections

As in past elections, the current election for the positions of Secretary/Treasurer and Deck Trustee of the Exxon Seamen's Union will be held under the auspice of the American Arbitration Association (AAA). The ESU Constitution and By-laws mandate in Article V, Section 7, Paragraph A, that; *All elections and referenda shall be held by secret ballot. Such ballots shall be forwarded to the American Arbitration Association or some similar outside organization qualified to conduct elections, and they shall be responsible for the conduct of the election...*

The purpose of using this outside service is to assure that members of the Union, when voting are confident that their ballots are being properly processed and that the democratic process of voting is not going to be compromised. The AAA, founded in 1926, is the obvious choice to provide this service to the ESU. With 34 offices in the United States, and Europe, the organization is well respected and experienced in overseeing democratic elections. The AAA guarantee's that their administration of elections will be based on observance of applicable federal and state laws and adherence to democratic practices. Further, they offer a higher level of certainty that the voting membership of the Union will be allowed to participate fairly.

Even today, voting irregularities and convictions for voter fraud occur throughout the United States involving elections administered "in-house" without the use of an impartial third party such as the AAA overseeing and controlling the ballots. Amazingly, there are still non-governmental associations and labor unions that allow for incumbent officers, or their designees to observe and count ballots. A voting system such as this almost invites corruption of the election process.

Prior to the beginning of a 60-day voting period for Union Officer's elections, or referendums, including contract ratification votes, the Executive Board contracts with the AAA to administer and govern the election, including verifying voter eligibility, counting ballots and certifying vote results. After the AAA has been contracted to oversee the election process, the Executive Board is required to submit to the New York office copies of the proposed ballot for approval and a list of eligible voters. After approval of the ballot the Executive Board distributes ballots to all member's and make available extra ballots as needed.

At no time does any ESU officer or member have access to submitted ballots. The American Arbitration Association keeps all ballots in their possession at all times during and after the election, protecting the sacred concept in a democratic society of the right to a secret ballot. Though Executive Board members may request an update, during the voting period as to the number of ballots received, no other information regarding the ballots will be given. Immediately following the close of the voting period the AAA will count the received ballots and communicate those results to the Union office in Seabrook, TX. This result announcement will be followed-up with a letter of official certification, verifying the results and attesting to the validity of the election in respect to the AAA's stringent criteria.

The ESU is only one of many organizations that rely on the integrity of the AAA to insure the legitimacy of its voting process. Among their prestiges and long list of organizations that use the organizations election services are; Association of Professional Flight Attendants, Studio Electrical Lighting Technicians, Screen Actors Guild, Transport Workers Union of America, and the American Nurses Association.

Promotions announced

The ESU congratulates the following members on their recent promotions effective as of January 15, 2006: Able Seamen: Frank Jennings, Robert O'Connor, and Neal Morse.

Management has a contractual obligation to maintain a 2.0 manning factor for each rating carried on each vessel and with these promotions the Seniority lists meet or exceed their proper numbers.

Retirements

Pumpman Fred Parady, accepted a disability retirement effective January 13, 2006, with 17 plus years of Company service. Fred started his second employment period with Exxon Shipping Company on December 17, 1990. Fred's first employment with the Company was in 1984 on board the *Exxon Boston*.

On March 15, 2006, AB, Levy "Austin" Ponce elected to commence his retirement with 20 years of Company service. Levy began his career with Exxon Shipping Company December 27, 1985, on board the *Exxon Princeton*.

The Exxon Seamen's Union would like to express its most sincere thanks to both Fred and Levy for their strong support of the Union throughout their careers. Both Fred and Levy were excellent shipmates and we wish them all the best in their retirement.

Final Departure

Rene M. Thomas of Bayonne, N.J., passed away at the Bayonne Medical Center on February 24, 2006. Mr. Thomas was a loyal member of the Exxon Seamen's Union, who retired in 1997 after 18 years of Company service. Born

in Montellier, France, Rene moved to Bayonne in 1957.

Rene is survived by his wife, Huguette, two daughters, Nadine Novello and Christine Thomas, a son Gil, and a brother, Gilbert. The ESU extends its condolences to the Thomas family.

ESU News

Two grievances satisfactorily resolved

During the month of March, the ESU Executive Board and SeaRiver's Human Resource Department management were able to reach an amicable resolution on two third-step grievances. Grievance #2005-09, filed on November 6, 2005, and Grievance #2005-10 filed on November 23, 2005.

The Executive Board filed grievance #2005-09 when members on the AB seniority list fulfilled the job requirements of the Maintenance Seamen's rating aboard the *S/R Baytown*. No MS was assigned to the vessel, however, an extra Able Seamen was. The Union viewed this assignment as a contractual violation, in that the Union believes that contractual language only allows for a temporary assignment to a lower rating for unforeseen events that may occur while assigned to a vessel and then, only for a period of time that allows for the company to reassign personnel at the conclusion of the voyage. In practicality, the voyage would be to the next port that will allow for proper reassignment to occur. Resolution of this grievance was reached with two Able Seamen receiving extra compensation for working outside of their rating.

The second grievance, #2005-10, involved, what the Union asserted was a violation of the Agreement as it pertains to overtime payments while members worked as "day workers" in a shipyard while assigned to the *Kodiak*. Resolution to this grievance was reached when the company agreed to pay the disputed overtime to six members that were not properly compensated.

Satisfactory resolution to both of these grievances was reached through mutual efforts by both the Union and SeaRiver management.

Ship Rep appointment on the *S/R Wilmington*

In compliance with the ESU Constitution and Bylaws, the Union has appointed Jeff Harris as the regular Ship Representative on the *S/R Wilmington*. His appointment was due to a vacancy that was recently created when Charlie Pollard decided to seek election to the Secretary Treasurer's position.

Jeff has been a strong supporter of the ESU for many years and has served as a Regular Ship Representative and Temporary Rep. on countless occasions.

Several excellent candidates put their name forward for consideration by the Board to fill this vacancy and we appreciate everyone's willingness to serve the Union.

Ship reports

S/R American Progress

Vessel made Panama Canal transit in late February arriving in California on March 19. At press time the vessels trade route is unknown. The ship is in the LB/LA area awaiting orders. Ship Representative John Munich is aboard and due to be discharged to paid leave. No beefs reported.

S/R Columbia Bay

On March 17, SeaRiver and Oceaneering International Inc. entered into an agreement for the sale of the 188k dwt *S/R Columbia Bay*. The vessel will be formally turned over to the new owner "as is, where is", after serving in SeaRiver's Alaska North Slope crude trade since March 2003.

S/R Baytown

Executive Board officer visited vessel at the Valero Dock in Benicia, CA, on March 18. Vessel continues on ANS trade into the Puget Sound area with occasional visits to SF Bay Area terminals. The Union thanks Lorenzo Fontana for assuming the temporary Ship Representative duties, and communicating frequently with the Union offices in Representative Joe Bernavich's absence. Mail concerns expressed to Executive Board and investigated shoreside.

S/R Galena Bay

Executive Board visit conducted March 20, at the Valero Dock, Benicia, CA. The *Galena Bay* completed the first leg of her Panama Canal transit when she arrived in LA/LB in early March. The vessel was called on to relieve inventory problems as a result of problems at the Torrance, CA, refinery. At press time the vessel is discharging

cargo at two terminals in the SF Bay Area and will return to the LA/LB area to await further orders. Ship Representative Mario Guarcello is on board and crew is in good spirits with no beefs reported.

Kodiak

Vessel continues to trade between Valdez and Puget Sound. Newly appointed Ship Representative Timothy Williams will be joining the ship upon the completion of his paid leave for his maiden voyage as the ESU Representative. Engine Trustee, Will Ackley is presently aboard the vessel and reporting regularly to the Executive Board. Mail delay problems reported and resolved.

S/R Long Beach

A Board officer visited the vessel at the Valero Dock in Benicia, CA, on March 10. The Union extends its appreciation to Allen Bostwick for filling in for ESU Rep. Joe Graca. Joe is scheduled to return from paid leave soon. The Union has received numerous complaints from members as to what appears to the ESU to be improper conduct aboard the vessel by some shipboard manager(s). The Union is addressing these concerns with shoreside managers and encourages members to take a proactive stand by immediately reporting inappropriate behavior.

S/R Wilmington

An ESU officer met the ship at ExxonMobil in Baytown on March 9. Everything was running smoothly. Regular Ship Representative Charlie Pollard on board. The *Wilmington* continues in her regular Gulf Coast to New York chemical trade.

S/R Long Beach—still getting it done



Photo: Tommy Thompson

ESU members aboard the *S/R Long Beach* take time out during a Board officer visit on March 11, while calling on the Valero Oil Dock in Benicia, CA. The crew, after discharging its ANS crude oil returned to Valdez, AK, for another load of crude oil destined to refineries in southern and northern California. Pictured: Back/standing: Allen Bostwick (AB), Robin Robinson (AB), Tim Gallegos (Cook) and Processco Castillo (AB). Front/kneeling: Don Picou (Chef).

Contract Talk

The Union will present, on a recurring basis, articles dedicated to providing to its members information that will aid them in gaining a better understanding of the labor Agreement between SeaRiver Maritime and the Exxon Seamen's Union (affiliate of the Sailors' Union of the Pacific, AFL-CIO).

Subject: Use of automobile for transportation

Contract Language: Article IX, Section 6, Paragraph A and B (Page 31)

The use of a member's automobile as transportation is allowable under the terms of the Collective Bargaining Agreement between SeaRiver Maritime, Inc. and the Exxon Seamen's Union for a variety of job related travel requirements. Contained within the above mentioned contract language, in Paragraph A, usages included, "...to a vessel, to/from a training program, or to/from a meeting, or for other reasons approved by the COMPANY.

Members will be paid for reasonably direct miles driven. Payment per mile will be calculated using ExxonMobil's most current mileage. That rate is currently 44.5 cents per mile. When a member does elect to use their own vehicle, it is important that they log their miles accurately. The total miles driven may also include the return mileage when driven by another person that returns to the employee's home. Additionally, tolls actually paid will be eligible for reimbursement by the Company.

Mileage reimbursement is paid only up to the amount of the prevailing cost of coach class airfare plus the contractual ground transportation, as described in Article IX, Section 4 and Paragraphs A-F.

Additionally, Paragraph B of this language allows for a member to submit reimbursement for any meal allowances that they would have been eligible for had they chose to use air transportation.

The Union recommends that members choosing to use their own vehicles notify the Fleet Manning department as soon as possible before the travel day of their decision to do so. Early notification to the Company of an employee's election to drive may prevent unnecessary efforts on Fleet Manning's part in having to cancel any transportation arrangements that may have been made in the assumption that the individual would be requiring air transportation.

Requests for mileage reimbursement, meal allowances and tolls (receipt required) should be made in writing to the individual's Fleet Manning contact, immediately following completion of the compensated travel.

Go to www.sailors.org to view the West Coast Sailors/ESU NEWS on the Internet.

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Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee William Ackley

Steward Trustee Joe Pereira

Health Savings Accounts won't work for workers

America's working families are facing a crisis in health care: Health care costs are rising three times the rate of inflation. As a result, employers are shifting more health care costs onto workers—or simply dropping health coverage all together. Already, 46 million Americans have no health insurance.

President George W. Bush's answer to the health care crisis—individual Health Savings Accounts (HSAs)—will end up costing consumers more money and providing less health care.

Health Savings Accounts were created as part of the new Medicare drug legislation. Under that law, individuals who enroll in high-deductible health insurance plans—whether through their employers or on their own—may establish tax-favored savings accounts. These accounts provide a lucrative tax shelter for those in higher tax brackets—contributions to the accounts are tax-deductible, earnings on funds in the accounts accrue tax-free, and withdrawals from the account are not taxed if they are used to pay for out-of-pocket medical costs. The tax-free withdrawals may be used for deductibles, co-payments, and uncovered medical costs. They may not be used to pay the premium costs of health insurance.

- **HSAs require high out-of-pocket expenses**—a minimum of a \$2,000 deductible for a family, but as high as \$10,000 in some cases—before workers' coverage actually kicks in. As a result, many workers and their families are likely to go without critical health care or delay seeking needed care.

- **HSAs encourage employers to abandon health benefits, so cost-shifting will grow.** They do nothing to solve the huge problem of cost-shifting from such irresponsible employers as Wal-Mart to employers that do fund health care for working families.

- **HSA plans will discourage preventive care**, ultimately increasing the cost of health care in the United States.

- **Workers who remain in more comprehensive coverage plans will see their premiums increase** as younger and healthier workers opt for the high-deductible HSAs. Under the HSA plan, older and less healthy employees would be pooled together in a higher-risk group and insurers would raise premiums. As employers face higher premiums for traditional employer group health plans, employers would be more likely to shift even more costs to workers or drop traditional health coverage all together in favor of high-deductible HSAs.

- **Most uninsured Americans could not save large amounts of money to put into HSAs.** Because most low-income people have little disposable income after paying for housing, food and other necessities, it is unlikely they could manage to spare \$1,000 (or much more, in some cases) to put into an HSA. And many uninsured don't even have enough income to see any benefits from the tax breaks.

- **Racial and ethnic minorities suffer disproportionately from chronic conditions and are so less likely to benefit from HSAs.** For example, African Americans and Latinos are twice as likely to suffer from diabetes as whites. Because racial and ethnic minorities are more likely to have acute or chronic conditions and are more likely to be low income, they are far less likely to benefit from HSAs and far more likely to be harmed by high deductibles.

- **Bush's HSA plan actually could increase the number of Americans without health insurance.** A recent analysis by Massachusetts Institute of Technology economist Jonathan Gruber estimated as many as 350,000 people currently insured at work would lose their coverage as employers used the new accounts as reasons to drop coverage.

- **HSAs would undermine employer-sponsored group insurance**—the backbone of health care financing in the United States.

The HSA Council is one of the big supporters of health savings accounts. Its efforts to promote HSAs are similar to those by the financial services industry to promote Social Security privatization, which sought financial backing from Wall Street firms. The Social Security privatization backer then funneled funding through industry front groups such as the Alliance for Worker Retirement Security and the Coalition for American Financial Security.

Source: AFL-CIO

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

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San Francisco CA 94105



Welfare Notes

March 2006

Medicare Part D Prescription Drug Plans

May 15, 2006 will be the final day for enrolling in the Medicare Part D Prescription Drug Plan without penalties for late enrollment for those people currently enrolled in Medicare.

Check with your doctor and pharmacist to see if any of the plans available may be helpful for you.

Active Participants' Eligibility

Active participants who feel they are meeting the eligibility requirements for the first time or regaining their eligibility should contact the plan office. In addition to the work time requirements for eligibility, you must also enroll in a health plan of your choice.

When regaining eligibility, you must re-enroll in a health plan. The Plan office can send you the needed forms and get you started. Please also feel free to contact the Plan office for any questions concerning your current eligibility period. 800-796-8003.

Participant Mail Returns

Mailings from the Plan office are often returned to us because participant addresses are out of date. Please be sure to give us your current mailing address.

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

Michelle Chang Administrator

Patty Martin

Virginia Briggs

Michael Jacyna

Training Representative Terry O'Neill 415-957-1816

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Heartburn or heart attack: many can't tell the difference

Many adults (64 percent) know severe chest pain is typically involved as a symptom of acid reflux disease, but even so, a majority of adults say they would most likely call 911 or go to the emergency room immediately if they were experiencing severe chest pain. According to a new survey of more than 2,000 U.S. adults commissioned by AstraZeneca and conducted by Harris Interactive, nearly one in five U.S. adults (18 percent) have, or know someone who has, called an ambulance or gone to a hospital thinking they were having a heart attack, but it turned out to be heartburn or acid reflux disease. Acid reflux disease, in which stomach acid flows back into the esophagus, often causes burning pain or pressure in the chest.

Chest pain can be even more alarming for those who have previously been diagnosed with either angina (chest pain) or a heart attack. According to the AstraZeneca survey, these adults are four times more likely than those without either condition (20 percent v. 5 percent) to have sought emergency assistance for symptoms that turned out to be heartburn or acid reflux disease.

"Many types of chest discomfort can be caused by acid reflux disease. Yet this connection is often overlooked because the symptoms of cardiac angina can be so similarly to non-cardiac chest pain from GERD," said John P. Liuzzo, M.D., Ph.D., Division of Intervention Cardiology, Columbia University Medical Center, New York. "Physicians could be more aware of acid reflux disease as a possible factor in the diagnosis and treatment of patients with chest pain."

Japanese line looks to Vietnam for sailors

Mitsui OSK Lines' (MOL) expansion strategy, which will see its current fleet of 663 ships grow to 900 by March 2010, will require a massive intake of seafarers. Accordingly, the company has focused on Vietnam and launched a recruiting and training program with the backing of both the Japanese and Vietnamese governments.

A company statement issued on March 17, said that the first Vietnamese seafarers have already been assigned to MOL vessels, although the ships involved were not named. The Japanese government has responded to a request from Vietnam by lifting the suspension on seafarer training under the Official Development Assistance scheme, and MOL will provide onboard practical training in October. The company will also offer practical training on its ships for students at the Vietnam Maritime University and University of Transport in Ho Chi Minh City. Meanwhile MOL is reported to be discussing technical cooperation in the national seafarer training center that the maritime bureau of Vietnam's transport ministry is planning to open.

Foreign-flag gambling vessel polluted off the Texas coast

The operator and chief engineer of a gambling ship deployed off the Texas coast have pleaded guilty to a cover-up involving an oil dumping investigation. Corpus Christi Day Cruise, operator of the Bahamas-flagged *Texas Treasure*, and the vessel's chief engineer, Gojko Petovic, pleaded guilty in U.S. District Court on March 15, for making false statements to Coast Guard investigators and then attempting to destroy records.

The incident dates back to October 2004 when the vessel was undergoing port state inspection in Corpus Christi, Texas. Noting large amounts of oil in the oily water separator bypass, inspectors suspected that oil had improperly been dumped. They then sought to inspect computer log records, but found

that Petovic had deleted records from several key months.

"Vessel pollution is a serious and persistent problem and deliberate attempts to obstruct the Coast Guard's efforts to ensure compliance with the law will not be tolerated," Sue Ellen Wooldridge, assistant attorney general for the Justice Department's Environment and Natural Resources Division, said in a statement. Sentencing is set for April 25, when, under a plea agreement that still must be approved by the court, the company will pay a criminal fine in the amount of \$300,000 and institute an environmental compliance plan to ensure that the ship properly manages its oil waste in the future.

Collision results in mariner deaths

Three Chinese seafarers are reported dead and nine others missing after their vessel, the China-registered 2,972-dwt bulk carrier *Xin Hai 7* struck the South Korea-registered 3,980-dwt Liquid Petroleum Gas (LPG) carrier *Korea Gas* on March 20 near Inchon, on the west coast of Korea.

The gas carrier was at anchor at the time of the incident. It suffered minor damage and no casualties. Five of the bulker's crew were picked up as the ship sank, but a helicopter, 16 Korea Coast Guard patrol boats and two aircraft continued the search for survivors.

Drug smuggling ship to be scuttled in Oz

Australia's federal police chief has revealed that a North Korean ship used to smuggle a massive heroin shipment into Australia will be destroyed. It is unclear exactly how the vessel *Pong Su* will be disposed of, but Australian Federal Police Commissioner Mick Keelty said earlier this month, "It is still a vessel that was used for the importation of heroin into Australia—that's been proved before the courts—and it will be destroyed just like any other vessel in that situation."

Australia has for some time been destroying small boats used by fishermen found fishing illegally in its waters, but the 6,249-dwt cargo ship *Pong Su* is an altogether larger vessel. The ship has reportedly cost Australian taxpayers over \$1.4 million in upkeep since its arrest off Newcastle after a dramatic pursuit in April 2003. It has been moored at Sydney's Snails Bay for most of that time.

Earlier this month, in what can only be described as a surprise verdict, a Supreme Court jury in Victoria found *Pong Su's* master, Man Sun Song, the ship's political officer, chief mate and chief engineer not guilty of smuggling the heroin, 125kg of which was found ashore. Four men found onshore earlier pleaded guilty to aiding and abetting the import of a commercial quantity of the drug.

The ship's master, speaking through an interpreter, told the Australian newspaper *The Age* in Melbourne on March 9, that he had spent three years in prison because he had been the victim of a southeast Asian drug-smuggling ring. However, he would command more ships trading to Australia in the future, he said.

U.S. Navy warships engage pirates off Somalia coast

Two U.S. Navy ships exchanged shots with a boatload of suspected pirates 25 miles off the coast of Somalia on March 18, killing one and wounding five others. However, Somali militia spokesman Saleban Aadan Barqad told international news agencies that 27 militiamen had been patrolling offshore when they came under fire from the Navy. Commander Jeff Breslau disputed the Somali version. "Our two ships, the *USS Cape St. George* and *USS Gonzalez*, were conducting maritime security operations and they came across suspected vessels that sort of mirrored pirate activity. As they investigated, the pirate ships opened fire."

Naval personnel eventually boarded the boats, seizing weapons including rifle propelled grenades and capturing seven others aboard.

Both the Navy and the Somali militiamen claim the other side fired first. This is the second clash between U.S. Naval vessels and Somalis since November's attack on the cruiseship *Seabourn Spirit* in the same area. The increased patrols follow a March 15 request from the U.N. Security Council for military vessels operating in the area to quell pirate attacks on commercial shipping.

U.N. treaty of mariner rights cont'd. from page 1

will then be responsible for carrying out the shipowners' stated plans and keeping proper records to provide evidence of compliance with the Convention. The flag State will review the shipowners' plans and verify and certify that they are in place and being implemented. This will put pressure on shipowners that disregard the law, but will remove pressure from those that comply.

Other innovative features of the Convention include: accelerated amendment procedures to update its technical provisions to address changes in the sector; onboard and onshore complaint procedures to encourage rapid resolution of problems, if possible; a complaint and inspection system linked with the well-established ILO supervisory system; provisions ensuring that, should a flag State delegate certain inspection and enforcement functions to a recognized organization, such as a classification society, the organization will have to meet specific criteria for independence and expertise; and, a modernized management based approach to occupational safety and health.

The new Convention consolidates and updates 68 existing ILO maritime Conventions and Recommendations adopted since 1920. Countries that do not ratify the new Convention will remain bound by the previous Conventions that they have ratified, although those instruments will be closed to further ratification.

The Convention received strong support from representatives of the ILO's tripartite social partners. Brian Orrell, the Seafarer Vice-President of the Conference from the United Kingdom said "We believe that the agreement we have concluded will make a significant contribution to ensuring decent work at sea and making a real difference to the lives and life chances of many of the world's seafarers."

Dierk Lindemann of Germany, the Conference Vice-President for the Shipowners said "it may have seemed a long road, but we have got to the end of it and we have made history. We now have a single maritime labor standards Convention embracing virtually all we need in order to establish a uniform and acceptable regime for the world's seafarers."

Bruce Carlton of the United States, who chaired the Committee of the Whole said "This Convention is unique in that it has teeth. What is fundamentally different about this Convention is that it is about quality shipping. Beyond improving the working conditions of seafarers, it is also about further marginalizing the bad shipowners who end up costing the entire industry. This is a very sound economic benefit for the entire industry".

Somavia said in conclusion that the Convention marked a new departure in the pursuit of a fair globalization by making "the rules of the game fair for everybody. At the same time, the market should have the necessary space to perform its key functions for the economy and for society. In the search for solutions it has become more and more evident that there can be no lasting success with purely national solutions to global problems".

The next step will be the ratification of the Convention. Care has been taken through a blend of firmness and flexibility to make its provisions acceptable to all countries with an interest in the maritime sector, so that it becomes the "fourth pillar" of international maritime regulatory regime, at the side of the three key IMO Conventions, namely the International Convention for the Safety of Life at Sea (SOLAS), the Standards of Training, Certification and Watchkeeping Convention (STCW) and the International Convention for the Prevention of Pollution from Ships (MARPOL). The Convention will come into force after it has been ratified by 30 ILO member States with a total share of at least 33 per cent of world gross tonnage.

Source: International Labor Organization

Cargo security slack cont'd. from page 1

ited to overseas ports. A warehouse in Maine was graded less secure than any in Pakistan, Turkey or Brazil. "There is a perception that U.S. facilities benefit from superior security protection measures," the study said. "This mind set may contribute to a misplaced sense of confidence in American business practices."

No records were kept of " cursory" inspections in Guatemala for containers filled with Starbucks Corp. coffee beans shipped to the West Coast. "Coffee beans were accessible to anyone entering the facility," the study said. It found significant mistakes on manifests and other paperwork. In a statement to the AP, Starbucks said it was reviewing its security procedures.

Truck drivers in Brazil were permitted to take cargo containers home overnight and park along public streets. Trains in the U.S. stopped in rail yards that did not have fences and were in high-crime areas. A shipping industry adage reflects unease over such practices: "A container at rest is a container at risk."

Practices at Turkey's Port of Izmir were "totally inadequate by U.S. standards." But, the study noted, "It has been done that way for decades in Turkey."

Containers could be opened aboard some ships during weeklong voyages to America. "Due to the time involved in transit (and) the fact that most vessel crew members are foreigners with limited credentialing and vetting, the containers are vulnerable to intrusion during the ocean voyage," the study said.

Some governments will not help tighten security because they view terrorism as an American problem. The U.S. said "certain countries," which were not identified, would not cooperate in its security study — "a tangible example of the lack of urgency with which these issues are regarded."

Security was good at two terminals in Seattle and nearby Tacoma, Wash. The operator in Seattle, SSA Marine, uses cameras and software to track visitors and workers. "We consider ourselves playing an important role in security," said the company's vice president, Bob Waters.

In theory, some nuclear materials inside cargo containers can be detected with special monitors. But such devices have frustrated port officials in New Jersey because bananas, kitty litter and fire detectors — which all emit natural radiation — set off the same alarms more than 100 times every day.

The study applauded efforts to install radiation monitors overseas. "While there is clearly value in nuclear detection at a U.S. port, that is precisely the concern — it is already on U.S. soil," it said.

Finding biological and chemical weapons inside cargo containers is less likely. The study said tests were "labor intensive, time-consuming and costly to use" and produced too many false alarms. "No silver bullet has emerged to render terrorists incapable of introducing WMD into containers," it said.



SUP President's Report

March 13, 2006

FOREIGN MARINER PROVISION IN COAST GUARD BILL

The fight to scuttle language in the Coast Guard and Maritime Transportation Act of 2005 (H.R. 889) that would allow foreign "riding gangs" to perform maintenance and repair work in U.S.-flag vessels in the international trades, has been ongoing since September 15, when the House of Representatives passed the bill and has still not been resolved as of today's meeting.

Maersk Line, the prime mover of this insidious initiative to undermine the U.S. merchant marine and its mariners, continues to aggressively press for the inclusion of the onerous provision of the bill — Section 425.

As reported for the past three months, conferees from the House Transportation and Infrastructure Committee and the Senate Commerce, Science and Transportation Committee have attempted to reconcile the differences between the House Coast Guard bill, which contains the foreign riding gang provision, and the Senate version (S. 1280) which does not. It was thought that the issue would have been resolved particularly after the SUP and MEBA met on December 8, with Don Young (R-Alaska), Chairman of the House Transportation Committee, who agreed to modify Section 425 to reflect the status-quo on the use of foreign workers in U.S.-flag ships. That status-quo as defined by Admiral Thomas Collins, Commandant of the Coast Guard, is "limited to technical repairs, vessel inspections and some limited technical work prior to or just after a yard period." It is also the position of the SUP and MEBA that the use of foreign nationals be limited to foreign ports and that these people be limited to those performing technical guarantee work, not maintenance and repair.

However, Maersk continues to attempt to chip away at draft language so that it can achieve its goal of displacing American mariners with exploitable and non-represented foreign labor.

The SUP and MEBA, supported by the MFOW, ILWU, ILA, IBU, the Transportation Trades Department, AFL-CIO, the Council of Master Mariners and the Gulf Coast Mariners Association, continue to spearhead the effort to stymie the Maersk juggernaut.

To once again underscore the Union's position on this critical issue, your secretary met on March 9 and 10, in Washington, D.C., with representatives of Congressman Young and Congressman James Oberstar (D-Minnesota), the ranking minority member on the Transportation Committee.

The SUP and MEBA reiterated that the status-quo was acceptable and the final solution, and that the wish-list of Maersk Line should be rejected. Our position seemed to be accepted, but the process is still not over.

While in Washington, also attended the change of command ceremony at the Washington Navy Yard headquarters of the Military Sealift Command where Vice Admiral David L. Brewer III was relieved by Rear Admiral Robert D. Reilly, Jr..

AMERICAN PRESIDENT LINES

At the request of American President Lines, a meeting was held at Headquarters on March 2 to discuss cleaning jurisdiction aboard the company's C-11 type vessels in response to apparent confusion in the fleet. Representing the Unions were MFOW President Anthony Poplawski, SUP Vice President Dave Connolly, SIU-Marine Cooks Vice President Nick Marrone, and your secretary. In attendance for the company were APL Maritime, Ltd's Director of Operations/Labor Relations, Norman O'Shaughnessy, and labor relations consultant Jerry Carbiener.

Since the company did not have a complete set of deck plans for the C-11's, little was accomplished and another meeting was scheduled for March 9.

However, the Unions were notified that the C-10 type vessel *President Adams* would be temporarily assigned

the company's Red Sea Express service making two trips from Singapore to the Chinese ports of Shanghai, Chiwan and Hong Kong; Salalah, Oman; Jeddah, Saudi Arabia; Aqaba, Jordan; Salalah, and back to Singapore. Due to the nature of the run, sailors working in the vessel will be covered by the "shuttle ship" provisions of SUP Shipping Rule #8.

After the *Adams* completes this run, she will join her sisterships in the Pacific South 1 service operating out of Seattle to Vancouver, British Columbia; Oakland; Yokohama, Hong Kong; Chiwan; Kaoshiung, Singapore and Yantian. The company estimates that the *President Truman* will arrive in Seattle on April 20, the *President Jackson* on May 5, and the *President Polk* on May 12. The shift in schedule marks a return of APL U.S.-flag vessels to Seattle after a 17-month absence.

On March 9, the parties previously mentioned reconvened at Headquarters, with San Francisco Business Agent Bill Berger attending as your secretary was in Washington.

As the membership will recall, when the C-10 type vessels were delivered in 1987-1988, the three unlicensed Unions in conjunction with the company established sanitary work jurisdiction inside the house. A central concept underpinning the allocation of work at that time was that with reduced manning, some of the burden of sanitary had to be lifted off the steward department. The agreement reached at that time produced a color-coded chart allocating sanitary work which is still in effect in the C-10's.

When the C-11's were reflagged to U.S. registry in 1997-1998, a rough adaptation of C-10 sanitary jurisdiction was grafted on an ad hoc basis to the C-11's. However, because of design differences between the two classes of vessels the C-10 model has been an insufficient guide and disputes have arisen.

Therefore, the parties clarified sanitary duties as follows: 1) Sailors shall perform sanitary in accordance with Section 17 of the SUP Work Rules (sailors quarters and washrooms) between 8:00 a.m. and 10:00 a.m.; 2) Common spaces such as the unlicensed crew laundry and lounge/rec room shall be cleaned on a rotational basis by the SUP and MFOW; 3) Sailors shall clean the ladderwell from the bridge deck to the main deck; 4) Cleaning of the elevator shall be rotated between the SUP, MFOW and SIU-Marine Cooks; and 5) The D-Deck passageway shall be cleaned by the SUP only on its side of the house.

All hands should note that the extra sanitary duties, over and above those enumerated in Section 17, shall be performed after 10:00 a.m. at sea and in port. A new color-coded chart delineating C-11 sanitary jurisdiction is forthcoming.

CHEVRON SHIPPING COMPANY

Chevron Shipping Company informed the Union late last month that as a result of its profits in 2005, all Chevron marine employees would receive a 9% bonus based on 2005 gross earnings. The bonus was paid on March 7.

The bonus program, known as Chevron Success Sharing, was proposed by the company and agreed to by the SUP during bargaining in 1995.

The program is based on returning a portion of the company's profits to its workers when it achieves certain financial objectives based on the return on capital employed. Success Sharing kicks in based on Chevron's return on capital employed and how that figure compares to its major U.S. competitors.

The current bonus is based on last year's performance of Chevron Shipping Company as well as Chevron Corporation's overall profitability. Chevron Shipping's portion of the total payout was 6% based on meeting objectives on two performance measures: profits and earning expense. The remaining 3% was derived from the corporation's 2005 return on capital employed.

It should be noted that 9% bonus is in addition to the 3% increase in wages and overtime rates that became effective on February 1, in accordance with the 2004-

2007 collective bargaining agreement between the SUP and Chevron.

In addition, the 9% bonus and the 3% increase does not include the yearly 8% (of base wage) company matching contribution to a participating member's Chevron 401(k) Plan. A member participates in this profit-sharing program by contributing 2% of his/her base wage.

MARITIME TRADES DEPARTMENT

Along with MFOW President Anthony Poplawski and Vice President Dave Connolly, attended the Executive Board meeting of the AFL-CIO's Maritime Trades Department in San Diego on February 24 and 25.

Speakers at the meeting included Representatives Neil Abercrombie (D-Hawai'i), and Xavier Baccera (D-California), AFL-CIO President John Sweeney, Vice Admiral David Brewer, Commander of the Military Sealift Command, and General Norton Swartz (USAF), Commander of the United States Transportation Command (TRANSCOM). While all spoke of the necessity of maintaining and expanding the U.S. merchant marine, Congressman Abercrombie minced no words in critiquing the Bush Administration's ongoing attack on organized labor and labor movement as a whole. In addition to calling for a regime change in Congress in November, Abercrombie urged all to support Senator Daniel Akaka (D-Hawai'i) in this year's Hawai'i Democratic Primary. Akaka is being challenged by Congressman Ed Case who represents rural Oah'u and the outer islands. The issue of the campaign is the Jones Act. Case wants it abolished while Akaka has been a staunch defender and advocate of this key piece of U.S. maritime policy his entire political career.

More information on policy statements and resolution passed by the MTD will be published in the *West Coast Sailors*.

CALIFORNIA LABOR FEDERATION

As a vice president of the California Labor Federation AFL-CIO, attended that organization's Executive Council meetings in Oakland on March 6 and 7, and the Federation's Pre-Primary Committee on Political Education (COPE) Convention on March 8, in the same city along with Dave Connolly and Bill Berger.

The Executive Council interviewed candidates for Governor, Lt. Governor, Attorney General, Controller, Secretary of State, and other statewide offices and discussed proposed ballot propositions for the June 6 state primary election and made recommendations for those positions as well as recommendations for members of Congress, the state Assembly and the state Senate.

Those recommendations were then debated and ultimately acted upon by the convention delegates who overwhelmingly selected current state Treasurer Phil Angelides over current state Controller Steve Westly to take on anti-worker Governor Arnold Schwarzenegger. More information on the convention will be in this month's *West Coast Sailors* and a complete list of the Federation's recommendations will be published in the May issue.

HOLIDAYS

Cesar Chavez's Birthday

All SUP halls on the West Coast will be closed on Friday, March 31, in observance of Cesar Chavez's birthday, which is an ILWU holiday and, therefore, is a recognized holiday for SUP members working under the American President Lines and Matson Navigation Company Maintenance Agreements on the Pacific Coast and for APL and Matson commercial vessels in Pacific Coast ports on that day. The holiday is also applicable to members employed by the San Francisco Bar Pilots inside San Francisco Bay.

continued on next page

President's report continued

Good Friday

In accordance with past practice, all SUP halls will be closed at noon on April 14, in observance of Good Friday.

Good Friday is a holiday under the offshore and maintenance collective bargaining agreements with APL and Matson. SUP members in vessels in West Coast and Hawai'i ports shall be paid

the overtime rate if required to work between noon and 3:00 p.m..

ACTION TAKEN

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

Gunnar Lundeborg

13090 Crestview Drive
Huntley, IL 60142
February 22, 2006

West Coast Sailors
730 Harrison Street Suite 415
San Francisco, CA 94107

I am writing to thank you again for the subscription to the paper each month. I look forward to receiving and reading it. If my beloved husband were still here we would have a lot to discuss with all that is going on with this government and some of the decisions it has made and is making. I know Gene is just looking down and shaking his head at what is going on with the ports, etc. He would have a lot to say although he was always a quiet, gentle man.

Enclosed is a check for \$50.00 in memory of that wonderful man ---- Eugene A. Shultz Book No. 6902.

May God bless all of you in the SUP offices.

Sincerely,



Eleanor L. Terrell

Legendary Calypso is rotting in French port

One of the most famous vessels of the later half of the 20th century now lies rotting in the harbor of La Rochelle, France. The ship is the legendary *Calypso*, a former British minesweeper that sailed the oceans with the French under-sea adventurer Jacques Cousteau, who took a starring role in celebrated films and television programs.

Nine years after Cousteau's death, the ship that brought the wonders of the sea into millions of living rooms around the world has fallen victim to a bitter family feud, and its chances of a new life as a museum or research vessel do not look good. The ship is in such bad shape that most of the wood has rotted and every part of the vessel would have to be replaced.

The *Calypso's* decline began in 1996, a year before Cousteau's death at 87, when the ship was badly damaged in a

collision with a barge in Singapore. She was towed back to France, where the plan was to make her into a maritime museum, but questions of ownership emerged. Since Cousteau's death, two associations have laid claim to the ship. One is the French arm of the U.S.-based Cousteau Society, which represents the interest of Cousteau's widow. The other group is backed by Jean-Michel Cousteau, the explorer's son by his first marriage, as well as by several of the *Calypso's* former crewmembers.

Last November, a Paris court ruled in favor of Mrs. Cousteau. But Cousteau's son said that he will appeal the ruling. Meanwhile, authorities in La Rochelle want to get rid of the rotting hulk. Some have suggested that the *Calypso* be towed out to sea and scuttled, where it could be used as a training area for deep-sea divers.

**Record of SUP Shipping
February 2006**

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	5	2	1	0	8
Maint. Man	4	0	0	1	5
A.B. Dayworker	0	0	8	3	11
A.B.	19	3	8	2	32
O.S.	3	1	0	1	5
Standby	17	6	64	38	125
TOTALS	48	12	81	45	186

Vice President's Report

March 2006

Foreign ownership of U.S.

In a signal that the furor over the Dubai Ports World deal may have deepened, Rep. Duncan Hunter, chairman of the House Armed Services Committee, recently introduced a bill called The National Defense Critical Infrastructure Act (HR 4881). The legislation would reserve "critical infrastructure" for American-owned companies. Critical infrastructure is defined in the legislation as "any system or asset, whether physical or virtual, that is so vital to the United States that the incapacity or destruction of such system or asset would have a debilitating effect on national security, on national economic security, on national public health or safety, or on any combination of those matters." The Secretary of Defense would prepare a list of such infrastructure and submit it for review to the Armed Services committees of both the House and Senate.

Among all the nation's infrastructure, reliable and affordable shipping must rank among the most important in this age of globalization. Could such legislation lead to a larger U.S.-flag fleet? It's possible, especially as the non-maritime public begins to understand the nation's maritime vulnerability. The safest ship in a U.S. port is a U.S.-flag ship, manned by documented and qualified U.S. mariners.

If that's self-serving then so what? What's wrong with a policy that benefits U.S. citizen mariners while serving the safety of all the Americans who live in and around America's three hundred and sixty ports? It reminds me of what Duncan Hunter said about HR 4881 when charged with the phony crime of protectionism: "America is worth protecting."

Ships checked

Manukai: Edwin Suguitan, delegate. Clarification from Guam on Section 42, Coffee time.

Cape Jacob: Steve Huggins, delegate. Clarification on light-duty. Hard working ship in good shape.

Lihue: Paul Monti turned over the sheets to Art Thanash. Problem with stocktenders using crew laundry resolved as Company responded to Union demands for a dedicated washer.

APL China: Dmitri Seleznev, delegate. No beefs.

Lurline: Charlie Butler, delegate. Clarification on handling stores in Oakland.

Maritime Company: Mike Worth and Tom Tynan, co-delegates. There is an ongoing need for qualified engineers in this unit. All members who are interested in this work, and have the appropriate qualifications, should contact the Union.

San Francisco Bar Pilots: Louie Urbano elected new delegate. Working on improving the payroll and contribution process.

Dave Connolly

Singapore is world's top container port

Singapore finally edged Hong Kong out of the top spot in 2005 to become the world's number one container port. But that position may not last long, given the speed with which Shanghai is now closing the gap. Five years ago, the mainland China port handled only a third of Hong Kong's annual throughput.

Today, it has very nearly caught up with the big two, and could overtake them within a couple of years on current growth patterns. Chinese ports again stole the show in 2005, with all the majors achieving impressive double digit growth. In percentage terms, the most spectacular performance came from Guangzhou which saw annual volumes leap more than 41 percent last year as it moved in to the top 20 for the first time, pushing Tokyo out of the premier division in the process.

At the very top of the league table, Singapore's container volumes rose 8.9 percent as PSA terminals, coupled with those of Jurong Port, combined to bring the annual number of 23.2 million teu's. In 2001, Singapore was handling around 15.5 million teu's a year.

Hong Kong recorded one of the smaller growth rates in 2005, with volumes up by just 2.3 percent to 22.5 million teu's, an increase that makes it highly vulnerable to being overtaken not just by Shanghai, but near neighbor Shenzhen which retained its number four ranking as volumes jumped nearly 19 percent to reach 16.2 million teu's in 2005.

Of all the top 20 ports, only Kaohsiung in Taiwan saw its container volumes decrease, with the port just hanging on to its number six position as both Rotterdam and Hamburg recorded respectable double-digit growth.

On the U.S. West Coast, Long Beach almost caught up with Los Angeles that saw only modest increased in 2005. Dubai volumes continued to climb to reach number nine in the world last year, up one place and well ahead of its 13th spot back in 2001. But overshadowing all the rest in terms of the rate of growth were ports such as Qingdao, Ningbo, Tianjin and Guangzhou.

The real news over the past year, though, has not been the performances of the individual ports, but corporate manoeuvrings that have thrust the industry into the limelight, with the battle for Peninsular & Oriental's worldwide terminals.

Singapore's PSA Corp. finally lost out to Dubai Ports World that then found itself caught up in the political outcry in the United States over whether terminal operators owned by foreign governments should be allowed to control waterfront activities. Either way, the takeover has thrust the United Arab Emirates company onto the global stage. Its acquisition of CSX World Terminal a year ago, followed by the imminent purchase of P&O, will consolidate its position as the world's third largest container port operator, after Hong Kong's Hutchison and PSA, and ahead of Denmark's APM Terminals. No longer is it just the individual ports that are competing to stay at the top of the premier league, but the big corporations that own these terminals as well.

SUP Branch Reports

Seattle

February 21, 2006

Shipped during the period: 3 Boat-swains shipped; 1 steady and 2 returned, all filled by A-cards; 4 Able Seaman shipped; 1 steady, 2 reliefs and 1 return filled by 3 A and 1 B-card; 1 Ordinary shipped to a D-registrant; 6 standbys to B cards.

Registered are: 11 A cards for a total of 18; 10 B cards for a total of 20; 2 C cards for a total of 7.

Ships checked

APL Thailand checked out okay with minor clarifications on standby gang duties. R.J. Pfeiffer made her last call in Seattle this trip and is slated to start on the China run out of Los Angeles. The Manoa and Kauai are running smoothly with little or no problems.

I attended the King County Labor Council Executive Board meeting where former Inlandboatmen's Union National President Dave Freiboth was appointed to succeed Steve Williamson as Executive Director. This is the first time we have had a maritime person in this job in quite a while.

I attended a briefing with the King County Department of Transportation and the King County Labor Council outlining transportation projects throughout the county. None are as important to the Seattle working waterfront as the rebuilding of the Alaska Way viaduct.

I attended the Puget Sound Area Maritime Security Committee meeting and a meeting with newly elected Seattle Port Commissioner John Creighton where ILWU Local 19 President Herald Ugles and ILWU political activist John Munson briefed Commissioner Creighton on issues pertinent to labor.

I attended the Washington State Labor Council's Legislative Conference in Olympia. Among the many issues that the Washington State Labor Council put forward in the legislature was restoring the Unemployment Insurance Benefit averaging back to a two month averaging instead of three month averaging. This is a critical issue within our own craft and to working families in general. The extraordinary and pernicious attack on unemployment benefits spearheaded by Republican legislators in the 2004 session caused many families to lose their lifesavings' and homes while temporarily out of work.

There is no excuse for Union voters to vote against themselves by putting anti working family politicians in office. When you are on your computers use a search engine to pull up your local Central Labor Council, as an example "Washington State Labor Council" and go to the "Legislative Tracker" page and see how your representatives really represent you.

Vince O'Halloran
Branch Agent

**Attend your
Union
meetings!**

Wilmington

February 21, 2006

During the period shipped 4 bosuns, 15 ABs, 6 AB mains., and 92 standbys for a total of 117 jobs. Registration: 50 A cards, 43 B cards, 6 C cards and 5 D cards.

Ships checked

Manulani: George Simpier, delegate; Mahimahi: Rolando Gerbacio, delegates; APL Philippines: Steve Saganey, delegate; APL Singapore: Armando Martinez, delegate; President Wilson: Patrick Vaughn, delegate; President Adams: Chuck Maringer, delegate; APL Korea: Steve Cary, delegate; Manukai; Maunawili: Carl Ziegeler, delegate; APL China: Dimitri Seleznev, delegate; Matsonia: Tom Gustin, delegate; Mokihana: Miguel Palacios, delegate; all OK. President Truman: Harry Freeman, delegate; Many beefs and clarifications. Delegate emailed Vice President Dave Connolly and had some help there. Manoa: Harry Naeole, delegate; President Jackson: Crew will be paid off when discharged in shipyards.

Thanks to Mark Hurley for relieving me for a two-week vacation.

On February 16, he attended an MTD meeting on the coalition of concerned Legal Professionals. Speaker Dan Fisk spoke of the sad state of the justice system in the United States today.

It was a pleasure to have President Lundeberg at our meeting. He read his report in full and it was a very informative report and many questions were asked and answered.

Paul Calais was elected Wilmington Branch Agent. He starts March 1, and I will remain for some time in March to train him in the office and make ships with him. I hope the members show him the same consideration and cooperation they showed me.

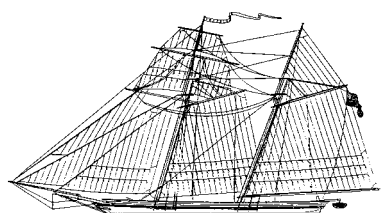
It's been a pleasure and a great experience to serve the membership of our great Union as the Sailors' Union of the Pacific's Wilmington Branch Agent. It's a great responsibility and I'm glad I was responsible enough to take care of our members and the hall. I learned so much, and about myself too.

Thanks to Gunnar Lundeberg, Dave Connolly, Bill Berger, Knud Andersen, Vince O'Halloran, Mike Duvall, Bud Yost, Toby and the rest of the staff and the Welfare department, too, for all their help. Thanks to Mark Hurley, Duane Nash, Jack Dalton, John Makaiwi, Bob Burns, and Carl Ziegeler for their relief and help, and the help and input of all the members I dealt with on the ship and in the hall.

God bless the Sailors' Union and may it last another 121 years!

Took care of the duties and responsibilities of the Port for the membership during the period.

Keith Miller
Branch Agent



Honolulu

February 21, 2006

Shipped the following during the month of January: 1 ABD, 3 ABD returns, 3 ABW, 1 ABW return, 1 OS, 2 OS returns filled by 4 A members, 5 B members, 1 C member and 1 D registrant. Also shipped 24 standby jobs filled by 4 A members 9 B members, 10 C members, and 1 D registrant for a total of 35 jobs shipped.

Registered during the month of January: 9 A members, 8 B members, 4 C members and 1 D registrant. To date registered are: 13 A members, 10 B members, 7 C members, and 1 D registrant for a total of 31 registered.

Ships checked

Lihue, Lurline, Matsonia, Manulani, R.J. Pfeiffer, Maunawili, Kauai, Manukai, all with few or no beefs. Paint & Rigging gang running smoothly with Monte Kalama as bosun.

On February 11, attended boat memorial and post ceremony for Captain Dave Lyman. Full text is in February's West Coast Sailors.

On February 15, attended Hawaii's Ports Maritime Council meeting. Council donated to Captain Lyman's memorial fund. Forgot to mention last month that we got news the Jones Act detesting Second District U.S. Congressman Ed Case is going to run against U.S. Senator Dan Akaka. The Unions present all thing Ed Case committed political self destruction by running gains this extremely popular Senator and this also gives us an opening to elect a pro-Jones/PSA political to Congress. More on this situation later.

I took a week off and went to the Big Island. Wish to thank Bonny Coloma, MFOW agent for filling in, Kelly Eggers for holding down the office and Patrick Weisbarth for running February's branch meeting.

Mike Duvall, Branch Agent

Congress targets port security issues

U.S. Congress remained busy on maritime matters with the Senate approving a bill to spend nearly a billion dollars next year on port security while a leading republican is proposing international commercial cooperation on counter-terrorism. In a 90-8 vote, the Senate approved a Republican budget amendment that will provide \$978 million for port security, \$13 million more than was included in a democrat-sponsored measure. The House is expected to take up a companion bill as an attachment to the bill authorizing funding for the Iraq war. But House Republicans did turn back a Democrat effort to attach an amendment that would require the U.S. government to closely monitor foreign investment in critical infrastructure. It was defeated on a 224-192 party line vote.

Then Representative Peter King (R-New York) offered a bill to promote cooperation between entities of the United States and its allies in the global war on terrorism. The measure, H.R. 4942, focuses on 'commercialism' of high-priority technologies intended to detect, prevent, respond to, recover from, and mitigate against acts of terrorism and other high consequence events and to address the homeland security needs of federal, state, and local governments.

San Francisco Business Agent

March 13, 2006

Visited and paid off the following ships:

Kauai— Mike EIMobdy, delegate: No disputes; good gang.

Lihue— Jeremiah Rozell, delegate; Steve Clemens, bosun: Squared away disputed overtime. Installed a new washer and dryer.

Lurline— John Gabourel, delegate: Car and van carrier on the Island run. No disputes.

Mahimahi— Remoni Tufono, delegate: In from Yokohama, then lay up in San Pedro for six days, then will go on to Honolulu. No disputes.

Manoa— Chris Bujnowski, delegate: New run for this vessel: Seattle-San Francisco-Honolulu. No disputes, good gang. Made twice. Second time Peter Villanueva was delegate. No disputes.

APL Philippines— John Kerlin, delegate: Voyage pay off. No disputes, new bosun Nick Hoogendam.

APL Thailand— Eric Heinrich, delegate: Voyage pay off. No disputes.

APL Steam Rack— No disputes.

On vacation for a week.

Bill Berger

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 727:

Michael Binsky, 59, Book No. 5710, joined SUP in 1965, 30 years seetime.

Errol Brown, 65, Book No. 18170, joined SUP in 1991, 8 years seetime.

Wayne Burgess, 71, Book No. 5638, joined SUP in 1954, 39 years seetime.

Ronald Kram, 65, Book No. 18288, joined SUP in 1996, 7 years seetime.

Joseph Zygaj, 62, Book No. 272, joined SUP in 1966, 39 years seetime.

Dispatcher's Report

Headquarters—Feb. 2006

Deck	
Bosun	5
Carpenter	0
MM	4
AB	19
OS	3
Standby	17
Total Deck Jobs Shipped	48
Total Deck B, C, D Shipped	20
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts. ...	48
Total B, C, D Shipped-All Depts. .	20
Total Registered "A"	65
Total Registered "B"	60
Total Registered "C"	8
Total Registered "D"	11