



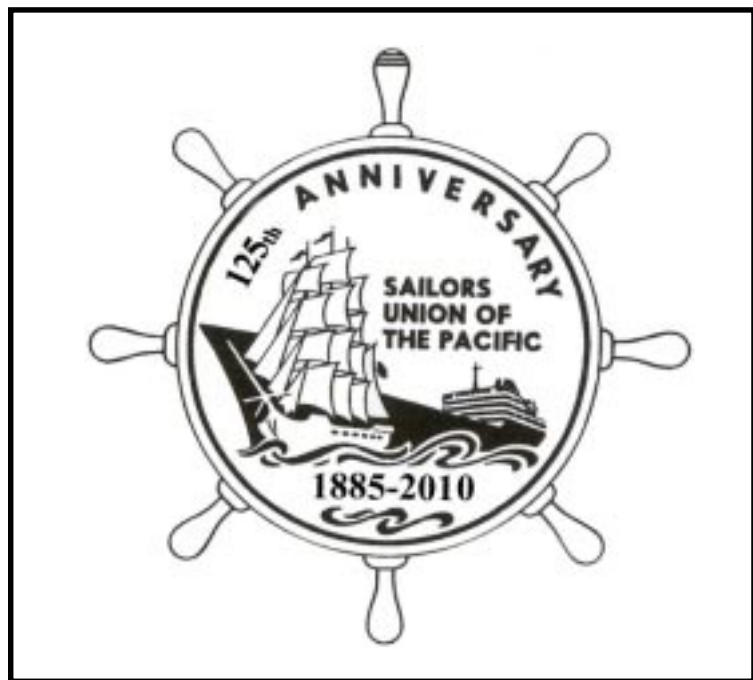
West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXIII No. 3 583

SAN FRANCISCO, CALIFORNIA

Friday, March 19, 2010



Maritime labor and agricultural interests united in support of sustained funding for food aid

On March 19, an *ad hoc* coalition, including the Sailors' Union, submitted testimony to House Appropriation's Sub-Committee on Agriculture, Rural Development, Food and Drug Administration and Related Agencies on the importance of sustained Congressional funding for food aid. The Chair of the Subcommittee is Rosa DeLauro (D-Connecticut) and the Ranking Member is Jack Kingston (R-Georgia). The other members of the Subcommittee are Rodney Alexander (R-Louisiana), Sanford Bishop (D-Georgia), Lincoln Davis (D-Tennessee), JoAnn Emerson (R-Missouri), Sam Farr (R-California), Maurice Hinchey (D-New York), Jesse Jackson (D-Illinois), Marcy Kaptur (D-Ohio) and Tom Latham (R-Iowa). The full testimony follows:

Madam Chairman, Members of the Subcommittee, this statement is respectfully submitted on behalf of the *ad hoc* coalition composed of the organizations listed below. The coalition supports sustained funding for our nation's food aid programs, including Titles I and II of P.L. 480, and therefore strongly opposes all proposals to divert funding away from these important programs.

Food Aid's Unique Role

The donation of American commodities as food aid has been the cornerstone of U.S. and global foreign assistance programs since their inception. However, food aid has evolved in important ways over the years. Food aid began as an outgrowth of American farm policy that generated sizeable surpluses and American foreign policy characterized by the Cold War competition for the hearts and minds of impoverished populations across the globe. Since then, American farm policy has evolved away from surpluses, and, therefore, food can no longer be mischaracterized as

"dumping" of excess commodities. Indeed, the United States now purchases commodities for donation on the open market. In today's political and economic climate, the need to provide societal stability, avoid failed states, prevent terrorist breeding grounds, and bolster America's image abroad has never been more important.

In recent years, debate in the foreign assistance community has at times questioned the role of food aid, sometimes called "in-kind" food aid. Led by European Union trade negotiators who have complained about American food aid as a smokescreen to shield their own protectionist agriculture policies, some have bemoaned the potential distorting effects that food donations might have on local agriculture where U.S. food is disbursed. Other opponents of food aid have suggested that perhaps we would be better off if we did not donate American food, but instead relied solely on agricultural development programs and local purchases from foreign suppliers. Like others in the aid community, we look forward to the day when food aid is no longer needed, but we are nowhere near that goal today. Our in-kind food aid programs are needed now more than at any time in their history.

Donating American commodities is the most reliable means of introducing food to needy communities in order to combat hunger and save lives. This is not to say that other, creative means available under the Foreign Assistance Act or elsewhere have no role. To the contrary, these are an important part of the aid "tool kit", which can and should be employed to further developmental goals, including food self-sufficiency among food aid recipients and to address unforeseeable breaks in the food aid pipeline. But those that paint food aid as unnecessary and even harmful exhibit shortsightedness

that does a great disservice to those we all strive to help.

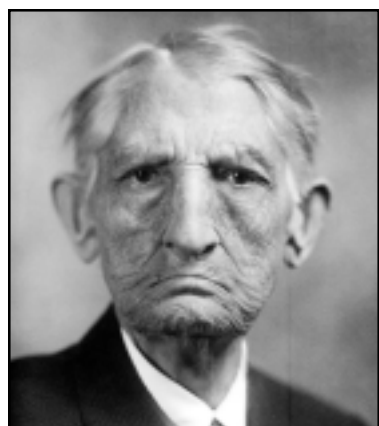
The need for American food aid today is stronger than ever. Hunger is a powerful and destabilizing force, and America faces a convergence of terrorist and other security threats from failed and unstable states that feed on ill will toward our nation. The United Nations WFP tells us that in recent years the food insecure have been hit by a "perfect storm" of increases in food prices coupled with export restrictions imposed by traditional regional and local food exporters. Here at home, the ranks of long term unemployed have soared, with 15 million Americans unable to find work and 6.3 million Americans out of work for six months or more. U.S. food aid programs not only further our humanitarian and food security goals by allowing Americans to contribute to the needy in a tangible way, but the programs also provide stable jobs for Americans. These programs help us get more from our aid dollars both here and abroad.

Food Aid versus Cash Donations for "Local and Regional Purchases"

Food for Peace, which provides farm products grown in the United States to millions overseas in bags marked as gifts "From the American People," is a clear and tangible sign of America's concern and generosity to its recipients. This same "in-kind" composition generates important economic benefits to our nation—vital jobs in many industries, farm income, markets for agriculture processors, and revenue for American transportation providers and ports. It also generates Federal, state, and local tax revenues, as well as secondary economic effects, such as farm equipment purchases and farm family spending in our broader economy. For these reasons, a strong domes-

continued on page 3

The Sailors' Union of the Pacific this month observed the 125th anniversary of its founding, March 6, 1885, on the old Folsom Street Wharf in San Francisco. Recognition, respect and improved wages and conditions did not come easy, but with a militant and tenacious membership determined to gain through democratic collective action what could not be accomplished individually began a record of achievement that continues to set the standard for American sailors and continues to serve as an inspiration for mariners around the world.

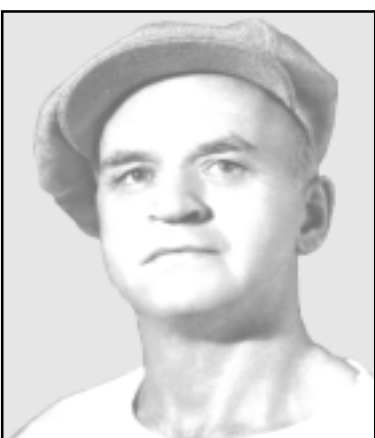


Andrew Furuseth

the 95th anniversary of The Seamen's Act (March 4, 1915) which freed seamen from indentured servitude.

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

March also marks the birthdays of two of the Union's legendary leaders: Andrew Furuseth (March 12, 1854) and Harry Lundeberg (March 25, 1901) and



Harry Lundeberg

A Special Edition of the *West Coast Sailors* will be published this month to commemorate the 125th Anniversary.

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Abe Acosta	20.00
Brenden Bohanon	50.00
Marc Calaire	100.00
Art Garrett	50.00
Robert Greene	75.00
Mark Hargus	100.00
Michael Henderson	50.00
Philip Howell in lieu of dues increase	100.00
JanPeter Johnsson	20.00
Gunnar Lundeberg	50.00
John McAuliffe	50.00
Joseph McShane	100.00
Edwin Pastolero	20.00
George Shaffer	40.00
Douglas Taylor	59.00
Peter Winter	100.00

West Coast Sailors

Abe Acosta	20.00
Gerald Allen	25.00
George Boyeas	25.00
Hugh Crandall	25.00
Cal Cunningham	25.00
Herman Hallman	25.00
Michael Henderson	25.00
Lester Hofstad	25.00
Joseph McShane	50.00
Rudy Menchaca	25.00
Lloyd Rust	40.00
Bruce Thompson in memory of Jimmy Dimatratos and Johnny Yee	25.00
Robert Torano	25.00
Richard Walsh	45.00

Political Fund

Abe Acosta	20.00
Brenden Bohanon	50.00
Kevin Conroy	100.00
Dan Gabaree	20.00
David Garcia	10.00
Art Garrett	50.00
Allen Gonzalez	10.00
Robert Greene	75.00
Nabeel Hafid	40.00
Michael Henderson	25.00
Monte Kalama	50.00
Kaj Kristensen	59.00
David Larsen	100.00
Gunnar Lundeberg	50.00
Scott Oliphant	30.00
Tulilo Tautala	20.00

Dues-Paying Pensioners

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

Ransom payments to pirates allowed by British court

The United Kingdom High Court of Justice, Queen's Bench division ruled on February 18, that it is wrong to categorize the payment of ransom to Somali pirates for return of a hijacked vessel, its crew and its cargo as contrary to public policy.

Coming amid rumors that the U.S. government is planning legislation to outlaw ransom payments, and an increasingly tough stance from the British government, advising against making payments, the clear judgment has reassured industry experts of their ability to continue negotiations with pirates holding crew hostage. While there is currently no legal restriction to prevent shipowners paying ransoms, the American and British governments have publicly urged the shipping industry against making payments, arguing that concessions to pirates will only encourage future hijacks.

In the High Court ruling, however, Justice David Steel stated that, "If the crews of the vessels are to be taken out of harms way, the only option is to pay the ransom. Diplomatic or military intervention cannot usually be relied upon, and failure to pay may be in jeopardy to other crews."

The legal opinion arose out of a case associated with the hijacking of the MISC chemical tanker *Bunga Melati Dua* in August 2008. While the case was brought as a result of a cargo dispute, the details of the case prompted a timely consideration of the legality of ransom payment. The case has also offered a look behind the mechanics of ransom negotiations and shed light on the limited options that are open to shipowners in negotiations with pirates.

The *Bunga Melati Dua* was released in September 2008 after MISC paid a \$2 million ransom. However, the cargo owners, Masefield, later claimed an indemnity under its cargo policy for the actual or constructive total loss of the vessel's cargo.

During the ensuing lawsuit, Masefield argued that the Court could not take into account the prospect of recovering the vessel and cargo by reason of the payment of a ransom, because such a payment was contrary to English public policy. In his judgment of the case, however, Justice Steel held that the cargoes were not totally lost, whether actually or constructively, and that the payment of a ransom to pirates was not contrary to English public policy.

The International Chamber of Shipping (ICS) similarly welcomed the judgment but went on to caution that any international attempt to ban ransom payments would be unacceptable and could compromise the safety of those already in captivity. In response to unconfirmed industry reports that U.S. government is planning a proposed United Nations Security Council amendment that would make the payment of ransoms illegal, an ICS spokesperson said that, "Until an internationally acceptable alternative is found to protect the crew, then unfortunately ransom payment must be retained as an option."

The Frank Murphy nobody knew

Sailors are often secretive about their past. Such was the case of SUP pensioner Frank "Cigar" Murphy who died in January.

Frank's longtime friend, SUP pensioner Duane Nash, came across Frank's World War II Honorable Discharge and separation papers from the Army Air Force — something Frank never mentioned.

Frank enlisted in July of 1942 and served as a parachute rigger from 1943 to 1945 at Normandy, Northern France, The Rhineland and in Central Europe. Frank wasn't over there sightseeing as he was awarded, among other decorations, a Silver Star and a Bronze Star. He was discharged from the Army in 1945 as a Corporal and joined the SUP in 1953.

Final Departures

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

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

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

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

SUP Meetings

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

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

Mariners deaths caused by alcohol poisoning

The mysterious sudden deaths of three Russian seafarers aboard a product tanker transiting the English Channel this month have been found to be due to alcohol poisoning.

A French prosecutor said that the three, who were aged 30, 34 and 47 and worked in the engine room of the Capital Ship Management-operated 37,627 dwt *Arionas* had drunk alcohol containing a fatal dose of methanol. "There is no other cause," said Le Havre prosecutor, Francis Dunbar in a press conference on March 12. A post mortem examination indicated that a half glass of the substance would have been enough to kill.

A first man died early on March 9, followed several hours later, in the early hours of March 10, by the second and third men.

The 2006-built vessel, which was enroute for Rotterdam with a cargo of brega condensate oil, was diverted to Le Havre after the master reported the deaths to the French Coast Guard Center at Jobourg in Normandy.

None of the 20 other crew members aboard the vessel, who were mainly of Russian and Filipino nationality, were affected.

Timely Reminder
Second quarter 2010
dues are due
and payable now!

SUP CONSTITUTION ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1600) payable in installments with the sum of One Hundred Dollars (\$100) 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 Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

West Coast Sailors

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. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor
BRANCH OFFICES
Seattle, WA 98106

2414 SW Andover St. (206) 467-7944
Bldg. F, Ste. 105 FAX: (206) 467-8119
Wilmington, CA 90744

533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
Honolulu, HI 96813

707 Alakea St. (808) 533-2777
FAX: (808) 531-3058

WELFARE OFFICE
(415) 778-5490
PENSION PLAN OFFICE
(415) 764-4987

Support of food aid *continued from page 1*

tic constituency for food aid, in good economic times and bad, has sustained America's food aid programs through decades of competing funding priorities. As Secretary of Agriculture Vilsack said during the 2009 International Food Aid Conference, "Our capacity to meet this extraordinary need [of global hunger] must start with a commitment to build a strong economy here in the United States. Without that strong economy, we cannot make a strong commitment to International Food Aid."

Furthermore, for decades American agriculture interests have provided a dependable source of high-quality nutritious food that is not always reliably available to local or regional markets. Given the recent food crisis experienced by many nations, in terms of price, availability, and quality, and considering the recent actions by some food-exporting nations to halt food exports when domestic price increases occurred, the amount and dependability of U.S.-produced food aid in P.L. 480 is crucial to our humanitarian assistance effort.

Using American taxpayer dollars to purchase foreign agricultural commodities would forego the unique benefits of U.S. food aid, such as predictable food aid supply, unparalleled quality, and good American jobs, when our country and food-deficit areas need them most. Nevertheless, additional resources have already been directed to so-called "local and regional purchases": USAID has been provided hundreds of millions of dollars of new funding for such purchases under Foreign Assistance Act through the International Disaster and Famine Assistance Account and Congress also established a \$60 million CCC-funded USDA pilot program in the 2008 Farm Bill to examine the potential dangers and benefits of this approach before considering further expansion of its use in conjunction with a strong in-kind food aid program centered around American commodities. Additionally, the UN World Food Program operates an enormous "local and regional purchase" program using funding available from other nations.

Restoration of Title I/Food For Progress

In recent years, only Title II has been funded, at the Expense of Title I of Food for Peace. However, the Title I concessional sales food aid program is also an important tool in the aid "toolbox". In order to ensure that countries with the most dire need have sufficient donated food aid, the coalition recommends that USDA offer the Title I concessional sales program to countries that can afford it. Title I allows us to leverage our aid dollars, helping more people in need with our limited budget resources.

To the extent that the Title I funding truly cannot be used for concessional sales, it may be converted to donations on full grant terms through the Food for Progress ("FFP") program.

Conclusions and Recommendations

Madam Chairwoman, the coalition is committed to maintaining the funding for America's food aid programs to meet humanitarian needs, enhance the potential for economic growth in recipient countries, and stimulate the economy here at home. The Coalition therefore shares your disappointment with the President's proposed "flat funding levels in the budget" for our U.S. food aid programs. Our recommendation is to increase, over time, annual food assistance with a blend of programs drawing upon the unique strengths of the different U.S. food aid program authorities. Specifically, the coalition respectfully recommends the following:

- Full up-front funding of Title II at the \$2.5 billion authorized by law, which is consistent with the FY 2008 and FY 2009 appropriation levels, and should serve to help avoid the cycle of emergency supplemental appropriations for this program.
- Title I/Food for Progress program levels should be restored to responsible levels so that the unique efficiencies of the program are not lost and more people can be fed.
- Increase funding available for the McGovern-Dole program, leveraging the special ability of this program to reach children and to spur long-term development.

P.L. 480 Food for Peace is the world's most successful foreign assistance program, and has saved countless lives. Its straightforward delivery of American food to the hungry fills a clear and immediate need overseas, and its unique architecture has made it a successful program here at home that has endured for over fifty years. While we support creative efforts to address the root causes of hunger, we cannot emphasize enough that now, more than ever, the world needs P.L. 480 food aid.

Thank you, Madam Chairwoman.

America Cargo Transport Corp.	National Association of Wheat Growers
American Maritime Congress	National Corn Growers Association
American Maritime Officers	National Council of Farmer Cooperatives
American Maritime Officers' Service	National Oilseed Processors Association
APL, Ltd.	National Potato Council
American Peanut Council	Sailors' Union of the Pacific
American Soybean Association	Seafarers International Union
Global Food and Nutrition Inc.	Sealift, Inc.
International Organization of Masters, Mates & Pilots	Transportation Institute
Liberty Maritime Corporation	United Maritime Group, LLC
Maersk Line, Ltd.	U.S. Dry Bean Council
Marine Engineers' Beneficial Assoc.	U.S. Dry Pea & Lentil Council
Maritime Institute for Research and Industrial Development	U.S. Wheat Associates, Inc.
	USA Rice Federation

First annual "Maritime Industry Sail-In"

Representatives of all sectors of the U.S.-flag shipping industry will converge on Washington, D.C., on May 13, for the first annual "Maritime Industry Sail-In" and Congressional reception. The sail-in will be an opportunity for us to explain to members of Congress and their staffs the importance of our industry to the economic and national security of the United States. The SUP and a number of other maritime labor organizations, U.S.-flag shipping companies and maritime associations are sponsoring and organizing the events. For more information, to register and to participate, please go to www.maritimeindustrysailin.com.

An advocate for the Jones Act



Photo by Randy Swindell

Colleen Hanabusa, Labor's candidate for Hawai'i's 1st Congressional District, flanked by Union attorney Charles Khim and Honolulu Branch Agent Mike Dirksen, stopped by the hall on March 9, to discuss issues concerning labor and working people in general. Brother Dirksen reports that Hanabusa is a strong supporter of the Jones Act and the U.S. merchant marine. MM&P Representative Randy Swindell and MEBA Representative Adam Vokac also attended the meeting.

Hanabusa is vying for the seat vacated by Congressman Neil Abercrombie who resigned from Congress to run full-time for Governor of Hawai'i. Hanabusa's opponent in the Special Election on May 22 is former Congressman Ed Case, a Jones Act foe.

AFL-CIO Executive Council approves action to create new, good jobs

Saying "we will be in the street wherever the fight for jobs is being fought," members of the AFL-CIO Executive Council on March 2, issued a call to action for the entire Union and progressive movement to put America back to work and ensure those whose reckless acts created this jobs crisis pay a price.

At its meeting in Orlando, Florida, the AFL-CIO Executive Council approved a statement saying in part: "Mass unemployment is intolerable. Action is required. The AFL-CIO calls upon the entire labor movement—our affiliated unions, our state and local labor councils, the millions of members of Working America and our allies in communities and progressive movements across this country—to come together in a great effort to create and protect good jobs. This campaign for jobs must be carried out at every level—in Washington, D.C., in state capitols and city halls, in boardrooms and workplaces and in living rooms across this country."

The council outlined an ambitious plan that targets politicians who vote to deny aid for the unemployed and against action to create jobs. It also calls for strong actions against Wall Street firms that pay bonuses but won't pay taxes and against corporations that take the public's money and use it to downsize and outsource jobs.

Saying that to date, neither Congress nor the Obama administration has proposed a jobs bill on the scale that is needed to close our jobs gap, the council urges enactment of the AFL-CIO's five-point plan for good jobs now. The five-point plan calls for: Extending current federal supplemental unemployment benefits programs to prevent a downward spiral as families fall into bankruptcy and lose their health care and their homes to foreclosure; Investing the money to meet the \$2.2 trillion in unmet infrastructure needs, while including prevailing wage protections and strong Buy America provisions; Helping state and local governments meet pressing needs to overcome an estimated \$180 billion shortfall in the fiscal year 2011 and \$588 billion over the next four years; Putting people back to work doing work that needs to be done by preserving good public jobs that provide vital services and capacity for building strong communities. In addition, expansion of vital services in targeted areas can reduce unemployment and provide infrastructure for economic growth, and; Easing the credit crunch for small- and medium-sized businesses by establishing a fund to lend TARP money to small- and medium-sized businesses at commercial rates, managed by the community banks left out of the Wall Street bailout, with the banks taking first-dollar risk.

It is only fair to ask Wall Street to pay for repairing the economy, the council said. The union leaders support a four-part package of measures to ensure the government has the funds to pay back what we have to spend to create jobs. These measures include imposing fees on Wall Street banks to pay back the cost of the bank bailout and a special levy on Wall Street bonuses.

The council also says it supports taxing the income of hedge fund and private equity managers at ordinary income rates, by closing the carried interest loophole.

The AFL-CIO also joins the International Trade Union Confederation (ITUC) in supporting a financial speculation tax and calls on the Obama administration to support the proposals for an internationally coordinated adoption of such a tax by the world's major financial market countries.

In addition, the council adopted a plan for mobilizing union members, communities and allies. The council called for all parts of the labor movement to act as one to restore good jobs for all Americans and to seek bold action from Washington, from state capitols and from local government, holding elected officials and the private sector accountable for what they do or don't do.

Maiden voyage of the Oregon Voyager



Photo: Anthony Poplawski

The crew of the Oregon Voyager (ex-Seabulk Energy) takes a blow in Mobil prior to beginning her maiden voyage under the Chevron Shipping Company house flag. In the back row from left are: Earl Eastmark, Bill Fisher, Bosun Paul Seager, Antonio Campos, Dan Andresen, Cesear Fiones, Zack Reykdal, Isagani Cruz. Front left: Ryan McCree, Brandon Keopuhiwa, Danny Perez. "First-class crew for the Oregon Voyager," C. Gruelund, Master. The SUP represents all unlicensed personnel in Chevron's U.S. flag fleet.

The U.S. must act now to combat maritime piracy

The following resolution was passed by delegates to the Transportation Trades Department (TTD) Executive Committee in Orlando, Florida on February 8:

The increasing threat posed by criminal acts of marine piracy requires an aggressive response from our government to protect the lives of American merchant mariners and maintain the stability and integrity of the U.S. maritime industry. The United States-flag fleet contributes to the economic, political and military security of our nation, and it is incumbent on our government to ensure that the industry and its workforce can continue to safely serve the nation. Meeting this demand will require federal government action to help repel and deter acts of piracy, respond quickly and forcefully when acts of piracy occur against U.S.-flag ships, and engage with the international community to address the long-term causes and consequences of pirate activity. A failure to act may imperil the U.S.-flag industry and jeopardize our overseas military and humanitarian aid operations.

For American mariners working aboard U.S.-flag vessels, and for mariners working aboard foreign flag vessels, the dangers of piracy have increased dramatically. Last April, two U.S.-flag ships, the *Liberty Sun* and the *Maersk Alabama*, were attacked by heavily armed pirates off the coast of Somalia while transporting humanitarian aid on behalf of the U.S. government. These attacks against U.S.-flag vessels were not an anomaly. In fact, the intensity and frequency of pirate attacks significantly threaten the operation of the international maritime industry. According to the International Maritime Bureau (IMB) of the International Chamber of Commerce, pirate attacks increased 38 percent in 2009, setting a new record. Meanwhile, attacks are becoming more violent as pirates with heavy armaments and highly sophisticated equipment increasingly target crewmembers and their vessels.

Unfortunately, in the 10 months since the April 2009 attacks, not enough has been done to protect U.S. mariners operating in high-risk regions. The continuous and lethal nature of the threat demands a more aggressive and affirmative response by the U.S. government. Specifically, transportation labor believes the most effective means to prevent and repel acts of piracy is for our government to immediately provide U.S.-flag vessels operating in high risk waters with on-board armed force protection. Although the Administration has yet to agree to take such action, we remain convinced this represents the most effective course of action. More delay only increases the threat to mariners serving our nation.

Representative Elijah Cummings, chairman of the Coast Guard and Maritime Transportation Subcommittee, offered an amendment to H.R. 2647, the Department of Defense (DOD) authorization legislation, requiring the Secretary of Defense to provide embarked military personnel on board U.S.-flag vessels carrying government cargoes in regions at high risk of piracy. The amendment, which passed the House overwhelm-

ingly, was subsequently stripped in the House-Senate Conference Committee. Although we acknowledge the incredible demands on and limited resources of our military forces, the Maritime Administration estimates that only a small number of the 54 U.S.-flag ships that operate in the Horn of Africa over the course of a year, around one per week, would require such assistance - suggesting a very workable and limited program that should not place an undue burden on our military. When a vessel flies the United States flag, it is an extension of our country.

Accordingly, it is appropriate for the U.S. government to assume primary responsibility for the security of U.S. merchant vessels and their American citizen crews. It is unrealistic to believe that private industry alone has the capability to effectively deter such well-armed and dangerous international criminals. However, in the absence of military support, a private security detachment comprised of a few highly qualified and trained personnel can be effective in providing protection from pirate attacks. We support the decision of the DOD to assist U.S.-flag operators carrying military cargo to contract with private security forces. It is imperative that all federal agencies follow the DOD's example to ensure all U.S.-flag ships transporting government cargoes are similarly protected if military personnel are not placed aboard. Otherwise, if the exclusive cost and responsibility of fighting piracy is placed on U.S.-flag operators, we will weaken the economic and strategic viability of the U.S.-flag maritime industry.

When force is used to repel or respond to a pirate attack, there are a number of issues, including concerns of command and liability that warrant further consideration. Specifically, the use of force may leave crewmembers potentially liable for actions taken in their self-defense during circumstances beyond their control. Consequently, Representative Frank LoBiondo, Ranking Member of the Coast Guard and Maritime Transportation Subcommittee, has introduced liability legislation to protect crewmembers for actions taken to defend themselves, their shipmates and their vessel from acts of piracy. Representative LoBiondo's legislation has been passed by the House of Representatives and we urge similar and immediate action by the Senate.

While embarked force protection will help U.S.-flag vessels and their crews respond to and repel acts of piracy, addressing piracy over the long-term will require a coordinated international effort. In addition to working to improve the political and economic instability at the root of piracy, the United States must work in concert with the international community, both strategically and financially, to prevent and deter illegal pirate activity. Accomplishing this will require a uniform approach to threat mitigation, incident response, vessel and crew protection and the prosecution of pirates. However, we categorically reject international

Greed, not need, drives health care insurance costs up

As members of Congress continue to debate health care reform, they should read a new report that shows insurance companies have nearly doubled the cost of premiums over the past eight years. That's twice the rate of medical inflation and more than three times faster than wages in the same time period.

The report from Health Care for America Now (HCAN) sets the record straight on insurance industry claims that huge increases in premiums are the result of rising health care costs driven by doctors and hospitals. HCAN is a national grassroots campaign of more than 1,000 organizations in 46 states representing 30 million people dedicated to winning quality, affordable health care.

Richard Kirsch, HCAN's national campaign director, said during a recent press conference call that insurance premiums went up 97% for families and 90% for individuals from 2000 to 2008. Underlying medical inflation, calculated from the Consumer Price Index, went up only 39%.

In short, over the past eight years, premiums almost doubled, but medical inflation went up only 39%. Premiums rose two times faster than medical costs and more than three times faster than wages, which only rose 29% in the same time period.

Yet, companies like WellPoint are raising premiums by as much as 39% in California and by double digits in at least 11 states. So while doctors and hospitals are making more profit than they used to, insurance companies are raising their rates much faster than even that—more than 20% faster than the amount they are paying doctors.

No wonder insurance companies are making record profits. Gaining control over rising and irrational costs is one of the main goals of the AFL-CIO health care reform effort.

Last year, the five largest insurance companies had 2.7 million fewer policyholders and still made record profits. The money, HCAN says, goes to salaries and perks. In fact, according to the report, from 2000 to 2008 insurance companies spent \$716.4 billion of premium dollars on administrative costs, CEO salaries and investor profit, almost enough to pay for the entire health reform bill.

One more reason why it is important to get health care reform right. Says HCAN: "The underlying cost of medical care is not driving insurance rate hikes. Greed is the singular driving factor at work. And our health care system must be reformed to fix this glaring, deadly problem."

GOP candidate for Governor puts Union in her crosshairs

Billionaire Meg Whitman, a Republican candidate for California Governor, has focused on attacking Unions, particularly those representing public employees.

Her TV commercials attack her GOP Primary Election rival Steve Poizner for "joining liberal Unions" to support a 2000 ballot measure that lowered the vote threshold to pass school bonds. She rejects a timeline to release her taxes as coming from a "Union front" for Democratic gubernatorial candidate Jerry Brown. She insists that state employees make financial concessions to help balance the state's budget.

Whitman wants to cut 40,000 workers from the state payroll and raise state workers' retirement age from 55 to 65 plus double that amount of wage contributions to their pension plans from 5% to 10%. Although she has never negotiated a Union contract, she told the California Republican Party Convention on March 13, that "the era of a defined benefit pension program is over relative to a defined contribution plan."

Deborah Burger, President of the 86,000 member California Nurses Association says Whitman's proposals for public workers are essentially a pay cut. Whitman "is attacking people who can't damage her politically," said Burger.

Whitman isn't the only Republican attacking Unions, Poizner said to the party convention that, "we have to curb the power of Unions."

continued on page 11

Workers crushed by Toyota

California has been very, very good to Toyota. It is one of the largest markets in the world for the popular Prius hybrid. Nearly 18 percent of all Toyotas sold in the U.S. are sold in California. The state has showered the company with benefits, including large-scale infrastructure improvements for its operations and millions of dollars for worker training. California is one of the key reasons that Toyota is the wealthiest carmaker on the planet.

Toyota is paying the state back with the foulest form of ingratitude.

The company is planning to shut down the assembly plant in Fremont, Calif., that makes Corollas and the Tacoma compact pickup. The plant closure will throw 4,700 experienced, highly skilled and dedicated employees onto the street during the worst job market since the Depression, and it will jeopardize nearly 20,000 other jobs around the state.

It is a cold and irresponsible act on Toyota's part, a decision that was not necessary from a business standpoint and that completely disregards the wave of human misery it is setting in motion.

The New United Motor Manufacturing Inc. plant (generally referred to as NUMMI) began as a joint venture between Toyota and General Motors in 1984. G.M. abandoned the venture when it collapsed into bankruptcy proceedings last year. Toyota declared that the plant was no longer viable because of the absence of G.M. and announced that it would close at the end of this month.

What has not been made clear to the public is that for many years the plant has been used primarily to produce vehicles for Toyota, not General Motors. A report prepared for a state commission that has been seeking to avert the plant closure noted that "G.M. accounted for only 10 percent of the plant's production last year and an average of 15.4 percent between 2001 and 2009."

In fact, from Jan. 1 to Feb. 27 this year, with G.M. gone, Toyota produced 61,000 sparkling new vehicles at the plant. That was more than double the 27,000 that were produced in the same period in 2009, when G.M. was part of the operation.

The report, written by Harley Shaiken, a labor professor at the University of California, Berkeley, noted that "Toyota could easily fill its production lines at NUMMI by building a higher percentage of the Corollas it sells in the U.S.," or by adding a new model to the plant — a hybrid, for example.

What we're dealing with here is the kind of corporate treachery toward work-

ers and their local communities that has ruined countless lives over the past several decades and completely undermined the long-term prospects of the economy.

The NUMMI plant is a heck of a lot more viable than the nonstop disassembling of top Toyota executives. The company could keep the plant open and profitable if it wanted to. But, instead, it has decided to shift the production of these vehicles to Japan, Canada, Mexico and Texas.

The scale of the ingratitude is breathtaking. The U.S. is the largest market for Toyota vehicles in the world, larger even than Japan. The Corolla, one of the vehicles produced at NUMMI, is the best-selling car of all time.

Beyond sales, Toyota has reaped endless benefits not just from California, but from the U.S. government and other states as well.

The federal cash-for-clunkers program, for example, was a bonanza for Toyota. As Professor Shaiken's report put it: "The automaker ranked first in 'Cash for Clunkers' sales in summer 2009, a stimulus effort that allocated \$3 billion in incentives to trade in older models for newer, more fuel-efficient ones. The Corolla proved the most popular model."

Among the infrastructure investments made by California on behalf of the NUMMI plant was the dredging of the Port of Oakland 12 years ago at a cost of \$410 million. That was done to accommodate the types of cargo ships required by the plant.

It will be a crushing economic blow if Toyota, as planned, high-tails it out of Fremont. Like the rest of the nation, California is struggling with the worst employment crisis since the 1930s. The NUMMI plant closure would be the single biggest layoff in the state since the start of the Great Recession in December 2007.

Those who are trumpeting the alleged fact that the recession is over should consider that the unemployment rate in California in January (the last month for which complete statistics are available) was a mind-numbing 12.5 percent. That was the fifth worst in the nation. In eight California counties, the jobless rate — not the underemployment rate, mind you, but the official jobless rate — was higher than 20 percent. Those counties are suffering through a depression.

The human toll behind such data is of no apparent interest to the fabulously wealthy Toyota operation.

Source: *The New York Times*, March 16, 2010

Author: Bob Herbert

Alongside in Florida



SUP President Gunnar Lundeberg visited the *USNS Waters* last month at Cape Canaveral Air Force Station. Pictured from left: Delegate Barbara Shipley, Bosun Ken Hertzstine, Lundeberg, AB Mike Staley, AB Scott Weideman and O.S. Rodney Cho. The *Waters* is a special mission vessel operated by Patriot Contract Services for the Military Sealift Command.

President Obama unveils plans to double U.S. exports in the next five years

President Obama unveiled plans to double U.S. exports over the next five years in hopes of spurring job growth, an ambitious goal that may rekindle the battle over free-trade policy.

The president acknowledged the formidable barriers to his goal: doubts in Congress over new free-trade agreements, misaligned currencies that make Chinese products cheaper on global markets, and continued weakness in global demand, all problems that could dwarf efforts to promote U.S. products and services abroad.

But, Obama said in a speech, "in a time when millions of Americans are out of work, boosting our exports is a short-term imperative."

"We are at a moment where it is absolutely necessary for us to get beyond those old debates.... Those who once would oppose any trade agreement now understand that there are new markets and new sectors out there that we need to break into if we want our workers to get ahead," he said.

The U.S. economy has gone through spurts in which exports have doubled—or nearly so—within five years, most recently from 2002 to 2007, when a cheap dollar gave American products and services a competitive edge. But a repeat may be tougher in the current global climate, with the dollar strengthening against some key currencies.

The president may also face domestic opposition over a renewed emphasis on free-trade policies that some argue have helped shift U.S. manufacturing jobs overseas—a sensitive issue at a time when unemployment remains at nearly 10 percent. Predicting such an argument, Obama said Thursday that although he sympathized with communities that have lost factories and livelihoods to overseas labor, the country needs to recommit to free trade in a way that ensures Americans benefit through the opening of new markets for their goods and services.

"There is no question that as we compete in that global marketplace, we've got to look out for our workers," Obama said. "But to look out for our workers, we've got to be able to compete in the global marketplace."

Designed to deliver on a pledge he made in his State of the Union speech, Obama's plan includes \$2 billion in new export financing through the Export-import Bank, which helps U.S. companies finance overseas sales; establishment of a Cabinet group to promote U.S. goods and services abroad; and an expanded role for the Nixon-era President's Export Council, to be chaired by W. James McNerney, Boeing's president and chief executive. Restrictions on the overseas sale of some high-end technology goods may also be eased.

If successful, the president said, the program would create 2 million jobs. Experts said the viability of that figure would depend on the type of exports that are expanded.

NOL volume surges, yield drops

APL, the liner shipping subsidiary of Singapore-based Neptune Orient Lines, handled 307,400 40-foot equivalent units in the six weeks from December 26, 2009, to Feb. 5, 2010, up 63% from the comparable period a year earlier, as volume rose in all major trade lanes in the run-up to the mid-February Chinese New Year.

But NOL said average revenue per FEU declined 9% year-over-year, to \$2,417, as improvement in the Asia-Europe trade was not enough to offset "lower core freight rates," particularly in the trans-Pacific, and changes in the company's freight mix.

However, average revenue per TEU climbed 10% compared with the previous six-week period ending December 25 as rates climbed in key trade lanes, including in the trans-Pacific, where an "emergency revenue charge" took effect on January 15.

The 307,400 FEUs in the latest period also represented a 1.7% decline from the 312,500 FEUs handled in the previous six weeks.

Trans-Pacific volume was particularly strong in January and early February as importers raced to restock shelves ahead of the Chinese New Year celebrations, when factories typically shut down for a week or two. Combined with capacity cutbacks and other management programs such as slow-steaming, the rush in demand led to a rate rally, but also caused significant backlogs in Asia, especially China.

P/V Drake goes on station



Photo: Leo Moore

On March 11, the *Pilot* vessel *Drake* successfully completed its maiden voyage. The "plank owning" crew are from left: Operator Mark Hargus, Steward Klaus Lange, Chief Operator Mike Sposeto, Operator Trainee Adian Minty, Operator Erroll Cody. The *Drake* is a Station Boat owned and operated 11 miles west of the Golden Gate by the San Francisco Bar Pilots.

ESU Office Assignments

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

ESU NEWS

MARCH 2010

Official Publication of the Exxon Seamen's Union

April-June lump sum pension rate remains at 4.00%

The interest rate for calculating the lump sum payments of ExxonMobil pensions for April-June 2010 retirements will remain unchanged from the current 4.00%. If you are thinking about retirement regardless of your age, the time to begin sound financial planning is today. Becoming familiar with the resources available to employees is valuable at any stage of your financial planning. From both a personal and financial perspective, beginning the transition to retirement is a process that takes planning. The following information is intended to provide a simple guide of activities to help with planning a transition from active employment with the Company.

Up to two years from retirement

- Get Personal Identification Number (PIN) information and request a retirement estimate from ACS. Keep in mind PINs are required to access the Savings Plan and Pension Plan systems.

- Address any administrative issues regarding distribution of your assets. Orders related to divorces (QDRO) issues can cause substantial delays in the retirement process. Confirm with retirement services that they have all the information necessary to release your pension.

- Review Beneficiary Designations – While you are not required to fill out beneficiary designation forms upon retirement, it is encouraged in order to keep information current.

- Attend a Retirement Seminar and gather free financial planning information from Ernst & Young (E&Y). Employees are eligible to attend two courses if 15 years of benefit service will be reached by age 50. For scheduling in-

formation, contact Marsha Shorts in Fleet Manning.

At least one year from retirement

- Request a final retirement estimate from ACS and a Social Security estimate.

- Prepare for the financial transition – build a cash nest egg – just in case there are any unforeseen events.

Six months from retirement

- Attend a second retirement seminar.

- Review your final estimate – you should have received the final retirement estimate. With this information you can evaluate the different commencement options available with Social Security.

- Ensure Fleet Manning has your retirement date in order to submit Smart Forms and prevent delays. Contact Fleet Manning well in advance of your anticipated retirement to assist with completing the necessary paperwork (ESU advises 120 days if possible). This will facilitate timely transfer of benefits to the retiree system and pension payment.

Key contact information

PIN Information

Savings Plan (CitiStreet) 877-966-4015

Pension Plan (ACS) 800-628-2847

Fleet Manning

Marsha Shorts: 713-656-2991

Pension Estimates

ExxonMobil Benefits Service Center:

800-682-2847

General Information

ExxonMobil Benefits Service Center:

800-682-2847

www.exxonmobilfamily.com

Ernst & Young Financial Planners

866-966-1337

Maintenance skills training class begins in April

On April 19, the first of several planned unlicensed skills training classes will begin in the Pleasant Hill/Vallejo, California area. This new class has been in development over the past year by the Joint Union Management Training Committee (JUMTC). ESU Engine and Deck Trustees, William Ackley and Pat Campbell have spent a great deal of time working on the course content along with Captain Nils Knutstad and 1st Assistant Engineer Jay Norman to develop a class that provides beneficial training for the unlicensed Deck and Engine department personnel.

Part of the training will be conducted at the hotel in Pleasant Hill and two days of training will utilize the facilities at the California Maritime Academy. A few of the course subjects include, hand tool safety and use, paint and coating preparation, electrical safety and mooring line safety and splicing. The first day of this class will be devoted to cover business topics similar to those that are covered at the annual officer's conferences. This business training day will be lead by SeaRiver management personnel from the office in Houston. Lodging will be provided at the Courtyard by Marriott which is located close to nearby entertainment, shopping and several restaurants.

There are two other classes on the schedule this year, one will run the third week of September in conjunction with Advance Deck Operations (ADO) and Advance Engine Operations (AEO) and the third class will be held the second week of November. Please see the 2010 training calendar for specific dates. The first class is nearly full and if you're unable to attend, please consider one of the two remaining classes that are scheduled later in the year. Contact Helen Wright in Fleet Manning if you are interested in attending. As always, the Union encourages all members to participate in the courses that are available to them.

All members are reminded of the following Contract language to consider for your return travel from the class. *For employees going to paid leave from training and using air travel, dead time will be paid through the last day of the course with no extension except as follows:*

If in arranging the itinerary, the COMPANY's travel agent is unable to obtain a return flight for the employee that leaves before 8:00 p.m., then the employee can elect to stay overnight with COMPANY arranged lodging.

If the travel agent is unable to obtain a flight that leaves before 11:00 p.m., then the employee will be eligible for both the overnight lodging and his/her dead-time pay will be extended through the next day.

Aramark clothing clarification

Recently, the ESU was made aware of a problem when ordering arctic clothing from the SeaRiver contracted vendor website (Aramark) that pertains to the 20% employee discount. As everyone should be aware, Aramark provides a 20% discount to SeaRiver employees on regular priced arctic clothing. It seems that employee orders have been over the limit because everyone was unaware that the prices that are listed on the website are already priced to reflect the 20% reduction. Under the Arctic Clothing Program, the maximum reimbursement is \$350 every 3 years through the vendor (Aramark). All orders must be submitted at the same time. Purchases are for items such as, outerwear, rain gear, thermal underwear and/or insulated winter boots with reinforced steel or fiberglass toe.

The ability for employees to order clothing that is direct billed to the Company at the online site started in 2009. If you are looking to order at the Aramark website, the internet address is www.aramark-uniform.com/mysite. To log on to the site the username and password is ocean1 for both. There is a dedicated account manager assigned to our group and this person has a list of SeaRiver employees and which employees are eligible to order clothing.

You can still order by submitting a form to Aramark and each vessel now has an updated catalog with available clothing. If you submit an order form and use an Aramark catalog book that is available on the ship, you will still need to calculate the 20% reduction on the prices that are listed in the catalog.

Incidentally, the Union has received complaints about the Arctic Clothing program, particularly with the Company vendor Aramark. Chief among those complaints include, discontinued items and the lack of available inventory. Additionally, there is the inherent problem with ordering clothing before you have a chance to try in on and if it doesn't fit you have to go through the hassle of making an exchange.

The ESU will continue evaluate this Contractual benefit in advance of next year's Contract negotiations and perhaps we will revisit this issue. Maybe it would be better to go back to the old way of submitting receipts or perhaps some other method or vendor but in any case any changes to the Arctic Clothing program will have to wait until next contract negotiations since the current Contract specifies, "through a Company vendor".

Marlinspike sailors



Aaron Rathbun demonstrates his proficient Marlinspike skills on the deck of the Kodiak. AB Joseph Villarta (right) and MS Tracey Johnson (center) lend Aaron a hand with the all important lock stitch in the splice. During this time period over half of the vessel's mooring lines received new eyes thanks to ship board personnel. Photo taken by Ship Rep. Tim Williams.

ESU News

Need to file a new W-4 Form?

During 2009 and again in 2010 most wage earners will benefit from larger paychecks as a result of the changes made to the federal income tax withholding as outlined under the Making Work Pay tax credit. However, some individuals may discover when they file their tax returns that the changes built into the withholding tables may result in less tax being withheld than they would have preferred. Each member is encouraged to evaluate your federal income tax withholding and should you believe it necessary to submit a revised W-4 form you can mail the form to the following address: ExxonMobil Payroll, P.O. Box 3187, Houston, Texas 77252-9950

A W-4 Form can be found at the following internet addresses: www.exxonmobilfamily.com or www.irs.gov or contact the ESU to receive one by mail.

Why should you check your withholding?

You should try to have your withholding match your actual tax liability. If not enough tax is withheld, you will owe tax the end of the year and may have to pay interest and a penalty. If too much tax is withheld, you will lose the use of that money until you get your refund. Always check your withholding if there are personal or financial changes in your life or changes in the law that might change your tax liability.

When should you check your withholding?

The earlier in the year you check your withholding, the easier it is to get the right amount of tax withheld. You should check your withholding when any of the following situations occur.

You prepare your 2009 tax return and get a big refund or you have a balance due which is more than you can comfortably pay.

How do you check your withholding?

The IRS website has a Withholding Calculator that can help determine whether you need to submit a new W-4 Form to your employer. If you are not having enough tax withheld or you are having too much tax withheld, you should either increase or decrease your withholding on the W-4 Form.

What if not enough tax is being withheld?

If not enough tax is withheld you should submit a new W-4 Form showing a reduced number of withholding allowances or an additional amount to be withheld from your pay. Factor that may affect not having enough taxes withheld are: You have more than one job, your spouse also works or you have taxable income not subject to withholding taxes (i.e. rental income, interest payment, dividends).

What if too much tax is being withheld?

If too much tax is withheld, you may receive a large refund when you file your return. If you would prefer to receive the money during the year, you should see if you qualify to have less tax withheld. If so, you can submit a new W-4 showing more withholding allowances. There is a good chance you are having too much tax withheld if: You receive a big refund for 2009 and your income, adjustments, deductions, and credits will remain about the same this year.

For more information to help determine your withholding you should review the instructions in Publication 919 that can be found under the Withholding Calculator section on the IRS website.

Lillian Jones retires

On March 1, 2010, QMED-Oiler Lillian Jones, elected to retire with over 31 years of service in the Esso, Exxon and SeaRiver Fleets. Lillian began her career in August of 1976 on board the *SS Exxon Huntington* where she sailed in the Steward's Department.

Like her father, Chief Engineer Isaac Jones, Sr. and brother QMED-Oiler, Danny Jones, Lillian had a desire to pursue a career as a member of the Engine Department. Based on her skill level and recommendations from her senior engineering officers, Lillian was selected to participate in the Company's Oiler Trainee program. Lillian was the first female employee in the Fleet to be selected for the program, pass her Oiler examination, and then progress to the Oiler rating.



Lillian continued in various Oiler positions in the Fleet until she left the Company for a short time in 1981. She was rehired in 1984 and continued to sail as AOiler, COS Oiler and was eventually promoted to Maintenance Operations Assistant (MOA). Through collective bargaining, the MOA and AOiler ratings were consolidated and since then Lillian has spent the last several years sailing on both steam and motor ships in the Fleet.

Her last vessel assignment was on the *S/R Wilmington* where the crew honored her accomplishment and contributions with a traditional shipboard retirement ceremony on February 17. Lillian is the third person from her family to retire from the Company and between Lillian, Danny and their father they accumulated a combined Company service in excess of 100 years.



During Lillian's last vessel assignment in February the crew on the *S/R Wilmington* honored her time with the Company with a traditional shipboard retirement ceremony. The crew presented Lillian with a very nice Chelsea clock in recognition of her 31+ years of service. Pictured from left to right; Keith Francis, Captain Bill Skahan, Lillian, Emilio Melione, Gerald Holmes, Vern Decker and Frank Simpson. The rest of the crew were also attendance but not pictured: Photo by Winston Howerton.

The Exxon Seamen's Union would like to express its most sincere thanks to Lillian for her support to the ESU throughout her career. Lillian was not only an excellent shipmate, but also a loyal Union supporter. Lillian was one of those rare shipmates who impressed everyone who had the pleasure to sail with her, with not only her skill as a mariner but more importantly with the quality of her character. She will always be remembered as a person of honesty and integrity and as a genuine friend and respected shipmate. The ESU Board and the entire membership wish Lillian nothing but the best of times during her retirement years.

Change in payroll printing & mail services

Payroll printing and mail services for checks and pay statements, which are currently handled by Global Real Estate & Facilities (GREF) in Texas for all US ExxonMobil companies, will be subject to a process and system change during March, 2010.

This change will result in this activity being managed by a third party vendor located in Maryland (MD). Given the change in vendor location, employees may experience a slight delay in the receipt of paper checks and pay statements; however, all are expected to be received on or before the defined payment date. Additionally, slight format changes in the pay statements (such as printed bar code and new paper color), checks (such as new paper color), and envelopes (window displaying ExxonMobil logo on inserted pay statement) are introduced with this implementation.

If you have any questions, please contact U.S. Payroll by e-mail at (713) 680-5858 or 1-800-262-2363 opt.1, 1.

Ship reports

S/R American Progress

The vessel continues to trade in the ANS crude trade between Valdez and the Puget Sound area. Gordon Gibau is filling in as Ship Representative. Management has finally given up on fixing the Sat TV unit on the American Progress. The unit has not worked since they installed it a few months ago. This unit was originally intended for the *Baytown* but with the *Baytown's* status uncertain, management decided to install this unit on the AP. Repair guys have been to the vessel several times and replaced parts and did get it up and running but as soon as the ship left the dock it would go out again. Shoreside support is in the process of getting a brand new unit for the ship and the ESU office was told that the Company would like to install before the ship goes to the shipyard (mid-summer).

S/R Baytown

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

Kodiak

Board officer visited the vessel on

February 22, at the Chevron Long Wharf in Richmond, California. Michael Harrison is filling in as Ship Representative and reports no problems. The vessel's just completed a split discharge between the Puget Sound and San Francisco.

S/R Long Beach

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

Sierra

Board officer visited the vessel on February 19, at the Chevron Long Wharf in Richmond, California. Joe Bernavich is filling in as Ship Representative. The vessel most recent discharge port was in the Puget Sound.

S/R Wilmington

Board officer visited the vessel in Beaumont, Texas, on March 17. Vessel continues the MOGAs run between Beaumont, Texas and Florida. Regular Ship Rep. Jeff Harris on board. The Ship incurred a lengthy delay the last time in Beaumont due to various terminal issues.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

913-A Hardesty Avenue, Seabrook, TX 77586

Tel (281) 474-2430 Fax (281) 474-2463

E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Frank O'Malia

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick



SUP President's Report

March 8, 2010

SUP MONEY PURCHASE AND 401(k) PLANS

The Standard, the third party administrator that provides administrative services for the Money Purchase Pension and 401(k) Plans, appears to finally be performing —almost— in accordance with the agreement with the Plan. The fourth quarter statements were mailed to participants on March 5, except those participants who are employed by Foss. According to The Standard, Foss work days need to be checked for accuracy with statements going out by March 12. Statements for the first quarter of 2010 will be mailed by April 21.

Participants are urged to carefully review their statements. If there are any errors, contact SUP Plan Administrator Michelle Chang at 800 796-8003, or The Standard at 800 858-5420.

GOVERNMENT VESSELS

On February 4, the Maritime Administration issued a notice that the agency intends to issue a Request for Proposal (RFP) for the operation and maintenance of 11 National Defense Reserve Fleet (NDRF) and Ready Reserve Force (RRF) vessels. The vessels are the *Algol*, *Altair*, *Antares*, *Bellatrix*, *Capella*, *Denebola*, *Pollux*, *Regulus*, *Pacific Collector*, *Pacific Tracker*, and *Cape Jacob*.

The RFP was scheduled to be available by electronic posting on February 12, however, as of today's meeting, the RFP has not been released.

Both Matson and Patriot Contract Services intend to submit bids for the vessels with the SUP, MFOW and SIU-A&G assisting both companies in formulating a competitive proposal.

On February 18, the SUP, MFOW and SIU-A&G were notified by Patriot that an amendment had been made to the Military Sealift Command's RFP for the operation and maintenance of 11 Maritime Prepositioning Force (MPF) vessels.

The vessels, locations and delivery dates are as follows: *USNS Williams*, Saipan, June 6, 2010; *USNS Obregon*, Mediterranean, June 15, 2010; *USNS Martin*, U.S. East or Gulf Coast, July 1, 2010; *USNS Kocak*, Diego Garcia, July 1, 2010; *USNS Bobo*, U.S. East or Gulf Coast, July 15, 2010; *USNS Pless*, Saipan, July 29, 2010; *USNS Lopez*, Diego Garcia, November 20, 2010; *USNS Lummus*, Saipan, March 6, 2011; *USNS Stockham*, Diego Garcia, April 1, 2011; *USNS Wheat*, Eastern Europe, April 1, 2011; and *USNS Button*, U.S. East or Gulf Coast, May 22, 2011.

Patriot is a competitive-range bidder and intends to provide an updated final offer. Matson is also bidding for the vessels.

FOSS MARITIME COMPANY

As reported last month, a caucus was held on February 8, with SUP members employed by Foss to discuss allocating \$3.00 per manday worked to the hiring hall fund (Joint Employment Committee Trust) from the 3.5% wage increase that becomes effective March 1. This allocation is the same that was approved by the membership at the June 2009 Union meetings from last year's Matson and APL wage increases in order to financially assist the Union.

In attendance at the February 8 caucus was Cesar Mendoza, Eric Partika and Karl Turner. The following day another caucus was held with Alex Castillo, John Crockett, Mike Higa, Mel Jackson, Kelly Johnson, Peter Leo, Don Nichols, Joe Plant, Franklin Pringle, Tom Tynan, Greg Vogeazopoulos, Eric Weintraub and Dennis White in attendance. Vice President Dave Connolly and your secretary participated in both meetings. After a full and thorough discussion of the issue, both caucuses voted overwhelmingly in favor of the allocation.

For steady, scheduled personnel the allocation is straight forward: The March 1, 2010 hourly rate reflecting the 3.5% increase was multiplied by the 12-hour day. Then the \$3.00 was deducted from daily rate and the new daily rate was divided by 12 to achieve the new hourly rate.

Comparing the allocated and unallocated rates, steady scheduled personnel will receive up to 2.67% wage increase after the allocation. Overtime rates, sick leave and vacation pay were not impacted by the allocation and will reflect the negotiated 3.5% increase.

For call-out personnel, two straight time rates were created. The first (CALL 1) is the 8-hour straight time rate after the \$3.00 allocation for those in first call-out status. For a call-out that begins on one day and carries over to the next day, only one \$3.00 contribution will be made. The second (CALL 2) is the unallocated straight time rate (reflecting the full 3.5% increase) which will be paid for a second call-out within a 24-hour period. As with the steady, scheduled personnel, overtime rates, sick leave and vacation pay will reflect the 3.5% increase.

		Straight Time	Over-time
Tankermen	Steady	\$34.12	\$51.56
	CALL 1	\$34.00	\$51.56
	CALL 2	\$34.37	\$51.56
Engineer, Licensed	Steady	\$32.96	\$49.82
	CALL 1	\$27.06	\$41.15
	CALL 2	\$27.43	\$41.15
Deckhand Engineer	Steady	\$31.25	\$47.25
	CALL 1	\$25.07	\$38.16
	CALL 2	\$25.44	\$38.16
Licensed Deckhand	Steady	\$31.25	\$47.25
	CALL 1	\$25.07	\$38.16
	CALL 2	\$25.44	\$38.16
Deckhand	Steady	\$24.77	\$37.53
	CALL 1	\$20.35	\$31.08
	CALL 2	\$20.72	\$31.08

Recommend general membership ratification of the Foss allocation.

APL: GLOBAL GATEWAY CENTRAL

As the membership is aware, the SUP, MFOW, ILWU Local 10 and APL have a jurisdictional agreement (Appendix VI of the 2005-2015 collective bargaining agreement) covering maintenance and repair work at Global Gateway Central (formerly Middle Harbor Terminal) in Oakland.

Stephen Hessenauer, Director of Terminal Operations for Eagle Marine Services and Steve Larripa, Maintenance and Repair Manager, requested a meeting with MFOW President Anthony Poplawski and your secretary regarding the cargo requirements of a specific shipper.

The parties met at MFOW Headquarters on February 10. The company representatives stated that their largest reefer container client —Tyson Foods— requested that containers to be loaded in Omaha, Nebraska not be washed or pre-trip inspected prior to being sent to Omaha. The client further told the company that cargo (frozen pork) in APL containers had been tampered with, resulting in the cargo being condemned and rejected. Therefore the client requested that reefer containers be repositioned to Omaha where, under the supervision of the shippers representatives, the containers would be washed and pre-trip inspected prior to cargo loading. Hessenauer and Larripa asserted that the inability to reposition empty containers from Oakland would result in reduced or eliminated bookings with the customer.

After a lengthy discussion on the issue, the parties agreed to the following on a trial and non-precedent basis not to exceed one year:

- When APL repositions empty reefer containers, on a rail release and not under a specific booking from Global Gateway Central (GGC) to Omaha, Nebraska,

pre-trip inspection and steam cleaning service are not required to be performed at GGC.

- During the trial period, APL shall collect data and report to the SUP and MFOW the volume of Omaha area-bound empty reefer containers and the reefer container destinations for vessel loading.

APL made it clear that the complaints of the client were not associated with any work performed by the SUP and MFOW in Oakland, and that it was not the intent to circumvent SUP and/or MFOW jurisdiction but to preserve and hopefully increase cargo bookings from their largest reefer client and increase cargoes originating in the Midwest through Oakland outbound to Asia.

Recommend membership ratification of the trial agreement with APL.

CHEVRON SHIPPING COMPANY

On February 18, Chevron Shipping Company informed the SUP that as a result of its profits in 2009, and other criteria, all full-time Chevron marine employees, as well as those employed by Chevron Corporation, will receive a 6.864% bonus based on 2009 gross earnings (base wages, overtime, etc.), effective this month.

The bonus program, known as the Chevron Incentive Plan, was proposed by the company and agreed to by the Union during collective bargaining in 1995.

It should be noted that the bonus is in addition to the 3.5% increase in wages and wage-related items (overtime, vacation pay) that became effective on February 1, in accordance with the 2007-2012 agreement between the SUP and Chevron.

In addition, this year's wage increase and the bonus on last year's gross earnings does not include the company's yearly 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 monthly base wage to the Plan. That contribution is then matched and exceeded by a company contribution.

CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, AFL-CIO, participated in a meeting of that organization's Executive Council on February 23, in Los Angeles.

Items on the comprehensive agenda included the status of health care reform, the Employee Free Choice Act, high speed rail and the 2010 election cycle— focused on the contests for Governor and U.S. Senator as well as the state assembly and senate.

One of the highlights of the Executive Council meeting is the legislative report from the Federation's first-rate staff. A portion of that report covering the period from December 2009 through February 2010 follows:

The Federation's legislative team has spent the quarter researching and developing job creation ideas generated from the Economic Recovery Summit we convened on December 2, 2009. This well attended and informative event generated lots of good legislative ideas that we have crafted our legislative agenda around.

At the Summit, national experts on green jobs, manufacturing, and economic development shared best practices from around the country with nearly 300 Union members and leaders. Participants used Labor's Five Point Economic Recovery Agenda, as adopted by our Executive Council, to generate ideas for political and legislative action.

The keynote speaker, Professor Harley Shaiken, laid out a vision for California's economy, with a strong manufacturing base and a robust middle class that has become a centerpiece of our jobs agenda. The Federation's groundbreaking Economic Recovery Summit was a success and we appreciate the participation of our Vice Presidents at all stages of the event.

continued on next page

President's Report continued

LEGISLATIVE AGENDA

Staff have continued to meet with Union lobbyists, allies, legislative staff, and the CA Manufacturers and Technology Association, the Treasurer's office and the state Inspector General to craft our jobs agenda. The Federation is working in the following areas:

GOVERNOR'S JOBS INITIATIVE

In his last state of the state address on January 6, Governor Schwarzenegger laid out a five part economic recovery agenda to create a more "business friendly" environment. To working people, these words mean takeaways to us.

First, the Governor proposes to rip off \$500 million from the 100% employee funded State Disability Insurance (SDI) fund to pay for employer job training incentives. Employers would receive a \$1400-\$3000 grant to train and retain for 3 or 9 months an incumbent or laid-off worker. Many of our Unions have asked ... training for what jobs? Some of our Unions have over 30% of their membership without work and for others, layoffs are staggering. Our members are already trained and ready to work. What we need are jobs.

The financing of this proposal is also suspect. The SDI tax rate is based on how much money in the fund. Taking \$500 million out of SDI will likely trigger a tax increase on workers. Even if the proposal protected against a tax increase, such a rip-off would forestall a tax cut for workers.

Second, the Governor proposes that his Administration be granted the authority to hand pick projects for exemptions from the CA Environmental Quality Act (CEQA) and shield them from environmental review and liability.

Third, he proposes to extend the homebuyer tax credit to existing homes. There is currently a tax credit for new homes for first time homebuyers.

Fourth, the Governor would exempt green technology manufacturing firms' equipment purchases from the state sales tax.

Finally, the Governor proposes limits to class action lawsuits, product liability cases, and places a cap on punitive damages.

Federation staff have testified in opposition to the financing mechanism of the Governor's training proposal. Before granting any more employer incentives, existing tax incentive programs, like Enterprise Zone funds, should be reviewed and redirected. Overall, we see nothing in this package that actually helps workers in California or revives our economy.

THE GOVERNOR'S BUDGET

On January 8, Governor Schwarzenegger released his last budget, at a total of \$82.9 billion, with \$8.5 billion in spending cuts for health and human services and salary reductions for state workers. Schwarzenegger proposes to violate collective bargaining law and principles and unilaterally impose a 5% pay cut for state employees and a 5% increase in employee contribution to pension benefits. We've communicated with legislators that we will oppose any bill that abrogates collective bargaining and allows for the Legislature to suspend the Dills Act. The place for these discussions is at the bargaining table, not in the Capitol.

The rest of the budget is made up of alternative funding, fund shifts and appeals for more federal monies. No new tax revenues were proposed by the Governor, but he does propose new tax cuts that would reduce state revenues and widen the budget gap.

The Governor assumes \$6.9 billion in federal funds through additional ARRA stimulus funds and changes in spending formulas. If California doesn't receive the federal funds, Schwarzenegger has proposed up to \$6.9 billion in deep cuts in services, including elimination of the CalWORKs, IHSS, and Healthy Families programs and a further 5% cut in state employee wages.

Even as he proposes the total elimination of these safety-net programs, he calls for just a one-year postponement of the massive tax giveaways for corporations that were enacted in the February 2009 budget deal if we do not get federal funds. WOW. Now that's fairness.

UNIVERSITY OF CALIFORNIA AUDIT

Based on the good discussion at the last Executive Council meeting about the lack of financial transparency at the University of California, we've put together an audit request, submitted by Senator Leland Yee, to the Joint Legislative Audit Committee. The premise is that UC's non-state funding, including federal and private grants, federal stimulus funding, sales, services and revenue from the medical centers are all increasing. Yet UC employees aren't getting a fair shake at the bargaining table and student fees continue to rise exponentially. In addition, it's unclear how student fees and worker funding from grants is being used—the suspicion is that funds are being diverted to pay exorbitant UC executive salaries and perks.

This audit will focus on UC's non-state funding sources and on how UC is spending their money. The audit request will be heard in Committee on February 17, and we've lobbied committee members for their support. Many legislators continue to hear about the lack of transparency and accountability at UC.

UNEMPLOYMENT INSURANCE

In case the Legislature, in a bipartisan fashion, is prepared to negotiate a significant employer unemployment insurance tax increase, a Labor negotiating team has been assembled at the request of Senator Denise Ducheny. As budget chair, Senator Ducheny is hoping to find a Republican partner to negotiate with. So far, she has not succeeded. Just in case, we are ready.

Lots of legislative attention has been heaped on the Employment Development Department (EDD) and their administration of the unemployment insurance program. It now takes 17 phone attempts to get through on the phone line (down from 36 a year ago), EDD required 120,000 laid off workers in December to wait over 5 weeks for their federal extensions, benefits are getting denied to laid off workers in school and in qualified training programs.

A recent Assembly Insurance oversight hearing highlighted some of these problems but hit one big point home—over the last 20 years, California has been worst in the nation in getting UI benefits to recipients and handling appeals of cases. Our system is run on 1950's mainframe COBOL language computer system and is just a

dinosaur. California hasn't effectively invested in the technology and infrastructure we need throughout the state. This Administration has failed to show leadership in modernizing the delivery of these essential services.

We've put together a bill to make it easier for the unemployed to be in training programs and get UI benefits, implementing guidance put out by President Obama's Department of Labor. We've also drafted a bill to authorize direct deposit and electronic paycards of UI benefits with consumer protections against fees.

CORPORATE TAX ACCOUNTABILITY

We've put together a comprehensive accountability package on corporate tax breaks. As services are slashed and our public sector members face massive layoffs and pay cuts, we must demand transparency and accountability for every public dollar that is given away. We're sponsoring bills to require disclosure and establish standards for tax breaks, clawback requirements if they don't meet those standards, public disclosure of tax break recipients, and guarantees that tax breaks don't go to labor law violators.

Every opportunity we can, we highlight the waste of money in the Enterprise Zone program. A June 2009 Public Policy Institute of California study ("Do California's Enterprise Zones Create Jobs?") concludes: "This report finds that enterprise zones have no overall effect on job growth." We're working toward eliminating this waste of a program.

OTHER ITEMS

Assemblymember Torrico has introduced AJR 27, a resolution to oppose the Columbia Free Trade agreement, where thousands of trade Unionists have been murdered for their Union activity. This resolution was stuck in the Assembly Rules Committee but we have a commitment that it will get a hearing.

We're also working on supporting 600 locked out ILWU workers at the U.S. Borox/Rio Tinto mine in Boron and the 4500 UAW members at NUMMI at risk of losing their jobs if Toyota shuts down the plant in March. We are helping to coordinate legislative support for our Union's efforts to fight for their members.

The Federation's Pre-Primary Convention will be held in San Jose on April 14. Recommend that Berit Eriksson, Diane Ferrari, Vice President Connolly and your secretary serve as delegates.

MARITIME TRADES DEPARTMENT

At the invitation of Mike Sacco, President of the Maritime Trades Department (MTD), AFL-CIO, attended that organization's Executive Board meetings on Friday 25 and 26 in Lake Buena Vista, Florida.

The MTD reiterated its support for various federal statutes that keep the industry afloat and U.S. merchant mariners employed. A series of policy statements were discussed and acted upon, including those regarding the Jones Act, the Maritime Security Program, cargo preference, the Title XI Shipbuilding Loan Guarantee Program and dredging/port modernization. In addition, statements that affect all workers—health care and the Employee Free Choice Act—were passed.

The delegates were addressed by representatives of labor, government and the military.

General Duncan McNabb (USAF) Commander of the U.S. Transportation Command (USTRANSCOM), and Rear Admiral Mark Buzby (USN), Commander of the Military Sealift Command both emphasized the importance of the U.S. merchant marine in the nation's defense.

Stephen Cotton, Secretary of the International Transport Workers' Federation's (ITF) Special Seafarers Section, painted a grim portrait of international shipping during the current global recession and its affect on mariners, especially those sailing in flag-of-convenience vessels. Cotton also addressed the issue of piracy and stated that shipowners and governments needed to do more to protect seafarers.

MTD delegates were also addressed by David Matsuda, Acting Maritime Administrator; Richard Lidinsky, Chairman of the Federal Maritime Commission; Seth Harris, Deputy Secretary of Labor; Rear Admiral Brian Salerno, Assistant Commandant of the Coast Guard's Marine Safety, Security and Stewardship Directorate; and Elizabeth Shuler, Secretary-Treasurer of the AFL-CIO.

After the general session adjourned on February 26, the maritime Unions (SUP, MFOW, SIU-A&G, MM&P, MEBA, AMO) met privately with MarAd's Matsuda. The Union's emphasized the necessity of the agency to promote the merchant marine, which is one of its obligations under the Merchant Marine Act of 1936, and to have better communications with maritime labor. It was suggested and Matsuda agreed that he was willing to have quarterly meetings with labor which was received favorably from those in attendance.

The MTD is comprised of 23 international Unions and 21 port maritime councils in the United States and Canada representing 5.5 million workers. The SUP is active in the Puget Sound, San Francisco Bay & Vicinity, Southern California and Hawai'i Port Councils.

TRANSPORTATION TRADES DEPARTMENT

While in Florida, also attended an Executive Committee/Convention of the Transportation Trades Department (TTD), AFL-CIO, on February 28.

This year marks the 20th anniversary of the department which truly lives up to its motto of "A Bold Voice for Transportation Workers." Lobbying Congress, the Executive Branch and federal agencies, the TTD does an outstanding job on every aspect of transportation issues be it maritime, air, rail or trucking. The department has 31 member Unions (including the MM&P, MEBA, ILWU and ILA). The SUP affiliated in 2006, with the TTD assisting the Union on many issues.

continued on page 10

President's Report continued

President Ed Wytkind opened the meeting giving an overview of the department's activities since the last meeting in October, but also expressed the feeling of many that despite his pro labor appointments to the Department of Labor, National Labor Relations Board and the National Mediation Board, President Obama has not focused enough on retaining and creating jobs.

Congressman James Oberstar (D-Minnesota), Chairman of the House Transportation and Infrastructure Committee spoke on a variety of topics related to the transportation trades. At the conclusion of his remarks, Chairman Oberstar was presented with the department's 20th anniversary congressional award. TTD President Wytkind noted, "As transportation workers in America go to work every day, we are proud to have a champion in Chairman Oberstar. As an architect of much of today's transportation legislation and with encyclopedic knowledge of the important battles and achievements that have shaped our 21st Century transportation network, he is an unparalleled expert in transportation policy. But just as important, he recognizes the essential role that workers play in delivering an efficient, safe and secure transportation system. He stands with workers to protect their jobs and their ability to bargain collectively. He stands with workers when he ensures that work remains in this country and not outsourced abroad to the lowest bidder. He stands with workers when he fights for more investment in aviation. Mass transit, rail, highways, bridges, ports and waterways. He stands with workers when he advances critical safety reforms that make our transportation system safer for workers and all its users."

Secretary of Transportation Ray LaHood addressed the meeting on several issues including the urgent need to upgrade the infrastructure at the nation's ports.

AFL-CIO President Richard Trumka told the delegates that labor would not back down on its agenda to maintain and create good paying Union jobs and vowed that the AFL-CIO would lead the fight.

Jared Bernstein, Chief Economic Advisor to Vice President Biden and Executive Director of the Middle Class Task Force was the final speaker, stating that the Obama Administration was in full support of the Jones Act and U.S. cargo preference. He also predicted that exports from the United States would double in the next five years, which would be boon to the U.S. merchant marine.

The TTD adopted several policy statements; the one entitled "The U.S. Must Act Now to Combat Maritime Piracy" will be published in this month's *West Coast Sailors*.

SAN FRANCISCO BAR PILOTS

Captain Peter McIsaac, Port Agent for the San Francisco Bar Pilots, has proposed on several occasions that the crews on the Station Boats that work inbound and outbound vessels 11 miles west of the Golden Gate might prefer to work a schedule that is longer than the four days on and four days off stipulated in the agreement.

The Station Boat sailors discussed the issue thoroughly and after caucusing on February 19, decided on altering the work schedule on a trial basis to five days on and five days off. The trial period begins on March 31, ends on June 19. Before that date the Station Boat sailors will again caucus to decide whether to keep the new schedule or revert to the old one.

Accordingly, signed a Memorandum of Understanding regard the trial period with Captain McIsaac on March 3, subject to general membership approval.

HOLIDAYS

"Teddy" Gleason's Birthday

March 17 is an International Longshoremen's Association (ILA) holiday in honor of former ILA President Thomas "Teddy" Gleason. For APL vessels in an East Coast port on that day, overtime is payable for all hours worked as per the collective bargaining agreement.

Cesar Chavez' Birthday

All SUP halls on the West Coast will be closed on Wednesday, March 31, in observance of Cesar Chavez' birthday. As an ILWU holiday it is, therefore, a recognized holiday for SUP members working under the APL and Matson Maintenance Agreements on the West Coast and for APL and Matson vessels in West Coast ports on that day. The holiday is also applicable to members employed by the San Francisco Bar Pilots.

Good Friday

In accordance with past practice, all SUP halls will be closed at noon on April 2, in observance of Good Friday.

Good Friday is a holiday under the Offshore and Maintenance 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 ratify to Foss allocation. Carried unanimously.

M/S to ratify the trial agreement on reefers with APL. Carried unanimously.

M/S to elect Berit Eriksson, Diane Ferrari, Dave Connolly and Gunnar Lundeberg as delegates to the California Labor Federal Pre-Primary Convention. Carried unanimously.

M/S to approve the MOU with San Francisco Bar Pilots on trial schedule change for station boats. Carried unanimously.

M/S to accept the balance of the President's Report. Carried unanimously.

Gunnar Lundeberg

Vice President's Report

March 2010

APL Singapore: Charlie Duke, delegate. Clean ship; good gang. Questions on Money Purchase Plan answered.

APL Turquoise: Edwin Pastolero, delegate. Voltage problem in the laundry brought to the attention of the company; attempted fix in Norfolk failed, new transformer ordered for Port Said also failed. Company informed again and will attempt next fix in Singapore.

APL Agate: Joe Moniz, delegate. Clarification on watchstanding. Question from Bosun Kelly Eggers on deck machinist work installing motors. MEBA jurisdiction but payable at the low cargo rate if we are required to do it.

APL China: Norm Kurtz, delegate. Called back to join in the yard in Singapore. Will lay to for a few days at anchor to get back into the schedule. If the anchorage is not a regular and safe anchorage and without launch service or working cargo then it is not an arrival and sea watches remain set. Payroll problem fixed.

APL Japan: Kris Skorodinski, delegate. In at Oakland Inner Harbor with some issues on crew familiarization. Changing run from Pacific Coast Express to Suez Express via the shipyard in Singapore. Crew paid off with no problems reported.

Mokihana: Paul Barbour, delegate. In at Oakland. Clean ship.

Mahimahi: John Gabourel, delegate. No problems. Discussion on seamanship SUP-style.

Oregon Voyager: Danilo Perez, delegate. Call from the delegate indicates ship in good shape before the first COI in Mobile. (See photo on page 4.) Departing for Texas and the U.S. West Coast. *Colorado* reportedly shifting to the Gulf.

Colorado Voyager: Dave Mercer, delegate. Clarification on hiring of casuals.

Mississippi Voyager: Wil Williamson, delegate. In at RLW before sailing for

the Islands with a load of jet. Question on pension researched.

Washington Voyager: Dave Fadoul, delegate. Email discussion with new member.

California Voyager: Ken Theuringer. Lounge furniture problem discussed with oncoming and offgoing captains. No immediate plans for replacement.

Cape Jacob: Aaron Wiebe, delegate. Reporting from Chin Hae, Korea delegate indicates that this ship continues to outperform the expectations of its sponsor. Mahdi Asad Al-Rasullah relieved Mike Henderson as bosun. Delegate handled a harassment issue.

USNS Gordon: Dave Hoffman, delegate. Call from bosun Paul Harsany indicates that maintenance work has begun and crew is pulling together to improve conditions.

USNS Gilliland: Brian McCarthy, delegate. Rumored early April FOS activation along with the *Gordon*.

USNS Shughart: Jack Morris, delegate. Clarification on accommodations and ROS pay. Mark Reed is the bosun. Bringing ship up to SUP standards in Violet, LA.

USNS Yano: Jack Ford, delegate. Rowdy Sloggett is the bosun. Turning to in Violet. No reported problems.

Foss Maritime Company: Delegate JD Rymel. Meetings on allocation held in February. See President's Report. Questions on assignment effects forced by job reductions answered. Some objections registered and researched. The company followed the seniority provisions of the Agreement as closely as possible in a complex and difficult situation.

San Francisco Bar Pilots: Delegates Mike Koller and Terry O'Neill. Members are reminded to begin document renewal a minimum of three months in advance of expiration. The SUP and the AFSS stand ready to assist as necessary.

Dave Connolly

Act now to combat piracy *continued from page 4*

calls to boycott the waters most at risk to pirate attacks. Such an effort sends the wrong signal to these international criminals and offers no guarantee or assurance that pirates will not simply follow vessels as they alter their routes. Moreover, refusing to carry military and non-military government cargoes into this region is inconsistent with the long-standing tradition of America's merchant mariners to deliver goods whenever and wherever needed. Instead, we believe that the same threat of severe prosecution that serves as a deterrent to land-based criminals should apply to seaborne pirates.

It is also important that any international agreement on piracy applies equally to all vessels and does not place the U.S.-flag at an economic disadvantage. It is clearly in the interest of all countries to combat pirate activity; however, shipping is a business, and the U.S. maritime industry should not be at the economic mercy of vessel owners, operators and flag states who choose to sacrifice the health and safety of their mariners for the bottom line. Any framework that allows others to skirt the shared responsibilities of combating piracy must be rejected. This would hurt the U.S. maritime industry and place downward pressure on American jobs. Such an agreement would also result in a counter-intuitive policy of placing American cargo on unsafe foreign ships that are even more susceptible to piracy. In short, if the ultimate long-term response to piracy is international, the costs of protecting vessels, cargo and crew must be borne equally and not disadvantage any one flag.

Finally, it is in our nation's strategic interest to recognize the very real costs of piracy and address the unique financial and liability concerns facing the U.S.-flag shipping industry. It is unfair to force U.S.-flag shipping companies to bear sole financial responsibility for the security costs of protecting their vessels and crews. These ships serve a significant strategic role for our nation, and the U.S. government should assume responsibility if we are to preserve the merchant marine's strategic capability. Additionally, the U.S. government should not look to retroactively penalize U.S.-flag ship owners who, as a last resort, pay ransom to secure the safe release of their American citizen crews as a sufficient response to piracy. It would be unconscionable and onerous for the United States government to penalize companies that, especially in the absence of U.S. government assistance, take whatever action that may be necessary to save the lives of American merchant mariners placed in harm's way while serving their country.

SUP Branch Reports

Seattle

February 16, 2010

Shipped during the period: 3 Boatswain jobs shipped to 1 A-card return, and two B-cards with one going to a USNS vessels; 14 Able Seaman jobs shipped and filled with 2 A, 9 B, 2 C members and 1 D registrant. 1 Stewards Utility to a D registrant. And 14 Standby's filled with 9 A's, 3 B's and 1 D registrant.

Registered during the period: 7 A cards for a total of 23; 6 B cards for a total of 27; and 1 C cards for a total of 3.

Ships Checked

Matson vessels *Manoa* and *Maui* called twice in Seattle with little or no problems. The *Cape Jacob* called for reliefs and all is reported well aboard this ship. Patriot Contract Services vessels *USNS Gilliland* and the *Waters* called for sailors. Please check your MSC certificates and make sure they are up-to-date; if not ask your agent about renewing through the Andrew Furuseth School of Seamanship.

I represented the SUP at the following meetings: the King County Labor Council Executive Board meetings; the Manufacturing Industrial Council meeting; the Alaska Way Viaduct Replacement Committee meeting; the KCLC Port Coalition meeting; the Puget Sound Area Maritime Security Committee meeting. A meeting with Seattle Mayor Mike McGinn's staff and ILWU Local 19, King County Building Trades and the King County Labor Council's Executive Director on the Mayor's proposed seawall replacement project. I attended the Washington State Labor Council Legislative Conference in Olympia.

Last month I noted during the Branch meeting that members are coming in to ship and are not looking closely at their documents and are suddenly taking more time off than they have planned for to renew Basic Safety Training certificates, drug cards, and their Merchant Mariner Credentials and passports. If your documents are four years old, you may start the process of renewing early and continue to ship out. The Coast Guard does not hold your current mariners card while your papers are being processed. In doing this you may save yourself several months of employment in the long run.

Vince O'Halloran, Branch Agent

Wilmington

February 16, 2010

Shipping: 5 bosuns, 6 ABs, 2 ABDs, 5 STOS, 46 standbys for a total of 64 jobs.

Registration: Class A 38; Class B 22, Class C 8.

Ships Checked

Thailand, Pfeiffer, Manukai, Singapore, Manulani, Japan, Maunawili, Philippines, Mahimahi, Mokihana.

On the *President Adams* a case of kangaroo court. As it was told to me some of the brothers got involved in a personality beef. Then brought their problems to the Captain. Brothers, this is embarrassing we take care of our problems amongst ourselves. But wait it gets worse as the story goes on one of the brothers got hurt and was sent home from the ship. Somehow when his gear showed up at the warehouse in L.A. it was ransacked

torn up and many of his personal items were missing.

Think that's bad? On the *Mahimahi* someone went into the bosun's room put his toothbrush in the toilet broke some of his gear and stole his personal gear.

This is not the Union that I joined years gone by. This is not the brotherhood of the sea. I cannot even say what you are behaving like because it would sound politically incorrect.

There are more issues on the horizon. There will be a lot of new mates and captains on the ships in the near future. They will as always try to reinvent the wheel with our contract and routines aboard the ships. We can tell them if it works don't fix it but like kids with new toys and powers and maybe a little bit of sip ship in their blood they will want to use their new powers. Our only weapon is solidarity.

Taking pride in our work and doing quality work. Whereas our value is the work we do and to function as one watching out for our brothers.

Yours in struggle,
Paul Calais, Branch Agent

Editor's Note: as a result of the February 1, Union election, Vern Johansen relieved Paul Calais as Wilmington Branch Agent on March 1.

Honolulu

February 16, 2010

During the month of January, dispatched the following: 1 ABD, 1 ABD return, 2 ABWs, 1 AB return and 1 OS. These jobs were filled by 4 A members, 1 B members and 1 OS. Also shipped 11 standby jobs filled by 3 A members, 4 B members and 4 D members, for a total of 18 jobs shipped.

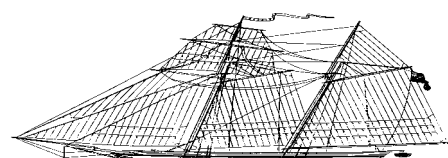
Registered during the month of January, 5 A members, 3 B members, 3 C members and 2 D registrants. To date, registered are: 15 A members, 6 B members, 3 C members and 2 D registrants, for a total of 26.

Ships Checked

Manulani, Manukai, Manoa, Maunalei, Maunawili, Mokihana, Mahimahi, R.J. Pfeiffer and *Maui*, all with few or no beefs. Paint & Rigging gang running smoothly with Monte Kalama as bosun.

On February 16, at our regular Union meeting, we had President Gunnar Lundeberg, Michelle Chang (SUP Plans Administrator) and Todd Smithpeter (The Standard representative) in attendance. The Plans people spent a long day reviewing members MPP and 401(k) Plans accounts, updating and correcting same. Lundeberg kept busy answering queries on Union affairs. Much appreciated by the membership.

On February 17, along with newly elected Honolulu Branch Agent Mike Dirksen, attended the Hawai'i Ports Maritime Council meeting. The main topic was the upcoming 1st Congressional District Special Election. Organizing support for State Senator Colleen



Hanabusa campaign against our old nemesis Ed Case, the anti-Jones Act candidate. Ms. Hanabusa is slightly behind in the polls.

Was saddened to hear of the death of pensioner, work partner (P&R gang) and friend John Palanapa on February 11. Good golfing and smooth sailing John. Aloha!

Mike Duvall, Branch Agent

Editor's Note: as a result of the February 1, Union election, Mike Dirksen relieved Mike Duvall as Honolulu Branch Agent on March 1.

San Francisco Business Agent

March 8, 2010

Visited and paid off the following ships and worked in the front office:

Mahimahi— John Gabourel, delegate; Tim Thomas, bosun, returns. No disputes.

Manoa— Duke Maringer, delegate; No disputes. Visited at Howard Terminal. Good gang.

Maui— Remoni Tufono, delegate; new bosun Dmitri Seleznev. No problems. Good gang.

Mokihana— Paul Barbour, delegate; new bosun, George Simpier. Running smoothly.

Bill Berger

Dispatcher's Report

Headquarters—Feb. 2010

Deck	
Bosun	5
Carpenter	0
MM	2
AB	8
OS	5
Standby	2
Total Deck Jobs Shipped	22
Total Deck B, C, D Shipped	8
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. ...	22
Total B, C, D Shipped-All Depts. ..	8
Total Registered "A"	37
Total Registered "B"	21
Total Registered "C"	8
Total Registered "D"	22

SUP member joins pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 542:

Carl Ziegeler, 76, Book No. 267, joined SUP in 1952, 49 years seetime.

Welfare Notes - March 2010

COBRA

The federal COBRA Law entitles employees to extend their health care coverage by making self payments after their coverage is terminated due to a reduction in working hours or end of employment. The maximum length of time (in most cases 18 months) for COBRA and the price is set by the law.

The extension of coverage is also available to ex-spouses, over age dependents, and dependents of deceased employees. If a member is not enrolled in a Plan at the time of termination of eligibility, COBRA is not available to that member or dependents.

Currently there is an ARRA (American Recovery and Reinvestment Act of 2009) reduction in the amount of the COBRA premium payment for employees who lose coverage due to involuntary termination or a reduction in working hours. The ARRA reduction is scheduled to terminate May 2010, but may again be extended by Congress and the President.

In cases of coverage loss for overage dependents and retired members or spouses of retired members, it is recommended that you explore all options available to you since school plans or individual plans may be less costly and sufficient for your purposes. People who are eligible for Medicare are not eligible for COBRA.

California COBRA is for employees with health care coverage through employers who have less than 20 employees. As employees of a multi-employer group with over 20 employees, SUP Members are not eligible for California COBRA.

The SUP Welfare Plan sends COBRA notices to members when it becomes known to the Plan that eligibility for coverage has terminated. If you believe your coverage may have terminated and you have not received a notice or if at any time you have questions about your eligibility or enrollment, please contact the Plan office.

Remember you can contact the Plan office by e-mail when on ship. Please do not use more than the last four numbers of your social security number when contacting our office by e-mail. Also keep the Plan office updated on your current mailing address.

Michelle Chang, Administrator mcsupsiup@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims ybriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 415-957-1816

berittrainrep@sbcglobal.net

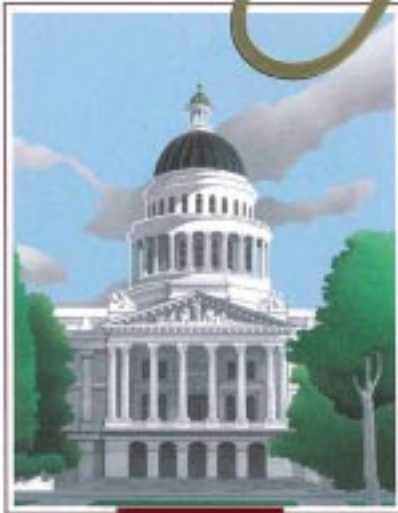
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

CALIFORNIA LEGISLATURE

Assembly



RESOLUTION

By the Honorable Dave Jones, 9th Assembly District; and the Honorable Tom Ammiano, 13th Assembly District; Relative to commending

Sailors' Union of the Pacific

Whereas, The year 2010 marks the 125th anniversary of Sailors' Union of the Pacific, and it is appropriate upon this occasion to applaud the organization for its long and stellar history of serving working men and women union members and their families; and

Whereas, On the evening of March 6, 1885, a group of sailors suffering from the manifold injustices and inhumanity of seagoing employment at that time gathered to take democratic action to improve their lives by forming the Coast Seamen's Union on San Francisco's Folsom Street Wharf; and

Whereas, Facing an entrenched system of legalized servitude, which, between ships, allowed sailors to be charged exorbitant room and board by waterfront "boardinghouse masters" creating bogus debt that was transferred to the ship owners as part of the violent "shanghai" system, in addition to being preyed upon by the "crimps" and "sharks" of the day, sailors were forced to work for months without pay until the debt was paid; and

Whereas, Sailors were also routinely beaten and killed and disposed of at sea, spawning the Union's publication of *The Red Record*, the first pamphlet to publicize this legal brutality; and

Whereas, In 1891, the Coast Seamen's Union merged with the Steamship Sailors Union forming the Sailors' Union of the Pacific, which soon motivated seamen to participate in one of the first grassroots political mobilizations on the West Coast to elect Judge McGuire of San Francisco to the House of Representatives, where he authored what became the McGuire Act of 1895 which made it legal for an American sailor to quit a ship in a United States port; and

Whereas, At the turn of the century, the Sailors' Union of the Pacific was a founding member of the California State Labor Federation and San Francisco Labor Council, and with his election as Secretary/Treasurer of the Union, the indefatigable Andrew Furuseth worked tirelessly in Washington, D.C., for the next 20 years and was instrumental in the passage of the Seaman's Act of 1915 which outlawed the villainous boardinghouse system of hiring, effectively emancipating sailors from indentured servitude and earning him the title of "the Abraham Lincoln of the Sea"; and

Whereas, Throughout its 125-year history, the members of the Sailors' Union have given the ultimate sacrifice for the defense of the United States of America in two World Wars and all armed conflicts, and the members played a central role in the pivotal era of the Big Strike of 1934 in San Francisco which created the foundation for U.S. labor law via the passage of the National Labor Relations Act of 1935 which recognized the rights of employees to form or join a union; and

Whereas, In the aftermath of the Big Strike, Harry Lundeberg, successor to Andrew Furuseth, became the first President of the Maritime Federation of the Pacific, a coastwise coalition of waterfront unions which was formed to create a type of industry solidarity that is unique to labor history; and

Whereas, Over the years, the Sailors' Union has negotiated thousands of contracts with maritime employers steadily raising wages and improving conditions and benefits and, not limiting its scope to its own members, companies, or contracts, has routinely advocated on behalf of all seamen, including foreign seamen, against the scourge of flag-of-convenience shipping and on such issues as documentation, safety, fair pay, and shore leave towards a Brotherhood of the Sea; and

Whereas, Sailors' Union of the Pacific has enjoyed a long and impressive history of serving the working men and women, and over the course of its 125-year history, no other organization has so consistently, so intelligently, and so vigorously pursued a better life for the men and women who make their living at sea; now, therefore, be it

Resolved by Assembly Members Dave Jones and Tom Ammiano, That Sailors' Union of the Pacific be congratulated on its 125th anniversary of stellar service to the working men and women of the sea, applauded for its continuing efforts in creating quality jobs with good benefits, serving the nation's seafaring needs during peace and war, and furthering workplace democracy and social justice, and that it be conveyed sincere best wishes for continued success in its programs and efforts in the years ahead.

Members Resolution No. 398

Dated this 6th day of March, 2010

Dave Jones *Tom Ammiano*
Honorable Dave Jones 9th Assembly District Honorable Tom Ammiano 13th Assembly District

