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Friday, October 22, 2010

House Speaker Pelosi supports the Jones Act

Congressman Cummings champions U.S. merchant marine on Capitol Hill

by Tony Munoz, Editor-In-Chief, The Maritime Executive

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September 17, 2010

Gunnar Lundberg
President, Sailors' Union of the Pacific
450 Harrison Street
San Francisco, California 94105

Dear Mr. Lundberg:

Thank you for contacting me to express your views on support for the Jones Act. I appreciate hearing from you on this important issue.

In 1920, Congress reaffirmed the importance of a strong, robust domestic shipbuilding industry and merchant marine fleet by enacting the Jones Act. The Act requires that all waterborne shipping occurring between points in the United States be carried by vessels that are at least 75% owned by American citizens and operated by American crews.

As a bulwark of American maritime policy, the Jones Act has helped ensure our nation's defense and commercial interests by maintaining the maritime manufacturing capability, U.S.-flag ships and merchant marine sailors who have been invaluable in times of war and peace.

Senator John McCain (R-AZ) has introduced S. 3525, the Open America's Waters Act, to permanently repeal the Jones Act. While opponents of the Jones Act claim that it interfered in the cleanup operations of the BP oil spill, such attacks are false, as cited by the nonpartisan website factcheck.org, run by the Annenberg Public Policy Center (<http://www.factcheck.org/201006/oil-spill-foreign-help-and-the-jones-act/>). At least 15 foreign-flagged ships assisted with the Gulf oil spill clean-up, and none needed a Jones Act waiver.

Please be assured that I will continue to advocate on behalf of our domestic sailors, maritime manufacturers and ships, and will fight against misinformed attacks against the Jones Act.

Thank you again for contacting me on this important issue. I hope you will continue to communicate with me on matters of concern to you. For more information on this or other issues affecting our city and our nation, please visit my website at <http://www.pelosi.house.gov/> or sign up to receive e-mail updates at <http://www.pelosi.house.gov/media/pelosi-update.shtml>.

Sincerely,
Nancy Pelosi
NANCY PELOSI
Member of Congress

NP: re

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The U.S. Merchant Marine has been an integral factor in building a secure and wealthy nation since its birth. But, it has fallen on hard times since the 1970s due to weak government policies. In fact, today's maritime policies and funding are pathetic at best as the U.S. government continues to dump billions upon billions into broken highway systems that are constantly in need of maintenance while the maritime industry gets next to nothing in support. However, the merchant marine has a real champion in Representative Elijah Cummings (D-Maryland), who grilled Maritime Administrator David Masuda at a hearing on September 29, challenging his knowledge and leadership of the industry's most vital link to the administration.

cargoes accounted for 49.6% of all cargo carried by U.S.-flag operators. In 2007, cargo preference provided U.S. operators \$919.4 million for military cargo, \$319.8 million for agricultural cargo, and \$113.4 million for civilian agency cargo and cargo gained from the Export and Import Bank.

But, DOE has continually assumed the cargo preference laws do not apply to loans it provides under Title XVII of the Energy Act of 2005. Specifically, Title XVII of the Energy Policy Act gives the agency the ability to guarantee 80% of the cost of the development of renewable energy systems, including offshore wind and ocean energy, advanced fossil energy technologies, hydrogen fuel cell technologies, carbon capture and sequestration facilities, efficient electrical generation and transmission facility and a variety of similar projects.

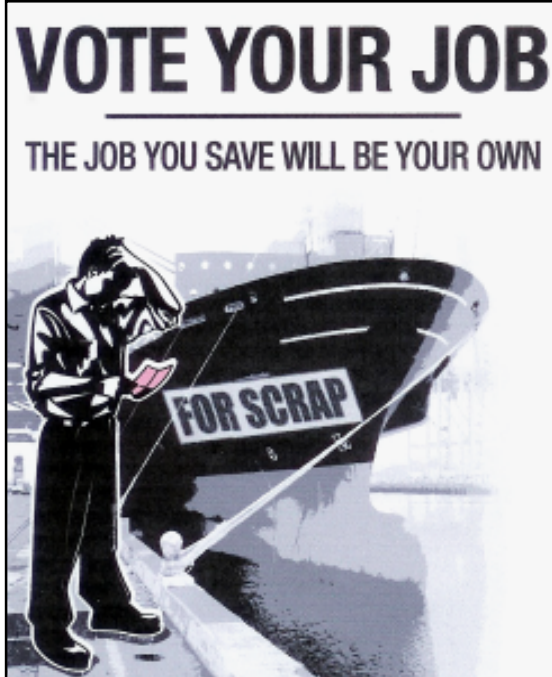
One of the issues that had Cummings hot under the collar is the Department of Energy's (DOE) guaranteed loan program, which snubs its nose at the U.S. cargo preference laws. DOE is authorized to provide up to \$4 billion in guaranteed loans for energy related projects, including wind farms, renewable energy, and other energy related projects. Yet, it denies U.S. carriers access to transport cargoes derived from these loans.

But, DOE repeatedly avoids heeding cargo preference laws legislated by Congress under 46 U.S.C.5503. The first time Cummings asked Masuda about the DOE's lack of compliance was at the July 2010 hearing before the House Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Transportation. Masuda could not answer the question. And, Cummings was incensed and sent him away to talk to DOE about not fol-

Beyond the Maritime Security Program (MSP), cargo preference is the life-blood of U.S. operators. In 2007, preference

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Courtesy of Masters, Mates & Pilots

U.N. report: global employment needs five years to rebound

It will take five more years before employment around the world rebounds to the point it was before the financial crisis, two years longer than previously predicted, the International Labor Organization (ILO) said in its annual jobs report on September 30.

ing, fiscal policies are not sufficiently focused on job growth, which helps explain the likely delay in improving employment, the report said.

To get back to the level of employment in 2007, the global economy needs to create nearly 23 million jobs, including more than 14 million in developed countries, the report said. "The root causes of the crisis have not been properly tackled," said Raymond Torres, an economist and the lead author of the report.

Without such changes, there will probably be an increase in social unrest, especially in countries where unemployment remains high. About 25 countries have already experienced strife linked to the economic crisis, according to the report.

"We don't need the poll data to see more social unrest," Torres said. "You can see the strikes in Europe, while in China and other Asian countries you can see social discontent."

Now that the effects of public stimulus packages around the globe are fading,

Some countries have encouraging signs

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Abe Acosta	20.00
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Photo: Art Thanash

The SUP-contracted Matson vessel *Manoa* in Seattle in August. From left: Mark Pfaff, Tim Hill, SUP Seattle Branch Agent Vince O'Halloran, and Jerry Komoto.

Feds target San Diego shipyard

The Department of Justice has alleged that California shipbuilder NASSCO broke environmental rules by installing non-compliant engines in commercial and military newbuilds.

The lawsuit, filed September 30, is the first U.S. federal court action brought under the marine diesel engine rules.

Four of those engines, manufactured by Germany's MAN B&W, were installed in the 2005-built, 185,000 dwt crude tanker *Alaskan Navigator*, operated by Alaska Tanker Company. NASSCO allegedly installed another non-compliant engine, built by Cummins, aboard the 48,600 dwt products tanker *Golden State*, which was ordered by U.S. Shipping but is currently owned by private equity firm Blackstone.

Prosecutors said NASSCO installed another 42 non-compliant engines on U.S. military vessels. U.S. engine manufacturer Coltec Industries was also named in the suit.

Federal environmental laws prohibit marine diesel engines from being manufactured or sold in the United States unless covered by a "certificate of conformity" showing the engine meets U.S. emission standards. The lawsuit was filed by the U.S. Department of Justice on behalf of the Environmental Protection Agency. If found guilty, NASSCO would face a minimum of \$1.5 million in civil penalties. In addition to civil penalties, the Department of Justice is seeking to compel NASSCO to mitigate any excess emissions caused by the violations.

Final Departures

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

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

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

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

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

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

SUP Meetings

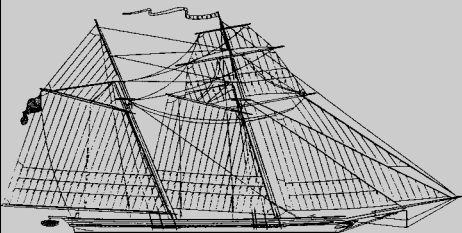
These are the dates for the regularly scheduled SUP meetings in 2010/2011:

	Hdqs.	Branch
November	8	15
December	13	20
January	10	Tues. 18
February	Tues. 15	Tues. 22
March	14	21
April	11	18
May	9	16
June	Tues. 14	20
July	11	18
August	8	15
September	12	19
October	Tues. 11	17
November	14	21
December	12	19

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PENSION PLAN OFFICE
(415) 764-4987



Cummings champions merchant marine

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lowing the law. Masuda returned on September 29, and still didn't have an answer beyond that he is still working with the highest levels of DOE. Again, Cummings was not pleased to say the least.

U.S.-Flagged Vessels in Foreign Commerce

The Shipping Act of 1916, the Merchant Marine Act of 1920 and the Merchant Marine Act of 1936 tried to support the U.S. maritime industry. But, after World War II, unfavorable tax laws and Reagan's end of subsidies stopped the industry's growth and it struggled beyond the Jones Act.

Today, the only funding schemes for the industry have been for supporting the U.S. military via the Maritime Security Act of 1996. The Maritime Security Act of 2003 reauthorized fixed payments from the Department of Defense (DOD) and expanded the program from 47 U.S. flagged ships to 60 ships. It also increased annual payments totaling \$174 million or \$2.9 million for each of the 60 ships. And, the 2011 authorization will increase the MSP to \$186 million until it expires in 2015.

In 1975, the world's fleet consisted of 22,872 commercial ships and by 2008 the amount grew to 52,944 ships, which is a 221% increase. Meanwhile, during the same period of time, the U.S. merchant marine fleet declined 89%. And, by 2009, the U.S. fleet transported only 1.5% of U.S. imports and exports transported by water aboard registered ships in the United States.

Another way of sketching the decline is when the Comptroller General of the U.S. said in a 1981 report that U.S. flags declined from 1,065 ships in 1959 to 576 in 1979, and that foreign trade transported by U.S. ships declined from 10.2% to 4.4% during the same period. This is a remarkable decline of U.S. maritime influence considering that at the end of World War II the U.S. merchant marine fleet stood at more than 2,000 vessels.

Recently, MarAd reported that the U.S. merchant fleet consisted of 94 ships; 50 container vessels; 23 roll-on-roll-off; nine dry bulk carriers; eight multi-purpose ships (including five heavy lift ships); and four tankers. And the average age of the U.S. fleet in foreign commerce is 15 years and all of these ships were built overseas.

Additionally, the 94 U.S. flagged ships provide 1,880 billets for U.S. mariners, which employs about 3,760 mariners. The United Nations Conference on Trade and Development reported in 2009, the U.S. is ranked 21st in the world in terms of registered tonnage, which is about one-percent of the world total. And, the majority of these ships operate in the domestic coastwise trade.

Costs of Operating U.S.-Flagged Vessels

Foreign lobbyists and anti-Jones Act proponents often say the U.S. merchant marine cannot compete in global commerce due to construction and mariner costs. But, how can the U.S. industry compete when foreign countries offer health care and benefits to its citizens while U.S. maritime companies bear those costs? Furthermore, many countries do not tax income from shipping

operations of their flag companies. Consequently, the advantages of foreign operators are lower corporate taxes and predictable liabilities each year.

Check this out: U.S. ship operators are liable for a 50% duty on maintenance and repairs performed on their vessels at overseas yards. This tariff was enacted in 1866, and the Tariff Act of 1930 set the duty for today's level. Foreign operators are not subjected to such a tax, and there are those in the business that have suggested U.S. flags working in foreign trades not be subjected to the tax.

Administrator Masuda said at the hearing that MarAd is committed to the American Marine Highways (AMH) and building new ships in U.S. shipyards. But, both Cummings and Masuda understand it was only strategic positioning for the record, because there are no funds for the maritime industry, which make cargo preference even more precious to U.S. flags. Considering U.S. GDP for 2009 was \$1.4 trillion and the American Marine Highway program got \$7 million in funding and the Title XI Loan Guarantee Program got \$3.5 million says volumes about the government's commitment to the industry. How can Cummings' committee and the Administrator do anything constructive for the industry with their hands tied behind their backs? And, that's why Cummings is valiantly trying to get U.S. flags every penny he can find.

A Real American Economic Recovery Plan

President Obama and Department of Transportation Secretary LaHood need only look to America's vast coastline to find the real quick answer to the U.S. economic recovery. U.S. waterways are renewable, and the port infrastructure is already in place. With 10% of Americans unemployed there are plenty of potential workers to operate a marine highway system. While Representatives Cummings, James Oberstar (D-Minnesota), and Gene Taylor (D-Mississippi) continue to champion the U.S. maritime industry, their musings only fall on deaf ears.

Remove the Harbor Maintenance Tax, because it's just plain stupid to double tax containers moving within U.S. ports. Really fund the American Marine Highways with \$1 billion per year for the next five years to build more ships that will call medium to small U.S. ports. Increase funding for Title XI to \$1 billion, because more loans mean increased revenues for government coffers. Obama wants to rebuild the American infrastructure, and nothing could be faster than funding the U.S. maritime and shipyards industries.

Investments in wind and solar will take years, if not decades. Like it or not, the U.S. will be reliant on fossil fuels for the near term—that's my lifetime. Continually reinvesting in the roadway and highway infrastructure only promotes more oil usage, and increased pollution and congestion. America's future growth and wealth can be found just offshore, but Capitol Hill is gridlocked and full of lobbyists and special interests. And, no one can see vast oceans and inland rivers beyond the concrete jungle of cities and highways.

Foreign money funneled through Chamber of Commerce taints American elections

For at least 44 years, it has been illegal for foreign corporations, countries and individuals to make political contributions in the United States for any election, either directly or indirectly. It is even against the law to solicit such contributions. But in this Wild West year of political money, that long-standing ban is being set aside. The United States Chamber of Commerce—one of the biggest advertisers in midterm races around the country—is actively soliciting foreign money, and government enforcers seem to be doing nothing to stop it.

According to a report issued on October 5, by the Center for American Progress, a liberal policy group in Washington, the chamber is getting "dues" payments of tens of thousands of dollars from foreign companies in countries such as Bahrain, India and Egypt, and then mingling the money with its fund to advocate for or against candidates in the midterm races.

The chamber firmly denies the charge, saying its internal accounting rules prevent any foreign money from being used for political purposes. Money, however, is fungible, and it is impossible for an outsider to know whether the group is following its rules.

The chamber has vowed to spend more than \$75 million before the November election, and it has already run 8,000 ads, most of which support Republican candidates. The ads do not urge a vote for or against a specific candidate, but when they accuse Senator Barbara Boxer of California of "destroying jobs," or call Richard Blumenthal of Connecticut "the worst attorney general in the nation," no one can mistake the intent. (The two candidates, both Democrats, are in tight Senate races.)

Because the United States Chamber is organized as a 501(c)(6) business league under the federal tax code, it does not have to disclose its donors, so the full extent of foreign influence on its political agenda is unknown. But the report sheds light on how it raises money abroad. Its affiliate in Abu Dhabi, for example, the American Chamber of Commerce, says it has more than 450 corporate and individual members in the United Arab Emirates who pay as much as \$8,500 a year to join.

Because of a series of court decisions that culminated in the Supreme Court's *Citizens United* ruling earlier this year, these and similar 501(c) nonprofits have become huge players in the year's election, using unlimited money from donors who have no fear of disclosure. (Not surprisingly, the chamber has been a leading opponent of legislation to require disclosure.) One such group, American Crossroads, organized by former Bush advisor Karl Rove, announced a \$4.2 million ad buy to support Republican candidates, bringing the group's total spending to about \$18 million so far.

The possible commingling of secret foreign money into these groups raises fresh questions about whether they are violating both the letter and spirit of the campaign finance laws. The Federal Election Commission, which has been rendered toothless by its Republican members, should be investigating possible outright violations of the Federal Election Campaign Act by foreign companies and the chamber.

The Internal Revenue Service, which is supposed to ensure that these nonprofit groups are not primarily political, has fallen down on the job. This month, Senator Max Baucus, Democrat of Montana and chairman of the Senate Finance Committee, demanded that the I.R.S. look into whether the tax code was being misused for political purposes, and two watchdog groups made the same request of the agency.

The government needs to make sure that the tax code—and American control of American elections—is not being violated.

Editorial: New York Times October 6, 2010

Maritime Cabotage Task Force launches Twitter and Facebook pages

The Maritime Cabotage Task Force (MCTF) last month launched Twitter and Facebook pages in an effort to provide updates about the Jones Act and the domestic maritime industry to its members, the media and the public.

The MCTF's Twitter link can be found at <http://twitter.com/MCTF JonesAct> and the Facebook page is available at <http://tinyurl.com/2dthl6m>.

The Jones Act establishes a U.S. merchant marine of skilled seafarers and U.S.-flagged ships essential for maintaining the flow of domestic and foreign waterborne commerce that is capable of serving as a naval and military auxiliary in times of war or national emergency.

Thousands of American mariners have played a critical role cleaning up oil in the Gulf of Mexico. Jones Act vessels involved in the clean-up have included scores of the world's largest and best equipped oil spill response vessels, dozens of technologically advanced offshore supply vessels, as well as thousands of fishing boats and other vessels of opportunity.

Jones Act shipping annually generates 500,000 jobs, contributes \$100 billion in total economic output, adds \$46 billion to the value of U.S. economic output, provides \$29 billion in wages and contributes \$11 billion in taxes.

The SUP is a member of the Maritime Cabotage Task Force.

Sailors missing off Southeast China

Three sailors were killed with eight others missing on October 1, after a ship sank in heavy weather off southeastern China's Fujian Province.

The ship, *Huiyang 168*, which had 15 crew members (four of whom were saved) dropped anchor off the coast about 2200 on the evening of September 29, when strong gales blew up, the Chinese news agency Xinhua reported, adding that the ship, which was carrying 4,450 tons of clay, capsized about seven hours later. Rescuers dispatched a helicopter, a rescue vessel and 20 other craft to search for the missing crew, but efforts were hampered by the storm. The ship was reportedly registered in China's northern Tianjin municipality, and the crew worked for Tianjin Pacific Shipping.

SUPPORT THE SUP POLITICAL FUND

Aboard the Waters



The SUP gang in the USNS Waters shortly before departure from Port Canaveral to San Diego, October 11. From left: AB Dale Lindquist, OS Rodney Cho, Bosun Haz Idris, AB Eduardo Zepeda, OS Eve Sullivan, AB Thomas Cook. The Waters is operated by Patriot Contract Services for the Military Sealift Command.

Global employment needs five years to rebound

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of jobs recovery, particularly in Asia and Latin America, but in the United States the duration of unemployment has lengthened. One reason the American unemployment rate dropped to 9.6% in August from 10.1% in the previous October, is that 1.2 million people unable to find jobs stopped looking for work, the report said, so they are no longer counted.

To increase employment, governments need to focus on measures like training, raise the spending power of those with jobs in emerging economies through wage increases and enact far-reaching financial reform, according to the ILO, a United Nations agency.

Economists generally endorsed the findings of the report, but they noted that if any of the recommendations were simple to achieve, they would have been put in place long ago.

Training for new skills does not automatically translate into new jobs, as seen in the fact that vocational training schools and community colleges in the United States are booming, argued Bernard Baumohl, chief global economist at the Economic Outlook Group, an advisory organization.

The fundamental problem, Baumohl said, "is that job creation during the recovery is going to be a lot slower than in previous cycles." Austerity measures in Europe, for example, will mean that public and private payroll cuts there will be

deep and long.

Raising wages in countries like Brazil and India to help stimulate demand can cut both ways, economists noted, because it can also discourage employers from adding workers.

In terms of wider financial reform, Torres argued that reestablishing the walls separating commercial banks and investment banks would help revitalize manufacturing and other businesses that create jobs because commercial banks tend to focus on such industries. Some economists thought that solution might border on the simplistic, though they said unfreezing the credit market for established businesses was essential for the health of the recovery.

The ILO acknowledged that conditions varied from country to country, but it tried to boil down trends according to economic categories. In the 35 most advanced economies, job growth will remain stagnant for the rest of this year. Low to middle-income countries, by contrast, were the least affected by the crisis, and the jobs they did lose have been largely replaced.

But restoring jobs to pre-crisis levels is not sufficient to keep up with demand, Torres said. Forty-five million jobs need to be created annually around the world to keep pace with new workers entering the market, he said, the bulk of them in the developing world.

Welfare Notes

October 2010

Mailings for Active Members

Active participants of the SUP Money Purchase Pension and 401(k) Plans should have recently received a contributions and mandays detail statement for shipping time through August 31st, 2010. Participants' investment information will be displayed in The Standard's third quarter statement, which will soon be mailed out.

Please contact the Plans Administrative Office if you do not receive the mailings. Many mailings are returned because of old addresses that are no longer in effect, so it is important to provide your current mailing address.

Flu Season

According to the Center for Disease Control most people who get the flu will not need medical care or antiviral drugs and will recover within two weeks. However, some who come down with the flu are more susceptible to complications that may result in hospitalization and occasionally death. Flu related complications include pneumonia, bronchitis, sinus infections and ear infections. The flu can also make chronic health problems worse.

People at high risk for developing flu related complications are children younger than five years old and especially children younger than two years old, adults 65 years of age and older, and pregnant women. People with medical conditions including asthma, chronic obstructive pulmonary disease, heart disease, or kidney and liver disorders are also at high risk for developing flu related complications.

It is recommended that you check with your doctor about getting a flu vaccination. Also check with the SUP Welfare Plan office if you have any questions in regard to your eligibility and be sure you are enrolled in a medical and dental Plan.

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Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 415-957-1816
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SUP Welfare Plan, 730 Harrison Street, Suite 415, San Francisco, CA 94107

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

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Obama Administration accepts USW complaint against China's clean energy subsidies

President Obama showed once again he is willing to enforce U.S. trade laws. On October 15, his administration accepted the United Steelworkers' (USW) petition under Section 301 of the trade law claiming China's government has used hundreds of billions of dollars in subsidies, performance requirements, preferential practices and other trade-illegal activities to dominate the renewable energy market.

The 5,800-page petition, filed with the U.S. Trade Representative, identifies five major areas where China's government's protectionist and predatory practices helped develop that nation's green energy sector at the expense of production and job creation here in the United States. The actions violate the terms China's government agreed to when it joined the World Trade Organization in 2001, the petition says.

USW President Leo Gerard said accepting the petition, "sends the message that America is not going to stand by while our jobs get outsourced. China and all of our trading partners need to understand that we want fair trade and that we're not going to allow unfair and illegal trade practices to deny our farmers, workers and businesses of the opportunity to compete on a level playing field."

After the petition was filed last month, more than 185 members of the House and 44 senators, mainly Democrats, have come out in favor of accepting the petition, Gerard said.

The acceptance of the petition is significant also because of our nation's huge trade deficit with China, which reached a record-breaking \$28 billion in August. Gerard and Alliance for American Manufacturing (AAM) Executive Director Scott Paul said acting favorably on the USW's petition was an important first step towards stemming the loss of U.S. jobs to China.

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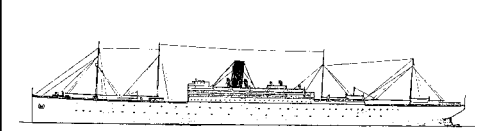
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PS Form 3526, September 2007 (Page 2 of 3)



Avondale workers rally to save their Louisiana shipyard jobs

Hundreds of Union members, elected officials and community leaders joined workers from the Avondale Shipyard near New Orleans on September 24, to cheer the Navy's actions to keep the shipyard working until 2014 and to reaffirm the need for a long-term solution.

Even though the shipyard will be busy, Northrop Grumman, which owns the yard, is moving full steam ahead on plans to lay off workers beginning October 4, and eventually shut the yard down. The company announced it intends to get out of the shipbuilding business.

Wearing T-shirts and waving signs with the message, "Save Our Shipyard," the crowd made it clear how important the yard (which employs 5,000 workers) is to the community that has already been hit by Hurricane Katrina and the BP oil spill.

AFL-CIO Executive Vice President Arlene Holt Baker told the crowd: "It's time to throw the heat on Northrop Grumman. They turned the heat up on you, and decided they would throw

workers and the whole community into the fire."

The AFL-CIO Metal Trades Department, along with 10 of its affiliated Unions and the AFL-CIO, in August launched a public campaign to gain community support for the shipyard. Avondale workers joined with religious leaders and the New Orleans business community to save the shipyard. Members of the Super Bowl champion New Orleans Saints also have joined in the ongoing effort, which includes a billboard campaign running across New Orleans.

Metal Trades Department President Ron Ault says the only real solution is to find a buyer for the shipyard and rebuild the industry. "We are continuing our campaign to save our shipyards because the announcement didn't fix the underlying problems facing the shipbuilding industry...the industry will remain on death row until we can secure a permanent solution—with a multitude of fixes—to restore U.S. shipbuilding to its rightful place in U.S. heavy manufacturing."

MarAd issues piracy warning as East African monsoons end

The Maritime Administration has issued a warning to ship operators of anticipated increase in piracy attacks in the Gulf of Aden region from October through early December due to the end of monsoon season.

More favorable weather conditions allow for small boat activity in the Gulf of Aden, Red Sea, Indian Ocean and waters off the Horn of Africa region. Recent attacks have occurred off the Kenyan and Tanzanian coasts, the Southern Red Sea, Seychelles, and Maldives.

"The change in season means every precaution must be taken in order to defend against pirate attacks," said David Matsuda, Maritime Administrator. "Our agency remains committed to helping U.S. crew members be vigilant and well-prepared for pirate attacks."

In response to pirate attacks worldwide, the Maritime Administration is working with federal agency partners to reduce the vulnerability of U.S. ships and crews by: issuing advisories directly to U.S. ship operators based on latest intelligence; working with industry to improve implementation of best practices to deter piracy; distributing industry produced anti-piracy training videos for crews; and, conducting voluntary security vulnerability assessments with Naval Criminal Investigative Service on U.S. ships.

NOAA to deny port entry to illegal foreign fishing vessels

A new federal rule beginning October 27, 2010, will allow NOAA's assistant administrator for fisheries to deny a vessel entry into a U.S. port or access to port services if that vessel has been listed for engaging in illegal, unreported and unregulated (IUU) fishing by one of the world's international fishery management organizations.

"This is a global problem that subjects our fishermen to unfair competition with illegally caught fish products entering the marketplace here and abroad. Illegal fishing also depletes fish stocks, which ultimately hurts the legal fishermen, fishing nations and their economies," said Eric Schwaab, NOAA assistant administrator for NOAA's Fisheries Service. "Denying port access to vessels engaged in illegal fishing is an effective way to curb this damaging activity."

Foreign vessels are required to provide a notice to the U.S. Coast Guard prior to arriving in the United States. If the vessel is on one of the IUU vessel lists, NOAA Fisheries will be notified and a consultation with federal agencies will ensue. NOAA's assistant administrator for fisheries will determine whether to deny en-

try to the vessel or if other restrictions will be placed on the vessel consistent with our international obligations.

The new rule will also prohibit persons and businesses from providing certain services to, and engaging in commercial transactions with, listed IUU vessels. Those services would include at-sea transporting of fish harvested by a listed IUU vessel, processing fish harvested by a listed IUU vessel or processing fish using a listed IUU vessel; joint fishing operations; providing supplies, fuel, crew, or otherwise supporting a listed IUU vessel; and entering into a chartering arrangement with a listed IUU vessel.

Current U.S. law has largely discouraged IUU fishing vessels from arriving in U.S. ports. However, there have been a few instances when transport vessels identified on IUU lists have reached U.S. ports. This rule clarifies actions that the U.S. can take to deny these vessels entry into, or access to, the United States.

The new rule is part of international efforts to address IUU vessels, which often flout other rules as well, including labor rights, habitat protection, safety-at-sea and food safety requirements.

More jobs lost in September as corporations hoard cash

Some 95,000 jobs were lost in September, fueled by a loss of government employment, which declined by 159,000 jobs, and minimal hiring in the private sector, which added 64,000 jobs. The new jobs data released by the U.S. Department of Labor on October 8, also show the nation's September unemployment rate remained unchanged from August at 9.6%. Public-sector job losses include 83,000 lost at the state and local level, of which 58,000 were in education.

The 64,000 new jobs is about half of what is required to absorb new labor force entrants. To lower the unemployment rate to 6 percent by 2013, the economy needs to add 350,000 jobs a month.

The number of workers who are underemployed, which includes those who are too discouraged to look for work or are working part-time out of economic necessity, worsened to 17.1% from 16.7% in August. More than 26 million U.S. workers are without jobs or full-time work.

The ratio of unemployed workers to job openings was 4.6-to-1 in August, unchanged from July. Yet corporations are sitting on hoards of cash, refusing to hire: Nonfinancial companies held \$1.845 trillion in cash and short-term assets at the end of the second quarter, according to the Federal Reserve.

Yet even the nation's jobless numbers for underemployed workers show only a partial picture. The number of long-term unemployed workers, those jobless for six months or more stands at 6.1 million, while the number of long-term jobless receiving unemployment benefits has risen more than 60% in just the past year. Some 28% of all U.S. households have at least one member that is looking for a full-time job.

Economists like Marty Feldstein at Harvard University and Jan Hatzius from Goldman Sachs say that unless action is taken to address the jobs crisis, there will be no significant reduction of unemployment through 2012 and that it will take years before unemployment returns to pre-crisis levels. The AFL-CIO union movement has long been calling for a public investment-led recovery focused on education and infrastructure to accelerate growth and create jobs in the short-term, with long-term strategy involving private investment to strengthen the U.S. economy and make it more competitive.

AFL-CIO President Richard Trumka said the jobs report shows: "Our nation is desperate for more aggressive action to tackle the ongoing jobs crisis. Republicans in Congress have remained steadfast in their obstruction to any and all job creation proposals. The results are clear—last month we lost 159,000 public sector jobs, while the private sector created only 64,000 new jobs. This is simply unacceptable."

Here's the question for most Republicans in Congress, who have repeatedly blocked job creation bills and relief for long-term jobless workers: How bad does it have to get here before you stop signing platitudinous Pledges and take action to help America's workers?

A recent article, "15 Shocking Facts Show that the Middle Class is Being Wiped Out," in short order describes the extent of the nation's economic crisis. Here are a few:

- #1 Approximately 45 million Americans were living in poverty in 2009;
 - #6 As of June, the number of Americans on food stamps had set a new all-time record for 19 consecutive months;
 - #7 One out of every six Americans is now being served by at least one government anti-poverty program;
 - #9 One out of every seven mortgages in the United States was either delinquent or in foreclosure during the first quarter of 2010;
 - #13 Nationwide, bankruptcy filings rose 20% in the 12 month period ending June 30;
 - #15 One out of every five children in the United States is now living in poverty.
- The solution offered by some Republican candidates? Cut the minimum wage. Because America's workers just aren't suffering enough.

Pirate activity in South China Sea increases

The South China Sea has quickly become a new focus for pirate activity, the International Chamber of Commerce's International Maritime Bureau (IMB) warned on October 18.

The IMB called attention to a tripling in pirate activity in the South China Sea, where piracy attempts in the past nine months have reached 30. It said a small number of groups are probably responsible for the attacks because the attacks bear similar characteristics.

Criminals operating out of Somalia were responsible for almost half of the 289 piracy incidents worldwide during the first three quarters of the year. The IMB reported Pirates continue to expand their zone of operation, which now extends from the Red Sea to hundreds of miles east into the Indian Ocean.

In the first nine months of 2010, heavily armed Somali pirates have carried out all but four of the 39 ship

highjackings. There were more highjackings than in the same period last year (34), despite the fact that there were 17 more recorded piracy incidents.

Worldwide, pirates boarded 128 vessels and fired at 52. A total of 70 vessels reported thwarting attacks, the information clearing house reported. Pirates used guns in 137 incident and knives in 66, killing one crewmember, injuring 27 and taking 773 hostage. Increased naval activity and precautions by merchant ships have helped reduce the potential danger in the Gulf of Aden and off the East Coast of Somalia, the IMB said.

There have only been 45 reported attacks in the Gulf of Aden this year compared with 100 in the January-September time frame last year. Authorities warn of increased pirate activity now that the monsoon season has ended, making it easier for the small craft used in attacks to operate.

ESU Office Assignments

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

ESU NEWS

OCTOBER 2010

Official Publication of the Exxon Seamen's Union

2010 election of ESU officers underway

Ballots for the 2010 ESU election of Union officials were mailed to the membership in early October. Positions up for election this fall are the Vice President/Treasurer position, Deck, Engine, Steward Department Trustee positions and the Ship Representative position for the *S/R American Progress*. The voting period began on October 7, and will conclude on December 6, when the ballots are due at the American Arbitration Association office in New York. Following notification to the ESU Seabrook office on December 6, the results will be promptly announced to the membership.

On the official ballot, all candidates are listed in alphabetical order as per the ESU Constitution and Bylaws. Kevin Conroy and Leo DeCastro are running for the position of Vice President/Treasurer. Pat Campbell and Aaron Rathbun are running for the position of Deck Trustee. David Franklin and Kurt Kreick are running for the position of Steward Trustee. This year William Ackley ran unopposed for the office of Engine Trustee and Rudy Benavides ran unopposed for the *S/R American Progress* Ship Rep. position.

Ballots were addressed individually to each eligible voter and should have arrived to you on board the vessel or at your home. If you did not receive a ballot, please see your ESU Ship Representative or call the Union office. Remember, an eligible voter is one whom has been a member in good standing at least 90 days prior to the start of the election.

The ESU thanks all the candidates involved for their support and willingness to serve the membership. At a minimum, their willingness to serve should be recognized by every member casting a ballot during this important election for our Union. All ESU members are encouraged to participate in the elective process and strive for 100% voter participation in this election. PLEASE VOTE!

In 2011 the following positions will be up for election due to term expirations at the end of next year. President/Secretary, both Board Member at Large positions and Ship Representative positions for the *Kodiak*, *Sierra* and the *S/R Wilmington*.

DOT drug testing changes on October 1, 2010

The Department of Transportation (DOT) has announced that on October 1, it changed its drug-testing rules in an effort to detect lower concentrations of amphetamines and cocaine, as well as heroin metabolites. In addition, a new drug, MDMA, commonly referred to as "Ecstasy," has been added to the list of drugs that will now be targeted by the screen.

The DOT testing at HHS-certified laboratories will continue to be a 5-panel drug test regimen, on and after October 1, 2010. The 5-panel regimen will remain: Marijuana (THC), Cocaine, Amphetamines, Opiates, and Phencyclidine (PCP).

Under Opiates, DOT testing has always included confirmatory testing, when appropriate, for Codeine, Morphine, and 6-AM (heroin). Under Amphetamines, DOT testing has always included confirmatory testing, when appropriate, for Amphetamine and Methamphetamine. To this Amphetamines group, the DOT is adding initial testing for MDMA (Ecstasy) and confirmatory testing for MDMA, MDA, & MDEA. All specimens identified as positive on the initial test must be confirmed positive using gas chromatography/mass spectrometry (GC/MS) before a positive result can be reported.

ESU updates

In addition to our monthly ESU NEWS in the *West Coast Sailors'* newspaper, the Union occasionally sends out Union updates via e-mail to those members that have submitted an e-mail address to our office. If you have not submitted your e-mail address and would like to be included in our update group, please e-mail our office at esusea@sbcglobal.net.

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

Lastly, don't forget the ESU NEWS is available on the Internet on the Sailors' Union of the Pacific website. The website is www.sailors.org. The current edition is posted the day the newspaper is published, usually the third Friday of every month. Additionally, past editions are archived and can be accessed.

Congress approves Coast Guard Authorization Act of 2010

After a four year battle, Congress has finally passed a \$10 billion Coast Guard authorization bill that appears to have something for everyone, including merchant mariners. On October 15, President Obama signed this sweeping legislation into law. This legislation provides funding for the U.S. Coast Guard for 2011 and also contains numerous provisions that are important to those that work in the maritime industry.

One provision (Seamen's Shoreside Access) of the legislation is of particular interest to the ESU. Although it may currently not be a problem, some of our members have been subjected to shore access restrictions at Nederland, Texas, and facilities in the Northeast in recent years. This provision would require that facility security plans provide a system for mariners assigned to a vessel, pilots and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual.

Another important provision of this legislation establishes a 14-person merchant mariner medical advisory committee, none of whom may be Federal employees (i.e. Coast Guard). Ten individuals must be health-care professionals with particular expertise, knowledge, or experience of merchant mariners and the other four committee members must be professional mariners with knowledge of occupational requirements. The committee's role will be to advise the Coast Guard on matters relating to medical certification determinations for the issuance of merchant mariner credentials. The provision should help aid in making the medical review process more efficient.

The bill amends OPA 90 and will require dual-tug escort for double hulled vessels in Prince William Sound. The Oil Pollution Act of 1990 requires double escorts for single-hulled tankers in the Sound, but is silent on the need for escorts for today's fleet of double-hulled tankers. Though present practice is to escort all tankers regardless of hull configuration, there has been a concern that double escorts might be discontinued as the Prince William Sound fleet completes its transition to double-hulled vessels.

Section 304 of the bill requires the Secretary of the department in which the Coast Guard is operating to submit a plan to Congressional Transportation Committees within 270 days to address a couple of issues regarding Merchant Mariner Document Standards. It appears the goal here has two parts: First, a plan to ensure that the process for applying for a transportation security card or merchant mariner document can be completed entirely by mail. The second part of the plan is to develop a report on the feasibility of, and a timeline to, redesign the merchant mariner document to comply with the requirements of such section, including a biometric identifier, and all relevant international conventions, including the International Labour Organization Convention Number 185 concerning the seafarers identity document, and include a review on whether or not such redesign will eliminate the need for separate identity credentials and background screening and streamline the application process for mariners.

Section 910 grants immunity from civil liability to those who act in accordance with the rules governing the self-defense of vessels against an act of piracy. Specifically, an owner, operator, time charterer, master, mariner, or individual who uses force or authorizes the use of force to defend a vessel of the United States against an act of piracy shall not be liable for monetary damages for any injury or death caused by such force to any person engaging in an act of piracy if such force was in accordance with standard rules for the use of force in self-defense of vessels prescribed by the Secretary of the Department of Homeland Security. Not later than 180 days after the date of enactment of this act, the secretary of the department in which the coast guard is operating, in consultation with representatives of industry and labor, shall develop standard rules for the use of force for self-defense of vessels of the United States.

There are various other provisions that passed in the bill. If you would like to review the complete text from this bill it is available on the government website, Thomas.loc.gov. Search for H.R. 3619 Coast Guard Authorization Act for Fiscal Years 2010 and 2011.

Lump sum pension rate lowered to 3.75%

The interest rate for calculating the lump sum payments of ExxonMobil pensions for January-March 2011 will be lowered from the current 4.25% to 3.75%. If you are considering retirement and plan to take a lump sum pension, the lower interest rate should generate a larger lump sum pension payment.

Beginning in 2008, eligible ExxonMobil Pension Plan participants may request an Intent to Retire/Commence package from the ExxonMobil Benefits Service Center (EMBSC) as early as 120 days prior to the benefit commencement date (BCD). To request a package, eligible participants may contact the EMBSC at 1-800-682-2847 or the EMBSC web site (www.exxonmobil.com/benefits). If an individual plans to retire in the first quarter, they should notify their supervisor 60 days before their retirement date to submit a Smart Form.

The ESU also recommends that everyone that is eligible or within a few years of his or her retirement to attend the Late Career Pre-Retirement Planning Course offered by the Company. Dates and locations for 2011 will be disclosed in an upcoming edition of the *ESU NEWS*.

ESU News

Kodiak Deck Gang



Pictured left to right, AB Winston Howerton, MS Ein Cooley and AB Joe "Tuna" Goulart prepare to put out the pilot ladder prior to arriving in Valdez.



Also part of the Kodiak Deck Department are ABs Domingos Gomes and Domingos Dalomba. The Gulf of Alaska weather and seas were relatively mild for the deck setup.

Ship reports

S/R American Progress

Board officer visited the vessel at Amorco in Martinez, CA, on September 28. It was a good opportunity to see several ESU members since there was a complete rotation of the unlicensed crew. Regular Ship Rep. Rudy Benavides departed for paid leave. Board Member at Large, Joe Bernavich, on board. Vicki Colson from the SeaRiver office caught the vessel in Valdez at the beginning of October and made the trip south to Cherry Point. During her trip south she worked on several things including internet access along with wireless and also installed a very nice new computer in the crew recreation room. Feedback has been very positive from the crew. The AP was the last in the fleet to receive these improvements. The ESU appreciates all of Ms. Colson's hard work that improves the quality of life for our members aboard ship. Lastly, the Rep. for the new satellite dish was on board while in port for some fine tuning.

Kodiak

Board officer visited the vessel at anchorage #9 in San Francisco on October 16. The vessel was in Port An-

geles for a few days of repairs at the beginning of October. Kevin Conroy was filling in as Ship Rep. and reports no problems.

S/R Long Beach

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

Sierra

Vessel called on San Francisco on the 19th to discharge at Chevron. The vessel completed a split discharge between Chevron Richmond and Amorco Martinez while in the Bay Area. The past few trips have been to SF Bay but a trip to El Segundo seaberth facility has been slated for some time next month. Eric Bush has been filling in as Ship Rep. and doing a good job with the ESU meetings there.

S/R Wilmington

Board officer visited the vessel in Beaumont, Texas on October 14. Vessel continues the MOGAS run between Beaumont, Texas and Florida. Greg Raredon filling in as Ship Rep. and reports no problems.

Joint Union Management Training meeting

On October 7, 2010, Executive Board members that make up the Joint Union/Management Training Committee (JUMTC) met with SeaRiver management in Houston, TX. The JUMTC committee members consist of (1) Union Officer (Leo DeCastro) and the three Departmental Trustees (William Ackley, Kurt Kreick and Pat Campbell). SeaRiver attendees included, Captain William Sheehy, Human Resources Manager, Nicole Curtis, Fleet Service Manager, Ron Floyd, Training Coordinator, Kharon Delaney and HR Specialist, Dona Steadman. The committee meets at least once annually as per the Collective Bargaining Agreement. The primary focus of this meeting dealt with evaluating current unlicensed training programs and what the training picture will look like in 2011.

Confined Space, Entry and Rescue course – This course has been offered since 2007 and there were two classes during 2010. The reviews about this course have been excellent, particularly the opportunity to get involved with hands on experience at Texas A&M in College Station. The class has been offered to Deck and Engine (PM) personnel. The current plan is to continue this course again next year.

Advanced Fire Fighting (4 day) – Advanced FF has pretty much replaced the Basic course and open to all unlicensed personnel. There are 2 classes remaining on the schedule during 2010 and there will be several classes scheduled next year.

Advanced Deck/Engine Ops (DLC) – This class has been held for several years now and many unlicensed have been to this course. There are no classes scheduled for 2011.

Maintenance Skills Training – This new week long course has been held twice this year in the Pleasant Hill, CA area. Part of the training is held at the hotel and some of the course is conducted at Cal Maritime in Vallejo. The target audience for this class is Deck and Engine department personnel and covers a variety of subjects with heavy emphasis on safety and hands on training. The JUMTC reviewed this class for any modi-

fications that would improve the overall effectiveness of the course. One such change is extending the last day from a half day to a full day to provide more time on subjects during the week. The current plan is for an additional 2 to 3 classes in 2011.

Culinary Training – Currently, there is no Culinary Training for the Steward Department on the schedule for 2011. We discussed Steward's Department training but no classes are in the works at the present time.

Education Reimbursement Program – For training that is related to your job, an individual can take advantage of SeaRiver's Educational Reimbursement Program. This program covers the cost of tuition and books for training that serves to maintain or upgrade currently held licenses and endorsements and for training that enhances an employees' skill in the job they perform (i.e. upgrade to AB, Oiler or culinary class). You should submit an educational reimbursement form prior to attending a course for approval from the Training Department. The employee must pay for the costs up front and once he/she provides a certificate of completion along with receipts, then reimbursement will be paid through payroll. Forms can be requested from Training Coordinator, Kharon Delaney or by contacting the ESU office.

Below you will find the remaining training courses and dates that are available to the unlicensed group for 2010. Participation in these courses by eligible members is highly recommended and the Union encourages any member that has not yet attended a course to contact Fleet Manning Administrator, Helen Wright or Training Coordinator, Kharon Delaney if you would like to attend.

Remaining 2010 Training

Basic Firefighting

October: 13-14

December: 1-2

Maintenance Skills

November: 15-19

Advance Firefighting

November: 9-12

December: 14-17

ExxonMobil Health Plans open enrollment

Everyone needs to be aware that the open enrollment period for making benefit elections begins on October 25, and ends on November 12.

A hardcopy version of the open enrollment booklet and forms is in the mail to all the vessels. Additionally, the annual enrollment brochure will also be mailed home to each employee and includes information and instructions for enrollment in the ExxonMobil Medical, Dental, Vision and Pre-Tax Spending Plans.

Even though it may not appear that you need to make a change to any of your benefits, please be sure to read the 2011 Annual Enrollment booklet to understand the plan changes that are effective in 2011.

If anyone has any questions regarding enrollment, please contact Benefits Administration at 800-262-2363 or contact the ESU Seabrook office at 281-474-2430.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Board Member at Large Joe Bernavich

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick



SUP President's Report

October 12, 2010

JONES ACT

On Wednesday, September 29, the *San Francisco Chronicle* reported that San Francisco Mayor Gavin Newsom's office had submitted a document to the local Board of Supervisors the previous day, entitled "Term Sheet for Hosting The 34th America's Cup in San Francisco" in 2013. The *Chronicle* article mentioned the City seeking federal legislation to permit foreign-flagged vessels wide latitude to operate prior to and during the race.

A "Term Sheet" is a bullet-point document outlining the material terms and conditions of a business agreement. After a Term Sheet has been "executed" — in this instance, by the San Francisco Board of Supervisors — it guides legal counsel in the preparation of a proposed final agreement. The agreement for hosting the America's Cup would be signed by the City of San Francisco and BMW Oracle Racing, which won the 33rd America's Cup in Valencia, Spain, in February of this year.

Upon receiving and reviewing the Term Sheet, it was found to contain an onerous provision that was unacceptable to the Sailors' Union and the rest of maritime labor.

Specifically, the provision entitled "Jones Act Exemption" called for San Francisco "to use best efforts to obtain federal legislation to exempt the Event from the Jones Act to the extent necessary to authorize foreign-flagged yacht transportation ships to stop in more than one U.S. port, and foreign-flagged racing, support and spectator vessels to lawfully undertake the transportation and race related activities (including the transportation of spectators) contemplated in the Event Plan."

Outrageous to put it mildly, particularly in the wake of the lies disseminated by foes of the U.S. merchant marine after the explosion of the *Deepwater Horizon* oil rig in the Gulf of Mexico on April 20 that American maritime Unions pressured President Obama not to waive the Jones Act, thus hindering the oil spill clean-up. Nothing could have been further from the truth. But this did not stop Senator John McCain (R-Arizona) from introducing legislation to repeal the Jones Act or Congressman Charles Djou (R-Hawai'i) to request that Hawai'i be exempted from the Act.

Your secretary immediately communicated the imminent threat to the Jones Act and our work to the other maritime Unions and contacted senior staff members of Speaker of the House Nancy Pelosi in Washington, D.C. Pelosi represents San Francisco in Congress and is a strong supporter of the Jones Act.

Over the next several days, including the weekend of October 2, and 3, your secretary was contacted by representatives of the Mayor's office asking why we objected to the provision as they, it was apparent, did not know what the Jones Act was or its significance to maritime labor. What was also apparent was that Speaker Pelosi's office was telling San Francisco to drop the Jones Act provision.

On October 4, the Board of Supervisors Land Use and Economic Development Committee was scheduled to vote on affirming its support for the Term Sheet, including the Jones Act provision. Prior to the start of the hearing in City Hall, MFOW President Anthony Poplawski, IBU Regional Director Marina Secchitano, MM&P Representatives Bill McKinley and Ray Shipway, MEBA Representative Christian Yuhas and your secretary met in the passageway outside of the hearing room with representatives of the Mayor's office. The Unions were told that the provision would be deleted. We responded that we were prepared to testify before the committee if it wasn't. The Mayor's office capitulated to our demand as it was removed from the Term Sheet when it was presented to the committee and the following day when the Term Sheet for Hosting The America's Cup, minus the Jones Act provision, was passed by the San Francisco Board of Supervisors.

Credit for forcing San Francisco to change course on very short notice on this critical issue belongs to Speaker

Pelosi. Others that expressed concern and support of maritime labor included Congressman George Miller (D-California), Congresswomen Linda Sanchez (D-California), Lynn Woolsey (D-California), Barbara Lee (D-California), the California Labor Federation, the San Francisco Labor Council and the San Francisco Building and Construction Trades Council.

As for the America's Cup, it would create hundreds of jobs in San Francisco and the Bay Area as well as pump billions of dollars into the local economy. However, Spain and Italy, have also made offers to host the Cup race. The final decision rests with billionaire Larry Ellison of Oracle, who resides in San Francisco.

Will keep a weather-eye on the selection process and its terms and conditions to ensure that the Jones Act and American cabotage are not again put into play.

MATSON NAVIGATION COMPANY

Last month, after the Headquarters and Branch meetings were held, Matson notified the SUP and its other contracted Unions that the company was pursuing a military charter for the laid-up *Matsonia*. The charter was for transporting helicopters from Baltimore to Pearl Harbor.

The company requested and your secretary agreed, pending membership approval, to the wages and benefits applied to the *Kauai* military charter last year plus 3%.

Unfortunately, on September 30, Matson notified the Unions that the Large, Medium-Speed, Roll-On/Roll-Off vessel *USNS Mendonca*, formerly operated by Patriot Contract Services but now managed by an SIU/AMO-contracted company, was being activated by the U.S. Transportation Command (USTRANSCOM) to carry the cargo—leaving the *Matsonia* in idle status.

In other Matson news, Wilmington Branch Agent Vern Johansen has been working closely with Southern California International Transport Workers' Federation (ITF) Inspector Stephan Mueller-Dombois to gather information on the five foreign-flag vessels (*Kaimoku, Kainalu, Kailua, Kohala, Kailan*) time-chartered by the company in the China/Long Beach trade.

Last week Inspector Mueller-Dombois boarded the *Kailua* in Long Beach and passed on the following information to Agent Johansen and your secretary. The *Kailua*, like the other four vessels are registered in Cyprus and operated by Columbia Shipmanagement based in Cyprus. As the membership will recall, Columbia managed APL's foreign-flag ships (the C-11 Class) prior to the company being purchased by Neptune Orient Line in 1995.

The *Kailua* has a top-to-bottom crew of 23. The Master, Chief Mate and Second Mate are Germans, the Third Mate is Filipino, the Chief Engineer is Polish while the 2nd, 3rd and one "Electrical" engineer are Filipino.

The unlicensed deck department is comprised of one Bosun, four ABs and one maintenance sailor. All are Filipino except for one Uruguayan.

The engineer deck is comprised of four oilers, two wipers and one "engine fitter". All are from the Philippines.

The steward department has a Chief Cook and a messman and are also Filipino.

The base wages for an AB aboard the *Kailua* are \$594.00 a month. Overtime for the month of September averaged 122 hours at the overtime rate of \$4.29 per hour. This meant that an AB's gross wages were approximately \$1,200 per month. However, after allotments (which were high), draws (which were high) and slop chest purchases were deducted the average payoff for an AB was \$0.58!

The employment contract for all unlicensed personnel is for seven months, plus or minus one month. The vacation rate is eight days per month at a rate of \$158.00 per day with a daily subsistence allowance of \$152.00 per day while on vacation.

In order for the Sailors' Union or any of the other American maritime Unions to compete with this type of wage-scale, wages would have to be rolled back at

least 40 years. In 1970, an SUP AB was making \$652.00 a month and the regular overtime rate was \$4.35 per hour.

Agent Johansen, the ITF and your secretary will continue to monitor these ships.

FOSS MARITIME COMPANY

As reported for the past four months, California Assemblyman Jared Huffman (D-Marin County) introduced legislation (AB 234) in Sacramento that would require extensive "pre-booming" of all vessels engaged in bunkering and impose new bunkering fees. This unnecessary legislation could jeopardize Foss Maritime's bunkering operation on San Francisco Bay and the jobs of SUP members employed by the company.

Unfortunately, Huffman's bill passed the State Assembly and narrowly passed the Senate on August 30.

As reported last month, your secretary sent a letter to Governor Arnold Schwarzenegger urging him to veto the bill. Similar letters were submitted by the California Labor Federation, the Pacific Merchant Shipping Association, Foss, Chevron, and other companies associated with vessel fueling.

On September 30, Governor Schwarzenegger vetoed the proposed legislation.

In his veto message to the State Assembly, the Governor said: "This bill requires the Administrator of the Office of Spill Prevention and Response (OSPR) to develop regulations addressing "pre-booming" of vessels involved in transfers of oil fuel and oil cargo. The bill also increases the per-barrel fee, paid by tankers, and the non-tank vessel fee, that is used to support OSPR's administrative functions and authorizes the Administrator to adjust the maximum per-barrel fee annually for inflation according to the Consumer Price Index.

"This bill is unnecessary. Pursuant to the authority already provided under existing law, OSPR is currently in the process of evaluating the benefit of requiring "pre-booming" standards on fuel transfer operations where it is safe and effective to do so. Additionally, the magnitude of the fee increase proposed to fund OSPR's regulatory activities per this bill far exceeds what OSPR estimates it would cost to promulgate the "pre-booming" regulations this bill would require."

A tip of the Stetson to the Governor.

APL MARINE SERVICES

In accordance with the 2005-2015 collective bargaining agreement with APL Marine Services, Ltd., the rates of the company's (Offshore, Maintenance and Extra Maintenance) contributions per manday to the SUP Welfare Plan shall be increased by the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers), or its agreed upon successor, during the most recent 12-month period for which such index was calculated by the Bureau of Labor Statistics of the Department of Labor.

The 3.5% increase in the index from August 2009 to August 2010, was released by the Bureau of Labor Statistics in September. Therefore, after comparing numbers with the company, APL's contributions to the SUP Welfare Plan increased by that percentile effective October 1.

The increased contribution boosted the rates per manday for vessels enrolled in the Maritime Security Program (MSP) to \$100.57 from \$97.34 per manday. For MSP vessels there was also a 2.5% increase in the Training Fund rate to \$5.63 from \$5.49 per manday.

The rate for non-MSP vessels (*Agate, Japan, Turquoise*) increased to \$63.81 from \$61.82. For standbys under the Maintenance Agreement the rate increased to \$70.42 from \$68.14 per manday. The rate for casual standbys under the Extra Maintenance Agreement is up to \$29.41 from \$28.42 per manday.

continued on next page

President's Report continued

SAN FRANCISCO BAR PILOTS

The current collective bargaining agreements between the SUP and the San Francisco Bar Pilots covering marine personnel and dispatchers expires on December 31. On October 6, notified Captain Peter McIsaac, Port Agent for the Pilots, of the Union's desire to negotiate new agreements.

As the membership will recall these agreements were scheduled to expire on December 31, 2009. Due to adverse economic conditions caused by the recession they were first extended to February 28, 2010, then to December 31.

COAST GUARD AUTHORIZATION BILL

On September 28, 2010, the U.S. House of Representatives concurred in Senate amendments to the Coast Guard Authorization Act of 2010 (HR 3619). The SUP, MM&P, MEBA, ILWU and ILA were directly involved in crafting this bill which was coordinated by Jeff Pavlak, Legislative Representative of the Transportation Trades Department (TTD). This was a difficult task, as the Senate was initially opposed to many provisions of the House supported by the Unions. Brother Pavlak is to be commended for his outstanding work.

As in many Coast Guard bills, there several provisions that directly affect the employment of U.S. merchant mariners and in fact the bill achieves several long-standing goals of maritime labor. Most importantly, it requires the establishment of a Merchant Mariner Medical Advisory Committee. The purpose of this committee is to advise the Secretary of Homeland Security about specific medical certification determinations and, more broadly, about the medical guidelines used by examiners of merchant mariners.

The committee, none of whom can be a federal employee (i.e. Coast Guard), will be comprised of ten health care professionals with experience in occupational medicine and four merchant mariners. Over the long term, the independent Medical Advisory Committee may be able to balance the medical policy relating to mariners that currently favors employers and help put sailors back to work.

The legislation also provides improvements to the TWIC program, such as faster TWIC application processing, especially when the Transportation Security Agency requests additional information (30 days from application to notice of Initial Determination of Threat Assessment letter with 30 day processing after all requested information is received). The TWIC process was further improved by allowing workers to continue to work (with an escort) while an application is pending. The legislation authorizes a study for mailing approved cards to an applicant's home address. If found to be feasible, this so-called "alternative receipt program" would eliminate the need to return to the same enrollment center to pick up and activate the card—a step that is particularly difficult for itinerant seamen. There is a provision to review the background check process towards eliminating duplication, limiting the number, and reducing the conflicts between state and federal checks.

Within the context of the recent attacks on the Jones Act, the Coast Guard is by this legislation authorized to begin a program of education of its officers and members on enforcement of the existing coastwise trade laws. Moreover, within one year of enactment, the Coast Guard must submit a report to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science and Transportation on its enforcement strategies and the actions they have taken to enforce the laws.

A section of the bill grants immunity from civil liability to those who act in accordance with the rules governing the self-defense of vessels against an act of piracy. Specifically, an owner, operator, time charterer, master, mariner, or individual who uses force or authorizes the use of force to defend a vessel of the United States against an act of piracy shall not be liable for monetary damages for any injury or death caused by such force to any person engaging in an act of piracy if such force was in accordance with standard rules for the use of force in self-defense of vessels prescribed by

the Secretary of the Department of Homeland Security. The Secretary is directed to consult with representatives of maritime labor and the shipping industry to develop, no later than 180 days from the date of enactment of this legislation, the standard rules for the use of force for the self-defense of vessels referred to above. This section directs the Secretary of the Department of Homeland Security to work through the International Maritime Organization to establish agreements that promote coordinated action among port and flag states to deter, protect against the rapidly respond to piracy.

Finally, HR 3619 confirms international law and previous Coast Guard policy relating to shore leave. In a section entitled Seaman's Shoreside Access the legislation for the first time clearly requires facilities to provide shore leave access at no cost to the sailor. It says that any company with a facility security plan "shall provide a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual." This is a significant new step in maintaining the concept of shore leave as a human right, an idea that the SUP has fought for since inception.

TTD President Edward Wytkind said "While there is still important work left to be done, including addressing the threat of piracy, mariner workforce development and redundant state-based credentialing programs, this legislation represents an important step forward. We look forward to its enactment." President Barack Obama is expected to sign the bill soon.

TRANSPORTATION TRADES DEPARTMENT

As a Vice President of the Transportation Trades Department (TTD), AFL-CIO, attended an Executive Committee meeting at AFL-CIO Headquarters in Washington, D.C. on September 22.

The TTD is an effective organization that continues to aggressively lobby the Obama Administration and Congress on transportation issues, including those of importance to maritime workers such as the previously reported Coast Guard bill.

Rich Trumka, President of the AFL-CIO, told the gathering that labor holds the key in the November 2, election. He stated that labor supports "economic patriots" who support investing in America and oppose outsourcing of American work.

Congressman John Boccieri (D-Ohio), who addressed the meeting, is the kind of representative labor needs in Washington. As a member of the Transportation and Infrastructure Committee, he is a strong voice for workers and on issues important to all Americans like protecting Social Security—he's 100%. Boccieri has a most interesting background. He is a retired Air Force Major who served four tours of duty in Iraq and Afghanistan piloting transport planes.

Deputy Secretary of Labor Seth Harris fielded questions on the activities of the Department of Labor. MEBA President Don Keefe and your secretary questioned Secretary Harris on the department's oversight of the bidding process of the Military Sealift Command. Harris could not adequately respond to the questions, but said he would investigate.

USA MARITIME

As a member of the Board of Governors of USA Maritime (formerly the P.L. 480 Coalition), attended a meeting of that organization on September 23, also in Washington, D.C.

The primary purpose of the coalition is to support cargo preference laws, including the enforcement of those laws for U.S.-flag ships. Since at least 1904, cargo preference has been at the center of legislation ensuring the survival of the U.S. merchant marine. Cargo preference reflects the belief that when the U.S. government buys ocean transportation, it should employ U.S. citizens paying U.S. income taxes for at least a portion of that work, provided they are available and can do so for a fair and reasonable rate.

The main topic on the agenda was the failure of the Department of Energy (DOD) to enforce cargo preference for the \$30 billion it received under the American Recovery and Reinvestment Act of 2009 to make loan

guarantees for renewable energy projects. The Obama Administration has sought an additional \$35.5 billion for fiscal year 2011.

Although the main purposes of the Recovery Act are to create new jobs, save existing ones and spur economic activity, a significant portion of the financing guaranteed by DOE will pay for foreign-source components such as solar panels and wind turbines and blades. These "green" technology products are made in China, which the United Steel Workers of America has accused on dumping these product below market rate on the American market. There was an article on this issue in last month's *West Coast Sailors*.

Tied to this issue is U.S. cargo preference which reserve 50% of cargoes financed by the U.S. Government to U.S.-flag commercial vessels (so long as they are available at fair and reasonable rates) —apply to the imports of these foreign-source components financed with the benefit of DOE guarantees.

There should in fact be no issue since U.S. cargo preference laws apply to all financing guaranteed by the U.S. government including DOE loan guarantees.

However, on October 5, the DOE issued a legal opinion that cargo preference laws do not apply in this instance. USA Maritime, the TTD and other organizations have vowed to have this ruling overturned either legislatively or administratively.

The projected freight revenue to U.S.-flag carriers from the DOE Loan Guarantee Program is substantial (estimated to be as much as \$450 million with respect to the initial \$30 billion in guarantees) and would provide critical support to a U.S. industry important for the U.S. economy, for U.S. national defense and for American mariners.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters meeting to review the finances of the Union for the third quarter of 2010, and report back to the membership at the November coastwise meetings. In the event the committee cannot be filled today, recommend that when the quarterly audit of the Unions funds is completed, which will be in about three weeks, necessary committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance committee will turn-to on Monday, November 8, at 8:00 A.M.

HOLIDAYS

All SUP halls will be closed on Thursday, November 11, in observance of Veteran's Day and on Thursday, November 25, for Thanksgiving Day.

THE ELECTION

All hands, their families and friends are urged to vote on November 2.

If the Republicans take control of the Congress, the Jones Act, the Maritime Security Program, cargo preference and other legislation that protects American workers and American jobs will be in serious jeopardy.

It is imperative that all go to the polls and vote for candidates that are pro-worker. The recommendations of the Washington, Oregon, California, Nevada and Hawai'i Labor Federations will be published in this month's *West Coast Sailors*. Use those recommendations as a guide to how to vote, as those recommendations were made by workers. If you reside in a state not mentioned, call the local labor council in your area for their recommendations.

VOTE NOVEMBER 2!

ACTION TAKEN

Quarterly Finance Committee: Nominated and elected were: Kaj Kristensen, Romaine Dudley, Arthur Thanash, Diane Ferrari, and Louis Frazier.

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

Gunnar Lundeberg

SUP Branch Reports

Seattle

September 20, 2010

Shipped 2 Boatswain jobs filled by 2 A members; 22 Able seaman billets went to 8 A, 7 B, 6 C and one D registrant—2 of these jobs were returns, 5 were reliefs, and 8 went to Navy bottoms; 2 Ordinary jobs were filled with 1 C and 1 D registrant and 12 standbys were filled with 4 A's, 2 B's, 1 C, 1 D and 1 MFU member.

Registered: 10 A cards for a total of 19; 9 B cards for a total of 26; and 7 C cards for a total of 19.

Ships Checked

Matson vessels *Manoa* and *Kauai* called twice in Seattle with little or no problems. The *President Jackson* and *President Truman* called in New York and returning crew members stated all is well in these bottoms. Patriot Contract Services vessels *USNS Gordon* and *USNS Gilliland* called for crews to sail these ships from Florida up to Virginia. Within hours of docking and payoff the crews were called back for emergency hurricane watch and possible sailing. All hands that were reached by cell phone immediately returned to their ships and a couple of sailors volunteered and boarded planes flying out to help.

I represented the SUP at the following meetings. The King County Labor Council meetings; the Puget Sound Area Maritime Security Committee meeting; a Coast Guard exercise with the Washington State National Guard; Washington State Department of Emergency Planning with FEMA officials to determine how quickly Puget Sound would recover it's maritime transportation system in the event of a catastrophic earthquake similar to Haiti. With towing companies such as Foss and Manson Construction barges located here in the Northwest, we will be far better than some areas along the West Coast.

I attended a meeting hosted by and at the King County Labor Temple concerning the Viaduct Replacement Project with a diverse group of downtown business leaders, labor leaders and political groups and all in agreement saying enough is enough "just dig the tunnel"! This project continues to drag on and I expect to be participating in this for quite a while as this is a critical component to a viable Port of Seattle.

Vince O'Halloran, Branch Agent

Wilmington

September 20, 2010

Shipped a total of 68 jobs—the breakdown is as follows: 3 Bosuns—1 Steady, 1 Return, 1 Relief; 4 AB/Dayman—4 Steady; 6 AB/Watch—4 Steady, 1 Relief; 2 STOS; 66 standbys.

Registration: Class A 39; Class B 19; Class C 12.

Ships checked

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

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

Thanks to Leon Gandy for doing an outstanding job relieving Gary Gelfgren as the APL Shoreside Bosun.

Support your Political Action Fund.

Vern Johansen, Branch Agent

Honolulu

September 20, 2010

Shipped the following jobs during the month of August: 1 AB Day, 1 AB Watch, 1 AB Day Return, 1 AB Watch Relief and 3 AB Maint. (Paint & Rigging). The regular jobs were filled by 3 A cards and 4 B cards.

Also shipped 13 standby jobs this month. The standby jobs were filled with 5 A cards and 8 B, C, and D cards.

Registered during the month of August: 6 A cards, 5 B card, 0 C cards, and 1 D card. To date totaled registered: 12 A cards, 6 B cards, 2 C cards, and 2 D cards.

Ships Checked

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

I represented the SUP at the Hawai'i Ports Council monthly meeting, which includes the Hawaii Ocean Safety Team (HOST) meeting, a meeting with Marine Information Services of North America (MISNA) with Captain Lynn Korwatch hosting, a meeting at Neil Abercrombie's headquarters where we discussed canvassing, sign waving, and fundraisers. Anyone who is interested in any of these activities just let me know, I have the dates and times for all of the above. I also attended the Hawai'i State AFL-CIO Council of Affiliates meeting with Bonny Coloma. Basically this meeting was about who the Hawaii AFL-CIO is going to endorse this election. I have the list of who they are endorsing at the hall in case anyone needs the information. I also have at the hall voter registration pamphlets and absentee voter applications. This is an important election with the Jones Act in jeopardy. If we lose the Jones Act then we lose our jobs, so everybody needs to get out and vote this time. (Of course you should vote in every election, which I know we all do.) On a related note, we are still sign waving for Colleen Hanabusa every Tuesday in front of the hall from 8:00-9:00 A.M.—join us.

Michael Dirksen, Branch Agent

San Francisco Business Agent

October 12, 2010

Visited & paid off the following ships:

Kauai—Richard Goen, delegate; Robert Jones, bosun: In from Seattle, no disputes. Good Seattle gang.

Mahimahi—John Gabourel, delegate; Tim Thomas, new relief bosun. No disputes. A few members donated to the Sailors' Political Fund.

Manoa—Gerry Marshall, delegate; Chris Bujnowski, new relief bosun. No disputes. Members were informed of the importance of their political donation. Two members donated \$100.

Mokihana—Toetaua Gago, delegate: Car carrier in from the Islands. No disputes.

Worked in front office.

Bill Berger

Vice President's Report

October 2010

Kauai: Richard Goen, delegate. Delegate deserves credit for teaching younger members about the Agreement via a "shadow sheet" program where the new man keeps a separate sheet and then compares it against the delegate's at week's end. Delayed sailing clarification. Food beef discussed/resolved with the steward, the company and the gang.

APL Singapore: Robin Taylor, delegate. Food beef brought to the attention of the captain and company. Shorthanded rate for medical or illness issue covered under Section 7(g) of the SUP Work Rules; the higher rate only applies when two-man watches are set. In a one-man watch reassigned daymen get overtime for week-end watchstanding.

APL Thailand: Bert Genita, delegate. Departure for the purposes of our Agreement is going fore and aft and supported by the sailing board when there is a let-go delay.

APL Turquoise: Joel Schor, delegate. UFFD SUP sailor off in Colombo, relief joining in Port Said. As for the Singapore above, shorthanded rate for medical UFFD or illness is covered under Section 7(g) of the SUP Work Rules but only applies in a two-man watch.

APL Agate: Josh Entemann, delegate. Delegate's call on arrival in New York helped navigate the informational pickets of ILA longshoreman as new crew joined the ship in NY. Clarification on a delayed sailing in Savannah. Watch on deck after 1700 and before 0800 get paid a 1 hour OT minimum for the work of tying up or letting go. Disposal of garbage on dock is payable at the low cargo rate on straight time and at the overtime rate on overtime hours as per Section 11(q) SUP Work Rules. New delegate is Mark Relojo.

APL Steam Rack: Gene Campedel, delegate. High container volume has led to working mandatory overtime on nights and weekends. Policy of advance notice of overtime requirements being worked out with the Company. Bosun Bob Greene expertly handling the workload and crew assignments.

Mississippi Voyager: Wil Williamson relieved by Ismael Ocampo as delegate. Paul Seager is the bosun. New members signing up: welcome aboard Lashon Miles. On the Columbia River run.

Washington Voyager: Jenn Corner, delegate. Boarded once at the Long Wharf and once in the Richmond inner harbor. Multiple loads and discharges at different terminals in SF Bay after doing the same thing in LA is a rough run for this a hard working ship: the last of the gas turbine tankers.

Florida Voyager: Bill Fisher, delegate. This newest Double-Eagle is out of the yard and on the tough (because short) Tampa to Pascagoula run but is expected to sail for the West Coast shortly. John Svane is the bosun. Mahmoud Mahoud will relieve Mike Peterson as chief steward.

USNS Waters: Dale Lindquist, delegate. Email from the delegate enroute West Coast. In good shape. Haz Idris is the bosun.

USNS Martin: Mike Haslam, delegate. Reliefs of first crew beginning in late October. Departing Korea for Japanese yard then expected to return to Korea. Bosun Adam Tassin deserves credit for breaking in this ship and bringing it up to SUP standards.

Cape Jacob: Randy Fogle, delegate. Ruben Loza is the bosun and doing a bang-up job. Delegate handling well the continuous need for clear communication regarding reliefs.

USAV Worthy: Mighty Isaia, delegate. Sailed from Pearl Harbor for San Diego in good shape. Ninety day relief filled by Wilmington as per past practice. Branch Agent Vern Johansen will make the ship.

San Francisco Bar Pilots: Mike Koller, Terry O'Neill, delegates. Meeting on "no go" zone chart with management, the delegates and dock bosun Leo Moore clarified the intent, purpose, specific area revisions, and areas for further review (such as Horseshoe Cove, Sausalito, and New York Slough). Several caucuses on upcoming negotiations produced important input from the rank and file.

Foss Maritime Company: JD Rymel, delegate. Clarification on barge standby rate—tankerman rate not payable if tankerman work not performed. Suspended employee reinstated after investigation. Union intervened in safety training that would require immersion in the Bay; management agreed to allow the option of completing training in an area pool. The Flex Tankerman schedule under Section 32 provides for 10 days on and 5 days off; management advised to adhere to the Agreement.

Dave Connolly

Dispatcher's Report

Headquarters—Sept. 2010

Deck	
Bosun	4
Carpenter	0
MM	4
AB	19
OS	1
Standby	10
Total Deck Jobs Shipped	38
Total Deck B, C, D Shipped	13
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts. ...	38
Total B, C, D Shipped-All Depts. .	13
Total Registered "A"	37
Total Registered "B"	12
Total Registered "C"	14
Total Registered "D"	26



Washington State Labor Council AFL-CIO Endorsements

Following are the endorsement for the 2010 election for the Washington State Labor Council, AFL-CIO. If a race or ballot measure is not listed, the WSLC has made no recommendation in the race.

U.S. SENATE



Patty Murray

U.S. HOUSE

- 1st District: Jay Insee
- 2nd District: Rick Larsen
- 3rd District: Denny Heck
- 4th District: Jay Clough
- 6th District: Norm Dicks
- 7th District: Jim McDermott
- 8th District: Suzan delBene
- 9th District: Adam Smith

STATEWIDE JUDICIAL

State Supreme Court

- Charlie Wiggins
- Barbara Madsen
- OPPOSE Jim Jhonson

Court of Appeals

- Division 1, District 1, Pos. 2:
Michael Spearman
- Division 2, District 3, Pos. 2:
Jill Johanson

BALLOT MEASURES

- Initiative 1053** - Tim Eyman's effort to impose 2/3 supermajority votes on revenue issues **OPPOSE**
- Initiative 1082** - Privatizing Washington's public non-profit workers' compensation system **OPPOSE**
- Initiative 1098** - Tax relief for middle-class families and small businesses, and creating a high-earners income tax in Washington **SUPPORT**
- Initiatives 1100 & 1105** - To privatize state liquor stores ..
..... **OPPOSE**
- Initiative 1107** - To repeal any part of the 2010 state revenue package **OPPOSE**
- Referendum 52** - "Schools and Jobs" measure to finance energy-efficiency retrofits at schools **SUPPORT**

STATE LEGISLATURE

(By District)

- 1st: House 1: Derek Stanford; House 2: Luis Moscoso
- 2nd: House 1: Marilyn Rasmussen; House 2: Tom Campbell
- 3rd: House 1: Andrew Billig; House 2: Timm Ormsby
- 5th: House 1: Gregory Hoover
- 6th: Senate: Chris Marr; House 2: John Driscoll
- 8th: House 1: Carol L. Moser
- 10th: House 2: Tom Riggs
- 11th: House 1: Zach Hudgins; House 2: Bob Hasegawa
- 17th: House 1: Tim Probst; House 2: Monica Stonier
- 18th: House 1: Dennis Kampe
- 19th: House 1: Dean Takko; House 2: Brian Blake
- 20th: House 1: Corinne Tobeck
- 21st: House 1: Mary Helen Roberts; 2: Marko Liias
- 22nd: House 1: Chris Reykdal; House 2: Sam Hunt
- 23rd: House 1: Sherry Appleton; House 2: Christine Rolfes
- 24th: House 1: Kevin VanDeWege
- 25th: House 1: John Thompson; House 2: Dawn Morrell
- 26th: Senate: Derek Kilmer;
House 1: Sumner Schoenike; House 2: Larry Seaquist

- 27th: House 1: Jake Fey
- 28th: House 1: OPPOSE Steve O'Ban; House 2: Tami Green
- 29th: Senate: Steve Conway
House 1: Connie Ladenburg; House 2: Steve Kirby
- 30th: House 1: Mark Miloscia; House 2: Carol Gregory
- 32nd: Senate: Maralyn Chase; House 1: Cindy Ryu
- 33rd: Senate: Karen Keiser
House 1: Tina L. Orwall; House 2: Dave Upthegrove
- 34th: Senate: Sharon Nelson
House 1: Eileen Cody; House 2: Joe Fitzgibbon
- 36th: Senate: Jeanne Kohl-Welles; House 2: Mary Lou Dickerson
- 37th: Senate: Adam Kline
- 38th: Senate: Nick Harper
House 1: John McCoy; House 2: Mike Sells
- 41st: Senate: Randy Gordon
- 42nd: Senate: Patrick Jerns; House 1: Al Jensen
- 43rd: Senate: Ed Murray; House 1: Frank Chopp
- 44th: House 1: Hans Dunshee
- 45th: Senate: Eric Oemig; House 1: Roger Goodman
- 46th: Senate: Scott White
House 1: David Frockt; House 2: Phyllis Kenney
- 47th: Senate: Claudia Kauffman
House 1: Geoff Simpson; House 2: Pat Sullivan
- 49th: House 1: Jim Jacks; House 2: Jim Moeller



Oregon State AFL-CIO Endorsements

STATE CANDIDATES

- Governor: John Kitzhaber
- State Treasurer:
Ted Wheeler
- Superintendent of
Public Instruction:
Susan Castillo

U.S. SENATE



Ron Wyden

U.S. CONGRESS

- District 1:** David Wu
- District 3:** Earl Blumenauer
- District 4:** Peter DeFazio
- District 5:** Kurt Schrader

STATE ASSEMBLY

(By District)

- 5. Peter Buckley
- 6. Lynn Howe
- 8. Paul Holvey
- 9. Arnie Roblan
- 10. Jean Cowan
- 11. Phil Barnhart
- 12. Terry Beyer
- 13. Nancy Nathanson
- 14. Val Hoyle
- 15. Bud Laurent
- 16. Sara Gelser
- 17. Richard Harisay
- 19. Claudia Kyle
- 21. Brian Clem
- 22. Betty Komp
- 24. Susan Sokol Blosser
- 25. James Dyer
- 27. Tobias Read
- 28. Jeff Barker
- 29. Katie Riley
- 30. Doug Ainge
- 31. Brad Witt
- 35. Margaret Doherty
- 36. Mary Nolan
- 37. Will Rasmussen
- 38. Chris Garrett
- 40. Dave Hunt
- 41. Carolyn Tomei
- 42. Jules Bailey
- 43. Lew Frederick
- 44. Tina Kotek
- 45. Michael Dembrow
- 46. Ben Cannon
- 47. Jefferson Smith
- 48. Mike Schaufler
- 49. Nick Kahl
- 50. Greg Matthews
- 51. Cheryl Meyers
- 54. Judy Stiegler
- 57. Greg Smith
- 58. Bob Jenson

STATE SENATE

- 3. Alan Bates
- 4. Floyd Prozanski
- 6. Lee Beyer
- 7. Chris Edwards
- 8. Dan Rayfield
- 11. Peter Courtney
- 17. Suzanne Bonomici
- 19. Richard Devlin
- 20. Martha Schrader
- 22. Chip Shields
- 24. Rod Monroe
- 26. Brent Barton

Nevada State AFL-CIO Endorsements



STATE ASSEMBLY

(By District)

- 1. Marilyn Kirkpatrick
- 3. Peggy Pierce
- 4. Gary Fisher
- 5. Marilyn Dondero Loop
- 6. Harvey Munford
- 7. Dina Neal
- 8. Jason Frierson
- 9. Tick Segerblom
- 10. Joseph Hogan
- 11. Olivia Diaz
- 12. James Ohrenschall
- 13. Lou DeSalvio
- 14. Maggie Carlton
- 15. Elliot Anderson
- 16. John Ocegueda
- 17. Kelvin Atkinson
- 18. Richard Carrillo
- 19. Steven Brooks
- 20. Lynn Goya
- 21. Ellen Spiegel
- 23. Monica Bean
- 24. David Bobzien
- 25. Robert Townsend
- 26. Angie Taylor
- 27. Teresa Benitez-Thompson

U.S. SENATE

Harry Reid

U.S. CONGRESS

- 1st Dist: Shelley Berkley
- 2nd District: Nancy Price
- 3rd District: Dina Titus

STATE CANDIDATES

- Governor: Rory Reid
- Lt. Governor:
Jessica Sferrazza
- Secty. of State: Ross Miller
- State Treas.: Kate Marshall
- State Controller: Kim Wallin
- Attorney General:
Catherine Cortez Masto

STATE SENATE

- Clark County**
- 2. Mo Denis
- 5. Joyce Woodhouse
- 7. Mark Manendo
- 8. Tammy Peterson
- 9. Benny Yerushalmi
- 10. Ruben Kihuen
- 12. Aaron Ford
- Washoe County**
- 1. Sheila Leslie
- 2. Allison Edwards
- Capital District**
- Kevin Ranft
- 28. Lucy Flores
- 29. April Mastroluca
- 30. Debbie Smith
- 31. Richard Daly
- 33. Mike McFarlane
- 34. William Horne
- 36. Ron Hibble
- 37. Marcus Conklin
- 39. Joetta Brown
- 40. Robin Williamson
- 41. Paul Aizley
- 42. Irene Bustamante



California Labor Federation AFL- CIO Endorsements

U.S. SENATE



Barbara Boxer

- 19. No endorsement
- 20. Jim Costa
- 21. No endorsement
- 22. No endorsement
- 23. Lois Capps
- 24. Tim Allison
- 25. Jacquese Conaway
- 26. Russ Warner
- 27. Brad Sherman
- 28. Howard Berman
- 29. Adam Schiff
- 30. Henry Waxman
- 31. Xavier Becerra
- 32. Judy Chu
- 33. Karen Bass
- 34. Lucille Roybal-Allard

U.S. CONGRESS

(By District)

- 1. Mike Thompson
- 2. No endorsement
- 3. Ami Bera
- 4. Clint Curtis
- 5. Doris Matsui
- 6. Lynn Woolsey
- 7. George Miller
- 8. Nancy Pelosi
- 9. Barbara Lee
- 10. John Garamendi
- 11. Jerry McNerney
- 12. Jackie Speier
- 13. Fortney "Pete" Stark
- 14. Anna Eshoo
- 15. Mike Honda
- 16. Zoe Lofgren
- 17. Sam Farr
- 18. Dennis Cardoza

- 35. Maxine Waters
- 36. Jane Harman
- 37. Laura Richardson
- 38. Grace Napolitano
- 39. Linda Sanchez
- 40. Christina Avalos
- 41. Patrick Meagher
- 42. No endorsement
- 43. Joe Baca
- 44. Bill Hedrick
- 45. Steve Pougnet
- 46. Ken Arnold
- 47. Loretta Sanchez
- 48. Beth Krom
- 49. No endorsement
- 50. Francine Busby
- 51. Bob Filner
- 52. No endorsement
- 53. Susan Davis

STATE ASSEMBLY

(By District)

- 1. Wesley Chesbro
- 2. No endorsement
- 3. Mickey Harrington
- 4. Dennis Campanale
- 5. Richard Pan
- 6. Jared Huffman
- 7. Michael Allen
- 8. Mariko Yamada
- 9. Roger Dickinson
- 10. Alyson Huber
- 11. Susan Bonilla
- 12. Fiona Ma
- 13. Tom Ammiano
- 14. Nancy Skinner
- 15. Joan Buchanan
- 16. Sandre Swanson
- 17. Cathleen Galgiani
- 18. Mary Hayashi
- 19. Jerry Hill
- 20. Bob Wieckowski
- 21. Rich Gordon
- 22. Paul Fong

- 23. Nora Campos
- 24. Jim Beall
- 25. No endorsement
- 26. No endorsement
- 27. Bill Monning
- 28. Luis Alejo
- 29. Michael Esswein
- 30. Fran Florez
- 31. Henry Perea
- 32. No endorsement
- 33. Hilda Zacarias
- 34. Esmeralda Castro
- 35. Das Williams
- 36. Linda Jones
- 37. Dual: Ferial Masry/
Jeff Gorell (R)
- 38. Diana Shaw
- 39. Felipe Fuentes
- 40. Bob Blumenfield
- 41. Julia Brownley
- 42. Michael Feuer
- 43. Mike Gatto

- 44. Anthony Portantino
- 45. Gil Cedillo
- 46. John A. Perez
- 47. Holly Mitchell
- 48. Mike Davis
- 49. Mike Eng
- 50. Ricardo Lara
- 51. Steven Bradford
- 52. Isadore Hall
- 53. Betsy Butler
- 54. Bonnie Lowenthal
- 55. Warren Furutani
- 56. Tony Mendoza
- 57. Roger Hernandez
- 58. Charles Calderon
- 59. Darcel Woods
- 60. Greg Fritchle
- 61. Norma Torres
- 62. Wilmer Amina Carter
- 63. Renea Wickman
- 64. Jose Medina
- 65. Carl Wood
- 66. Douglas Dye
- 67. Rosalind Freeman
- 68. Phu Nguyen
- 69. Jose Solorio
- 70. Melissa Fox
- 71. Gary Kephart
- 72. Esiquio Ubalde
- 73. Judy Jones
- 74. Crystal Crawford
- 75. No endorsement
- 76. Toni Atkins
- 77. Mark Hanson
- 78. Marty Block
- 79. Ben Hueso
- 80. V. Manuel Perez

STATE SENATE

(By District)

- 2. Noreen Evans
- 4. Lathe Gill
- 6. Darrell Steinberg
- 8. Leland Yee
- 10. Ellen Corbett
- 12. Anna Caballero
- 14. Larry Johnson
- 16. Michael Rubio
- 18. Carter Pope
- 20. Alex Padilla
- 22. Kevin DeLeon
- 24. Ed Hernandez
- 26. Curren Price
- 28. Jenny Oropeza
- 30. No endorsement
- 32. Gloria Negrete McLeod
- 34. Lou Correa
- 36. Paul Clay
- 38. No endorsement
- 40. Juan Vargas

STATE CONSTITUTIONAL OFFICES

- Governor:** Jerry Brown
- Lt. Governor:** Gavin Newsom
- Attorney General:** Kamala Harris
- Secretary of State:** Debra Bowen
- Treasurer:** Bill Lockyer
- Controller:** John Chiang
- Superintendent of Public Instruction:** Tom Torlakson
- Insurance Commissioner:** Dave Jones

BOARD OF EQUALIZATION

- District 1** Betty Yee
- District 2** Chris Parker
- District 3** No endorsement
- District 4** Jerome Horton

CALIFORNIA BALLOT PROPOSITIONS

- Proposition 19**— Legalizes Marijuana
Recommend: Neutral
- Proposition 20**— Expands Unelected Redistricting Commission
Recommend: **VOTE NO**
- Proposition 21**— Keeps State Parks Open
Recommend: **VOTE YES**
- Proposition 22**— Prohibits the State from Taking Local Funds
Recommend: Neutral
- Proposition 23**— Suspends Air Pollution Control Laws (AB 32)
Recommend: **VOTE NO**
- Proposition 24**— Repeals Corporate Tax Loopholes
Recommend: **VOTE YES**
- Proposition 25**— Majority Vote Budget
Recommend: **VOTE YES**
- Proposition 26**— Protects Corporate Polluters
Recommend: **VOTE NO**
- Proposition 27**— Restores Democratic Control of Redistricting
Recommend: **VOTE YES**



Hawai'i State AFL-CIO Endorsements

U.S. CONGRESS

- 1st Dist.:** Colleen Hanabusa
- 2nd Dist.:** Mazie Hirono

STATE OFFICES

- Governor:** Neil Abercrombie
- Lt. Governor:** Brian Schatz

STATE REPRESENTATIVES

(By District)

- 1 Mark Nakashima
- 2 Jerry L. Chang
- 3 Clifton Tsuji
- 4 Faye Hanohano
- 5 Robert Herkes
- 6 Denny Coffman
- 7 Cindy Evans
- 8 Joseph Souki
- 9 Keith Keith-Agaran
- 10 Angus McKelvey
- 11 Joe Bertram
- 12 Kyle Yamashita
- 13 Mele Carroll
- 14 Hermina Morita
- 16 Daynette Morikawa
- 18 Mark Jun Hashem
- 20 Calvin Say
- 21 Scott Nishimoto
- 22 Scott Saiki
- 23 Tom Brower
- 25 Della Au Belatti
- 26 Sylvia Luke
- 28 Karl Rhoads
- 29 Joey Manahan
- 30 John Mizuno
- 31 Linda Ichiyama
- 32 Lei Sharsh
- 33 Blake Oshiro
- 34 Mark Takai
- 35 Henry Aquino
- 36 Roy Takumi
- 37 Ryan Yamane
- 38 Marilyn Lee
- 39 Marcus Oshiro
- 41 Ty Cullen
- 43 Jason Bradshaw
- 45 Maile Shimabukuro
- 46 Larry Sagaysay
- 47 Jessica Wooley
- 51 Chris Lee



Daniel Inouye

STATE SENATE

(By District)

- 2 Russell Kokubun
- 4 Shan Tsutsui
- 8 Larry Price
- 9 Les Ihara, Jr.
- 10 Brian Taniguchi
- 11 Carol Fukunaga
- 13 Suzanne Chun
- Oakland
- 15 Glenn Wakai
- 20 Will Espero
- 22 Donovan Dela Cruz
- 24 Jill Tokuda
- 25 Pohai Ryan