



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXII No. 9



SAN FRANCISCO, CALIFORNIA

Friday, September 25, 2009

AFL-CIO Convention charts a bold course for America's workers

Delegates to the AFL-CIO's Convention in Pittsburgh enthusiastically adopted an ambitious series of resolutions that set forth a strategy aimed at restarting the economy and creating and sustaining good jobs. However, the immediate priorities of the labor movement are the passage of healthcare reform—with a “public option”—and the enactment of the Employee Free Choice Act to level the playing field with employers when workers seek to organize.

From the opening of the Convention on September 13, to its conclusion on September 17, delegates passed resolutions setting out a national strategy for economic recovery emphasizing that it is the labor movement's job to turn these challengers into an opportunity for fundamental economic transformation. The plan requires fair value for fair work, investment in America, creating a “global fair deal” and regulating the financial system.

In order to provide fair value for fair work, the AFL-CIO called for passage of the Employee Free Choice Act, restoration of the goal of full employ-

ment as outlined in the Humphrey-Hawkins Act, raising the minimum wage, strengthening the Family and Medical Leave Act, and passing the Healthy Families Act (H.R. 2460), which would provide workers with paid sick leave for those who do not have this benefit.

The Federation called for an ambitious public investment agenda that invests in infrastructure and good green jobs, transportation, and education and skills. But that increased investment will not deliver good jobs without a strong buy-American provision. In addition, the country must rebuild and modernize its manufacturing capacity. In order to pay for increases in public investment, additional revenue sources will be needed, according to the federation, which is calling for a financial transaction tax that can raise significant funds while mainly affecting speculative financial activity.

Speakers noted that the country cannot ignore the global component of the economic collapse. Trying to strengthen and grow the American middle class with-



Photo: AFL-CIO

On the podium at the AFL-CIO Convention in Pittsburgh, Pennsylvania, this month are from left: newly elected Federation Secretary-Treasurer Liz Shuler, re-elected Executive Vice President Arlene Holt Baker, UNITE HERE President John Wilhelm, newly elected FL-CIO President Richard Trumka and former President John Sweeney. The show of unity celebrated the re-affiliation of UNITE HERE with the Federation.

out changing the interaction with the global economy is like pouring water into a leaky vessel. The delegates called for a strategic pause in negotiating trade agreements until the record of existing trade laws is reviewed.

Delegates also adopted a resolution calling for the labor movement to lead an initiative to pressure local, state, and federal governments to devise policies to put the unemployed and underemployed back to work now.

The resolution calls for the creation of a 1930s-style Works Progress Administration jobs program to rebuild the manufacturing sector and put seven million workers back to work immediately; investment tax credits for renovating existing factories and the purchase of new machinery; bankable tax credits for use when businesses return to profitability; a tuition-free, two-year commitment to post-high school skills training to provide skills needed to dominate global manufacturing; investments in America's long-term defense capabilities, and a buy-American law with “teeth.”

The Convention was also addressed by several speakers with a pro-Union message.

Hilda Solis

Labor Secretary Hilda Solis said “Labor's not the problem in this country, labor is the solution.”

Apart from what Secretary

Sailors' Union nominations for officer positions closed: Declarations due by October 14

Following the procedures required by the Sailors' Union of the Pacific Constitution, 31 members were nominated at the September coastwise Union meetings to fill the regular officer positions of the Union for the upcoming SUP election for the 2010-2012 term. The names of those nominated are on page 4.

Those nominated who desire to run for office must declare themselves as candidates by Wednesday, October 14, 2009, by accepting the nomination and having the necessary qualifications. Letters of

acceptance must be received by the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, California, 94105) prior to midnight on Wednesday, October 14, 2009.

The acceptance shall be by letter which shall be dated and shall contain the following: The name of the candidate; his or her home address and mailing address; his or her membership number and the title of the office sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention. Nominees who fail to comply with stated procedures shall be regarded as having declined the nomination.

The Committee on Election/Candidates will meet after October 14, to verify the eligibility of candidates and to recommend an Impartial Balloting Agent to conduct the election in accordance with the SUP Con-

continued on page 8

continued on page 3

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Abraham Acosta	20.00
Bill Berger	10.00
Robert Booth	20.00
Robert Burns	10.00
Marc Calairo	70.00
Dave Connolly	50.00
Hank DeSilva	50.00
Marvin Glasgow	25.00
Marshall Griggs	100.00
Rex Harper	50.00
David Ibarra	50.00
Gunnar Lundeberg	50.00
Trev Motlow	100.00
Vince O'Halloran	10.00
Dave Pangan	100.00
Ricky Pangan	50.00
John Perez	50.00
John Savage	25.00
Richard Stinson	10.00
John Svane	50.00
Robert Taylor	20.00
Joe Waldera	25.00
Francis Walsh	50.00
K. Whitworth	60.00

Political Fund

Abraham Acosta	20.00
Dennis Belmonte	100.00
Dave Connolly	50.00
Marvin Glasgow	25.00
Rex Harper	50.00
Gunnar Lundeberg	50.00
Trev Motlow	100.00
Ricky Pangan	50.00
Rich Reed	50.00
Javier Riano	25.00
John Savage	25.00
Robert Taylor	60.00
Joe Waldera	25.00

West Coast Sailors

Abraham Acosta	20.00
Gunther Brummer	30.00
George Cooney	30.00
Marvin Glasgow	25.00
Rex Harper	25.00
James Hearn	25.00
Phil Howell in memory of Steve Zachmann	30.00
Brandon Keopuhiwa	20.00
David Munroe	25.00
Edwin Pastolero	10.00
Robert Taylor	20.00
Richard Walsh	20.00
Carl Ziegler	20.00

Dues-Paying Pensioners

Robert Copeland	Book #4763
Romaine Dudley	Book #2593
Alexander Earle	Book #1885
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Stanley Lane	Book #4106
James K. Larsen	Book #4055
John McKeon	Book #6456
Keith Miller	Book #6497
Joseph Moitoso	Book #6517
Joseph Napier	Book #2299
Duane Nash	Book #2437
John Pedersen	Book #3834
John Perez	Book #3810
Alex Romo	Book #3193
Cliff Rouleau	Book #3144
Ralph Senter	Book #7323
Richard Sexton	Book #203

On the Gulf run with Chevron



Photo: Dave Connolly

John Svane, bosun in the SUP-contracted Chevron Shipping Company tanker *Arizona Voyager* with AB Alexander Yekimenko in Tampa, Florida in late August. The *Arizona* is on a steady run hauling refined petroleum products from Pascagoula, Mississippi to Tampa.

Customs and Border Protection backtracks on proposal to strengthen Jones Act

U.S. Customs and Border Protection (CBP), an agency of the Department of Homeland Security, said this month it would withdraw a proposal to modify its position on the Jones Act's applicability on transport of material from U.S. ports to the offshore sites such as oil and gas wells.

On July 17, in its weekly bulletin, the agency said it was proposing to modify and revoke ruling letters related to the applicability of the cabotage law "to certain merchandise and vessel equipment that are transported between coastwise points." The Jones Act generally requires goods transported within the country to be carried on U.S.-built vessels, owned by U.S. companies and crewed by U.S. mariners.

CPB was planning to modify an interpretation of the Jones Act that had al-

lowed non-Jones Act vessels to carry to offshore fields as well as install offshore equipment such as "Christmas Tree" well heads on the ocean floor. Proponents of the Jones Act felt CBP had gone too far in allowing foreign-flag vessels to transport as well as install those items from U.S. ports.

Groups like the Shipbuilders Council of America and Maritime Cabotage Task Force, which the SUP is a member, supported the CBP proposal, while groups like the International Marine Contractors Association warned the sudden change in policy could "have a potentially devastating impact on the U.S. offshore oil and gas industry."

Government form available for inspection

Annual information return (IRS Form 990) for the Sailors' Union of the Pacific and the SUP Building Corporation are available for public inspection.

Interested parties should contact the office of Toby Chiurazzi, Controller, 450 Harrison Street, San Francisco CA 94105 or call (415) 777-3400 during normal office hours.

Final Departures

George Zarubin, Book No. 197. Born in California in 1925. Joined SUP in 1943. Died in Daly City, California, August 10, 2009. (Pensioner)

Harry Watts, Book No. 3390. Born in California in 1925. Joined SUP in 1945. Died in California, July 23, 2009. (Pensioner)

William P. Welch, Book No. 3480. Born in Missouri in 1928. Joined SUP in 1948. Died in Las Cruces, New Mexico, August 17, 2009. (Pensioner)

George Springston, Book No. 7224. Born in Colorado in 1922. Joined SUP in 1950. Died in Suffolk, Virginia, August 25, 2009. (Pensioner)

Peter Rodrigues, Book No. 2212. Born in Hawai'i in 1917. Joined SUP in 1935. Died in New York, August 16, 2009. (Pensioner)

John Higa, Book No. 5768. Born in Hawai'i in 1929. Joined SUP in 1952. Died in San Pedro, California, September 8, 2009. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2009:

	Hdqs.	Branch
October	Tues. 13	19
November	9	16
December	14	21

Timely Reminder

Fourth quarter 2009 dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

The initial installment of One Hundred Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

West Coast Sailors

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

Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor

BRANCH OFFICES

Seattle, WA 98106
2414 SW Andover St. (206) 467-7944
Bldg. F, Ste. 105 FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
Honolulu, HI 96813
707 Alakea St. (808) 533-2777
FAX: (808) 531-3058

WELFARE OFFICE

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

AFL-CIO Convention charts course for America's workers continued from page 1

Solis termed the urgent need to enact health care legislation —“The status quo is simply unsustainable”— the Obama administration is committed to enforcing labor laws, passing the Employee Free Choice Act, drawing people with disabilities into the workforce, and promoting the use of project labor agreements, particularly within American Recovery and Reinvestment Act (ARRA) initiatives.

Calling the current national unemployment rate “unacceptable,” Solis said the Labor Department must advocate for the needs of working people, breaking from the Bush administration’s pro-business attitude and enforcing wage and safety laws.

The Labor Department is adding 670 investigators, Solis said, returning enforcement to a level not seen since 2001. “The Department of Labor is back in the enforcement business,” she said, calling the defense of jobs safety and fair compensation “our moral obligation.”

Since July, the Occupational Safety and Health Administration has conducted 689 investigations, issuing nearly 1,100 violations and assessing \$1.6 million in fines, she said, “but there’s so much more to do.”

Contrary to what critics say, passage of the proposed Employee Free Choice Act (H.R.1409, S.560) will help the economy, Solis said, “because Union jobs are good jobs that pay higher wages.” She said these are the types of wages that did, and will, help build the middle-class.

The Obama administration will fight for the Employee Free Choice Act because it would give workers a say in the workplace, she said, adding that “it’s about fairness and balance.”

As part of the Labor Department’s outreach efforts, Solis has pledged “to leave no veteran behind” and to bring more disabled citizens into the workforce. Roughly 77% of people with disabilities do not participate in the labor force, she noted, adding that DOL wants to make sure that this untapped, highly motivated, and educated pool gets a chance.

President Obama

In his rousing and eloquent speech to the delegates on September 15, President Barack Obama began by stating emphatically that “it’s good to be back in the House of Labor.”

The President’s remarks won round after round of applause when he pledged to fight for a public option as part of the health care overhaul legislation and for the passage of the Employee Free Choice Act.

Until America’s broken health care system is put right, Unions cannot bargain for higher wages because so much money is being spent on ever-rising benefit costs, Obama said, point to the annual Kaiser Employer Health Benefits Survey that found premiums for employer-based insurance plans have increased 131% over the past decade.

No group has championed health care reform for as long as organized labor, Obama said, telling the audience of more than 3,500, as he did Congress, “The time for bickering is over. It’s time for action.”

President Obama said he wants America to “build a future where the success of all of us is built on the success of each of us,” and a key to this is passage of the Employee Free Choice Act, which would make it easier for workers to join Unions and secure first contracts.

“Labor Unions helped create the American middle-class, Obama said, and they will move the country forward to a new foundation of prosperity.”

SUP President Gunnar Lundberg who was a convention delegate said that President Obama “hit a home run” with his speech.

Following the President’s speech, incoming AFL-CIO President Trumka said that within a few weeks the Federation will launch a campaign to hold insurance companies accountable and to counter “the just plain craziness” that he said right wing agitators are spreading about health care reform generally and the public option in particular.

“We do have death panels today —they’re called insurance companies,” said Trumka. “They say when you can get sick, what treatment will be cov-

ered, or even if you’ll be covered.”

Insurance companies have had a captive market and they do not want to compete, said Trumka, but their profits come at the cost of great human hardship, which Union members should not support in any form.

In that spirit, Convention delegates unanimously endorsed a resolution calling on Congress to enact single-payer universal health care.

Dedicated to the memory of Union organizer Crystal Lee Sutton, the inspiration for the film “Norma Rae,” who died September 11, from brain cancer, the single-payer plan would keep others like her from spending their final days battling with an insurance company, said Rose Ann DeMoro, executive director of the California Nurses Association/National Nurses Organizing Committee.

Single-payer health care would essentially expand and improve Medicare so that it covers all Americans, DeMoro said, noting that specific single-payer bills like H.R.676 has 86 cosponsors in Congress.

The experience of Medicare shows that a single-payer system is “the most cost-effective and equitable way to provide quality health care,” according to the resolution.

Responding to those who fear a government-run health plan, Trumka said the Medicare program costs one-fifth as much to administer as the average private employer plan.

The single-payer resolution will be sent to Congress with a more general resolution passed by the convention supporting efforts to enact comprehensive health care reform.

In addition to President Obama and Secretary Solis, convention speakers included Pennsylvania U.S. Senators Bob Casey and Arlene Specter, Caroline Kennedy, Representative Judy Chu (D-California), Ken Georgetti, President of the Canadian Labour Congress and Guy Ryder, General Secretary of the International Trade Union Confederation.

In what was regarded by the delegates as an historic election, Richard Trumka, was elected AFL-CIO President, succeeding the retiring John Sweeney.

Liz Shuler, the executive assistant to the president of the International Brotherhood of Electrical Workers, at age 39, was elected as the youngest Secretary-Treasurer of the Federation, and the first woman elected to this position. Arlene Holt Baker, an African American, was re-elected to her current position as the Federation’s Executive Vice President.

The convention also elected 51 Vice Presidents, including SIUNA President Mike Sacco, ILA President Richard Hughes, and ILWU President Bob McEllrath, who will serve on the Federation’s Executive Council, the governing body between conventions. All the officers ran unopposed.

Trumka was first elected as secretary-treasurer in 1995. At the time of his election, he was serving as the president of the United Mine Workers of America.

Richard Trumka

In his acceptance speech, Trumka laid out his vision for a labor movement that has a moral obligation to leave “no worker behind.”

Unions built the middle class, he said, and “today, our message to America is that just as Unions built the middle class once before, if you give us the chance we will help you build it one more time.” He added that the surest, fastest, most effective way to “lift workers and our families into the middle class is with the strength that can...only come with a Union contract.”

Trumka contended that those in the middle class today are “living in chaos,” losing health care, losing pensions, and their jobs. While labor did not get the country into “this mess,” he said, “we are the people who are going to lead America out of it.”

In order to do so, Trumka said he wants to craft a progressive economic agenda for America, and the officers plan to begin a conversation with workers across the country. He said that agenda will spell out “our expectations of the men and women we support—and the consequences of turning their backs on working people whose votes put them into office.”

While Trumka said the members of the federation will decide what will be on the agenda, “we do know that we need to take on the problems that are robbing middle-class families of any hope for the future—problems such as pension, education, child care, fair taxes, putting Wall Street on a tight leash, and bargaining trade laws that create good jobs at home.”

Trumka said the federation needs to reach out to a number of groups—young workers, women, people of color, as well as immigrants.

In reaching out to young workers, Trumka said the labor movement needs to figure out what makes sense to the next generation of workers. Noting that young workers often are trapped in the world of the contingent economy, working as temps, contractors, and on-call labor, with low wages, no health care, no job security or pensions, Trumka said “we have to change our approach to organizing and representation to better meet their needs.”

The three officers plan by the end of the first quarter of 2010 to organize a summit of these new generation workers to discuss their struggles and “craft an action agenda that responds to their needs, not ours,” he said.

Contending that millions of people of color and millions of women have “paid a staggering price” because Union halls often have been “breeding grounds for bigotry,” Trumka said the labor movement has a “moral responsibility to take the benefits of Union representation to those who the labor movement turned its back on in the past.” He said this means organizing “poverty-wage African-American, Latino, and Asian workers,” as well as women, who make up 50 percent of the workforce, and immigrants.

“I know that there are always going to be some people who are going to buy the line that immigrants are coming over here and stealing everyone’s jobs. But you know something? When a company looks at its balance sheets, they don’t distinguish between workers who are born here and those who aren’t.” He added that if “employers are about to look at us and only see workers, shouldn’t we be able to do the same?”

In his speech, Trumka reached out to the affiliates of the Change to Win federation, stating that to truly succeed “we need an AFL-CIO that speaks for all Union members—a movement that’s united in name and united in purpose.”

Quoting the late AFL-CIO President Lane Kirkland as saying “all sinners belong in church [and] all Unions belong in the AFL-CIO,” Trumka said he didn’t “see any sinners out there, but what I do see are sisters and brothers who share our passion for a strong, winning labor movement—and today our message is: come back, and we’ll build it, together.”



SUP stalwarts Frank Portanier, Arthur Thanash and Rich Reed pictured in August aboard Matson Navigation Company’s container/car carrier *Mokihana*.

SUP Election

Report of the Committee on Candidates

SUP 2009-2010 ELECTION

September 22, 2009

In accordance with established SUP election procedure, the following members were nominated for regular officers of the Union at the September Headquarters and Branch meetings. As per Section 5(3)b of Article XII, the names of nominees appear as they do on the membership records at Headquarters.

President/Secretary-Treasurer

David J. Connolly #4792
Gunnar Lundeberg #4090
Vincent O'Halloran #2463

Vice President/Asst. Secretary-Treasurer

David J. Connolly #4792
Michael H. Duvall #2732
Trevelyan Motlow #6493

Seattle Branch Agent

Norman O. Christianson #4770
Michael L. Dirksen #2739
Robert L. Jones #4326
Vincent O'Halloran #2463

Wilmington Branch Agent

William Berger #4642
Robert J. Burns #5730
Paul L. Calais #4781
Robin Ann Colonas #4797
Mark B. Hurley #5870
Verness J. Johansen #4316
Thomas F. Larkin #4065
Charles D. Schroeder #7427

Honolulu Branch Agent

John D. Benson #5746
Michael L. Dirksen #2739
Michael H. Duvall #2732
Arthur L. Garrett #3019
Arthur C. Kardinal #3168
David N. Kaupiko #3176
Maea Loe #4120
Robert B. Morgan #6519
Trevelyan Motlow #6493
Richard K. Reed #3181
Patrick M. Weisbarth #3644

San Francisco Business Agent

William Berger #4642
Paul L. Calais #4781
Michael L. Dirksen #2739
Michael H. Duvall #2732
Verness Johansen #4316
Trevelyan Motlow #6493
Remoni L. Tufono #3284
Michael E. Worth #3629

Building Corporation Trustees

William Berger #4642
Paul L. Calais #4781
Liam Casement #4802
Norman O. Christianson #4770
David J. Connolly #4792
Michael L. Dirksen #2739
Michael H. Duvall #2732
Paul A. Fuentes #2239
Mark B. Hurley #5870
Gunnar Lundeberg #4090
Trevelyan Motlow #6493
Vincent O'Halloran #2463
Terence T. O'Neill #2468
Robert L. Strabbing #7502
Arthur Thanash #3249
Michael E. Worth #3629

SIUNA Convention Delegates

William Berger #4642
Paul Calais #4781
Liam Casement #4802
Norman O. Christianson #4770
David J. Connolly #4792
Michael L. Dirksen #2739
Mark B. Hurley #5870
Gunnar Lundeberg #4090
Vincent O'Halloran #2463
Terence T. O'Neill #2468
Robert L. Strabbing #7502

This duly elected Committee on Candidates convened on September 15, and September 22, 2009, to compile this list and determine the eligibility of all nominees according to these criteria. Article XII, Section 3 of the SUP Constitution states that "Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she possesses the following qualifications:

- He/she is a member in good standing at the time of nomination;
- He/she achieved B seniority as defined in the SUP Shipping Rules; and
- He/she is not disqualified by law."

As per Section 5 of Article XII, all those "nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Committee on Election(c/o SUP, 450 Harrison Street, San Francisco CA 94105) prior to midnight October 14, 2009. The acceptance shall be by letter which shall be dated and shall contain the following:

- The name of the candidate;
- His/her home address and mailing address;
- His/her membership number; and
- The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation.

Nominees who fail to comply shall be regarded as having declined the nomination."

Fraternally,
Committee on Candidates



Rafael Cooper #4687
Rafael Cooper #4687

John Kerlin #3144
John Kerlin #3144

Arthur Thanash #3249
Arthur Thanash #3249

Romaine Dudley #2593
Romaine Dudley #2593

Kaj Kristensen #3120
Kaj Kristensen #3120

APL Wage and Overtime Rates

APL Agate & APL Japan						
Effective April 1, 2009						
Rating	Wages		Supp. Benefit Base	Supp. Benefit	Money Purchase Pension Plan	
	Monthly	Daily	Monthly	Monthly	Monthly	Daily
Bosun	\$4,449.90	\$148.33	\$4,111.06	\$73.08	\$2,192.43	\$25.00
A.B.	\$3,325.50	\$110.85	\$3,087.01	\$54.88	\$1,646.30	\$25.00
AB Watchstander/ Daystander	\$3,325.50	\$110.85	\$3,087.01	\$54.88	\$1,646.30	\$25.00
O.S.	\$2,178.72	\$72.62	\$2,434.82	\$48.28	\$1,298.49	\$18.51
OVERTIME RATES						Money Purchase Pension Plan
The hourly overtime rate for all ratings						Daily
except the Ordinary Seaman						\$26.69
Ordinary Seamen						\$20.02
CARGO RATES						
The hourly cargo rate for all ratings:						
Straight Time Hours						\$20.02
Overtime Hours						\$32.97
SHORTHANDLED (Section 7 SUP Work Rules)						
Bosun						\$45.55
A.B.						\$34.33
STOS						\$25.75
STANDBY RATES (Section 43 SUP Work Rules)						
Bosun						
Straight Time Hours						\$25.48 \$25.00
Overtime Hours						\$41.90
A.B.						
Straight Time Hours						\$24.41 \$25.00
Overtime Hours						\$40.23
SHIFT SHIP GANGS (Section 44 SUP Work Rules)						
Bosun						
Straight Time Hours						\$22.57 \$25.00
Overtime Hours						\$37.53
A.B.						
Straight Time Hours						\$21.28 \$25.00
Overtime Hours						\$35.88
DECK PORT WATCHES (Section 55 SUP Work Rules)						
Bosun						
Straight Time Hours						\$30.38
Overtime Hours						\$45.57
A.B. and STOS						
Straight Time Hours						\$22.88
Overtime Hours						\$34.32
FUEL OIL SPILL CLEANUPS						
Straight Time, all ratings						\$15.57

Maintenance & Extra Maintenance Rates		
Effective October 1, 2009		
Rating		Money Purchase Pension Plan
Rigging-Splicer and Sail Maker		
Straight Time	\$30.19	\$25.00
Overtime	\$50.06	
Rigging-Wire Splicer's Helper		
Straight Time	\$27.73	\$25.00
Overtime	\$46.49	
Rigging-General Maintenance Work		
Straight Time	\$26.53	\$25.00
Overtime	\$44.61	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time	\$28.86	\$25.00
Overtime	\$48.11	
Storekeeper-General Maintenance		
Straight Time	\$27.99	\$25.00
Overtime	\$46.71	
Bosun		
Straight Time	\$32.30	\$25.00
Overtime	\$52.95	
Bosun's Mate or Leaderman		
Straight Time	\$30.19	\$25.00
Overtime	\$50.06	
Carpenter		
Straight Time	\$29.54	\$25.00
Overtime	\$49.24	
Spraying, Sandblasting enclosed spaces additional per hour	\$1.65	
EXTRA MAINTENANCE CREW PERSONNEL AGREEMENT		
Bosun		
Straight Time		\$32.25 \$25.00
Overtime		\$52.95
A.B. (Rigging-General Maintenance Work)		
Straight Time		\$26.48 \$25.00
Overtime		\$44.61
Wages reflect a \$3.00 allocation from the October 1 wages increase to the Joint Employment Committee (hiring hall) Trust.		

Maritime Security Program Vessels						
(C-10 Class & C-11 Class)						
Effective October 1, 2009						
Rating	Wages		Supp. Benefit Base	Supp. Benefit	Money Purchase Pension Plan	
	Monthly	Daily	Monthly	Monthly	Monthly	Daily
Bosun	\$4,752.45	\$158.42	\$4,897.65	\$87.06	\$2,611.92	\$25.00
A.B.	\$3,351.69	\$111.72	\$3,660.38	\$65.07	\$1,952.08	\$25.00
AB Watchstander/ Daystander	\$3,351.69	\$111.72	\$3,660.38	\$65.07	\$1,952.08	\$25.00
O.S.	\$2,570.81	\$85.69	\$2,872.96	\$51.07	\$1,532.15	\$18.51
OVERTIME RATES						Money Purchase Pension Plan
The hourly overtime rate for all ratings						Daily
except the Ordinary Seaman						\$27.36
Ordinary Seamen						\$20.52
CARGO RATES						
The hourly cargo rate for all ratings:						
Straight Time Hours						\$20.52
Overtime Hours						\$33.79
SHORTHANDLED (Section 7 SUP Work Rules)						
Bosun						\$46.69
A.B.						\$35.19
STOS						\$26.39
STANDBY RATES (Section 43 SUP Work Rules)						
Bosun						
Straight Time Hours						\$26.12 \$25.00
Overtime Hours						\$42.95
A.B.						
Straight Time Hours						\$25.02 \$25.00
Overtime Hours						\$41.24
SHIFT SHIP GANGS (Section 44 SUP Work Rules)						
Bosun						
Straight Time Hours						\$23.13 \$25.00
Overtime Hours						\$38.47
A.B.						
Straight Time Hours						\$21.81 \$25.00
Overtime Hours						\$36.78
DECK PORT WATCHES (Section 55 SUP Work Rules)						
Bosun						
Straight Time Hours						\$31.14
Overtime Hours						\$46.71
A.B. and STOS						
Straight Time Hours						\$23.45
Overtime Hours						\$35.18
FUEL OIL SPILL CLEANUPS						
Straight Time, all ratings						\$15.96
Wages and supplemental benefits reflect a \$3.00 allocation of the October 1, wage increase to the Joint Employment Committee (hiring hall) Trust.						

Attend your Union meetings

SUP Officers' Wages

In accordance with Article XV, Section 3, of the SUP Constitution: "Every time the new wage scale is printed in the *West Coast Sailors* showing the seagoing [dry cargo-offshore] members and standby gang wage scale, the benefits and wage scale of the Union officials shall be printed right along with, and in the same issue, of the *West Coast Sailors*."

Weekly Wages for SUP officers effective March 1, 2009:

President/Secretary-Treasurer	\$1,521.97
Vice President/Assistant Secretary-Treasurer	\$1,203.36
Branch Agent	\$1,203.36
Business Agent	\$1,181.42

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, participation in the SIU-Pacific District Pension Plan and a \$100 per week auto allowance. SUP officials are not participants in the SUP Money Purchase Pension Plan.

*These wages reflect the 5% wage reduction voluntarily agreed to by the officers of the Union in March 2009. They also reflect the 2007 \$3.00 per manday allocation to the Special Pensioners Medical Benefit.

ESU Office Assignments

For the month of October, John Straley will be in the Seabrook office.

ESU NEWS

SEPTEMBER 2009

Official Publication of the Exxon Seamen's Union

Review of Weingarten Rights during investigatory interviews

A vital function of a Union steward (who is the Ship Representative on our ships) is to prevent management from intimidating employees. Nowhere is this more important than in closed-door meetings when supervisors attempt to induce employees to confess to mistakes or wrongdoing.

The National Labor Relations Act gives employees the right to assistance from union representatives during investigatory interviews. Although not explicit in the Act, the right was declared by the U.S. Supreme Court in 1975 in *NLRB v. J. Weingarten, Inc.* The rules the Court announced are known today as Weingarten rights. The ESU strongly encourages members to assert their Weingarten rights should the situation arise regarding investigatory interviews. An investigatory interview occurs when management questions an employee to obtain information or when the employee has a reasonable belief that discipline or other adverse consequences may result from what he or she says.

The presence of a Union representative can help in many ways:

- The Ship Rep. can serve as a witness to prevent supervisors from giving a false account of the conversation.
- The Ship Rep. can object to intimidating tactics or confusing questions.
- The Ship Rep. can, when appropriate, advise an employee against blindly denying everything, thereby giving the appearance of dishonesty and guilt.
- The Ship Rep. can help an employee to avoid making fatal admissions.
- The Ship Rep. can warn an employee against losing his or her temper.
- The Ship Rep. can raise extenuating factors.

The employee may request union representation before or during the interview.

After the request, the employer must choose from among three options: 1.) Grant the request and delay questioning until the union representative arrives. 2.) Deny the request and end the interview immediately or 3.) Give the employee a choice of: (a) having the interview without representation (usually a mistake) or (b) ending the interview.

If the employer denies the request for union representation, and questions the employee, it commits an unfair labor practice and the employee may refuse to answer.

Reminder on Constitutional Amendment vote

The deadline to vote on the recent proposed changes to the Constitutional and By-laws is October 6, 2009. The ESU Board urges you to exercise your right as a member by voting on this important issue before the deadline. If you have not received your ballot, please call the ESU office or see your Ship Representative for an extra ballot. The results of these amendments will be announced on October 7, 2009.

Confined Space Class



Another Confined Space class concluded with great participation from the unlicensed ranks. In the picture, AB and ESU Board Member at Large Frank O'Malia is handling the tag line to help lowering the simulated victim down to safety. Among the participants were AB and ESU Board Member at Large John McCarthy, AB Phillip Spinaio, AB Frank Simpson and Pumpman Wayne Dymet.

Alaska Representatives push to make tug escorts permanent

As many of us have experienced throughout the years, when an oil-laden tanker is navigating through the Prince William Sound it must be escorted by two tugs. Although this requirement has been in place for many years, tug escorts were originally not intended to be permanent and may be disappearing unless Congress takes action within the next couple of years.

Following the 1989 *Exxon Valdez* oil spill, the governor of Alaska ordered all tankers in Prince William Sound to be accompanied by two escort tugs. The next year, as part of the Oil Pollution Act of 1990 (OPA 90), Congress mandated that all laden tankers traveling through the Sound be escorted by at least two towing vessels. In 1994, the U.S. Coast Guard issued a final rule cementing the requirement that two escorts accompany each single-hulled oil-laden vessel through Prince William Sound, as called for in OPA 90.



The Aware, one of the system's prevention/response tugs (PRTs), is designed specifically for escorting tankers and responding to incidents in Prince William Sound.

The purpose of this system is to have capable escorts in place to monitor conditions, alert the tanker of problems before they occur, assist a disabled tanker as quickly as possible and start the cleanup in the event of a spill. At least one of the two escorts is equipped with containment boom, oil skimmers, a work boat to deploy the boom, storage for recovered oil and a

trained response crew. Due to the Oil Pollution Act of 1990 (OPA 90) Prince William Sound is now home to a world-class tanker escort system, which provides a variety of emergency and spill prevention services such as iceberg detection, tanker rescues, immediate spill response, and more.

The problem with this system according the Prince William Sound Regional Citizens Advisory Council (PWSRCAC) is that current federal statutes and regulations require two escort tugs for single-hull, laden tankers only. Regulations requiring two escorts will effectively sunset with the transition to a double-hull fleet when the last of the single hulled vessels is slated to retire from ANS service in 2012. This transition is required by federal law to be completed by 2015. While oil spill contingency plans currently require two escorts, no state or federal law exists to mandate escorts for double hull tankers in these plans. These plans are up for review in the fall of 2012, and this requirement could easily be removed if all single-hull tankers have left service in Prince William Sound by then.

In May, Senators Lisa Murkowski and Mark Begich from Alaska introduced federal legislation to preserve the present system of dual tug escorts for all tankers carrying oil through Prince William Sound. The bill (S.1041) would amend the Oil Pollution Act of 1990 to modify Section 4116 (c) of OPA 90 which currently requires that single hulled

tankers over 5,000 gross tons transporting oil in bulk in Prince William Sound, Alaska be escorted by at least two towing vessels or other vessels considered appropriate by the Secretary. Introducing subsection (a) would make it applicable to double hulled tankers, the requirement in existing law including regulations in 33 CFR Part 168 issued to implement that dual escort vessel requirement for single



A tug escorts the SR Long Beach in the Port of Valdez.

hulled tankers. The subsection leaves the dual escort vessel requirement in place also for single hulled tankers. By making those cited regulations applicable to double hulled tankers, the U.S. Coast Guard would not need to issue new regulations as a result of the amendment to section 4116(c) of OPA 90. Rather, the Secretary is authorized and directed to "carry out subparagraph (a)" by order without notice and hearing (and without issuing new regulations) under section 553 of title 5 of the United States Code.

ESU News

ESU Board to meet over smoking policy

On October 9, 2009, the ESU Executive Board will be meeting with SeaRiver management regarding the smoking policy aboard company vessels. In early 2008, the Union learned that the company was discussing the current smoking policy at the monthly Ocean Fleet Safety Committee meetings. As with other safety policies and issues, the OFSC usually discusses and reviews the different variety of questions and proposed changes to the safety and operations manuals and makes recommendations to management.

The Union has been following this discussion by the OFSC for some time, and in early 2009, sent management a letter notifying the company that the ESU was aware the committee had been reviewing the smoking policy for fleet employees that are assigned to SRM vessels. In that communication, the Union reminded management that any changes to the current smoking policy are subject to collective bargaining since this issue pertains to working conditions for the unlicensed employees.

As many of you may recall, prior to January 1, 1995, the primary concern and limits to where an individual could smoke aboard ship was the main deck. This was, of course, due to safety concerns on tankers. Smoking was permitted just about anywhere inside of the house.

During a wage reopener in 1994, the Company and the Union met over revisions to the then current smoking policy resulting in limitations that restricted smoking to an individual's stateroom or a separate recreational lounge specifically for smokers.

As it became evident the Company was considering seeking new changes to the smoking policy, earlier this summer the Union demanded to bargain over any such proposed changes, and an initial meeting date has been scheduled for October 9, 2009. The Union will let the membership know the results of that meeting and follow up on this very important issue.

The Teagle Foundation Scholarship Program

The Teagle Foundation Scholarship Program is now accepting applications for undergraduate scholarships for the 2010-2011 academic year for college or university undergraduate studies in the U.S. or Canada. The Teagle Foundation was established in 1944 by Walter C. Teagle, longtime president and later chairman of the board of Standard Oil Company (New Jersey), now Exxon Mobil Corporation. Mr. Teagle gave the Foundation a broad mandate, "to advance the well-being and general good of mankind throughout the world," mentioning many areas of concern and possible recipients of its support. Over the intervening decades the Foundation has pursued many of these avenues, always, however, including among its grants the aid Mr. Teagle envisioned for "institutions of higher learning and research," and assistance to family members of employees of his corporation who were "desirous of obtaining some form of educational advantage."

The scholarships are available on a competitive basis to the children of all employees of ExxonMobil and its affiliates (at least 50 percent owned by ExxonMobil) worldwide, who have at least three years of service by November 1, of this year. Note that student applicants must submit ACT or SAT test scores. The registration deadlines for the latest tests that can be considered are September 18, 2009, for ACT, and October 1, 2009, for SAT. The scholarship application form must be postmarked by November 1, 2009. Questions should be directed to Scholarship and Recognition Programs of Princeton, New Jersey, USA, by phone (609-771-7878) or by e-mail (SRP-CSR@ets.org). SRP is responsible for all aspects of the Foundation's Scholarship program.

Ship reports

S/R American Progress

Vessel boarded by ESU on September 3, at Valero in Corpus Christi, Texas. The vessel continues to trade between Corpus Christi and Tampa, Florida. AB Jay Berry filling in as temporary Ship Representative reports no problems, there were minor issues with the Valero Dock not wanting to facilitate the joining members trying to get the luggage onboard the vessel but this issue it has been taken care of.

S/R Baytown

The current plan is to start to crew up the *Baytown* around October 1, with just a few individuals then the whole compliment to be on board by October 10. The vessel is required to complete a shipyard repair period before returning to service. The Company continues to access where and when this may occur.

Kodiak

The *Kodiak* has been trading regularly between Valdez and San Francisco for the past couple of months. ESU Board visited the ship at Richmond

Long Wharf on August 27. Pumpman, Marvin Marcum is filling in as temporary Ship Representative; no beefs, great crew onboard.

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 continues to trade between Puget Sound and Valdez. AB Steve Bowles stepping in as temporary Ship Representative, the vessel had a Drug Contraband Search with a canine unit coming aboard; everything went well.

S/R Wilmington

Board officer visited the vessel in Beaumont, Texas, on September 20. AB Mike Harrison filling in, as Ship Rep. Vessel is performing well in its new trade between Beaumont and Ft. Lauderdale. Due to the extra people available and short tours the vessel has an extra Fleet Chef on board.

Kodiak Engine Gang



Having dinner together from left to right are QMED's; Lillian Jones, Donald Bacon and Eric Guzman. Before heading back down the engine room for some OT, they got a chance to talk with the ESU Vice President/Treasurer Leo DeCastro while he was visiting the ship in Richmond, California.

Ship Representative: "An important role"

The Ship Representative position is very vital and important to our Union and serves as a key link between the ESU office and the membership aboard ship. Ship Representatives are the frontline of the Union onboard the ships, for the purposes of conducting Union business with shipboard management and for representation on issues that may arise onboard the vessel.

It is important to have a Ship Representative at all times onboard the vessel, someone who the crew can talk with and even an occasion may come up where management may ask for your assistance in addressing any forthcoming issues. A Ship Rep. should stay well informed and communicate with the Union offices whenever possible and keep informed of current events and share all of the information provided to you with the members so that they may fully comprehend the issues we face.

The Ship Rep. should conduct monthly Union meetings and send the minutes to the union office, establish and maintain a system of administration, inventory union material, keep the ESU bulletin board current, but safeguard sensitive information. A good Ship Rep. provides service to members by being the focal point to answer contractual and other questions affecting them and try to assist the ESU Board by handling routine matters.

Whenever possible, try to have a meeting and elect the Temporary Ship Representative timely enough to allow for a thorough briefing and then notify ship board management and ESU office of who will be taking over the duties before you depart the vessel for paid leave.

The Exxon Seamen's Union Board appreciates and salutes the individuals that hold these positions and the members that step forward to fill in on a Temporary basis. We encourage everyone to get involved and next time you see your Ship Representative either regular or someone filling in as temporary, say THANK YOU!

The ESU position on preference of watch

Recently the question has again arisen about who has the preference of watches when joining a vessel or changing watches. Some members have assumed that the choice of watches is a bargaining unit or a company service seniority right. However, this is not now, nor has it ever been, the case.

Changing of watches and preference is based on shipboard seniority and is found in Article IX, paragraph 1G, on page 36 of our collective bargaining agreement. When joining a ship, the Union's position that the preference of watch would go to the first person signing aboard. The only exception to this policy is in those instances when a number of relief's are joining at the exact same time, then the most senior on the seniority list would have the preference of available watches.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

913-A Hardesty Avenue, Seabrook, TX 77586

Tel (281) 474-2430

Fax (281) 474-2463

E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Frank O'Malia

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick

Solidarity with exploited carwash workers



SUP and MFWO members demonstrate in Los Angeles in solidarity with carwash workers. Pictured from left: MFWO member Frank Kirby, MFWO Wilmington Port Agent Bob Bugarin, SUP members "Eli" Wegger, Joe Ginez and SUP Wilmington Branch Agent Paul Calais. Then AFL-CIO President John Sweeney spoke at the rally.

Carwash workers win big victory in NLRB settlement

Carwash workers in Los Angeles won a major victory in their struggle for better working conditions and decent pay. On August 26, the workers reached a formal settlement in their National Labor Relations Board (NLRB) complaint against Vermont Hand Wash, one of the area's most notorious anti-worker car washes.

As a result of the settlement, Vermont's owners must pay more than \$50,000 in back pay to workers who were illegally fired for Union activity.

The NLRB issued the complaint in late May alleging that Vermont's management targeted and then fired three workers because they sought to form a Union. According to the complaint, among other retaliatory acts, Vermont management cut the hours of Union supporters or assigned them less desirable duties and unplugged the time clock when Union supporters picketed the carwash, resulting in a loss of wages to workers on the job.

The complaint identifies one manager, Manuel Reyes, who, it says, threatened employees on multiple occasions with bullets, a machete and a combat knife. The NLRB also charged Reyes with similarly threatening two Union organizers with a side-handle billy club in front of carwash employees.

After the full NLRB's likely approval of the settlement, the decision will have the same effect as a board order and will be backed by an enforcement decree from a federal appeals court. That means Vermont's owners, the Pirian brothers, could face jail time if they violate the settlement. The settlement prohibits Vermont Hand Wash from committing any of the violations they already have committed, as well as any other violations of the National Labor Relations Act.

Vermont Hand Wash worker Pedro Guzman, who will receive \$1,650 back pay under the deal, told a rally last month that the workers suffered retaliation and intimidation by the owner, Benny Pirian, when they tried to form a Union. "He took us into his office and interrogated us about our Union activities. And he even offered to compensate me if I would work on his side against the Union and my companeros. But I would never do that. Our struggle continues with the incredible support from Unions, students, faith groups, old people, and young people, all of them willing to come out

and sweat under the sun to show us their solidarity."

At the rally, AFL-CIO President John Sweeney told the crowd the carwash workers' struggle is a perfect example of why the Employee Free Choice Act is needed: "These workers have gone through hell trying to form a Union to win just living standards. No worker should face that treatment in this country we share. In America, every worker should enjoy freedom of speech and freedom of association. In America, every corporation should be held accountable to the law. In America, every worker should be free to join a Union and bargain for a better life."

Last year, the mostly immigrant carwash workers throughout Los Angeles formed the Carwash Workers Organizing Committee (CWOC) to raise their standard of living, secure basic workplace protections and address the serious environmental and safety hazards in their industry. In March 2008, CWOC joined with the United Steelworkers (USW) as part of the CLEAN Carwash Campaign.

Source: AFL-CIO

Welfare Notes

September 2009

RESTAT – Pharmacy Benefit Manager

The SUP Welfare Plan contracted with RESTAT, a Pharmacy Benefit Manager, in August of 2007 to provide discounts to pensioners and their eligible dependents. To take advantage of the program, you must present your RESTAT ID card to a participating network pharmacy. Most major pharmacies are contracted with RESTAT. Your out-of-pocket expenses are lowered further with the use of the RESTAT mail order service and, as always, you will save the most money by having your prescriptions filled with the generic drug. If you need a new RESTAT ID card, please contact the Plan Office. You must continue to pay for the full cost of your prescriptions at the pharmacy or via mail order, but you can submit claims to the Plan Office for full reimbursement of the amounts paid by you up to your annual reimbursement limit. The discounts will enable you to purchase more prescription drugs before you reach your annual reimbursement limit.

19-year Old Dependent Children

Nineteen-year-old dependent children are not eligible dependents with the SUP Welfare Plan. There is no extension of coverage for students. Eligibility/Coverage terminates in the month following their 19th birthday. When your child reaches the age of 19, you will receive a COBRA notice advising you that you can continue coverage by making self-payments to the plan. By law the COBRA rates are 2% over the premium payment currently covering your dependent. When your dependent reaches the age of 19, it would be in your best interest to check out the cost of school plans and individual plans for your dependent. School Plans and Individual Plans are generally less expensive and should provide adequate coverage in most cases. Be sure to check on limitations for pre-existing conditions if there is an ongoing health problem.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 415-957-1816

SUP Welfare Plan

730 Harrison Street, #415

San Francisco, CA 94107

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Unemployment continues to rise

In 14 states and the District of Columbia at least a tenth of the work force was unemployed in August, according to a Bureau of Labor Statistics report released on September 18.

Even as some economic indicators in housing and elsewhere showed signs of improvement, jobless rates declined in 16 states from July to August. In every other state the portion of workers who

could not find jobs stagnated or, in most places, grew.

Compared with the same time last year, unemployment rates increased in every state and the District of Columbia, fueling expectations that the many government efforts to tame the recession will not prevent a jobless recovery.

Michigan continued to have the country's highest jobless rate, at a seasonally adjusted 15.2%, compared with a national rate of 9.7%. In the Detroit metropolitan area, the rate reached 17.3%. Nevada and Rhode Island followed Michigan, with unemployment rates of 13.2% and 12.8%, respectively. The rates in Nevada, Rhode Island and California —where unemployment reached 12.2%— were the highest on record for those states.

Generally, Western states had the weakest job markets, with Plains-state labor forces relatively more resilient. North Dakota, South Dakota and Nebraska all registered jobless rates of 5% or lower. Compared with places like California, unemployment has barely budged in these states over the last year. California's unemployment rate is the highest in 70 years.

Sailors' Union nominations continued from page 1

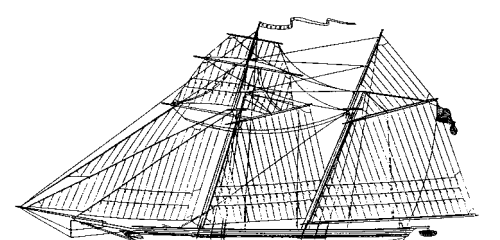
stitution. That recommendation and the Committee's report will be acted upon at the November coastwise meetings.

The 2010-2012 secret mail balloting for regular SUP officers will run for two months from December 1, 2009 through January 31, 2010. Ballots will be counted on February 1, 2010.

Candidates for office may request and require the Union to distribute campaign literature at the candidate's request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 3. Campaign literature that the candidate requests to be mailed must be ready for mailing: stamped; envelopes stuffed and sealed; or flyers stamped, folded, and sealed.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 1 for inclusion in the election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8½" x 14") on a first-come, first-served basis.





SUP President's Report

September 15, 2009

SUP ELECTION: NOMINATIONS

In accordance with Article XII of the SUP Constitution, nomination of regular officers of the Sailors' Union of the Pacific for the 2010-2012 term shall commence at today's Headquarters' meeting and conclude at next week's Branch meetings. Written notice of this fact was published in last month's *West Coast Sailors* and posted at all Union halls.

Any eligible member may place his or her own name in nomination for any regular office or may be nominated by another member. Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The following are the regular offices of the Sailors' Union of the Pacific:

- President/Secretary-Treasurer
- Vice President/Assistant Secretary-Treasurer
- Seattle Branch Agent
- Wilmington Branch Agent
- Honolulu Branch Agent
- San Francisco Business Agent
- Trustees of the SUP Building Corporation (5)
- Delegates (3) to the SIUNA Convention (to be held in 2012)

All nominees shall be notified by mail of their nomination. A list of names and nominees for each office shall be conspicuously posted in each Union hall and will be published in the September issue of the *West Coast Sailors*.

A Committee on Candidates will be elected at today's Headquarters' meeting and will meet on Tuesday, September 15, and again on Tuesday, September 22, to review the list of nominees and mail notification of their nomination.

All nominees who desire to become candidates for and hold any regular office shall have the following qualifications:

- He or she is a member in good standing at the time of nomination.
- He or she achieved "B" seniority as defined in the SUP Shipping Rules; and
- He or she is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance of the nomination in the office of the Committee on Candidates at Headquarters prior to midnight, Wednesday, October 14, 2009.

The acceptance shall be by letter which shall be dated and shall contain the following:

- (a) The name of the candidate;
- (b) His/her home address and mailing address;
- (c) His/her membership number; and
- (d) The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation, and delegate to the SIUNA Convention.

Nominees who shall fail to comply herein with shall be regarded as having declined the nomination.

The election itself shall be conducted by secret mail ballot from December 1, 2009, through January 31,

2010. In addition to the election of officers, the ballot will include a referenda on five proposals to amend the SUP Constitution and one proposal to amend the SUP Shipping Rules.

MATSON NAVIGATION COMPANY

On September 3, the Union was notified by Matson that the company was awarded a contract by the Military Sealift Command to move military cargo from Honolulu to Mumbai (Bombay), India round trip. The *Kauai*, which has been in idle status in Seattle for almost a year, will haul the freight.

Seattle Branch Agent Vince O'Halloran was quick on his feet dispatching a gang (1 Bosun, 5 ABs) the following day plus standby sailors to change boatfalls. All received kudos from the vessel's master, Captain Schulman.

The *Kauai* departed Seattle for Honolulu on September 10, and will bunker in Singapore before arriving in Mumbai around October 2. According to the company the vessel may drydock in East Asia before returning to the coast.

As the membership will recall (see the April *West Coast Sailors*), the SUP, MFOW, SIU-Marine Cook, MM&P and MEBA met with Matson in March regarding the possible military charter of the *Lihue*. Although no agreement was reached, it was the general consensus of the parties that for spot military charters of company vessels the *Moku Pahu* wage scale would apply. This is what the company submitted to MSC for charter rates for the *Kauai*.

Therefore, recommend *Moku Pahu* wage, overtime and benefit rates be applicable for the current charter of the *Kauai*.

Matson also noted that if the *Kauai* is drydocked in East Asia the crew would revert to the standard collective bargaining agreement, during that time period, then return to the charter rates for the return voyage.

APL MARINE SERVICES

In accordance with the 2005-2015 collective bargaining agreement between the SUP and APL Marine Services, a 2.5% increase in wages and wage-related items (overtime, supplemental benefits, etc.) becomes effective October 1.

Under the terms and conditions of the agreement, the Union has the right to allocate monies from wage increases to the various benefit plans, which has occurred on several occasions over the years.

As overwhelmingly approved at the June coastwise meetings, the membership directed that \$3.00 per manday be allocated to the SUP Joint Employment Committee Trust Fund (hiring hall fund) from both the July 1 increase for Matson and the October 1 increase from APL.

For seagoing APL jobs (except in the *APL Agate* and *APL Japan*) after the 2.5% increase is applied to wages, overtime, supplemental benefits, etc., the allocation will be deducted from the Daily Base Wage (DBW) and the Daily Supplemental Benefit Contribution (DSBC) per manday as follows:

Bosun:	\$1.94 from the DBW and \$1.06 from the DSBC = \$3.00
Able Seamen:	\$1.89 from the DBW and \$1.11 from the DSBC = \$3.00
Ordinary Seamen:	\$1.88 from the DBW and \$1.12 from the DSBC = \$3.00

For the members working under the Maintenance Agreement (Middle Harbor Terminal gang and the Dock bosun in Los Angeles) after the 2.5% increase is applied to all wage and wage-related items, \$2.61 will be allocated from Daily Straight-Time Rates and \$.39 from the Daily Vacation Rates, which total \$3.00 per manday. For those working under the Extra Maintenance Agreement (casual standby) after the 2.5% wage and overtime increase is applied, \$3.00 will be deducted from the Daily Straight Time rate and allocated to the SUP Joint Employment Committee Trust.

Wage rates reflecting the APL allocation will be published in this month's *West Coast Sailors*.

The membership should again be commended for making this onetime allocation as it will go a long way to erasing the deficit in Union finances.

The same allocation will be requested from the membership when the Union goes into bargaining with the San Francisco Bar Pilots at the end of the year, from the 3% wage increase due from Foss Maritime Company on March 1, 2010, and in bargaining with Chevron Shipping Company in 2012.

It should be noted that the MFOW, which is also experiencing a deficit situation, allocated \$3.00 per manday from the APL and Matson using the same formula as the SUP.

FOSS MARITIME COMPANY

On August 24, the Union received a call followed by a letter from Mike O'Connor, Director of Labor Relations for Foss, stating that due to a significant decline in bunkering in San Francisco Bay that the company was implementing changes that would affect SUP tankermen employed by Foss effective September 1.

Under the company plan, the manning of the two "26" bunker barges changed from four scheduled tankermen (one on the night shift, one on the day shift for each barge), to two scheduled tankermen. Manning (four tankermen) on the two "35" bunker barges will remain status quo.

Coming just one month after the membership approved a temporary adjustment to inactive barge manning when an employee was out sick or on vacation, the Union objected to this major alteration of the terms and conditions of employment and demanded additional information. Since Foss took over from Chevron in 1996, the SUP has focused on building a reliable pool of highly-qualified tankermen on a regular schedule. Previous attempts to casualize the workforce were successfully defeated in bargaining.

In the Great Recession of 2009, however, there are serious impediments to preventing this company action. First of all, the collective bargaining agreement with Foss in Section 31.04 of the Tankermen Work Rules sets the schedule but allows it to "be changed by the company to ensure the continued safe and efficient operation of the vessel." The same language appears in Section 27, with regard to continuously crewed tug boats, and in Section 26, although speaking mainly to the boats, the contract nevertheless affords the company the right to alter positions given the "economic conditions in consultation with the Union". The Management Rights clause gives further support to company control of assignments and "allocation of duties".

Secondly, Foss provided compelling information during a teleconference on August 28, that revealed substantial inactivity of its bunker barges. Since the fourth quarter of 2007 through the second quarter of this year, there has been an 18.3% decline in gross barrels delivered. Furthermore, idle shifts (no cargo) in the barges have been common — 27 in May, 30 in June, 40 in August through the 17th with another 15 projected over just the next four days. Ship calls in San Francisco Bay are down, but compounding the situation is that the price of bunkers in Los Angeles is presently cheaper than San Francisco. The terminal-to-terminal transfers, known as "re-supply work," is also down. Looking forward (and the company claimed it was projections more than past inactivity that drove the layoffs), Foss expects volumes to remain flat at best.

After the Union insisted that the company adhere to the seniority provisions of Section 25.06 and 25.08 of the agreement, and working with the company in its practical implementation, four working members were converted from steady scheduled employment to casual status. A fifth who was Not Fit For Duty was also made casual. During the call the Union heard the commitment of the company to regularly scheduled tankermen and acknowledged the statement that their

continued on page 10

President's Report continued

"intention was not to casualize the workforce". Management admitted that the operation ran far smoother with crewed barges and promised to return to fully crewed status as soon as the business returned.

Advise all laid-off members to contact the SUP Welfare Plan for information on specific benefit eligibility and extension options.

PATRIOT CONTRACT SERVICES

In accordance with the agreement between the SUP, MFOW and SIU-Marine Cooks and Patriot Contract Services covering the Military Sealift Command vessels *USNS Hayes* and *USNS Waters*, there is scheduled a 2% in Total Labor Costs (TLC) effective October 1. TLC affects all rates of pay and contributions to the various benefit plans. New wage rates will be published in the October *West Coast Sailors*.

CHEVRON SHIPPING COMPANY

This month, Chevron began another Cardiovascular Health Program campaign for U.S.-payroll employees, which includes SUP members employed by Chevron Shipping Company. This program was first implemented in 2008 and continues to be a part of Chevron's health plans. It will once again be administered by Nationwide. The goal of the voluntary program is to improve the health and productivity the company's workforce and to reduce long-term benefit costs. It will focus on preventing illness by targeting life-style factors commonly associated with increased cardiovascular disease risk: high blood pressure and cholesterol, tobacco use, weight and nutrition, physical inactivity, sleep and stress.

How the Program Works

The Cardiovascular Health Program features:

- **Cardiovascular Risk Assessment Plus**, an online assessment tool that asks a series of questions to help employees identify their risk for developing cardiovascular disease (heart disease and heart attacks, rheumatic congestive heart failure, coronary artery disease, angina and high blood pressure). This tool is similar to the one used in 2008, but it is expanded this year to include questions related to sleep and depression.
- **Targeted resources and educational materials** to drive behavior change and life-style management.
- **Telephonic coaching** by a professional health coach for all employees who complete the risk assessment and want to enroll.
- **Incentives** to encourage reward and sustain behavior change.

Last year 27% of Chevron's Marine Employees took the survey, with 37% electing long-term follow-up.

Who is Eligible to Participate

All U.S.-payroll employees who are eligible to participate in Chevron's U.S. health plans (employees eligible for coverage in the Chevron Medical Plan, Chevron HMOs, and Chevron Dental Plan, among others) are eligible to participate in this program. Employees do not have to be enrolled in a Chevron medical or dental plan to participate in the program, coaching or qualify for the incentive.

Program Incentives

All U.S.-payroll employees who are eligible to participate in Chevron's U.S. health plans will be offered an incentive to participate in the Cardiovascular Health Program. If an employee completes the cardiovascular risk assessment by the specified fall 2009 deadline, they will receive an incentive in the amount of \$100 as long as the employee is a U.S.-payroll employee who is eligible for Chevron's U.S. health plans on January 1, 2010. This incentive will be deposited into a Chevron Flexible Spending Account Plan - Health Care Program (HCAP) to be used by the employee for eligible health-related expenses between January 1 and December 31, 2010. Use of the HCAP is subject to general flexible spending account rules and expenses must be incurred during 2010 or the amount will be forfeited.

Eligible expenses include co-payments, deductibles, prescriptions, over-the-counter medication, glasses and contacts, band-aids, and much more. Employees can submit claims for reimbursements of eligible expenses

or can use a special HCAP debit card that will be mailed to employees in January. Employees can use the debit card to pay for eligible health expenses at most stores and health provider offices.

Employees who enroll in the recommended coaching program and complete their program by August 2010 will receive a second incentive of \$100. The second incentive will be funded to their HCAP debit card on January 1, 2011 and can be used to pay for eligible health expenses during 2011 (assuming the employee continues to be employed at Chevron on the U.S. payroll and is eligible for Chevron's U.S. health plans).

Why is Chevron offering this program?

Cardiovascular disease is quickly becoming one of the world's leading causes of death, affecting men and women of all races and socioeconomic classes. The World Health Organization predicts that by 2020, cardiovascular disease will surpass infectious disease as the world's leading cause of death and disability.

Cardiovascular disease is already having a significant business impact on Chevron. It is currently one of the top employee health risks and commonly diagnosed diseases, and it's one of the most expensive conditions to treat. Studies show that 80 percent or more of people who die from cardiovascular disease had one or more lifestyle-related risk factors.

In a letter sent to Chevron employees, the following information was also included:

Is there a fee for the cardiovascular risk assessment?

No. There is no cost to you for the assessment or any of the other resources available through the Chevron cardiovascular health program.

How much time is required to complete the cardiovascular risk assessment?

It takes approximately 10 to 15 minutes to complete.

I'm already seeing a health care provider regularly. Why should I participate in the Chevron program?

The cardiovascular health program supplements your regular examinations and provides additional perspective about your health, but does not replace your regular visits to your health care provider. It is recommended that you share both the results of your cardiovascular risk assessment and any recommended lifestyle modifications with your health care provider.

Are the results of my cardiovascular risk assessment confidential?

Only you, Nationwide, Chevron health care plans and certain third party health care plan vendors will have access to your individual cardiovascular risk assessment results. Individually identifiable data will only be disclosed in accordance with the Health Insurance Portability and Accountability Act of 1996, as amended ("HIPAA"). The data may be shared directly to Chevron's third party medical plan vendors as part of their ongoing operations of the plan. The vendors may use it (in conjunction with actual claim data) to identify employees for optional health and wellness programs, or case management and disease management program identification. Chevron has authorized Nationwide to contact employees to invite them to use the Nationwide tools and resources as part of the Chevron cardiovascular program.

Will these results be used to determine my fitness for duty?

No. The Cardiovascular Health Program is not related to or tied to the Fitness for Duty Program in any way.

The Cardiovascular Health Program is offered to eligible U.S.-payroll employees through Chevron's health care plan, which is subject to the privacy rules of the Health Insurance Portability and Accountability Act of 1996, as amended ("HIPAA"). HIPAA prohibits employers like Chevron from using the plan's individually identifiable data for employment decisions such as fitness for duty. Only you, Nationwide, Chevron health care plans, and certain third party health care plan vendors will have access to your individual cardiovascular risk assessment results. Individually identifiable data will only be used and disclosed in accordance with HIPAA.

All SUP members employed by Chevron are encouraged to participate in this program.

INTERNATIONAL LABOR ORGANIZATION

As reported last month, attended a meeting of seagoing Maritime Unions in Washington on July 29, regarding a new Maritime Labor Convention (MLC 2006) being promulgated by the International Labor Organization (ILO). The Convention is a single document embodying all existing international maritime labor conventions related to the fundamental rights of seafarers. It consolidates and updates more than 65 international maritime labor standards which have been adopted over the last 80 years.

At the request of the Maritime Administration, attended another meeting on this important subject at Transportation Department headquarters in Washington on August 24. In attendance were representatives of maritime labor, U.S. shipowners, the Coast Guard, MarAd and the Department of Labor.

All agreed that the Convention would improve conditions for the world's mariners particularly since vessels could be boarded to insure that it was a safe workplace, that the terms of employment were fair and that there were decent working and living conditions.

The Convention is subject to ratification by the U.S. Senate, however, the Convention will go into effect after the ILO, which is an agency of the United Nations, receives 30 treaties of ratification from countries that have at least 33% of the world's gross tonnage of ships.

CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, participated in a meeting of the organization's Executive Council on September 1, in Los Angeles.

Items on the agenda included health care reform, the Employee Free Choice Act, the effect of federal economic stimulus legislation, and the 2010 election cycle—particularly focused on the Governor's race.

The Federation has always had an active legislative program in Sacramento and this year was no exception. Federation staff members spend countless hours fighting for California's workers. What follows are excerpts of the legislative reports submitted to the Executive Council:

"It used to be that we suffered through a budget fight once a year, in the hot Sacramento summer. Now, it's become a quarterly fight, where every three months, we again face deep program cuts, slowdown of infrastructure projects and jobs, pink slips, and even IOUs. It's a grueling, difficult time trying to patchwork solutions to what is fundamentally the real problem—we don't raise enough revenues to cover the service needs of Californians.

"Legislative leadership began this round of budget talks by accepting a false and defeatist proposition—that the defeat of special election ballot initiatives was the voters saying no to new revenues. In fact, new revenues, like a tobacco tax increase or an oil severance tax, were never considered. Even majority vote revenue proposals, like earlier withholding for independent contractors, were never really pursued.

"Against this backdrop, the Federation focused our June budget fight on highlighting abusive corporate tax giveaways. In February, 2009, three new corporate tax breaks were enacted, creating a new \$2 billion hole in future budget years. It is unconscionable for some of the world's biggest corporations to line up for tax breaks when the poor are losing lifeline assistance and our members are facing layoffs, furloughs, and project shutdowns.

"We led nearly 100 organizations in signing a letter to the legislative leadership to demand that these most recently enacted tax breaks be repealed.

"With more defeatism, the legislative leadership weren't interested in running "drills" to repeal corporate tax breaks, given that these bills would take a two-thirds vote. Instead, the Governor's budget, filled

continued on next page

President's Report continued

with deep cuts and budget gimmicks, became the framework for a deal. For example, the Governor claimed \$1 billion in revenue from the sale of a book of business at the State Compensation Insurance Fund (SCIF). Such a proposal is legally dubious, practically half-baked (no one will buy an insurance company in this market) and dangerous policy wise. Even with these likely insurmountable issues, the leadership went along with the Governor. Fortunately, we were able to get language included that requires the SCIF board to approve any sale and the Board has adopted a resolution opposing a sale.

"As June passed, it became more worrisome that the budget was going to rely heavily on deep cuts to services and local governments, including road repair and redevelopment funds. Schwarzenegger then made an offensive remark in the New York Times magazine saying that he doesn't get depressed about the impact of budget cuts because at the end of the day he gets to sit in his hot tub and smoke stogies.

"Finally, a clear opportunity emerged to put the blame where it was deserved — at the Governor and his lack of leadership. The Federation worked with our state councils, labor councils, and allies to put together quick hit actions at the Governor's offices across the state, telling him— "Don't let California go up in smoke," against a backdrop of Arnold smoking a stogie. We printed big posters of such image and it was picked up on CNN, in The New York Times and the San Francisco Chronicle.

"Sadly, the pressure didn't help save the budget from deep cuts. We got stuck with Schwarzenegger's Republican budget. To add insult to injury, Democrats made other concessions, including the permissive contracting out of all eligibility work for state social service programs —which means that 25,000 of our members' jobs could be contracted out to a private company. We joined SEIU, AFSCME, CWA, and the Teamsters to fight this job killer proposal and we lost.

"The budget may be out of whack in the next quarter, leaving us again with a shortfall to make up. The Federation is meeting with our affiliates and allies to put together an aggressive fight-back plan."

The Federation has an aggressive legislative program in place to continue the battle for California workers.

Also on the Executive Council agenda was the raiding of UNITE HERE jurisdiction by the SEIU and its newly formed front organization Workers United. The actions of SEIU are reprehensible and a stain on the labor movement. While the Executive Council, after a lengthy debate, did not take specific action against SEIU, Union raiding in general was condemned.

COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 12, a holiday under all SUP agreements. Due to the holiday, the Headquarters membership meeting will be on Tuesday, October 13.

ACTION TAKEN

Election of Committee on Candidates: Nominated and elected were: Arthur Thanash, Romaine Dudley, Kaj Kristensen, Don Cushing, Noel Itsumaru and Sonny Cooper (alternate).

M/S to concur with the recommendation that the *Moku Pahu* rates be applied to the MSC charter of the *Kauai*. Carried unanimously.

M/S to concur with the balance of the President's Report. Carried unanimously.
Gunnar Lundeberg

Recession takes toll on living standards

The recession has slashed families' earnings, increased poverty and left more people without health insurance, according to the Census Bureau's annual snapshot of living standards. The September report offered sharp evidence of how much the falling economy has touched Americans across incomes and races.

Median household income, adjusted for inflation, fell 3.6% last year to \$50,303, the steepest year-over-year drop in forty years. The poverty rate, at 13.2%, was the highest since 1997. About 700,000 more people didn't have health insurance in 2008 than the year before, though the share of the population without coverage was about the same.

Indeed, the report captured only how Americans' fared in the first year of the recession, which began in December 2007. Figures for 2009 are expected to show a darker portrait, as the economy has continued to deteriorate.

The 2008 median income, adjusted for inflation, was the lowest level since 1997, meaning many middle-class Americans have been seen their living standards dialed back a decade, undoing advances made during boom years.

As the economy has shed jobs, many working poor, who in better times used plentiful jobs and overtime to raise their living standards, are falling back into poverty. The increase in poverty last year —2.6 million people— was concentrated among working-age families, with the poverty rate among people between ages 18 and 64 growing to 11.7% from 10.9% a year earlier. Among the hardest hit were children: The child poverty rate was 19% last year, up from 18%. Poverty is defined, for example, as earnings under \$22,000 for a family of four.

According to the Census, about 54 million people were living under 125% of the poverty line, about three million more than in 2007. The number of "deep poor" — people whose earnings put them at less than half the poverty line—increased by 1.5 million to 17 million people.

Recession over? Depends who you ask

by Mark Brenner

When the Labor Department announced that a quarter million jobs were lost in July, the news was greeted with cheers and backslapping on Wall Street. One week later the Federal Reserve declared the worst was over—we were on our way out of the recession.

Almost as an after-thought, the Fed also predicted that unemployment would stay close to 10 percent until the end of 2010.

If the jobless won't get a break for more than a year, what explains the sighs of relief from Washington and the celebrations on Wall Street? How is the recession over?

OUR PAIN, THEIR GAIN

Recovery, it turns out, is in the eye of the beholder. And the government's statisticians—together with most of the media—put a lot more weight on the corporate bottom line than on workers' day-to-day. To make matters worse, our pain has been their gain.

Productivity rose 6.3 percent economy-wide between April and June. This means fewer people were doing more work, which helps explain why companies from Ford to Caterpillar to IBM reported healthy profits.

Businesses got back in the black by shedding workers, cutting hours, and eliminating everything from vending machines to health benefits. Employers have also

used the lousy job market—and the fear and uncertainty that creates—to wring more work out of the workforce, often for less pay. Nothing reminds someone he's over a barrel like the threat of being fired during the worst economy in living memory.

According to a recent poll by *The Economist* magazine, one in six U.S. workers have taken a pay cut. Last month close to 26 million workers were unemployed, when you include those forced to work part-time instead of full-time or those who've given up

looking altogether. Sixteen states report double-digit employment, with a half dozen others close behind.

Meanwhile, the financial giants who needed nearly \$2 trillion in taxpayer bailouts are flying high again. In July Goldman Sachs bagged the biggest quarterly profit in the company's history: \$3.4 billion. Even AIG—the insurance giant turned basket case—showed its first profit in more than a year. No wonder the stock market has climbed 45 percent since March.

And Goldman Sachs is partying like it's 1999, not 2009. The company has already set aside more than \$11.4 billion for bonuses this year, although corporate bigwigs warned employees "to make sure that we're not being seen living high on the hog," as one exec told the *New York Post*.

MORE TO COME

Meanwhile, workers are worrying about whether there'll be money coming in this year, not how to spend it. There's little good news on the horizon.

Even though profits are up, there's little hope for a near-term burst of hiring. Managers will wait as long as possible to see if a rebound is really taking root.

And today's technology—from supply chain management software to digital payroll records—allows companies to add workers "just in time." In the past, firms hired in anticipation of an uptick, now they wait till new orders or higher sales are in hand. But with consumers grappling with mounds of debt, new spending and consumer confidence are still in the tank.

This is especially bad news for the long-term unemployed, workers who've been out of a job for more than six months. Last month more than a third of all unemployed workers fell into this category, the highest level since 1948. Moreover, close to half a million will exhaust their unemployment benefits by the end of September, and perhaps as many as 1.5 million by the end of this year.

SAME OLD, SAME OLD

So what will turn recession into a recovery for the rest of us?

For most of the last generation the economy worked according to a simple formula. The rich took the lion's share of economic growth, while the rest of us made ends meet through easy credit and by working longer hours.

Whenever recession threatened, the Federal Reserve lowered interest rates and bankers were more than happy to prime the pump by peddling more debt. Our economy stayed aloft thanks to credit cards and the stock market and housing bubbles.

But by 2000 Ronald Reagan's infamous trickle-down had completely dried up, and most workers stopped seeing even the meager gains of the 1980s and 1990s.

In fact, every bit of economic growth in the 21st century has gone to the top 10 percent—those earning at least \$109,000. Two-thirds was captured by the top 1 percent—folks earning more than \$400,000.

Today's Great Recession should have been the curtain call for an economic model that has left most workers with less buying power than they had in the mid-1970s, swelled the ranks of the uninsured to 46 million, created income inequality not seen since the Great Depression, and left most of us drowning in debt.

But apparently no one in Washington got the memo. The government's top economists have been preoccupied with nursing Wall Street back to health so that the speculators can continue on their merry way unchanged. Goldman Sachs' top financial officer confirmed the back-to-business mentality, telling the business press, "Our model really never changed, we've said very consistently that our business model remained the same."

There was outrage, yes, when the government fattened the fat cats with our money, but it wasn't enough. So we'll keep hearing well-paid pundits crow about "recovery" as if 255 million working people didn't even exist.

Source: Labor Notes

SUP Branch Reports

Seattle

August 17, 2009

Shipped 2 Able Seaman to one A-card steady and one B-card to a relief.

Registered 5 A cards for a total of 25; 5 B cards for a total of 20; and 2 C cards for a total of 6.

Ships Checked

Matson vessels *Maui* and *Manoa* in twice with little or no problems. The *President Truman* called New York with no beefs and high overtime hours. During the prior two months shipping was very good for members and new members here in the Pacific Northwest; but it has slowed down considerably the last few weeks. We expect this to pick up as we get closer to the holidays.

I represented the SUP at the following meetings. The Seattle Master Shorelines Advisory Committee. This committee's charter ended after one year and amid some contentious infighting to change marine industrial zones to what is referred to as mixed use. The leaders of this change were real-estate speculators; those who effectively opposed and held water on this were the Port of Seattle, Todd Shipyard, Labor and the environ-

mental group People for Puget Sound. People for Puget Sound spoke strongly in favor of retaining and protecting maritime businesses in the City of Seattle.

I attended the Washington State Labor Council convention in Wenatchee; the Puget Sound Harbor Safety Committee and the King County Labor Council executive meetings.

Vince O'Halloran, Branch Agent

Wilmington

August 17, 2009

Shipping: 2 bosuns, 8 ABs, 10 ABDs, 2 OSs, 1 STOS, and 61 standbys for a total of 84 jobs. Registration: Class A 29; Class B 23; Class C 0.

Ships Checked

Manulani, Philippines, Singapore, Thailand, Maunalei, Korea, Pfeiffer, Mahimahi, Mokihana and Manukai.

Worked with the M.T.D. & the L.A. County Fed also the LA/LB Harbor Coalition. Participated in labor demonstration for carwashers. Met and talked with AFL-CIO President John Sweeney. Let him know that the rank and file men & woman of the working class tax payers need to stop the politicians from dividing up the

labor vote with their other than labor issues and the need to back a labor party as is done in other countries. Brothers I was told a story that took place with a SUP contracted ship. As the story goes there was an os sleeping in his rack during all hands call out. The Bosun yelled at him to get out on deck and do his work. Some how this hurt the feelings of the OS. So he ran to the captain and cried The bosun is harassing me. Brother what is going on out there we keep our problems in our own house. Ask what the OS should do? Do like the Godfather told the cry baby in the movie ("You can act like a man."). The bosun job is to get every body motivated and working safe. Back when men were men the Bosun might have touched you up a taste or two then sent you out on deck. Brothers if you think the Bosun is out of line inform your Union agent not the captain. Brothers take note when you fly out to a job your pay starts the day you fly. Check your pay record to make sure your pay is correct. As always, yours in struggle

Paul Calais, Branch Agent

Honolulu

August 17, 2009

During the month of July, dispatched the following: 1 bosun, 2 ABD reliefs, 5 ABWs, 1 ABW relief, 1 AB maint. and 1 OS. These jobs were filled by 3 A members, 6 B members and 2 C members. Also shipped 13 standby jobs filled by 1 A member, 9 B members, and 3 C members for a total of 24 jobs shipped.

During the month of July, registered the following: 7 A members, 4 B members and 2 C members. To date registered are: 10 A members, 10 B members and 2 C members for a total of 22 registered.

Ships Checked

Manulani, Manukai, Manoa, Maunalei, Maunawili, Mokihana, Mahimahi, R.J. Pfeiffer and Maui. Also the ITB *Moku Pahu* by phone. (Shore crane collapse at Nawiliwili harbor.) All with few or no beefs. Paint and Rigging gang running smoothly with Monte Kalama as bosun.

On September 7, Labor Day, the Hawai'i Building Trades Council held a Labor "Unity" picnic at the Waikiki Shell. Nice turnout on labor's day off although unfortunately many of our Union brethren in the building trades are laid off and unemployed. It's also disheartening to notice the fighting among the AFL-CIO and CHANGE to WIN factions at a time when we all should be tightly united against corporate malevolence.

Mike Duvall, Branch Agent

San Francisco Business Agent

September 15, 2009

Visited and paid off the following ships:

Mahimahi— Phil Howell, delegate; Tim Thomas, bosun: Running smoothly with no disputes.

Manoa— Charles Schroeder, delegate: Both the delegate and I paid a visit to the captain to discuss problems with the stores. The paper goods are very inferior and not American made. Also some canned goods are not standard brands and there's a problem with beef and ham steaks. The captain was unaware of these problems, but will take care of them.

Maui— Paul Fuentes, delegate: Island run. Cleared away dispute, otherwise in good shape.

Mokihana— George Simpier, delegate: Never any problems, good job.

APL Wash Rack— Visited APL wash rack. Everything running smoothly with Bosun Bob Greene.

Worked in the front office.

Bill Berger

Vice President's Report

September 2009

In addition to the routine duties of the front office, I attended the Executive Board meetings of the Alameda Labor Council and attended the Port of Oakland's celebration of the completion of the 50 foot dredging project. The Sailors' Union gave considerable early political support for this important project which saved the port from backwater status. Also checked the following ships.

Ships Checked

California Voyager: David Ibarra, delegate. In at Richmond Long Wharf after a three week layoff in Texas. Port calls in Tampa and New Orleans. Could start on a new run. Bosun Ron Gill is getting the work done.

Mississippi Voyager: Dave Mercer, delegate. The delegate's crew sheet showing dues status is very helpful. Request all delegates do the same and maintain the list as we pursue total transparency on membership information.

Colorado Voyager: Rocky Zwiemba, delegate. Clarification on daywork and penalty meals. "Banking" hours in anticipation of future operations always undermines morale.

Arizona Voyager: Wil Williamson, delegate. Boarded in Tampa. John Svane is the bosun. Clean ship on a hard run. Turning to for gang call is done together. No one hits the main deck early and everyone takes their direction from the bosun. Several new members.

APL Philippines: Miguel Palacios, delegate. Specially Trained Ordinary Seaman who are eligible to upgrade to AB may not ship in this billet. See Appendix A on manning.

APL Singapore: Charlie Duke, delegate. In at Oakland with no problems.

APL China: K. Kovacs, delegate. Delayed sailings inconvenience all crew members, payable under SUP contract independent of visa status. Collected delayed sailings in Oakland.

APL Korea: Joel Schor, delegate. Called back crew from repair status in Oakland. Clarification on stores: ships crew required to load stores but no more than three pallets which goes back to the often confirmed Status Quo Agreement of 1952.

Maui: Paul Fuentes, delegate. Collected time for mate doing sailor's work.

Cape Jacob: Scott Wiedeman relieved Ben Hulsey as delegate. Back in Chin Hae near Busan. Ship running smooth. Mike Henderson is the new bosun.

Cape Gibson: Patriot called this week for crew for 10 day activation and sea trial.

Moku Pahu: Shane Lono, delegate. Bosun Teo Rojas called to report the sugar loading gantry crane collapsed on deck. One longshoreman injured but recovering well. Major rigging and lifting required to put the wreck ashore. Crew turned to SUP style.

USNS Waters: Lez Jeziorowski, delegate. Clarification on shifting and watchstanding.

Foss Maritime Company: delegates Mel Jackson, Tom Tynan, and Sean Gaddis. As President Gunnar Lundberg reported, the Company dealt a blow to the reliability of its workforce by half-manning the "26" barges. More information requested from management. Held a meeting in Richmond with members on various topics related to the impact of the reductions. Gang pulling together SUP style.

San Francisco Bar Pilots: delegates Louie Urbano and Steve Ross. Two terminations; one investigation. Much appreciated assistance from the gang in terms of documentation.

Dave Connolly

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 566:

Rogelio Liunoras, 69, Book No. 4117, joined SUP in 1990, 15 years seatime.

Armando Martinez, 60, Book No. 6499, joined SUP in 1980, 20 years seatime.

Stephen Rydberg, 63, Book No. 3183, joined SUP in 1967, 33 years seatime.

Colin Walker, 62, Book No. 3627, joined in 1968, 29 years seatime.

Ian McLeod, 66, Book No. 6490, joined in 1963, 20 years seatime.

Jose Rojas, 65, book No. 15076, joined in 1967, 11 years seatime.

Dispatcher's Report

Headquarters—Aug. 2009

Deck	
Bosun	6
Carpenter	0
MM.....	5
AB	9
OS	0
Standby	11
Total Deck Jobs Shipped	31
Total Deck B, C, D Shipped	9
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. ...	31
Total B, C, D Shipped-All Depts. ...	9
Total Registered "A"	39
Total Registered "B"	25
Total Registered "C"	5
Total Registered "D"	22

SUP members

Is your current address on file at Headquarters? If not, mail, fax or email it to: Sailors' Union of the Pacific 450 Harrison St. San Francisco, CA 94015 Fax: 415 777-5088 email: editor_wcs@msn.com Ballots for the 2010-2012 SUP election will not be mailed to the Union halls.