



West Coast Sailors

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Somalis allied with Al Qaeda threaten "sea jihad" against American-flag vessels

Al Shababb, a U.S.-designated terrorist group allied with Al Qaeda, which previously only taxed Somali pirates ransom revenue is now dispatching its own fighters to attack ships —U.S. vessels in particular— according to pirates, Al Shababb officials, residents of seaside towns and the Somali government.

In an article in the September 11 edition of the *Wall Street Journal*, Sarah Childress reported that, "In a recent sermon in the southern port city of Kismayo, Somalia, Sheikh Mahad, a senior Al Shababb official, branded the group's piracy as "sea jihad" and called on young militants about to head to sea to target American ships. "America is our enemy," he said, according to a person who was present and recorded the sermon. "We have to retaliate against them by sea or land," he added.

The United States views the Somali government as a bulwark against Al Shabaab, though it controls only a few blocks of the capital, Mogadishu, under the protection of African Union troops.

In recent months, the group has sought more funds to support its fight against the government, "We know they are directly using the pirates" to raise money, said Abdirisq Qayion, a spokesman for the Somali information ministry was quoted in the *Journal* article.

Al Shabaab officials and pirates say the group has begun to send out fighters in pirate skiffs from two southern cities it controls, Kismao and Barane.

Since January, there have been 119 attempted or successful hijackings by Somali pirates, according to the International Maritime Bureau (IMB). Analysts at the IMB said the average ransom payment is about \$2 million, twice last years' average.

An Al Shabaab associate and businessman said the group has attempted to attack American ships, but hasn't succeeded, according to the *Journal*. Spokesmen for the U.S. Fifth Fleet, which oversees the U.S. task force, and the European Union Naval Force declined to comment on Al Shabaab's threat to attack American ships.

The move into piracy by Al Shabaab complicates the problem of how U.S. companies can get their ships and hostages back. Shippers and insurers could inadvertently pay otherwise legal ransoms that end up in the pockets of suspected terrorists—a violation of U.S. law that could entail penalties of up to \$1 million.

Because it is often difficult to know where ransom money ends up, said a representative of the U.S. Office of Foreign Assets Control (OFAC), which enforces U.S. sanctions, only blatant or willful violations of the regulations are likely to be prosecuted, according to the *Journal* article. So far, no companies have been prosecuted by OFAC for paying a ransom.

According to the *Journal*, veteran pirates complain that Al Shabaab involvement carries risks for them. "This could cause the anti-piracy to shoot us since Al Shabaab is an enemy to them," said Nur Abdi, a Somali pirate in Kismayo. "If the Americans find out, every seized ship will be rescued by force, and that's troublesome!"

U.S. Navy opposes McCain's Jones Act repeal legislation

On September 8, the United States Navy issued a strongly worded statement opposing Senator John McCain's (R-Arizona) legislation to repeal the Jones Act (Merchant Marine Act of 1920):

"The Navy does not concur with S.3525, Open America's Waters Act. The repeal of the Jones Act will erode the U.S. shipbuilding base, U.S.-flagged vessels and merchant marine capacity, hampering our ability to meet strategic sealift requirements and Navy shipbuilding. Specifically, this Act, in conjunction with an elimination of the Ready Reserve Force, will force the United States to rely on foreign-flag carriers to meet strategic sealift requirements."

The statement comes within days of comments from Daniel B. Branch, Jr., President of the Navy League of the United States, highlighting the importance of a "strong commercial maritime industry" to a "maritime nation [like] the United States."

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

"As a maritime nation, the United States depends not only on a strong Navy, Marine Corps and Coast Guard, it also requires

a strong commercial maritime industry," said Navy League President Branch. "The Jones Act must be maintained so that the more than 8,000 U.S. citizen mariners can continue to provide the economic and military support that is critical to our national interests."

The Navy League is a non-profit civilian organization with more than 50,000 members worldwide whose mission for more than 100 years has been to educate the American people and their leaders about the enduring importance of sea power to a maritime nation, and to support the men and women of the U.S. sea services.

The Navy support for the Jones Act is nothing new. In previous Congresses, the Navy opposed Jones Act repeal legislation, noting that such legislation "adversely impacts" the military need for a strong cadre of American ships, citizen mariners, and "maritime industrial base of shipyard and repair facilities."

"The U.S. Navy and the Navy League both understand that maintaining long-standing U.S. maritime law boosts our economy and helps protect our homeland," said Mark Ruge, counsel to the Maritime Cabotage Task Force (MCTF). "In a time of economic uncertainty and threats to our nation, the Jones Act provides a U.S. merchant marine that promotes efficient trade and supports U.S. military and humanitarian efforts throughout the world."

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

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

Maritime Cabotage Task Force was founded in 1995 to promote the U.S.-flag fleet engaged in domestic waterborne commerce. With more than 400 members, MCTF is the largest coalition ever assembled to represent the domestic segment of the U.S. Merchant Marine. Nationwide, there are more than 39,000 vessels engaged in Jones Act commerce and they annually move more than one billion tons of cargo and 100 million passengers. The Act has been broadly supported by every Congress and Administration since its passage in 1920 and is considered a key element in the nation's defense capabilities. For additional information on the U.S. Maritime Cabotage Task Force, please visit www.mctf.com. The SUP is a member of the Maritime Cabotage Task Force.

Senator Akaka urged to stop stonewalling WWII merchant mariner bill

Tony Munoz, the editor of the authoritative maritime magazine, *The Maritime Executive*, has called on Senator Daniel Akaka (D-Hawai'i), Chairman of the Committee on Veteran's Affairs, to do everything in his power to gain passage of S.633: The Belated Thank You to the Merchant Mariners of World

War II Act of 2009.

Senator Akaka has kept this important legislation that would provide benefits to those who served in the U.S. Merchant Marine (including the Army Transport Service and the Naval Transportation Service) during World War II bottled up in his committee despite the fact

that it is cosponsored by 51 senators. All Senator Akaka has to do is send the bill to the full Senate for a vote. The House of Representatives, under the leadership of Veterans' Affairs Committee Chairman Bob Filner, passed the legislation on May 13, 2009. Munoz's letter to Senator Akaka follows on page 4:

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SUP Honor Roll

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APL sees volume, revenue rise in August

Container volume grew 13% and the average revenue increased 45% at APL over a four week period which ended August 20, over the same period a year ago. The carrier’s latest report, however, showed signs that the container industry’s resurgence has peaked, with volume slipping from the month before.

APL said its worldwide volume based on 40-foot-equivalents fell 1.5% from the July period to the four weeks from July 24 to August 20, parent company Neptune Orient Lines reported on September 13.

The average revenue per FEU reached a 2010 high of \$3,181, 45% better than the same period a year ago, when yield reached the low point of 2009, but only 3.4% ahead of this year’s July reporting period.

NOL said the increases were driven by improved core freight rates in the major trade lanes and peak season surcharges on higher volumes.

APL transported 216,900 FEUs in the period, compared to 192,800 a year earlier, but down from the 220,200 FEUs it carried in the period ended July 23 of this year. Year-to-date container shipping volume increased 32% to 1,784,500 FEUs from 1,350,700 FEUs in the year-earlier period.

Average revenue per FEU increased to \$3,181 in the period from \$2,189 a year earlier and from \$3,076 in the month-earlier period this year. Average revenue per FEU of \$2,762 for the year to date was 19% higher than the \$2,327 a year earlier.

Final Departures

George Erickson, Book No. 1855. Born in California in 1920. Joined SUP in 1946. Died in Carson, California, August 25, 2010. (Pensioner)

Robert Greene, Book No. 2933. Born in California in 1929. Joined SUP in 1945. Died in San Francisco, California, July 23, 2010. (Pensioner)

Clifford Rouleau, Book No. 3144. Born in Washington in 1928. Joined SUP in 1956. Died in Harbor City, California, September 6, 2010. (Pensioner)

Guy Hart, Book No. 5378. Born in Oregon in 1919. Joined SUP in 1946. Died in Brush, Colorado, August 28, 2010. (Pensioner)

SUP Meetings

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

	Hdq.	Branch	
October	Tues.	12	18
November		8	15
December		13	20

Obama unveils huge jobs program on Labor Day

In a Labor Day address to more than 10,000 Union members and their families in Milwaukee, Wisconsin, President Obama announced a massive new job-creating road, rail, runway and air traffic control rebuilding project.

Speaking at the Milwaukee Area Labor Council’s annual LaborFest celebration, Obama said it was “**the great American middle class that made our economy the envy of the world. It’s got to be that way again. It was folks like you, after all, who forged that middle class. It was working men and women who made the 20th century the American century. It was the labor movement that helped secure so much of what we take for granted today—the 40-hour workweek, the minimum wage, family leave, health insurance, Social Security, Medicare, retirement plans, those cornerstones of middle class security that all bear the Union label.**”

Joining Obama at the lakefront festivities were AFL-CIO President Richard Trumka, Labor Secretary Hilda Solis, Transportation Secretary Ray LaHood, Labor Council Secretary Sheila Cochran and Wisconsin AFL-CIO President David Newby.

Trumka told the crowd, “**Working women and men in Milwaukee—and all across our country—made America No. 1 in the world. Now it’s time for America to make working people No. 1! It’s time for JOBS. For economic patriotism. I want to see the words ‘Made in America’ again—because it’s time to start exporting the things we make, instead of jobs!**”

Obama said the massive rebuilding project will build on the investments already made under the Recovery Act, and create jobs for American workers to strengthen our economy now, and in-

crease our nation’s growth and productivity in the future.

According to the White House the plan would:

- Rebuild 150,000 miles of roads—renewing our commitment to the backbone of our transportation system;
- Construct and maintain 4,000 miles of rail—enough to go coast-to-coast;
- Rehabilitate or reconstruct 150 miles of runway—while putting in place a NextGen air traffic control system that will reduce travel time and delays; and
- Create a national infrastructure bank.

With just over a month to go before the November 2 election and with control of Congress at stake, Trumka said that Obama and Democratic leaders “share our vision of an America built on good jobs—and together, we’re going to get America back to work. It won’t be the bankers. It won’t be the Tea Partiers. It won’t be the Party of NO.”

Obama said that Republican leaders, the same ones whose decade of failed and flawed policies shattered the economy, have yet to offer any new ideas and strategies. “**When the leader of their campaign committee was asked on national television what Republicans would do if they took over Congress, he actually said they’d follow “the exact same agenda” as they did before I took office. The exact same agenda.**

“**So basically, they’re betting that between now and November, you’ll come down with a case of amnesia. They think you’ll forget what their agenda did to this country. They think you’ll just believe that they’ve changed. These are the folks whose policies helped devastate our middle class and drive our economy into a ditch. And now they’re asking you for the keys back.**”

Nautical terms in everyday speech

Belay... (stop)—In nautical parlance, to *belay* is to take turns with a rope around a cleat, fasten it, and make it secure. In a traditional sea chanty, sailors sing “I thought I heard the old man say, give one more haul and then belay.” On

land or at sea, *belay* is a general order to stop or hold. As William Smyth noted in The Sailors’ Wordbook, “Belay there, stop, that is enough. Belay that yarn, we have had enough of it.”

Timely Reminder

**Fourth quarter 2010
dues are due
and payable now!**

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1,600.00) 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.

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Poverty in America increases

The ranks of the working-age poor climbed to the highest level since the 1960s as the recession threw millions of people out of work last year, leaving one in seven Americans in poverty.

The overall poverty rate climbed to 14.3% or 43.6 million people, the Census Bureau said on September 16, in its annual report on the economic well-being of U.S. households. The report covers 2009, President Obama's first year in office. The poverty rate climbed from 13.2% or 39.8 million people, in 2008.

The share of Americans without health coverage rose from 15.4% to 16.7%, or 50.7 million people, mostly because of the loss of employer-provided health insurance during the recession. Congress passed a health overhaul this year to address rising numbers of the uninsured, but the main provisions will not take effect until 2014.

The 14.3% poverty rate, which covers all ages, was the highest since 1994. Still, it was lower than estimates of many demographers who were bracing for a record gain based on last year's skyrocketing unemployment. Many had predicted a range of 14.7% to 15%.

Analysts credited in part increases in Social Security payments in 2009 as well as federal expansions of unemployment insurance, which rose substantially in 2009 under the economic stimulus program. With the additional unemployment benefits, workers were eligible for extensions that gave them up to 99 weeks of payments after a layoff.

Another likely factor was a record number of working mothers, who helped households by bringing home paychecks after the recession took the jobs of a disproportionately high number of men.

"Given all the unemployment we saw, it's the government safety net that's keeping people above the poverty line," said Douglas Besharov, a University of Maryland public policy professor and former

scholar at the conservative American Enterprise Institute.

Other census findings:

- Among the working-age population, ages 18 to 65, poverty rose from 11.7% to 12.9%. That puts it at the highest since the 1960s, when the government launched a war on poverty that expanded the federal role in social welfare programs from education to health care.

- Poverty rose among all race and ethnic groups, but stood at higher levels for blacks and Hispanics. The number of Hispanics in poverty increased from 23.2% to 25.3%; for blacks it increased from 24.7% to 25.8%. The number of whites in poverty rose from 8.6% to 9.4%.

- Child poverty rose from 19% to 20.7%.

In 2009, the poverty level stood at \$21,954 for a family of four, based on an official government calculation that includes only cash income before tax deductions. It excludes capital gains or accumulated wealth, such as home ownership.

As a result, the official poverty rate takes into account the effects of some stimulus programs in 2009, such as unemployment benefits as well as jobs that were created or saved by government spending. But it does not factor in non-cash government aid such as tax credits and food stamps, which have surged to record levels in recent months. Experts say such noncash aid tends to have a larger effect on lowering child poverty.

Beginning next year, the government plans to publish new, supplemental poverty figures that are expected to show even higher numbers of people in poverty than previously known. The figures will incorporate rising costs of medical care, transportation and child care—a change analysts believe will add to the ranks of both seniors and working-age people in poverty.

Birthrate sinks to 100-year low

Forget the Dow Jones Industrial Average and the Gross Domestic Product, here's the latest economic indication: The U.S. birthrate has fallen to its lowest level in at least a century as many people apparently decided they couldn't afford more mouths to feed.

The birthrate dropped for the second year in a row since the recession began in 2007. Births fell 2.6% last year even as the population grew, numbers released on August 27, by the National Center for Health Statistics show.

"It's a good-sized decline for one year. Every month is showing a decline from the year before," said Stephanie Ventura, the demographer who oversaw the report.

The birthrate, which takes into account changes in the population, fell to 13.5 births for every 1,000 people last year. That's down from 14.3 in 2007, and way down from 30 in 1909, when it was common for people to have big families.

The situation is a striking turnabout from 2007, when more babies were born in the United States than any other year in the nation's history. The recession began that fall, dragging down stocks, jobs and births.

"When the economy is bad and people are uncomfortable about their financial future, they tend to postpone having children. We saw that in the Great Depression in the 1930s and we're seeing that in the Great Recession today," said An-

drew Cherlin, a sociology professor at John Hopkins University.

The birthrate dipped below 20 per 1,000 people in 1932 and did not rise above that level until the early 1940s. Recent recessions, in 1981-82, 1990-91, and 2001, all were filled by small dips in the birthrate, according to Centers for disease Control and Prevention figures.

Nearly half of low and middle-income women surveyed a year ago by the Guttmacher Institute said they wanted to delay pregnancy or limit the number of children they have because of money concerns.

Besides finances, experts said a decline in immigration to the United States also may be pushing births down.

Cherlin said the U.S. birthrate "is still higher than the birthrate in many wealthy countries and we also have many immigrants entering the country. So we do not need to be worried yet about a birth dearth" that would crimp the nation's ability to take care of its growing elderly population.

The new U.S. report is a rough count of births from states. It estimates there were 4,136,000 births in 2009, down from an estimate of 4,247,000 in 2008, and more than 4.3 million in 2007. The report does not give details on trends in different age groups. That will come next spring and will give a clearer picture of who is and is not having children, Ventura said.

Aboard Cape Orlando



Bosun Dave Frizzi (center) and OS's Steven Bravo (left) and Philip Coulter (right) complete stern ramp maintenance on the Cape Orlando in the San Francisco shipyard in mid-August. The ship activated for sea trials first week of September. The Orlando is a Ready Reserve Force vessel operated by SUP-contracted Patriot Contract Services for the Maritime Administration. Photo: Dave Connolly.

Unemployment deteriorates to 9.6% in August slump

The U.S. jobless rate worsened to 9.6% in August from 9.5% in July, with 54,000 jobs lost, according to the U.S. Bureau of Labor Statistics data released on September 3. The private sector created only 67,000 jobs in August, far below the 150,000 jobs a month needed to keep up with the population and extremely far below the hundreds of thousands of new jobs needed each month to return to pre-recession employment levels. Government employment fell by 121,000, largely reflecting the loss of 114,000 temporary workers hired for U.S. Census 2010.

The number of people who are underemployed, which includes those who are too discouraged to look for work or are working part-time out of economic necessity, worsened to 16.7% from 16.5% in July. More than 26 million U.S. workers are without jobs or full-time work. The long-term unemployed (those jobless for 27 weeks or more) declined by 323,000 over the month to 6.2 million. In August, 42.0% of unemployed persons had been jobless for 27 weeks or more.

Jobs increased in health care (28,000); mining (8,000); and construction (19,000). Manufacturing employment declined by 27,000 in August.

With Congress back in town, lawmakers—especially those Republicans who repeatedly have blocked extending unemployment insurance and funding for jobs programs—can finally figure it out: The private sector is not creating jobs.

And it's getting worse. Big Business isn't creating jobs and yet corporate mouthpieces have the gall to attack unemployed workers. In one such screed this month, the *Wall Street Journal* published an op-ed slamming unemployment insurance. As former Labor Secretary Robert Reich wrote in rebuttal: "A majority of the jobless typically have moved from job to job before they failed to find a new one, or have held a number of part-time jobs. So it's hard to make the case that many of the unemployed have chosen to remain jobless and collect unemployment benefits rather than work."

And then there's the not-so-small fact that there are more than five workers for every one job in this country. As Reich writes, extending unemployment insurance is a basic action of a civil society. In addition, lawmakers need to move federal funding to create more jobs.

Mark Weisbrot at the Center for Economic and Policy Research (CEPR), is among many economists calling for more immediate federal aid to address the nation's jobs crisis. "Republicans have successfully promoted the idea that we already tried a stimulus and it didn't help. There are few, if any, economists who would agree. The non-partisan Congressional Budget Office estimates that between 1.4 and 3.3 million more people were employed by mid-2010, because of the stimulus."

The American public knows how such job creation can be funded: A clear majority of those polled favors federal spending to create jobs, and letting the Bush tax cuts for the rich expire.

AFL-CIO President Richard Trumka called on Congress to "take up and pass legislation that will create jobs and rebuild America, starting with the Surface Transportation bill, Clean Water Authorization, clean energy infrastructure spending, and expansion of nuclear power loan guarantees. We will not allow Republicans, who continue to say no to jobs, say no to unemployment benefits and want to privatize and cut Social Security, to derail our efforts to fight for a middle class economy. The future that we leave for our children depends on our success in beating back these barriers."

The last word goes to Reich: "A record number of Americans is unemployed for a record length of time. This is a national tragedy."

WWII merchant marine bill continued from page 1

Dear Senator Akaka:

A great travesty of forgotten valor has beleaguered the U.S. Merchant Marine since the end of World War II. Today, recognition and compensation for these veterans languishes in the Veterans Affairs Committee and, as in the past, will soon be forgotten.

Senate Bill 663 will amend Title 38, U.S. Code, and direct the Secretary of Veterans Affairs to establish the Merchant Marine Equity Compensation Fund to provide benefits to certain individuals who served in the U.S. Merchant Marine (including the Army Transport Service and the Naval Transportation Service) during World War II.

Sir, recall watching the bombing of Pearl Harbor from your high school dormitory and remember how you served this nation during the war. And you were not even a citizen of this nation yet. Think of the young Americans who also joined the service to defend their country, many giving the ultimate sacrifice, including the 8,651 merchant mariners who also died.

These Americans came to serve their nation no matter what branch of service they ended up in, and many were selected to become U.S. Merchant Mariners. When the U.S. entered the war in 1941, the Merchant Marine only had 55,000 members within its ranks and it grew to 215,000. The Army and National Guard had 400,000 and that swelled to 11,268,000; the Navy had 10,923 and it grew to 437,524; and the Coast Guard had 12,000 and eventually 160,000. Over 16,100,000 Americans fought against the Axis tyranny in what became the most horrific global war in the history of mankind.

The National Defense Act of 1920 charged the Secretary of War with the planning of mobilization and procurement for the Defense Department. While the U.S. retreated into isolationism after the “Great War,” it still recognized that it had to take control of the necessary resources for war and did so throughout the 1930s, including the “nationalization” of the Merchant Marine. In fact, by the time of Pearl Harbor, the U.S. had spent more for wartime procurement than it had spent on the Army and the Navy during all of World War I.

In 1940, Congress passed the Selective Service and Training Act because Germany was invading all parts of Europe as were the Japanese throughout Asia. To put a fine point on Asia, the U.S. seized the Philippine Islands in 1898 after Admiral Dewey’s victory in Manila Bay against Spain. From that time and throughout WWII, the U.S. assumed all national defense obligations for the Philippine Archipelago of 7,100 islands and inlets. A few hours after the attack on Pearl Harbor, the Japanese also attacked the Philippines in a similar devastating blow. General Douglas MacArthur and his garrison of 10,000, half of whom were Filipinos, fought valiantly and extracted a terrible toll on the Japanese.

MacArthur’s stubborn defense of Bataan, Corregidor, and the rest of the Philippine islands stood as inspiration for Americans because their heroic efforts demonstrated to the nation that Japanese soldiers were not invincible. I bring this to your attention because Senator Daniel Inouye, with your backing, had vigorously campaigned to gain full recognition for the Filipino veterans of WWII under the Filipino Veterans Equity Compensation Act. Recently, the Senate and the House passed a rider attached to President Obama’s stimulus bill which provides the Filipino veterans of WWII a lump sum payment of \$15,000 for each veteran living in the U.S. and \$9,000 for each veteran living in the Philippines, with total compensation of \$146 million.

Sir, did you realize that U.S. Merchant Marine veterans of WWII were denied veteran status four times by the Civilian Review Board until President Reagan signed the U.S. Merchant Marine Fairness Act in 1988? But the inequity didn’t stop there because the Air Force administrator overseeing their status arbitrarily chose August 15, 1945 as the end of hostilities, which left about 4,000 members without VA status. From December 31, 1946, the official end of WWII hostilities, to the VA budget of 2010, American veterans and their families have received about \$1,886 trillion in benefits.

The U.S. Merchant Marine was on the front lines of every critical battle during World War II. In the first six months after the United States entered the war, 400 Allied ships were destroyed and 5,000 American, British, Canadian and other seamen were killed. About 2,700 ships of the merchant marine were involved with the first wave of the invasion on D-Day, landing troops and munitions under heavy fire. During the next year, merchant mariners delivered 2.5 million troops and 17 million tons of munitions and half a million trucks and tanks from England to France.

In 1944, the merchant marine delivered 30,000 troops and 500,000 tons of supplies to Leyte during the invasion of the Philippines. During the invasion of Okinawa, the U.S. merchant ships came under fire by 2,000 kamikazes and conventional aircraft. Forty-four merchant ships were sunk during the invasions from Guadalcanal to Iwo Jima. After the end of hostilities, the U.S. Merchant Marine transported the weary combat soldiers, the wounded and the dead back to the U.S., as well as the surrendered armies back to Japan. Tragically, 25 more US merchant ships were sunk before the official end of hostilities.

Today, the Belated Thank-You to the Merchant Mariners of World War II Act of 2009 still sits in committee. This act would provide a “Merchant Mariner Equity Compensation Fund,” which would provide a lump sum payment of \$45,000 to all surviving Merchant Marine veterans or a \$5,000 lump sum payment for the surviving widows of deceased mariners.

It is time for Congress to put an end to this tremendous travesty because those who served in the U.S. Merchant Marine were not mercenaries. Like all Americans who fought against tyranny, these patriots of WWII did so for a nation that had been attacked, and they stood in harm’s way. World War II ended 65 years ago, and all that remains are the octogenarians and nonagenarians appropriately known as the “Greatest Generation.”

It is incumbent on the Senate and House of Representatives of the United States to finally acknowledge the U.S. Merchant Marine of World War II and extend a hand of gratitude before they all fade away into the final pages of the twentieth century, because “Never in the field of human conflict was so much owed by so many to so few.”

Respectfully yours,
Tony Munoz

Warship attacker pleads guilty

Somali pirate Jama Idle Ibrahim has pleaded guilty to attacking the frigate *USS Ashland* after more serious piracy charges were dropped. (See last month’s *West Coast Sailors*.)

The plea bargain, outlined on August 27, means the likely sentence will be 30 years, according to federal prosecutors. Sentencing is scheduled for November 29. Ibrahim is one of seven men accused of attacking the *Ashland* in April.

U.S. District Court Judge Raymond Jackson dropped more serious piracy charges on August 17, ruling that prosecutors had to establish their case as defined by international law. The charges

had included engaging in an act of violence against persons on a vessel and using a firearm during a crime of violence, with sentencing ranging up to life in prison.

Ibrahim was also charged in the District of Columbia with conspiracy to commit piracy under the law of nations and using a firearm during a crime of violence. Those charges stem from an alleged act of piracy in the Gulf of Aden against the *CEC Future*, a 7,121dwt cargo ship.

Five other Somalis are being held in Virginia for a similar attack against the frigate *USS Nicholas* in March.

From Norway to China via the Arctic Ocean

A consortium of Scandinavian and Russian businesses is to try to send a bulk vessel through the northern sea route through the Russian Arctic this month.

The decision to send a vessel from Kirkenes in Norway to China comes within a month of the first loaded oil tanker to make the full voyage. In late August *SCF Baltic* successfully made the passage along the northern sea route, sailing from Murmansk with a cargo of 70,000 tons of gas condensate destined for China. Shipowner Sovcomflot said the vessel had cleared the 2,500-mile passage in 11 days when it reached the port of Pevek in Russia’s northeast.

The summer season, when the Arctic ice line recedes north to open up a navigable passage with icebreaker support, is thought to be getting longer due to global warming.

Now a consortium led by Norwegian shipowner Tschudi is planning to send an ice-class bulk vessel, the 47,371 dwt *Nordic Barents*, along the same route before temperatures begin to drop again. The vessel is owned by Nordic Bulk Carries, a Danish bulk-vessel operator that owns some of the world’s few ice-class bulk vessels.

The planned voyage is a result of work done by the consortium of businesses that form the Center for High North logistics based in Norway. With Kirkenes once

more exporting iron ore pellets, the companies involved in the center are exploring the possibilities of regular dry bulk voyages to China through the northern route in the summer rather than through the Suez Canal, shortening the distance by a third.

Tschudi owner and chairman Felix Tschudi said the aim of the center was to bring together parties that have the knowledge and experience of shipping in the Northern Sea route. Those involved, which include brokers and insurers, spent months assessing viability and risks of starting such a voyage. “The decision was made to compete with the Suez Canal, so now we have to put it into reality,” Tschudi said. He added the task now was to demonstrate that it was commercially viable.

The consortium also includes Rosatomflot, owner of Russia’s fleet of nuclear icebreakers, Northern Iron, the listed mining company formed to operate the recommissioned iron ore mines in North Norway, Nordic Bulk and Tschudi Shipping.

Nordic Barent will ship 41,000 tons of iron ore concentrate from Kirkenes, escorted by two Rosatomflot icebreakers during its passage over Russia. Tschudi said the vessel could spend two weeks on the voyage, depending on the conditions it encounters.

Public backs ending tax cuts for the rich

The tax cuts enacted under President George W. Bush are set to expire at the end of the year, and Democrats and Republicans will spar this fall over whether to extend them for all Americans, or to allow the tax cuts to expire for the richest Americans.

A new CBS News poll, released on August 26, finds that a majority of Americans, 56%, say the tax cuts should expire for households earning over \$250,000 per year, as Democrats have proposed; 36% of Americans say they should not be allowed to expire.

Democrats want to permanently extend tax cuts for taxpayers falling in the 10%, 25% and 28% tax brackets. Taxpayers falling in the 33% bracket move up to 35% if they make over \$250,000 as a family. The 35% bracket then goes up to 39%.

Republicans are calling that the largest tax increase in U.S. history and are calling for an extension of all the tax cuts. Democrats counter that extending tax cuts for the wealthy is fiscally irresponsible.

The CBS News poll, conducted August 20-24, shows that Democrats favor letting those tax cuts expire, while Republicans are split on the issue: 48% of Republicans say the tax cuts should expire, while 46% think they should be

made permanent.

And despite the Obama administration’s plan to allow tax cuts to expire for those earning \$250,000 or more, 27% of Americans see the administration’s policies as favoring the rich, 18% say they favor the middle class, and 17% say they favor the poor. Still, 28% say the Obama administration’s policies treat all groups equally. As many as 39% of Republicans say the administration’s policies favor the rich, while 25% of Republicans say they favor the poor and 13% say they favor the middle class. Among Democrats, 44% say the administration’s policies treat all groups the same. Another 29% say they favor the middle class, while 19% say they favor the rich.

In assessing the U.S. economy, Americans see a system that favors the few: 62% say only those at the top now have a chance to prosper and get ahead, while 35% still think anyone has a chance to get ahead.

The poll also found that overall views of the economy remain bleak: four in five think it is bad, and now a third say it is getting worse, an increase since July. And while most think it will eventually recover, more than a third think it is in permanent decline.

ESU Office Assignments

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



ESU NEWS

SEPTEMBER 2010

Official Publication of the Exxon Seamen's Union

Premiums increase in 2011 for the ExxonMobil Health Plans

Effective January 1, 2011, the ExxonMobil Health Plans contributions paid by the employee and the Company will be increasing. Since 2007, the rates have remained unchanged but unfortunately health care costs have continued to increase and next year, the medical, dental and vision care plans are all experiencing rate increases. The approximate rate increase for the medical plans will be 14%, the dental plan is 12% and the vision care plan will increase by 7%.

The following monthly employee contributions

will be in effect for participants in the ExxonMobil Medical Plan POS II “B” and POS II “A” options as shown. HMO participant contributions will be similarly adjusted for employees (below).

POS II Monthly Participant Contributions		
Class of Coverage	POS II B Option	POS II A Option
Participant Only	\$104	\$80
Participant & Spouse	\$234	\$170
Participant & Child(ren)	\$234	\$170
Family	\$376	\$245

2011 Monthly HMO Employee Contributions — effective January 1, 2011

ESU members that live in areas that provide an HMO alternative to the POS II Aetna Plan may want to evaluate this option to address medical coverage needs.

Plan Name	Service Area	Class of Coverage			
		Participant Only 2011	Participant & Spouse 2011	Participant & child(ren) 2011	Family 2011
Aetna – Dallas/FT Worth	TX	100.00	226.00	226.00	364.00
Aetna – Houston/Baytown	TX	98.00	201.00	201.00	364.00
Aetna – Philadelphia	PA	96.00	182.00	182.00	308.00
Aetna – South Florida	FL	94.00	207.00	207.00	339.00
Cigna – Beaumont SO TX	TX	104.00	234.00	234.00	376.00
Cigna – California	CA	93.00	176.00	176.00	258.00
Cigna – Houston SO TX	TX	96.00	188.00	188.00	345.00
Cigna – NJ/CT	NJ/CT	101.00	226.00	226.00	358.00
Cigna – New York	NY	98.00	220.00	220.00	358.00
Harvard Pilgrim	MA	96.00	209.00	209.00	326.00
Kaiser – S CA	CA	94.00	176.00	176.00	263.00

There are several plan enhancements next year that will help offset the rising cost of contributions.

Eliminate Copays for Preventive Care Services

In order to encourage the use of preventive care, current co-payments (ranging from \$20-\$50 copay for doctor visits to 20%-45% coinsurance per procedure) will be eliminated for preventive care services (physicals, well woman exam, well child exam, mammography, PSA, colonoscopy, immunizations, and hearing exams).

Increase in Reasonable & Customary Limits

When non-network providers submit charges for payment, reasonable and customary (R&C) limits affect the amount that will be considered eligible for reimbursement. The level of R&C that will be considered before applying the applicable plan reimbursement percentage will increase from the current 90% to 100% of reasonable and customary charges. Participants are financially responsible for the difference between billed charges and the amount reimbursed when a non-network provider is used.

ExxonMobil Dental Plan		
Class of Coverage	New Monthly Participant Contribution	Annual Participant Contribution
	Contribution	Contribution
Participant	\$25.00	\$300.00
Participant & Spouse	\$44.00	\$528.00
Participant & Child(ren)	\$44.00	\$528.00
Family	\$72.00	\$864.00

There are also a few improvements with the dental and vision plans, which include elimination of the copay for the Vision Plan when using the OptumHealth network providers. Annual Enrollment booklets, Pre-Tax forms and additional information about plan changes will be sent to employees (booklets will also be sent to ships) during October. It is anticipated that annual enrollment for employees, retirees, and survivors will begin on October 25 and end November 12, 2010.

Modification of Definition and Age Limit for Adult Children

The eligibility age limit for adult children will increase from the current age 25 to age 26. Concurrent with this change, the requirement that adult children be dependent on the participant, unmarried, or residing with the participant (i.e., stepchildren) will no longer be applied. The ExxonMobil Dental Plan and ExxonMobil Vision Plan will be aligned similarly.

Removal of Pre-Existing Condition Exclusion

The current application of pre-existing condition exclusion (i.e., late enrollees) will be removed.

Removal of Lifetime Maximum

The current \$6M lifetime maximum will be removed. The following monthly contributions will be in effect for all plan participants in the ExxonMobil Dental and Vision plans.

ExxonMobil Vision Plan		
Class of Coverage	New Monthly Participant Contribution	Annual Participant Contribution
	Contribution	Contribution
Participant	\$5.84	\$70.08
Participant & Spouse	\$11.32	\$135.84
Participant & Child(ren)	\$11.32	\$135.84
Family	\$17.86	\$214.32

S/R Baytown sold to Anisa Shipping LTD



The S/R Baytown looking sharp shortly after a prior shipyard in Singapore. The vessel was sold to Anisa Shipping, LTD on September 9, 2010.

After more than a year in cold layup in Labuan, Malaysia, the fate of the *S/R Baytown* has finally been sealed with the sale of the vessel to Anisa Shipping Ltd on September 9, 2010. It is expected the vessel will be renamed and transferred by the buyer to Tuvalu Island registry and flag. The Tuvalu Islands, formerly known as the Ellice Islands, is a small Polynesian island nation located between Australia and Hawaii.

Prior to arriving in Labuan in July of 2009, the vessel was slated for a major shipyard period in Singapore. This was to be the vessel’s last yard period before her OPA 90 phase out date. The *Baytown* was not constructed with a doubled hull design and is prohibited from operating in crude/clean service as outlined under the Oil and Pollution Control Act of 1990 past 2012. Unfortunately, due to a lack of work for the vessel, coupled with the fact that the vessel was not double hulled and soon to be retired from service, SeaRiver elected to idle the *Baytown* in Labuan and forego the vessel’s final shipyard. With no viable work and despite the fact that the ship was still in excellent condition, the decision was finally made to sell the vessel.

The *S/R Baytown* was built in 1984 at Avondale Shipyards in New Orleans, Louisiana for SeaRiver’s predecessor organization, Exxon Shipping Company. Christened *Exxon Baytown*, the ship was the third of three vessels delivered (preceded by the *Exxon Charleston* and *Exxon Wilmington*). It was originally designed for the U.S. Gulf – U.S. East Coast clean/specialty service but converted for crude oil trade during the early stages of construction.

A history of the vessel’s flexible service to SeaRiver include ANS crude service in US Gulf carrying loads from Chiriqui Grande Panama to Gulf and East Coast refineries. In the late 1980’s the vessel was redeployed to the West coast for ANS service, followed by several years of lightering service in the San Francisco Bay before reverting back to ANS. More recently the vessel was on the Gulf Coast carrying diesel fuel between the Gulf and East Coast.

For 25 years, the *S/R Baytown* provided excellent service to the Company and was a favored ship to sail on by the ESU membership, especially after the installation of bilge keel stabilizers several years ago. Prior to the bilge keel addition, when the vessel first entered Alaska North Slope service, the ship was notoriously known for it’s ability to roll. There were many stories from the membership on the challenges of getting a good night’s sleep in the Gulf of Alaska in the winter time. But, generally speaking, the *Baytown* was really an outstanding ship to sail in and will be definitely missed by all.

ESU News

STCW 2010 Manila Amendments

On June 25, the International Maritime Organization (IMO) and other major stakeholders in the global shipping and manning industry formally ratified major revisions to the current Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its associated Code.

The amendments, will be known as the "Manila Amendments" and will enter into force on January 1, 2012. The revisions are aimed at bringing the Convention and Code up to date with industry developments since they were initially adopted in 1978 and further revised in 1995. The U.S. Coast Guard's National Maritime Center has not made any official announcements, but in various meetings has stated that the industry should expect changes. All members are strongly encouraged to keep abreast of developments as they become available.

The following are some of what we can probably expect from the amendments to the STCW convention that will affect unlicensed mariners:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention).

- Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers.

Training – It appears there will be significant changes within the various areas of training and it looks like some of the training will be required on a refresher basis of every 5 years.

- Security Awareness Training which also include Anti-Piracy training.

- Safety Training – It is our understanding that the Coast Guard will conduct a review to determine which components can be done by e-learning or shipboard drills and which will require shore based or practical training. Indications are that safety courses will require refresher training every five years and the courses may be shorten somewhat from the original course lengths. The training that will need to be refreshed by an approved method (in class or shipboard – yet to be determined) are: Proficiency in Survival Craft and Rescue Boats, Advanced Firefighting Basic and Safety Training.

- Tankers and Tank Ships – It looks like there will be 3 categories of Tankerman on tank ships which include Oil, Chemical and Liquid Gas. Additionally, each Tankerman category will have two levels (Basic – currently called assistant and Advanced – currently called the Person in Charge -PIC). The major change here will be the division of the chemical from the oil and each requiring its own sea service prerequisites on each type of vessel and specific training for each.

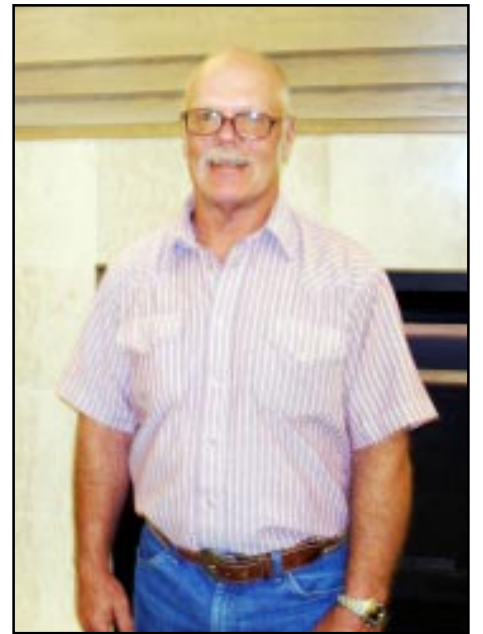
Lastly, it appears there could be new training and testing for senior ratings in the Deck and Engine departments. However, at this point in time there is not enough information available to understand what the implications are or whether there may some grandfathering involved.

Stay tuned to this important issue, there should be something concrete coming from the Coast Guard in the near future since the implementation date is January 1, 2012.

Joe Bernavich unopposed for Board Member at Large position

August 22, marked the end of the 60-day period for interested members to declare for the vacant Board Member at Large position that was created when Frank O'Malia elected to retire. Since there was more than one year remaining on the term at the time of Frank's retirement, the ESU Board was required by the Constitution and Bylaws to hold a special election to fill this vacancy for the remainder of the term for this position which will expire at the end of 2011.

Able Seamen, Joe Bernavich was the only member to submit a Candidate Intent Form for the position and therefore it was unnecessary to hold an election since he was unopposed. Joe was declared elected at the conclusion of the 60-day declaration period and assumed his position immediately.



Joe Bernavich

The Executive Board looks forward to working with Joe and we expect he will be a great addition to the group and should make valuable contributions during upcoming contract negotiations in 2011. Joe joins the Executive Board with previous Ship Representative experience and served the membership well during his tenure on the *S/R Baytown* from January 1, 2006 until the vessel's retirement last year.

Ground transportation change

All members need to be aware that the Company provided courier service for ground transportation has changed in the San Francisco Bay area. The new courier is San Francisco Shipping Services and reportedly has a good reputation as a quality provider of service to the marine community in the Bay area. If you receive a vessel assignment in San Francisco in the near future, Fleet Manning should remind you of the change along with instructions for using their service. Since this is a new service provider, the Company is looking for feedback from the ships, so please feel free to pass your comments along. When a final decision is made whether to use SFSS exclusively, new laminated cards with contact phone numbers will be mailed to everyone.

Election reminder

Everyone is reminded that there will be an election for Union officers starting around mid October. The deadline to submit a Candidate Intent Form is October 1, 2010. Positions that are up for election are as follows: Vice President/Treasurer, Deck, Engine and Steward's Department Trustees and the Ship Representative on the *S/R American Progress*.

The Candidate's Intent Form should be mailed by certified mail to the Union office if there could be any question concerning the timely receipt. A Candidate's Intent Form may also be submitted via e-mail or facsimile (fax) to the ESU office but must be received by October 1. Once a CIF is received in Seabrook it will be reviewed and if all is in order the candidate's name will be placed on the ballot. A complete list of all the requirements can be found in Article V of the Constitution and Bylaws.

Election ballots will be mailed out to the membership during the first part of October and the election period will run for 60 days. It is anticipated the election period will start on October 7, and end on December 6, 2010.

Free flu shots

Flu shots are again being offered to the membership by SeaRiver's Medical Department at no cost to the individual. "Shot teams" will be onboard the vessels beginning in October and most of the designated clinic where annual physicals are conducted will also offer vaccinations. This year's vaccination provides protection against A/H1 Ni (pandemic or "swine flu") influenza, and two other flu viruses–A/H3N2 and Influenza B.

Seasonal flu shots are generally both safe and effective, except for people with chicken egg allergies and a few other rare conditions. If you have any health concerns about flu shots, you should check with your personal physician.

Ship reports

S/R American Progress

Vessel arrived in Valdez on September 19, after a 21-day pacific crossing from a major shipyard period in Singapore. While in Singapore the vessel underwent fuel switching modifications that will now allow the vessel to call on California ports. The vessel's first load is slated for delivery in the San Francisco Bay area towards the latter part of the month. There will be a large crew rotation once the vessel arrives in San Francisco. Regular Ship Rep. Rudy Benavides on board and reports all went well with the long trip back to the U.S.

S/R Baytown

Vessel was sold on September 9, to Anisa Shipping LTD and turned over to the new owners in Labuan. This will be the final report for the ship.

Kodiak

The vessel continues on the Valdez to San Francisco run. Regular Ship Rep. Tim Williams onboard and reports no problems. Vessel due back in SF around the end of the month.

S/R Long Beach

The *Long Beach* continues in cold lay-up, in Labuan, Malaysia. There are no

crewmembers assigned to the vessel at this time. Future plans for the vessel are unknown at the present time.

Sierra

Vessel called on San Francisco on the 20th to discharge at Chevron. The vessel has been trading between mostly trading between Puget Sound and Valdez and is scheduled to return next trip. Thor Floreen departed for paid leave and Board Member at Large John McCarthy is filling in with the Ship Rep. duties. Vessel has been conditionally approved to discharge at the Chevron El Segundo seaberth facility.

S/R Wilmington

Board officer visited the vessel in Beaumont, TX on September 10. Vessel continues the MOGAS run between Beaumont, TX and FL. Vessel and crew performed well for a COI inspection on September 9. Incidentally, USCG will be onboard for voyages in the fourth quarter for an ongoing industry/USCG familiarization program. Joel Mitchell filling in as Ship Rep. and reports no problems. Regular Ship Rep. Jeff Harris is still on sick leave but reports he should be ready to return to work soon.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Joe Bernavich

Board Member at Large John McCarthy

Deck Trustee Pat Campbell

Engine Trustee William Ackley

Steward Trustee Kurt Kreick

Nevada GOP candidate says job creation is not her job

Sharon Angle, the Tea Party/Republican candidate for the U.S. Senate in Nevada says that if she unseats Senator Harry Reid, she's not going to be wasting her time worrying about putting Americans back to work. After all, she'll have to get started on eliminating Social Security and Medicare. Here's what she says about jobs and Congress: "As your senator, I'm not in the business of creating jobs...People ask me, what are you going to do to develop jobs in your state? Well, that's not my job as a U.S. senator."

So, if elected, just what is her job? Senator Reid points out that among other items on her "to-do list" are protecting tax breaks for companies that ship jobs overseas, opposing Wall Street reform (in fact, she says it doesn't need any reform) and "other extreme ideas that will make things worse."

If she does win, maybe she won't have time to free Wall Street from government oppression or throw a protective shield around job-exporting companies because she'll be awfully darn busy protecting the nation from all the "domestic enemies" she says are serving in Congress.


“Republicans can hear the whispers of business, but not the yells and screams of working people.”

President Harry S. Truman

California voters: the choice is yours



JERRY BROWN




MEG WHITMAN

Now YOU decide

CALIFORNIA JOBS?

Jerry Brown:

- » Created 1.9 million jobs as Governor. (LA TIMES, 8/11/10)
- » Will create a half-million clean energy jobs and rebuild our crumbling infrastructure. (WWW.JERRYBROWN.ORG)
- » Supports California high-speed rail and the 450,000 jobs it would create. (CONTRA COSTA TIMES, 7/8/10)



Meg Whitman:

- » As CEO, outsourced nearly 40% of eBay's workforce. (ANNUAL REPORTS OF THE SEC, 2003-09)
- » Plans to cut 40,000 state jobs. (WWW.MEG2010.COM)
- » Opposes California high-speed rail. (CONTRA COSTA TIMES, 7/8/10)

WAGES & OVERTIME PAY?

» Won millions in back pay for workers who were denied fair wages. (PEOPLE V. INTERWALL 2008; PEOPLE V. CHARLES FYLETH, 2010)

» Signed bills to require **Prevailing Wage be paid on public jobs.** (SB 394, 1975; AB 114, 1977)



» Would eliminate daily overtime pay and guaranteed meal breaks. (WHITMAN SPEECH, COMMONWEALTH CLUB, 2/16/10)

» Opposes Project Labor Agreements. (WHITMAN SPEECH, ASSOCIATED BUILDERS AND CONTRACTORS, 9/18/06)

WORKERS' RIGHTS & BENEFITS?

» Gave over a million workers the right to collectively bargain for better wages. (SB 160, 1975; AB 1693, 1981; SB 839, 1977)

» Improved unemployment insurance and workers' compensation. (AB 467, 1976; AB 91, 1976)



» Proposed eliminating collective bargaining rights for state employees. (WHITMAN INTERVIEW, NBC LOS ANGELES, 7/16/10)

» Seeks to eliminate defined-benefit pension plans. (LA TIMES, 4/23/10)

MAIN STREET OR WALL STREET?

» Fought Wall Street and sued banks and lenders to stop home loan abuse. (NEW YORK TIMES, 9/17/09; BLOOMBERG NEWS, 10/6/09)

» Cracked down on corporations that violated the rights of workers. (PEOPLE V. PACIFICSTAFF INC., 2007; PEOPLE V. CONAPA, 2009)



» Made millions through now-illegal insider deals with disgraced Wall Street giant Goldman Sachs. (SACRAMENTO BEE, 12/31/09)

» Profited on mortgage-backed securities that contributed to a half-million California families losing their homes. (CALIFORNIA WATCH, 4/14/10)

JERRY BROWN: A lifetime fighting for working families

GOVERNOR 2010

For more information visit www.CaliforniaLabor.org & www.WallStreetWhitman.com

California LABOR Federation jg/tng39521/cwa/aff-cio

UN piracy advisor promises new tactics

The United Nation's new special piracy adviser has reportedly promised to recommend new tactics against the attacks within three months.

Former French culture minister Jack Lang was appointed to the position last month by UN Secretary General Ban Kimoon.

"The main aim of my mission concerns penal cases of pirates, the judgment and jailing," Lang told reporters in Rome, on September 1, according to the AFP news agency. "The solution can be found on sea and on land because the law cannot be separated from economic and social realities" in Somalia, he added. He also said he would explore ways of tackling piracy "without taboos".

Merchant Mariners Certificates suitable for framing now available from Coast Guard

The following was released by the National Maritime Center on August 30. The announcement is available on NMC's website at <http://www.uscg.mil/nmc/announcements/>.

Since the release of the Merchant Mariner Credential final rule, which consolidated the three previously issued licenses, Merchant Mariner Documents and STCW certificates into a single passport-style Merchant Mariner Credential (MMC), mariners have been asking the Coast Guard to provide a certificate suitable for framing. The Coast Guard recognized this as an important issue to many mariners and decided to honor the mariner by providing a means for mariners to proudly display their professional credentials.

The Coast Guard received approximately 60 comments on the layout and content of the certificate. While some of the comments could not be incorporated, the site is being updated to allow the user to select and order the capacities to be printed on the certificate. The Coast Guard anticipates that this update will be available in late September.

The Merchant Mariner Certificate Suitable for Framing is presently available at: <http://homeport.uscg.mil/mmcert>.

Mariners who hold or have held a valid Merchant Mariner Credential (MMC) can download, save, print and proudly display the new certificate.

Users are reminded that the certificate, which is to be used for display purposes only, is not authorized as a substitute for a valid MMC and will not substitute for the MMC where the requirement to post a credential exists. There is no fee for downloading the certificate.

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 October 1, 2010:

President/Secretary-Treasurer	\$1,602.07
Vice President/Assistant Secretary-Treasurer	\$1,298.36
Branch Agent	\$1,298.36
Business Agent	\$1,275.11

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 participants in the SUP 401(k) Plan. No contributions are made for SUP officials to the SUP Money Purchase Pension Plan.

*These wages reflect the 2007 \$3.00 per manday allocation to the Special Pensioners Medical Benefit.

Are you registered to vote?

Welfare Notes

September 2010

To do list before retirement

Check with the Pension Department on your pension and the Welfare Plan office on your coverage.

Your active medical and dental coverage will terminate when you retire. As an example if your shipping time has given you active plan eligibility through March 2011 and you retire effective November 2010, your active eligibility terminates November 01, 2010.

If you are 65 years old or older, you should already be enrolled for Medicare Part A. Medicare Part A covers in-patient hospitalizations after a deductible. Most people do not pay for Medicare Part A.

Since active plan coverage will terminate when you retire, you should also visit the Social Security/Medicare office to inquire about Medicare Part B and Medicare Part D. The Plan office will help you complete forms for your enrollment.

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment.

Medicare Part D is the Medicare Prescription Drug Plan. Medicare can advise you of the plans available and the cost.

The cost of the Medicare Part B premium (currently \$96.40 per month) is reimbursed to Pensioners on their pension check. The amount of the Medicare Part B premium is then deducted from the Pensioners' Annual Allowance.

The cost of the Medicare Part D premium and cost of co-payments for medical services covered by Medicare Part B and prescription co-payments covered by Medicare Part D can be submitted as claims to the Pensioners Annual Allowance.

If your spouse is not eligible for Medicare or you have other dependents you will need to inquire about other health care options available for them when your active coverage terminates. It would also be in your best interest to inquire about additional supplemental plans for yourself.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 415-957-1816

berittrainrep@sbcglobal.net

SUP Welfare Plan 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



SUP member and political activist Diane Ferrari takes a break from official duties at the Alameda Labor Council's Labor Day Picnic in Oakland. Photo: Dave Connolly.

U.S. import surge fades

Container rates in the TransPacific trades which peaked in July are expected to weaken, the National Retail Federation (NRF) predicts.

Container import volumes at major U.S. ports in September are expected to amount to 1.32 million TEUs, the importer group said.

But the total was down from the 1.36 million TEUs handled in July, although that figure was up 25% from July. The NRF explained that the shift was mainly caused by cargo backlogs built up when

shipowners took vessels out of service due to the recession.

Evidence also suggests importers bought early, "partly as a result of a fear of lack of capacity and containers but also as a means to avoid the hefty peak season surcharges announced by all carriers," said Ben Hackett of Hackett Associates.

Jonathan Gold, the NRF's Supply Chain Vice President, said key indicators such as the unemployment rate and consumer confidence would determine business levels this fall.

Striking workers declare victory at Mott's

More than three months after walking out, the 300-plus workers at Mott's upstate New York applesauce plant declared victory after ratifying a new contract. The workers returned to work on September 20, on what would have been the 121st day of the strike.

The members of Retail, Wholesale and Department Store Union/UFCW (RWDSU/UFCW Local 220) walked out on May 23, after earlier rejecting a concessions-laden contract from Mott's, a subsidiary of the Dr. Pepper Snapple Group food and drink conglomerate, which made a \$550 million profit last year.

The new contract restores wage levels and continues the defined-benefit pension plan. The workers' contract at the Williamson, New York, plant expired April 16, and even as Dr. Pepper Snapple Group CEO Larry Young pocketed \$6.5 million last year, the company demanded a \$1.50 per hour wage cut for all workers, a pension freeze for current employees and the elimination of a pension for future employees, decreased employer contributions to the company's 401(k) retirement plan and increased employee contributions toward health care premiums and co-pays.

The striking workers received strong support from Union leaders and elected officials, including AFL-CIO President Richard Trumka, New York State AFL-CIO President Denis Hughes, presidents of numerous other Unions, the entire New York State Democratic congressional delegation, elected officials in New York, members of the Canadian Parliament and several global Unions and Union federations. Union and progressive activists filled the Mott's Facebook page comments about the corporation's greed, and so many people posted "There's Something Rotten at Mott's" icons the company closed off public posting of images to its Facebook page.

Says RWDSU President Stuart Applebaum: "Not a day went by without people stopping by to drop off a financial or food donation for the strike fund. The international, national and local community supported us thoroughly, and the RWDSU and Local 220 members want to share their thanks. The RWDSU members at Mott's have a message for working people everywhere: Stand up for what you believe in, and stay united."

Russian sailors lost at sea

Russian authorities announced on September 9, they have ended a search of the Laptev Sea off the port of Tiksi for five crewmen swept off the tug *Alexei Kulakovsky*. The victims were lost on August 27, when the tug was trying to rescue a vessel caught in a storm's high winds, Far East Rescue Services officials and the Emergencies Ministry said. Tiksi is in Bulunsky Ulus, part of the Sakha Republic on the Arctic Ocean coast.

Of the 14-man tug crew, the master and two others were rescued from a lifeboat the day after the sinking; six bodies were recovered. The vessel they were helping escaped harm. A subsequent search by helicopter, tug, icebreaker and divers failed to find the missing five mariners in waters of four degrees Celsius and colder.

Steelworkers assert China engages in illegal trade practices to dominate U.S. energy market

The United Steelworkers (USW) September 9, filed a comprehensive trade case under Section 301 of the trade law claiming China has used hundreds of billions of dollars in subsidies, performance requirements, preferential practices and other trade-illegal activities to dominate the renewable energy market.

The 5,800-page petition, filed with the U.S. Trade Representative, identifies five major areas where China's protectionist and predatory practices helped develop their green energy sector at the expense of production and job creation here in the United States. The actions violate the terms China agreed to when it joined the World Trade Organization in 2001, the petition says. Under federal trade law, the Obama administration has 45 days from the date of filing to determine whether to accept the petition for further action.

"Green jobs are key to our future," said USW President Leo W. Gerard. "Right now, China is taking every possible step—many of them illegal under international trade laws—to ensure that it will control that sector. America can't afford to cede more of its manufacturing base to China. It's a national priority to reduce our dependence on foreign energy supplies. But if all we do is exchange our dependence on foreign oil for a dependence on Chinese alternative and renewable energy production equipment, we will have traded away our nation's energy, economic and job security."

Gerard added the violations have

helped Chinese companies expand their share of the world market for wind turbines, solar panels, nuclear power plants and other clean energy equipment, at the expense of jobs in the United States and elsewhere.

USW Vice President Tom Conway told reporters: "America has to stand up for itself at some point and say these were the agreements we made and we expect you to live by them. People don't understand that [imports] in renewable goods from China in the period 2001–2007 into the U.S. have increased by sevenfold. We've been told we've lost manufacturing jobs in the past and we can't bring them back in the past. These are good high-tech jobs that can build a foundation in America and bring back some research and development."

"It is time for the U.S. government to put an end to the unfair trade practices by countries like China that undermine the push for good jobs and clean energy investment," AFL-CIO President Richard Trumka said in a statement. "The AFL-CIO applauds the action by the United Steelworkers in filing a comprehensive clean energy trade case against the Chinese government. The predatory trade practices of the Chinese government have consistently violated the rules they promised to follow upon joining the World Trade Organization. Their actions have directly led to massive outsourcing and unrelenting trade deficits that have cost millions of American workers their jobs."



SUP President's Report

September 13, 2010

MATSON NAVIGATION COMPANY

As reported last month, Matson announced it is chartering five foreign-flag, foreign-crewed vessels to operate between Hong Kong, Shenzhen, Shanghai, Long Beach and Oakland. Three vessels are currently in operation — *Kaimoku*, *Kainalu* and *Kailua*— all flying the Cyprus flag and registered in Limassol, Cyprus. It is expected that the string will be completed this month and next when the foreign-flag vessels *Kohala* and *Kailani* go into service.

On August 3, the SUP, MFOW and SIU-Marine Cooks sent Captain Jack Sullivan, Matson's Vice President for Vessel Operations and Offshore Labor Relations, a letter requesting certain information regarding the vessels and asserting the right of the Unions under Section 3 of the General Rules of the collective bargaining agreement to board the vessels and attempt to organize the crews. The letter was published in last month's *West Coast Sailors*.

Sullivan responded on August 12, stating that the provisions of Section 3 were not applicable in this instance as Matson was not operating the vessels only time chartering them from third parties. He added that Matson is not an employer of any mariner in the vessels. This was certainly not what Sullivan told your secretary in July. At that time, Sullivan said Matson would be operating the vessels which prompted the letter from the sailors, firemen and cooks.

On August 12, in response to Sullivan's communication, your secretary requested additional information. Sullivan's reply was that he did not recall stating the ships would be crewed by Matson as that is not an option under a time-charter, but he did recall assuring the Unions that if the service was successful, it would eventually lead to a different additional string of foreign-built, U.S.-flag ships, provided there were Maritime Security Program slots available. Sullivan added that the charters by contract are private and confidential and therefore cannot be disclosed. However, he said that the charters were relatively short compared to typical charters. He also said that the new foreign-flag service (China-Long Beach Express-2) would not change Matson's new-build fleet replacement program as reported in June. Sullivan concluded by cynically requesting that the Unions support the effort to expand the company, as a successful foreign-flag service "could lead to additional investment and creating of new jobs." The unanswered question is: would those jobs be American or foreign?

Wilmington Branch Agent Vern Johansen made the *Kaimoku* in Long Beach on August 25, and Vice President Dave Connolly made her in Oakland on August 27. Neither was allowed to board, however, both report the crews are foreign nationals.

At this point, there unfortunately appears to be no legal basis for the Unions to pursue a grievance against the company. It should again be noted that Matson is not obligated to use U.S.-flag, U.S.-built and U.S.-crewed vessels in their new service as these vessels are not in the Jones Act trade carrying cargo between American ports.

Will keep a weather-eye on the situation.

FOSS MARITIME COMPANY

As reported for the past three months, California Assemblyman Jared Huffman (D-Marin County) introduced legislation that would require extensive "pre-booming" of all vessels engaged in bunkering. This unnecessary legislation could jeopardize Foss Maritime's bunkering operation on San Francisco Bay and the jobs of SUP members employed by the company. The bill also increases the oil spill and prevention fee to the state which could force vessel operators to bunker elsewhere.

Along with Vice President Connolly, attended a workshop in Sausalito on August 26, hosted by the Department of Fish and Game's Office of Spill Prevention and

Response (OSPR) regarding "best achievable protection during bunkering." The other attendees included representatives from Foss, Chevron, APL, Pacific Merchant Shipping Association, the State Lands Commission, Friends of the Earth, Pacific Environment, and the California Maritime Academy among many others. After considerable discussion, there was general consensus that Assemblyman Huffman's bill was not the way to go and that further information was needed for OSPR to make a regulatory recommendation.

Unfortunately, Huffman's bill passed the Assembly and narrowly passed the Senate on August 30, despite the lobbying efforts of the Union and others.

Informed sources indicate that the Department of Fish and Game and the Department of Finance oppose Huffman's bill and will recommend that Governor Schwarzenegger veto it.

Accordingly, sent the following letter to California's governor on September 7:

The Honorable Arnold Schwarzenegger
Governor

California State Capitol
Sacramento CA 95814

RE: AB 234 (Huffman) Oil Spill Prevention and Response—Veto Request

Dear Governor Schwarzenegger:

On behalf of the membership of the Sailors' Union of the Pacific (SUP), I request that you veto AB 234 (Huffman), a bill that is well intended but unnecessary. Enactment of this bill would negatively impact marine safety and oil spill prevention.

AB 234 ignores the existing authority and active programs in place and underway at the Office of Spill Prevention and Response (OSPR). Currently, OSPR is in the process to amend the current fuel transfer regulations that can achieve the same or greater benefits that Assemblyman Huffman is advocating. By doing this through the regulatory process, provides for more in-depth and reasoned debate and discussion.

The vessel fueling industry—in which members of the SUP are employed—is very sensitive to barriers, which was evident when the partial fuel sales tax exemption for out-of-state consumption was removed several years ago. This resulted in a loss of over 70% of the vessel fueling business to California. Adding additional costs or burdens to this business that provide little if any environmental benefit will force vessels to take fuel in other states or nations. Given the current condition of California's economy, this is not time to kill-off an industry and the skilled, high wage jobs it provides.

In regards to the bill provisions concerning fee increases, our organization strongly supports adequate funding for OSPR. However, there is no justification for the amount of fee increases proposed in AB 234.

The SUP believes that the existing and proposed strengthened regulations from OSPR provide strong environmental protection. AB 234 places added burdens to the vessel fueling industry and places maritime workers at risk for no real environmental benefit.

For these reasons, I respectfully request you veto the bill.

Sincerely,

GUNNAR LUNDEBERG

President/Secretary-Treasurer

Governor Schwarzenegger has until the end of the month to either veto or sign Huffman's bill. Since the vote was close in the California legislature, there is not a two-thirds majority to override a veto.

APL MARINE SERVICES

In accordance with the 2005-2015 collective bargaining agreement between the SUP, MFOW, SIU-Marine Cooks, and APL Marine Service, Ltd., a 2.5% increase in wages and wage-related items (overtime, supplemental benefits, etc.) becomes effective October 1. This agreement and the wage increase covers the nine company vessels enrolled in the Maritime Security Program (MSP): *Presidents Adams, Jackson, Polk, Truman, APL China, APL Korea, APL Philippines, APL Singapore* and *APL Thailand*.

Under the terms of the agreement, the Union has the right to allocate monies from wage increases to the various benefit plans. Recommend that the wage increase for APL's MSP vessels be applied to wages and wage-related items. New wage rates, etc., will be published in the September *West Coast Sailors*.

In accordance with the April 1, 2009, Memorandum of Understanding applicable to vessels not enrolled in MSP (*APL Agate, APL Japan* and *APL Turquoise*) wages and wage-related items will remain status quo until June 16, 2011 when a 2.5% increase will go into effect. It should be noted that the *Turquoise* was reflagged to U.S. registry in November of last year to relieve the C-11 Class vessels when they were being drydocked and was supposed to be reflagged foreign when that process was completed. Fortunately, she is still under the American flag with the SUP onboard.

PATRIOT CONTRACT SERVICES

In accordance with the agreement between the SUP, MFOW, SIU-Marine Cooks and Patriot covering the Military Sealift Command vessels *USNS Waters* and *USNS 1st Lt. Harry L. Martin*, effective October 1, there is a 2% increase in Total Labor Cost. TLC affects all rates of pay and contributions to the various benefit plans. New wage rates will be published in the September *West Coast Sailors*.

SUP MONEY PURCHASE PENSION & 401(k) PLANS

The Money Purchase Pension Plan and 401(k) Plan quarterly statements have been redesigned by Standard Retirement Services. Effective with The Standard's third quarter mail-out in late October, participants will receive separate statements mailed in separate envelopes for each of the two Plans. Each Plan statement will be in color and contain the same investment activity and performance information that you are accustomed to seeing, as well as your total contributions for the quarter.

Daily shipping and contributions history will no longer appear on the statements that you received from The Standard. Instead, the SUP Welfare Plan will produce a contributions and mandays detail statement that will be mailed to participants at about the same time as The Standard's Money Purchase Pension and 401(k) Plans quarterly statements. Questions regarding reported shipping days and contributions should be referred to the SUP Welfare Plan at 415-778-5490 or 1-800-796-8003.

MASTERS, MATES & PILOTS

At the invitation of MM&P President Tim Brown, attended the 83rd Convention of that organization at its Headquarters at Linthicum Heights, Maryland, on August 18 and 19. Your secretary extended fraternal greetings from the SUP to the MM&P delegates and spoke of the attacks on the Jones Act, the dangers of Matson operating a string of foreign-flag vessels and the possible consequences of the November 2 national election for maritime labor.

A shift in party control in either the House of Representatives or the Senate could put staunch opponents of the American merchant marine in charge of Congressional committees with oversight of the Maritime Security Program (MSP), cargo preference and other programs of immeasurable importance to the U.S.-flag shipping industry.

The election will come in the wake of the baseless misinformation campaign launched against maritime labor following the explosion of British Petroleum's *Deepwater Horizon* drilling rig. The misinformation campaign was aimed at bringing about the repeal of the Jones Act by sowing public confusion about U.S. cabotage laws.

All 435 members of the House of Representatives and a third of the members of the Senate face election/re-election on November 2. For the SUP and the other maritime Unions, the issue of Congressional majority

continued on next page

President's Report continued

is critical because of who will be serving as chairmen of key committees and sub-committees, and who will thus be controlling the agenda and the schedule. If the Republicans win a majority in the Senate, the likely chairman of the Armed Services Committee will be John McCain who has twice introduced legislation to repeal the Jones Act and has been a vociferous critic of various aspects of the Maritime Security Program. A shift in party control of the Senate would also mean that the likely chairman of the Foreign Relations Committee would be Richard Lugar of Indiana. Senator Lugar was one of 10 senators who voted against the creation of the Maritime Security Program in 1995 and who has consistently voiced opposition to America's cargo preference laws.

Against this stark background, speaker after speaker at the MM&P convention underscored the importance of mobilizing for the elections in support of pro-U.S.-flag candidates.

MM&P President Brown called on the delegates to talk with their shipmates and families about the importance of November 2, elections and of voting for candidates who support the maritime industry.

International Longshoremen's Association President Richard Hughes said, "Our enemies are alive and well" and that it is going to be a "tough fight". SIU-A&G President Mike Sacco said, "We've never before come under this level of in-depth attack. I have never felt that our industry is as threatened as it is now. We have to energize and mobilize our members, and get them to the polls."

Similar sentiments were expressed by MEBA President Don Keefe and AMO President Tom Bethel.

SAILORS' POLITICAL FUND

Anti-Union, anti-U.S.-flag shipping interests across the country and in the media continue to be engaged in a campaign to repeal the Jones Act. If they are successful—if we allow them to win— all the American jobs dependent on Jones Act vessels will be lost, and foreign companies with foreign-flag, foreign-built and foreign-crewed ships will gain total control over America's domestic trades.

Are we going to stand on the sidelines or fight to protect our jobs?

The answer is clear. We cannot afford to let Senator John McCain, Sarah Palin and their allies attempt to advance their own political ambitions by spreading misinformation about the Jones Act and the oil spill in the Gulf of Mexico. We must fight back against those who think they can succeed by trashing American Unions and maritime labor.

This is a battle we must fight. This is a battle we can win, but it will take every resource at our disposal. **Now is the time to fight back by making a contribution to the SUP's Sailors' Political Fund.**

Friends of maritime labor and the U.S.-flag merchant marine —elected officials from both political parties representing all parts of the country— need our help and support. They are working with us to protect the Jones Act and help American mariners keep their jobs, now they need our help to keep their jobs.

McCain, Palin and their allies want to put you out of work. They are trying to convince the American people and Congress that the Jones Act prevented the United States from responding effectively to the disaster in the Gulf. Clearly, their goal is to weaken maritime labor by destroying the Jones Act and the domestic fleet, thereby making it easier for foreign shipping interests to employ their vessels in the American domestic trades.

Remember: If they succeed, we lose. If they succeed, you lose your job. If they succeed, the U.S.-flag, U.S.-crewed Jones Act fleet will be replaced by foreign-flag, foreign-crewed vessels along our coasts, on our rivers, on our bays, on our estuaries, on the Great Lakes, between the mainland and Hawai'i, Alaska and Puerto Rico.

The most important thing we can do to prevent this from happening is to elect legislators who understand the importance of the Jones Act to America's economic and national security, and who believe as we do that America's domestic trades should be carried by American ships and American crews.

The most important thing we can do to help elect our allies is to support the Sailors' Political Fund. It doesn't matter if the candidate is a Democrat or Republican. The only thing that matters when we decide who should be supported by our political fund is whether the candidate supports the Jones Act and other programs important to our industry.

All of us have a tremendous stake in what happens in Washington, D.C. Every decision that is made —whether it has to do with the Jones Act or cargo preference or the Maritime Security Program or some other maritime policy issue— has the potential to increase or decrease the number of vessels flying the American flag and the number of jobs open to American mariners. This is true no matter how you feel about politics or politicians. This is true whether you are frustrated or pleased with the national political environment. This is true whether you consider yourself liberal or conservative or far left or part of the Tea Party movement.

The reality is, we cannot advance our legislative agenda unless all members of the Sailors' Union stand as one and give our political fund the resources necessary to help elect those who support our agenda and who want to help you keep your job.

Now is the time to fight back by making a contribution to the Sailors' Political Fund.

WASHINGTON, D.C.

The Executive Committee of the Transportation Trades Department (TTD), AFL-CIO meets in Washington, D.C. on September 22, and the Board of Governors of USA Maritime (formerly the P.L. 480 Coalition) meets in the same city the following day. If Union business permits, plan to attend, as the SUP is a member of both organizations.

SUP OFFICERS WAGES

Article XV, Section 1(a) of the SUP Constitution states: "The salaries and supplemental pay [of Union officers] shall be adjusted automatically on the same percentage basis whenever the membership has a percentage adjustment in wage and vacation pay for the offshore agreements."

On July 1, members working aboard the nine Matson vessels currently in service and those employed under the SUP/Matson Maintenance and Extra Maintenance Agreements received a 3% increase in wages and wage-related items. Effective October 1, members employed aboard APL Marine Service's nine vessels enrolled in the Maritime Security Program (MSP) and those working under the Maintenance and Extra Maintenance Agreements will receive a 2.5% increase in wages and wage-related items. However, as previously reported, for those working in the three non-MSP operated by the company there will be no wage increase this year.

Therefore, recommend —consistent with the Constitution— that the officers of the Union receive a 2.5% increase in wages and vacation pay effective October 1.

It should be noted that due to the financial condition of the Union over the past 18 years, wages for SUP officers were frozen between 1992 and 2000. Wages were again frozen in 2005 and 2006. In March 2009, your secretary recommended and the other officers agreed to a wage reduction of 5%. That wage reduction was rescinded in May of this year because of improved financial conditions. This was due, in large part, by the decision of the membership in 2009 to allocate \$3.00 per manday from wage increases to the hiring hall fund (Joint Employment Committee Trust). The one-time allocation came out of the June 2009 Matson wage increase, the October 2009 APL increase and the March 2010 Foss Maritime increase.

Members employed by the San Francisco Bar Pilots are anticipated to make the same allocation in the next round of bargaining with the Pilots which should be at the end of the year. As the membership will recall, the 2007-2009 agreement with the Pilots was extended for one year until December 31, 2010, due to adverse economic conditions caused by the recession.

With Chevron Shipping, the allocation will be taken up in bargaining in 2012.

COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 11, a holiday under all SUP agreements. Due to the holiday, the Headquarters membership meeting will be on Tuesday, October 12.

ACTION TAKEN

M/S to concur in the allocation to wages of the 2.5% increase due in APL's MSP ships. Carried unanimously.

M/S to concur with the recommendation of a 2.5% wage increase for SUP officers.

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

Gunnar Lundeberg

Labor Day in Wilmington



Brother Eli Wegger (above) holding the SUP banner as SUP and MFOW members get ready for the parade.

On the right is Wilmington Branch Agent Vern Johansen and former Branch Agent Duane Nash.



SUP Branch Reports

Seattle

August 16, 2010

Shipped during the period: 4 Boat-swains jobs shipped and filled with 1 A to a return, 1 B to a relief and 2 C's to Navy bottoms; 7 Able Seaman jobs went to 1 A steady, 1 A return, 3 B's steady and 1 C to a Navy bottom; 6 standby jobs filled with 3 A, 1 B, 1 C and 1 D registrant.

Registered during the period: 10 A cards for a total of 30; 6 B cards for a total of 20; 9 C cards for a total of 25.

Ships checked

APL ships *President Jackson* and *President Polk* called in New York with Seattle gangs and reported little or no trouble. Matson Navigation vessels *Manoa* and *Kauai* called twice in Seattle for routine visits. The *Mau*i shifted from Terminal 25 to Todd shipyard and is not expected to be put into service until next year. The Patriot Contract vessels *Yano* and *Gilliland* called for sailors; and the *Waters* called for a full crew out of the shipyard and will sail from the East Coast through the Panama Canal to the West Coast.

I represented the SUP/ MFU at the following meetings: the Martin Luther King County Labor Council meetings. The Washington State Labor Council Convention held this year in Tacoma; where the SUP/MFU, MEBA, MM&P, IBU, SIU and joined by the Metal Trades put forward a resolution in support of the Jones Act. Steve Walker from MEBA, and IBEW Local 46's Brett Olsson are to be commended for taking the "mike" and speaking eloquently and passionately to the importance of the Jones Act. The resolution was passed unanimously and without debate.

The MLK County Labor Council requested that we appear before Seattle Mayor Mike McGinn's Committee on Economic Recovery to help guide him on which jobs are important to the Seattle/ King County Area. This was a small meeting with the Mayor and two of his staffers and included on our side Lee Newgent, President of the King County Building Trades, myself and Berit Eriksson, who was up here on vacation and volunteered to assist. We explained to these folks that the need for qualified sailors is strong and jobs that are going unfilled are QMED Electricians and Refrigeration Junior Engineers. We stated that if the Mayor wanted to train people with skills that would be immediately employable then the maritime industry is where his staff should focus. Mayor McGinn and staff were genuinely excited with this news and this meeting offered us another opportunity to educate the Mayor on the value of the Port of Seattle.

Vince O'Halloran
Branch Agent

Wilmington

August 16, 2010

Shipped a total of 68 jobs—the breakdown is as follows:

- 3 Bosun- 1 Return, 2 Relief
- 3 AB/Dayman-3 Steady,
- 2 AB/Watch- 1 Steady,1 Relief
- 0 STOS
- 60 Standbys

Registration: Class A 36; Class B 23; Class C 16.

Ships checked

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

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

Would like to continue and urge all members to write their congressional representatives to support the Jones Act and to oppose the Open America's Waters Act (S.3525). Eli Wegger has spearheaded an outstanding attack by providing form letters, envelopes, and stamps.

A record crowd attended the 31st annual Labor Day Parade and Picnic. This year's theme "Workers' needs over Co-

operate Greed" was truly appropriate. The SUP was well represented and I wish to thank everyone that participated.

As we marched our good friend and brother Cliff Rouleau passed on.

Vern Johansen
Branch Agent

Honolulu

August 16, 2010

Shipped the following jobs during the month of July: 1 Bosun, 2 AB Day, 2 AB Watch, 1 AB Day Return, 2 AB Day Relief and 1 AB Watch Relief. The regular jobs were filled by 5 A cards and 4 B cards. Also shipped 15 standby jobs this month. The standby jobs were filled with 3 A cards and 12 B, C, and D cards.

Registered during the month of July: 5 A cards, 6 B card, 1 C card, 1 D card. To date totaled registered: 9 A cards, 6 B cards, 2 C cards, 3 D cards.

Ships checked

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

I represented the SUP at the Hawai'i Ports Council monthly meeting, a Neil Abercrombie fundraiser with Willie Nelson and Willie K as guest singers, and with campaign managers for Colleen Hanabusa. We (SUP and MFU) have

started our sign waving again for Hanabusa. Every Tuesday morning outside the hall from 8:00 A.M. until 9:00 A.M. We will continue to sign wave every Tuesday until the general election vote is over. Mahalo,

Michael Dirksen
Branch Agent

San Francisco Business Agent

September 13, 2010

ALL SUP-CONTRACTED SHIPS: It was called to the agent's attention that some of the sailors' living quarters were not left clean and tidy for the incoming relief sailor. It is a sailor's obligation and Union duty to leave the room clean. The following is a list of duties that should be done before leaving the ship:

- 1) A member must strip bunk, take out soiled linens and towels. Leave clean linens and towels on the foot of the bunk for the next sailor.
- 2) Sweep and mop the room deck.
- 3) Sanitize and scrub the toilet and shower stall.
- 4) Clean and defrost the refrigerator if one is in the room.
- 5) Wipe clean the bathroom air exhaust vent.
- 6) Room key should be left on the desk in plain view for the next sailor to find or given to the delegate.

Please be a good shipmate and SUP member by following the above.

Worked in front office.

Bill Berger

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 513:

Tom Gatmaitan, 60, Book No. 3018, joined SUP in 1988, 20 years seetime.

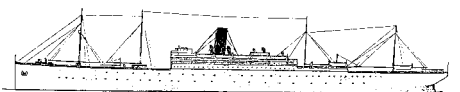
Charles Schroeder, 75, Book No. 7427, joined SUP in 1956, 36 years seetime.

Dispatcher's Report

Headquarters—Aug. 2010

Deck	
Bosun	1
Carpenter	0
MM	3
AB	8
OS	1
Standby	11
Total Deck Jobs Shipped	24
Total Deck B, C, D Shipped	6
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. ...	24
Total B, C, D Shipped-All Depts. ..	6
Total Registered "A"	35
Total Registered "B"	13
Total Registered "C"	13
Total Registered "D"	24

Support the SUP Political Fund



Vice President's Report

September 2010

Mahimahi: John Gabourel, delegate. Delegate prevailed over weird refusal to pay two-hour minimum callout for port prep.

Mokihana: Phil Howell, delegate. In at Oakland. Discussion on the purpose and intent of the emergency trip off.

Manoa: Gerry Marshall, delegate. Mark Pfaff is the bosun. Discussion on Union finances, Jones Act, Matson foreign flag time charters, among other things.

Kauai: Paul Fuentes, delegate. Robert Jones is the bosun. In at Oakland with no beefs.

Cape Jacob: Ryan McLaughlin, delegate. Sailing from Gwanyang to Chin Hae and then a Japanese shipyard. Injured sailor Mark Reed finally discharged from the hospital.

APL Philippines: John Hamann, delegate. Charlie Duke is the bosun. In good shape.

APL Thailand: Bert Genita, delegate. Big crew change. Frank Portanier is the new serang.

APL Korea: Dmitri Seleznev, delegate. Delegate took a trip off. Clarifications on all hands work and port prep.

APL Japan: Marc Caliero, delegate. MFOV VP William O'Brien made the ship in New York. Call from the delegate indicates ship in good shape. No beefs.

APL Turquoise: Joel Schor, delegate. Boarded in New York. Clarifications on penalty meal hour, sanitary duties, watchstanding. Restriction in Karachi no good. Delayed sailing in Egypt investigated and collected. Hard working crew busting out the work.

USNS Waters: Norhaslan Idris, del-

egate. Crewed up after yard period in Charleston and sailed for Port Canaveral. West Coast trip is scheduled for later this month.

USNS Gilliland: Barbara Shipley, delegate. In at Newport News after sailing from Jacksonville. Evasion of Hurricane Earl meant uncertainty regarding discharge. Crew was standing by until the ship was secure therefore FOS rates applied. Payroll issues cleared

USNS Gordon: Brian McCarthy, delegate. Also made the voyage from Jacksonville to Newport News following the *Gilliland*. Bang up job by top-notch sailors.

USAV Worthy: Jim Stelpstra, delegate. In at Pearl Harbor. Clarification on watchstanding. Investigation on restriction.

Florida Voyager: Bill Fisher, delegate. This newest Double-Eagle class tanker is in a Mobile, Alabama drydock being brought up to Chevron standards. Steward Mike Peterson and Bosun John Svane among the advance crew. Full crew reported aboard Labor Day. Expected to sail late September and deployed to Gulf Coast-Florida trade.

Mississippi Voyager: Wil Williamson, delegate. New member from the steward department shows a steady appeal of the SUP to non-members.

Oregon Voyager: John McAuliffe, delegate. Members visited the Hall while the ship was in Anchorage 9. In good shape.

Foss Maritime Company: JD Rymel, delegate. Unlike casuals, members working under the monthly guarantee of 160 hours as provided for in Section 29.06 are required to turn to when called.

Dave Connolly