



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXIX No. 8

SAN FRANCISCO, CALIFORNIA

Friday, August 19, 2016

American longshore Unions consider contract extensions

The International Longshore and Warehouse Union (ILWU) and the International Longshoremen's Association (ILA) have been asked by their respective employer associations to extend their current collective bargaining agreements. The ILWU's agreement with the Pacific Maritime Association (PMA) expires on June 30, 2019, while the ILA's contract with the United States Maritime Alliance (USMX) expires on September 30, 2018.

A status report on both Unions follows:

ILWU

More than 100 delegates from 30 West Coast ports from San Diego to Bellingham, Washington, caucused this month in San Francisco to discuss the PMA's request for an extension.

By majority vote on August 11, delegates voted to enter into discussions with representatives of PMA regarding the concept of a contract extension and report back to the membership.

"The caucus made a tough decision under current circumstances amid a wide range of concerns and opposing views on how to respond to PMA's request," said ILWU International

President Robert McEllrath. "This is a directive to go and have discussions with the PMA and report back to the membership, and we'll do just that, with the well being of the rank and file, our communities, and the nation in mind."

ILA

The ILA is unwilling to open negotiations on a new or extended contract until disputes over the current agreement are resolved, said Dennis Daggett, the ILA's Executive Vice President.

"How can you discuss an extended or new contract when the terminal operators and the carriers are not living up to the current contract?" He said that until those issues are resolved, a new contract "is definitely not in sight."

Daggett spoke after David Adam, CEO of USMX, said discussions about an early start to negotiations were in a summer hiatus. Adam said this month that he misspoke when he used the word "proposal" to describe employers' last exchange with the ILA.

"Proposal is the wrong word," Adam said. "What we did was share with them our conceptual thinking about a three-year contract. But there never was any formal proposal. There was nothing that was in a form the ILA could take to its rank and file."

USMX raised the idea of an early start on a long-term deal in an effort to reassure shippers unnerved by the last round of negotiations on the East and Gulf coasts. The ILA agreed to explore early negotiations, and the two sides began informal meetings on a possible early start to talks.

Though ILA and USMX representatives have stayed in regular contact, momentum toward an early agreement for the East and Gulf coasts has slowed amid disagreements over issues such as ILA jurisdiction over chassis repairs in the Port of New York

Republican Party platform is anti-worker, anti-Jones Act

The platform adopted by the Republican Party at its convention in Cleveland last month—and which its nominee Donald Trump is running on—is a threat to all workers and their families.

For seagoing workers represented by the Sailors' Union, the platform calls for gutting the Jones Act which requires that vessels trading between American port be U.S.-built, U.S.-flag and crewed by American mariners. If Trump is elected and his platform is enacted, American seafarers will be on the beach permanently.

But when it comes to the U.S. Merchant Marine and the American labor movement, the choice is clear. Hillary Clinton has spelled out in great detail that she will support the Jones Act, the Maritime Security Program, cargo preference laws and workers' rights. Her track record as Secretary of State and U.S. Senator from New York backs up those promises. Similarly, her running mate, Virginia Senator Tim Kaine is a solid supporter of U.S.-flag shipping, and his voting record on labor issues is nearly perfect.

Throughout the platform there are endless attacks on the rights of workers to freely join a Union and bargain collectively for better wages, working conditions and retirement security. Whether an embrace of a national right to work law that would gut strong Unions, demonizing "agents" at the National Labor Relations Board for simply following long-standing labor law or calling for repeal of Davis-Bacon prevailing wage standards, the Trump plan seeks to lower wages and bargaining power for workers across the entire economy.

There's the outdated idea that federal support for our nation's transit systems should be eliminated. We already know Trump doesn't care about the truth. Apparently he doesn't care about math, either. Studies show that every dollar invested in public transportation returns \$4 to the

economy. What's more, millions of Americans rely on buses and trains to get to work every day. And new research shows that access to these transportation lifelines is critical for low-income Americans to escape poverty that plagues too many of our towns and cities.

Transit use in America has never been more popular, yet systems across the country are struggling to find the resources needed to provide safe and reliable service that Americans demand. The fact that Donald Trump doesn't care about Americans' commuter services isn't surprising. After all, when you travel around in your own jet and helicopters, it's easy to overlook the fact that for millions of working people regular bus and rail service is their only commuting option. They can't just book a helicopter when they're running late.

Perhaps most shocking about the GOP's plan for mass transit is the reason behind doing away with federal funding for transit services. The plan claims that mass transit is an inherently local affair that serves only a small portion of the population in six big cities. Once again, facts have been mangled. More than 10 billion transit trips are taken a year! Hardly a few people in a handful of metropolitan areas. And in case facts matter, the 17 states with the fewest urban areas receive 40 percent or more of their public transportation funding from the federal government. The irony? Just nine months ago, Republicans and Democrats joined together to reauthorize our nation's transit and highway funding programs for the next five years, and specifically rejected what is now the Trump plan to hollow out public transit.

The Trump plan goes after Amtrak as well, calling the railroad "expensive" for taxpayers. Note to Donald: Amtrak runs those big trains that pull into Manhattan all day, every day carrying over 10 million people a year into the city you say you love. This "too expensive" mind-

set ignores that the carrier now collects over 90% of its operating costs at the fare box and the fact that there isn't a passenger rail system in the world that is free of subsidy. The platform calls for private entities to take over rail service in the Northeast—another misguided idea that has been rejected and discredited time and time again as an attempt to enrich private companies at the expense of passengers, workers and communities. No wonder Trump likes this idea.

The attacks included in the Trump platform on federal workers are just mean and based on bankrupt ideas. What else is new? For starters, the platform calls for the elimination of collective bargaining rights for federal Transportation Security Officers (TSOs)—insinuating that long lines at airport check points are due to Union contracts. TSOs and their Union have been pushing for solutions to this problem for months and are more than willing to offer flexibility to meet spikes in air travel. The culprit of screening delays is the arbitrary cap on the number of TSOs that can be hired—45,000—and a lack of federal funding and training dollars necessary to meet increases in air travel. But the common-sense solution of doing away with the arbitrary cap and increasing federal spending on our nation's aviation security regime is missing from the Trump plan. As Transportation Trades Department (TTD), AFL-CIO President Ed Wytkind said recently, "I grow weary of the tired, old idea that somehow bargaining for dignity on the job conflicts with national security."

Trump needs to present a plan that is based on fact and will actually create jobs, grow our economy and rebuild our crumbling transportation infrastructure. Policies designed to destroy jobs and rights, wreak havoc on our transportation system and hurt working Americans—like those in the GOP platform—will not make America work again. They will weaken our economy and crush working people.

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



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Kings Point cadets endure rough waters as sexual misconduct roils their ranks

by Lisa Rein

They call it the “safe word.” It’s the secret code that cadets at the U.S. Merchant Marine Academy at Kings Point, New York, are advised to use if things get really rough during their year-long shipboard training on merchant vessels thousands of miles from shore, or at ports far from home. Women –and men, in some cases– can use it as a fail-safe if the lewd comments and unwanted advances from fellow sailors escalate to something worse. The government will bring them ashore. But like many efforts by this federal service academy to confront inappropriate behavior, the safe word has not worked.

It was “goldfish” in 2012, the year Erika Lawson, an engine cadet on a commercial ship for what is known as “sea year,” was pushed against the back seat of a taxi and groped by the chief mate to force her to kiss him. She tried to push him away.

Lawson was 19 and didn’t use the safe word – provided by administrators – to email or phone the school. She was 7,810 miles from shore, in port in Saipan in the North Pacific.

Few cases like this are ever reported. But the Merchant Marine Academy has the highest rate of sexual assault and harassment of any U.S. military school. While the school received just one report of sexual assault in the 2014-2015 academic year, student surveys taken by the government reveal that 63% of women and 11% of men experienced unwanted advances or other sexual harassment. And 17% of women and 2% of men endured some kind of sexual assault, defined as unwanted contact, from groping to rape.

Those numbers exceed the combined rates at the U.S. Military Academy at West Point and the Naval, Air Force and Coast Guard academies, where 48% of women and 10% of men described sexual harassment in similar surveys. For both genders, sexual assault rates were half that of the Merchant Marine Academy at Kings Point, a forgotten outpost on Long Island Sound east of New York City, the first of the service academies to admit women 42 years ago but which today trains the fewest. Today, about 15% of Kings Point students are women.

For years these alarming statistics were ignored by the federal government. But with the school’s accreditation threatened and facing growing scrutiny from Congress, the academy’s advisory board and its federal watchdog, Transportation Secretary Anthony Foxx in June suspended Kings Point’s most prominent feature, a grueling year at sea where midshipmen apprentice on large deep-sea ships.

It’s the first time a federal service academy has been in danger of losing its accreditation.

“In our judgment, we could no longer continue to send them to sea with the status quo,” Rear Admiral James A. Helis, the school superintendent, said in an interview in his office on Long Island Sound. Citing rising sexual misconduct both at sea and on campus, school leaders say they won’t reinstate sea year until midshipmen are safe.

They decided to bring home 116 cadets who were already at sea. “This wasn’t a problem we could fix as we go,” said Helis, a retired Army colonel hired in 2012 as the academy’s fourth superintendent in eight years.

In this atmosphere, victims have been afraid to report unwanted advances.

Back on campus in New York, it took Lawson more than a year to file a “restricted report,” which informed the school that she had a bad experience. There were no names and no investigation.

“I feel like you’re taught there to keep your head down and just get through it,” said Lawson, 24 and working as a third assistant engineer on a cruise ship out of New York Harbor. “The sexual assault policies are a total joke. Everybody would just snicker and laugh during the training.” Right after the assault, she wrote the chief mate a note telling him she felt violated. He slipped \$200 under her door – and kept working, she said. “I’m tired of people saying this doesn’t happen, or that I have to suck it up and act like a man,” Lawson said.

The *Washington Post* does not normally identify victims of sexual assault, but several agreed to speak on the record to bring public attention to what they believe is a serious problem at the academy.

The school is a military and civilian hybrid whose glory days came during World War II. Its heavily unionized fleet is dwindling amid growing automation and competition from foreign ships, which transport goods for less than American vessels.

Kings Point trains about 1,000 students tuition-free for four years, including up to 330 days at sea. Students are nominated by their members of Congress. Graduates are licensed by the Coast Guard and must work five years in the maritime industry or eight in the Navy Reserve, unless they go on active duty.

The sexual misconduct is a black mark on the increasing efforts of the Obama administration to curtail harassment and assault on college campuses and in the military. Vice President Biden, who is leading that effort, has said that top-ranking government officials won’t visit institutions that don’t take the issue seriously, and even suggested that federal money could be in jeopardy for schools that don’t comply.

Yet the problem has been pervasive in some corners of the government itself, with revelations in January of years of sexual harassment in the National Park Service. The issue is well known in the military, which has developed new policies to encourage victims to file formal complaints.

Under pressure from Congress, Kings Point hired its first sexual assault coordinator four years ago and beefed up online and face-to-face prevention training. But officials were shocked to find so few victims reporting when surveys told them otherwise.

Helis said the prevention training and reporting systems are not effective enough, and faulted the leadership curriculum. Furthermore, lawmakers on the Board of Visitors are so concerned they pushed legislation sponsored by Senators Deb Fischer (R-Nebraska) and Cory Booker (D-New Jersey) through the Senate in July requiring more rigorous reporting and training policies. The legislation also urges the academy to consider alternatives to sea year.

Kings Point has been troubled by years of mismanagement, high staff turnover and leadership turmoil and is effectively in receivership, with Washington controlling its budget, hiring and other operations. Some graduates accuse the Obama administration of coddling students and inflating the extent of sexual misconduct.

But the Middle States Commission on Higher Education – which does to-year accreditation reviews for the U.S. Education Department – placed the Merchant Marine Academy on warning in June, citing failures of leadership and governance, administration and student services. The commission described a “campus climate and incidence of sexual harassment and sexual assault that have been a serious and recognized problem for over 10 years.”

“The pervasiveness of the incidents is perceived as undeniable and disturbing,” the report said, criticizing the academy’s efforts to prevent misconduct as “insufficient and ineffective.”

Helis and Maritime Administrator Paul “Chip” Jaenichen, whose agency at the Department of Transportation oversees the academy, said a “steady accumulation of evidence” led to the decision to cancel sea year, setting off a civil war with parents and a vocal group of older graduates who say that the school is overreacting. Some parents are demanding that their sons and daughters return to sea.

Midshipmen describe abuse as part of the culture at sea, where women were once said to bring bad luck because they distracted sailors.

In interviews, 11 recent Kings Point graduates and current midshipmen, including two men, said they or someone they knew had experienced bullying and inappropriate sexual behavior at sea and on campus. Some shrugged it off and told the offenders to get lost. Others were devastated.

Maritime has always been a man’s industry of oil tankers and container ships, where recent graduates and Kings Point leaders describe how crews at sea for months at a time frequent brothels when they’re in port, “porn night” below deck is a common fixture, and female midshipmen have to sit on the chief engineer’s lap before he will sign off on their apprenticeships.

“I’ve had crew members come to my door at night to try to kiss me,” recalled Meghan Sadowski, who graduated in 2012. She said midshipmen are sent from the classroom onto ships with older men who often do not treat them as co-workers. The students “feel they’re not empowered to speak up,” she said. During her fourth year at Kings Point, she led a successful effort to get locks put on the barrack doors because she felt midshipmen were not safe at night.

Some of the behavior at sea carries over to the New York campus, Jaenichen said. Midshipmen return from sea year with “a new bias that shifted their thought process to sexist behavior.”

Until last year, the academy employed a former Marine on the faculty who called female midshipmen “cookies in my cookie jar” and knocked on their doors at night, four recent graduates said. Helis confirmed that the instructor “no longer works here.” He declined further comment.

“The merchant marine is 20 years behind what we experience as gender equality,” said Ali Denning, a 2012 graduate who is a marine inspector for the Coast Guard. Denning said she tried to “educate” sailors who would comment on her appearance or question whether she was up to the job. “They told us, ‘Try your best to get through it, so you can pave the way for women behind you,’” she recalled of her instructors and fellow midshipmen.

Some, including members of Congress, have questioned the need for a costly federal school when there are six state academies.

The shipping industry – which hosts hundreds of Kings Point cadets for sea year on its vessels – and merchant marine unions are working with the school to strengthen its training to prevent sexual offenses.

“The notion that it is hard to change the maritime culture – we don’t accept that,” said Michael Roberts, general counsel for Jacksonville, Florida-based Crowley Maritime, which is leading the effort. Although most companies “have mechanisms in place to deal with this,” some are better than others, Roberts said. “We recognize that the goal is zero tolerance and we’re prepared to step up.”

Rebekkah Stoeckler, a 2014 Kings Point graduate, the school culture is unforgiving to victims who come forward. In her first year, she says she was assaulted by a popular midshipman assigned as her mentor. On a boat owned by the school, students were celebrating a sailing race and drinking. Stoeckler went below deck to lie down. The student pinned her to the bed and started to undress her. Another student stopped the assault.

Stoeckler said she went to the campus police, but her report was not kept confidential. After being told that she asked for the assault because she was drinking, she says, she was grounded on campus for six weeks. She eventually withdrew her complaint. Now 25 and working on tugs and barges out of Houston, she said, “In hindsight, I was bullied into that decision and I wish I had had the courage to follow it through.”

Some angry parents and graduates are pushing back on the cancellation of sea year, even though the academy has found other training for students on Navy transport ships and ships used by state schools. They have launched a public-relations campaign on Facebook and in the trade press to stop the stand-down.

“It is not the same when a dozen or two cadets stand around on the bridge and watch the mate go about his duties,” said Terry Gray, who is on the parents association’s executive board. “All our midshipmen need to sail on commercial ships.”

The resistance is also coming from older female graduates, who were filmed in an online video clip saying they did not experience sexual misconduct during sea year.

“The sexual harassment issue has been around for years,” said Charles Hill, a former head of the school’s national alumni foundation. “Why cancel the sea year now?” Said Hill: “I have never talked to anybody who told me they were sexually assaulted at Kings Point.”

[Editor’s Note: This article was published in the *Washington Post* on August 12.]

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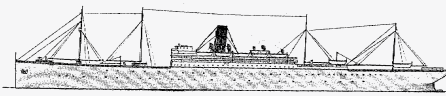
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Foreign crew stranded in U.S. awaits fate of ship

Eleven foreign seafarers are hoping that the upcoming auction of a container ship will allow them to leave an anchorage off the coast of Florida after being stranded there since April.

The *Delphinus*, the 600 teu, 6,850 dwt container ship owned by German KG company R.S.T. Schiffahrtsges, was arrested in April at Port Everglades, Florida, after alleged violations of its timecharter agreement.

AFCO Shipping, a Florida-based produce importer, claimed that the vessel owners breached their 18-month charter agreement after delays caused by engine failures during roundtrips between Port Everglades and Guatemala made AFCO liable for over \$770,000 in damages due to spoiled produce, according to court documents.

However, the shipowner was having severe financial issues without the means to settle claims made by AFCO and other parties and "basically walked away", a lawyer representing Marlow Navigation, a claimant working on behalf of the vessel's crew said.

Meanwhile, the crew of Ukrainian, Filipino, and Polish nationals has been caught in the middle of the legal proceedings. Tending to the ship while anchored two miles offshore, they've been allowed to come to port just once a month for provisions and during bunkering.

"They're doing okay emotionally, and physically they're fine and getting all their needs met," Ron Perkins, director at Seafarers' House in Fort Lauderdale said. "It's just the typical stress and strain of being on a vessel with no shore leave."

Several crew members have asked to come ashore if even for a few hours. They have been granted permission, but must remain at Seafarers' House, which has paid for ship-to-shore visits through an emergency fund, the seafarers' advocate noted.

Perkins, who has personally taken provisions out to the vessel several times since May, said it is only the second time he has dealt with a stranded crew since becoming the senior port chaplain at Seafarers' House six years ago.

Perkins said the highest bidder for the vessel could re-purpose the ship and put it back in service with a different crew, retain the same crew, or sell the vessel for scrap. "But crew wages will be first in line" when it comes to paying off claims, Perkins said.

Vessel arrests and subsequent fire sales, especially those of one-ship companies, have increased over the last eight years as the shipping financial crisis has put pressure on owners.



USNS Dahl is on the left, the USNS Montford Point is on the right.

Skin-to-skin maneuver in the Western Pacific

Somewhere in the Pacific Ocean in July, the Maritime Prepositioning Ship *USNS Dahl*, performed a "skin-to-skin" (S2S) maneuver with the *USNS Montford Point* to demonstrate the Military Sealift Command's (MSC) unique seabasing capability. The event demonstrated the two ships' ability to transfer large cargo, such as vehicles, at sea.

Montford Point is categorized as an expeditionary floating pier-at-sea. The ship is tasked to the Marine Corps to provide a pier-at-sea to move and transfer cargo from Large, Medium-Speed, Roll-on/Roll-off (LMSR) ships onto Landing Craft Air Cushion (LCAC) vessels to provide seabasing capabilities for the Navy and the Marine Corps. *Montford Point* and *Dahl* are both part of Maritime Prepositioning Ships Squadron (MPSRON) 3.

Though no equipment was transferred during this event, during a full demonstration *Dahl* can discharge equipment onto *Montford Point* through a connecting ramp. The equipment can then be loaded into LCACs for transfer to shore, further enhancing Marine Corps and naval integration.

The two MSC ships conducted the two separate events in consecutive days, further displaying the potential routine nature of such an event when tasked during ideal conditions.

In this S2S operation, the ships navigate alongside and are moored together. Once connected, the *Dahl* lifter *Montford Point's* ramp with her shipboard crane and connects it to the *Dahl*. Once the ramp is connected, vehicles and cargo can be rolled on and off with efficiency.

MPSRON 3, operating in the Western Pacific, maintains tactical control of the 12 ships carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, U.S. Army, and U.S. Air Force. The squadron's mission is to enable force from the sea by providing swift and effective transportation of vital equipment and supplies for designated operations.

The *USNS Dahl* is operated and maintained for MSC by SUP-contracted Patriot Contract Services.

Be mindful of taboos if you visit this island

If you visit a certain beach in northeastern Madagascar, don't wear red and don't even think of speaking French. Across most of the island nation, be very careful where you point, lest your finger accidentally find an ancestor's grave. And in certain areas of the country, do your best not to defecate in the same place twice.

Behavior in Madagascar is governed by thousands of cultural taboos, or fady (pronounced FAH-dee), many of which involve food (don't eat goat or eel), days of the week (no funerals or farming on Tuesday) and object (don't use shovels with firm handles to bury the dead).

Specific places associated with ancestors, who are revered, also carry a lot of fady (no playing of a game similar to kick-the-can near a tomb). Some of these prohibitions apply only in a single family, while other are followed regionally.

Breaking a fady invites both social shame and even direr consequences from the ancestors believed to enforce them. The repercussions can be as specific as the taboos: Sing while eating and your teeth grow uncomfortably long.

If a fady is considered overly onerous—such as a travel restriction that interferes with a promising business opportunity—a ritual negotiation can be held with the ancestors.

To outsiders, fady can seem like a long and random list of superstitious rules, some silly (don't build verandas, and don't pass an egg directly to another person), some environmentally beneficial (eating most species of lemurs is fady, as is fishing in certain parts of the sea, to the benefit of coral reefs) and some harmful (among the Antambahoaka, an ethnic group in the southeast, a fady against raising twins led to a practice of abandoning them in the forest, and a fady against eating dried sweet potato has contributed to malnutrition).

But Sara Osterhoudt, an anthropologist at Indiana University, said fady are crucial to the identity and worldview of the Malagasy, as the people of Madagascar are known.

"To the Malagasy, the idea of bringing together all different parts of life—the past and the present, the social and the political, the spiritual and the mundane—is very important," she said. "Fady do this beautifully."

One dead, three injured in lifeboat drill

A 41-year-old Filipino crew member from the Bahamas-flag *Norwegian Breakaway* has died as a result of a lifeboat training drill in Bermuda last month.

Three others were injured after the lifeboat they were in broke free during the ship's weekly safety drill. According to a Bermuda Maritime Operations spokesman, the lifeboat was left hanging from one wire, resulting in the four crew members falling into the water.

A statement released by NCL said: "On July 20 while *Norwegian Breakaway* was alongside in Bermuda, an incident occurred involving the ship's rescue boat during a routine drill, affecting four crew members.

In recent years the maritime industry has suffered an unacceptably high number of accidents with lifeboats in which crew were injured, sometimes fatally, while participating in lifeboat drills. Most of the accidents occur because of:

- Failure of on-load release mechanism;
- Inadvertent operation of on-load release mechanism;
- Inadequate maintenance of lifeboats, davits and launching equipment;
- Communication failures;
- Lack of familiarity with lifeboats, davits, equipment and associated controls;
- Unsafe practices during lifeboat drills and inspections; and
- Design faults other than on-load release mechanisms.

In May this year, the IMO Maritime Safety Committee (MSC) adopted a number of key regulatory changes including regulations designed to improve the safety of rescue craft.

MSC adopted amendments to SOLAS regulations III/3 and III/20 to make mandatory the new requirements for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.

The package of provisions, with an expected entry into force date of January 1, 2020, aims to prevent accidents with survival craft and addresses longstanding issues such as the need for a uniform, safe and documented servicing standard, as well as authorization, qualification and certification requirements.

The adoption of the amendment and requirements for maintenance, thorough examination, operational testing, overhaul and repair represents the culmination of some ten years work on the issue. The intention is to ensure that seafarers can be confident that they can fully rely on IMO-mandated life-saving equipment.

Maersk profit drops on tumbling freight rates

The Danish conglomerate A.P. Moeller-Maersk A/S, plagued by the worst ocean-shipping downturn in years, posted a 90% drop in second-quarter profit as its shipping unit swung to a loss on tumbling freight rates.

Container shipping, which moves the vast majority of the world's manufactured goods, from electronics and toys to designer dresses and furniture, is laboring under a glut of tonnage in the water estimated at about 30% above demand. Operators are waging price wars that have pushed freight rates to levels barely covering fuel costs.

Maersk, which also has interests in ports, oil and a number of supply services, said this month, that its second-quarter profit fell to \$101 million from \$1.07 billion a year earlier, while its revenue dropped 16% to \$8.86 billion. Analysts were expecting a profit of \$188 million on revenue of \$9.07 billion, according to consensus estimates from data provider FactSet.

For the full year, the conglomerate expects to report underlying profit-which excludes one-time items-significantly below last year's \$3.1 billion. Maersk said average container freight rates for the second quarter were off 24% from a year earlier, while the oil price was down 26%. Underlying profit dropped to \$134 million from \$1.1 billion in last year's second quarter.

Maersk Line, the group's shipping unit and the world's biggest container operator in terms of capacity, swung to an underlying loss of \$139 million, from earnings of \$499 million a year earlier. Maersk said global container demand was up 2% from last year's second quarter, but the global container fleet grew 6% as new ships went into service.

In the second quarter, Maersk Oil contributed a profit of \$130 million, down from \$217 million a year earlier. The unit, which produces oil and gas, had a loss in the first quarter, Oil prices dipped below \$30 a barrel in January; Brent crude is currently trading at \$46.

Skou said the unit has pushed down its break-even level to between \$40 and \$45 a barrel from around \$50 to \$55.

On the benchmark Asia-to-Europe trade route, rates are at an average \$575 a container this year, compared with \$620 last year and \$1,165 in 2014. A rate below \$1,400 is unsustainable, operators say.

Maersk, which controls nearly 16% of global container capacity, isn't alone in grappling with the industry downturn. German container-shipping group Hapag-Lloyd also reported it swung to a first-half operating loss of \$44.2 million.

International shipholding seeks bankruptcy protection

International Shipholding Corp. (ISC), along with certain of its subsidiaries, has filed voluntary petitions for bankruptcy protection under Chapter 11 of Title 11 of the United States Code, the company announced this month.

The U.S.-based marine transportation company, which has offices in Mobile, Alabama, New York, New York, Tampa, Florida and Shanghai, filed the petitions in the United States Bankruptcy Court for the Southern District of New York.

International Shipholding said it intends to continue normal business operations "without interruption" during the bankruptcy proceedings.

In addition, the company has entered into a debtor-in-possession \$16 million credit that can be used to fund its working capital needs and facilitate the Chapter 11 process.

International Shipholding filed a series of "first-day" motions with the United States Bankruptcy Court asking the court to approve, among other things, the payment of wages, salaries and other employee benefits, during the proceedings, as well as payments to certain critical vendors. The company said it expects the court to approve the requests, and to be able to pay suppliers in full for all goods and services provided after the filing date, as required by the Bankruptcy Code.

"We took a critical step toward right-sizing the company's balance sheet," President and CEO Erik L. Johnsen said in a statement. "While the company is facing challenges with its debt and capital structure, we believe our core business segments are performing satisfactorily. During the Chapter 11 process we look forward to continuing to provide our customers the same high quality, reliable shipping services they've come to consistently expect from us."

International Shipholding Corp. and its subsidiaries, which include Central Gulf Lines, Inc.; Waterman Steamship Corporation; United Ocean Services, LLC.; LCI Shipholdings, Inc.; CG Railway, Inc.; LMS Shipmanagement, Inc.; and East Gulf Shipholding, Inc., operate 51 vessels providing marine transportation in the Jones Act trade, pure car/truck carrier services, roll-on/roll-off, breakbulk/bulk services, domestic coastwide, international container, multipurpose and rail ferry transportation.

Bankruptcy filing spurs Union strike threat

Maritime Unions are reserving their right to strike after International Shipholding Corp. (ISC) excluded Union benefits plan contributions from payments to be made during the company's bankruptcy.

The objections were filed on August 15, by the International Organization of Masters, Mates and Pilots (IOMM&P) and the Marine Engineers Beneficial Association (MEBA). Both the IOMM&P and MEBA have collective bargaining agreements with ISC, the former for the company's licensed deck officers, the latter for its licensed engineering officers.

At the time of its bankruptcy, ISC had accrued \$2.91 million in unpaid contributions to the IOMM&P benefits plan and \$2.92 million to the MEBA benefits plans. The Unions claim that during the fourth quarter of last year, ISC "began falling behind on payments of contributions to benefits plans" and "instead of taking immediate legal actions to recover the delinquent contributions, as is customary," the Unions agreed to a payment schedule with ISC "to allow it to avoid having to file for bankruptcy"

When ISC did seek court protection on August 1, it filed a motion asking the judge to allow payments of pre-petition amounts owed to the benefit plans of the company's management and its non-union shoreside employees, but did not seek approval for continuing payments to the Union seafarers' benefit funds.

Included in the Union seafarers' benefits plan is their "vacation" plans, which cover the periods when deck officers and engineers are off the ship. If an officer works a 30-days-on, 30-days-off schedule, the vacation plan disbursement in the 30-days-off period mirrors the wages earned when onboard and is likewise subject to U.S. income and employment taxes. Of the total, ISC owes towards both Union benefits plans, \$473,103 is in arrears for vacation and port relief wages for its engineers and \$387,715 is in arrears for vacation and port relief wages due to its deck officers.

Both Unions confirmed in legal filings that they have now sent notices to ISC's deck officers and engineers "explaining that their employer has decided to pay pre-petition benefits owed to executives and shoreside employees, but not them."

The Unions emphasized that their collective bargain agreements' no-strike clause is not applicable in cases where the company is delinquent on benefits fund contributions, and they affirmed that they "reserve the right to take self-help," i.e., to strike. According to the Unions, "The Second Circuit [of the U.S. federal court system] has repeatedly held—in cases going back a half century—that bankruptcy courts may not lawfully enjoin a strike under the guise of exercising their power to preserve the debtor's estate or otherwise."

Read books, live longer

Reading books is tied to a longer life, according to a new report. Researchers used data on 3,635 people over 50 participating in a larger health study who had answered questions about reading.

The scientists divided the sample into three groups: those who read no books, those who read books up to three and a half hours a week, and those who read books more than three-and-a-half hours.

The study, in *Social Science & Medicine*, found that book readers tended to be female, college educated and in higher income groups. So researchers controlled for those factors as well as age, race, self-reported health, depression, employ-

ment and marital status.

Compared with those who did not read books, those who read for up to three and a half hours a week were 17% less likely to die over 12 years of follow-up, and those who read more than that were 23% less likely to die. Book readers lived an average of almost two years longer than those who did not read at all. They found a similar, but weaker, association among those who read newspapers and periodicals.

"People who report as little as a half-hour a day of book reading had a significant survival advantage over those who did not read" said the senior author, Becca R. Levy, a professor of epidemiology at Yale.

**SUPPORT FOOD FOR PEACE
BY SUPPORTING THE
SUP POLITICAL FUND**

Feds to crack down on ocean noise

The ocean has gotten noisier for decades, with man-made racket from oil drilling, shipping and construction linked to signs of stress in marine life that include beached whales and baby crabs with scrambled navigational signals. The United States aims to change that as a federal agency prepares a plan that could force reductions in noise-making activities, including oil exploration, dredging and shipping off the nation's coast.

"We've been worried about ocean noise for decades, since the 1970s," said Richard Merrick, chief science adviser to the National Oceanographic and Atmospheric Administration (NOAA) fisheries agency and a key author of the agency's more detailed 10-year plan to be released publicly later this year. "The question is, what should we do now?"

The draft plan calls for developing noise limits and setting up a standardized listening system. It would also call for the creation of an online archive of noise data that could hold thousands of hours of recordings, which scientists could then cross-reference against data on where marine life congregates. The plan also urges more research on the effects of noise on sea creatures and more coordination with environmental and industry groups, the military and government.

Some data is in short supply, since NOAA has assessed the abundance of only 17% of the marine mammal species that it is mandated to monitor. Noise also takes on greater urgency with Arctic seas increasingly open to shipping and development with the melting of ice from global warming.

The scientists behind the project admit the ocean was never quiet. For millions of years it was filled with sounds ranging from the thunder of storms to the songs of whales. But fish and marine mammals evolved to coexist with those sounds, scientists note. "A hundred years ago the ocean wasn't quiet, it was a dynamic acoustic place. But now there is a lot more human noise out there," said Jason Gedamke, head of the NOAA's ocean acoustics program.

Man-made noise from such work as pile driving, dredging, seismic air guns used in the search for oil, sonar, power-producing windmills and ice-breaking has raised the sound level dramatically. Researchers have shown that off the coast of California, for example, underwater noise has risen several-fold in a few decades, in part from an increase in shipping.

The increased noise interferes with the sounds that marine animals use to communicate, hunt and navigate. For instance, blue whales twice the size of school buses and sleek fin whales, known as the "greyhounds of the sea" for their speed, use songs to find food and mates. Bottlenose dolphins – the kind made popular through the 1960s TV series "Flipper" – locate objects by bouncing sound waves off them. Fish and crab larvae use reef sounds for directions. Snapping shrimp produce collapsing bubbles whose sound waves stun prey and ward off predators.

NOAA has long required noise permits for one-off events, like drilling. The draft plan would be the first to broadly set long-term rules around noise levels.

Many oil companies already invest in quieter technology, and the European Union is also developing targets for ocean noise. The United Nations' International Maritime Organization in 2014 adopted voluntary guidelines to reduce underwater noise from ships.

The NOAA proposal has critics on the left and right. Michael Jasny, a marine noise expert at the nonprofit Natural Resources Defense Council, said NOAA's effort was a step forward from its current tactic of muffling noisy machinery.

However, the draft strategy has raised concern in the oil industry. Andy Radford, a senior policy adviser for the American Petroleum Institute, said there was no science to support the idea of harm from the cumulative effects of underwater noise. "We think it (is) unrealistic to try to return the seas to their pre-human condition," he said.

Brits have new powers to tackle slavery at sea

Thousands of law enforcement officers across the United Kingdom will be empowered to join the fight against modern slavery at sea using new powers in the Modern Slavery Act which came into force on August 8. The new powers will enable officers from Border Force, police forces and the National Crime Agency (NCA) to board and search vessels, seize evidence and arrest offenders, where it is suspected that modern slavery is taking place. Officers will be able to intercept vessels with reasonable grounds, arrest offenders and rescue victims from ships in U.K. waters.

Minister for Vulnerability, Safeguarding and Countering Extremism Sarah Newton said: "Modern slavery is a crime that rips victims from their families, trapping them in a cycle of abuse at the hands of ruthless gangs. Officers from the Shetlands to the Isles of Scilly now have the power to arrest offenders and protect victims from this abhorrent crime whether on board a ship or on our shores. "Our message is clear – the U.K. is taking action to protect victims."

Offenders arrested at sea for modern slavery offenses now face up to life imprisonment for their crimes under the Modern Slavery Act.

The new powers are in addition to the support announced by the government last week, including a new task force to coordinate cross-government action, \$44 million in official development assistance funding and a inspection to assess police response to modern slavery.

Over 2013 and 2014, the NCA identified 37 potential victims of modern slavery who reported exploitation in the maritime industry. Victims on board vessels will be brought to the mainland and will be able to access tailored care and support through the National Referral Mechanism, as part of the government's national care and coordination contract administered by the Salvation Army.



SUP gang in the APL Guam, August 1, from the left: Bosun Manny Rezada, Sale Ugaitafa, Rodney Cho, Nicole Withers, Delegate Jon Anderson-Kaisa, and Benjamin Bracerros. The ship sails between Korea, Guam and Saipan.

Italian navy divers find wreck from Battle of Genoa

An Italian Navy diving unit known as Gruppo Operativo Subacquei (GOS) has discovered the wreck of a vessel from the Battle of Genoa in 1795.

The battle is known in part as the first major naval engagement for then-Captain Horatio Nelson, who helped take a large French warship out of the fight – the *Ça Ira*, an 80-gun ship of the line nearly twice the size of Nelson's *HMS Agamemnon*.

It was an important victory for the British and for Nelson, one of many to come. The battle was part of an effort to prevent the French from retaking Corsica, which the British had captured the year before.

The wreck, located just off the Ligurian coast, is believed to be a tender from the *Ça Ira*, and was perhaps used by French sailors attempting to escape. Many French muskets were found on board.

The GOS team, operating off of the navy search and rescue ship *Anteo*, used sonar and a remotely operated submersible to locate the wreck. It was in water shallow enough to permit a dive inspection as well.

Local authorities have issued a protective order preventing any further diving of the wreck unless authorized.

The GOS team also visited and inspected the wreck of the *Laura Cosulich*, a merchant ship which was sunk by a British submarine in 1941 as she attempted to resupply Italian forces in North Africa. She went down with 5,000 tons of TNT in her hold, and the Italian Navy says that it has made several interventions at the wreck to secure access to the explosives, in order to prevent their recovery and use by organized crime syndicates.

Containership damaged transiting Panama Canal

A China Shipping containership sustained damage to its hull while traveling through the expanded Panama Canal late last month, according to a report from the Associated Press.

The 8,530-TEU vessel *Xin Fei Zhou* reportedly scraped its side against the wall of one of the recently inaugurated locks of the Central American waterway, leaving a gash in the hull.

The Panama Canal Authority (ACP) said the incident was under investigation but that it had not caused any interruptions or delays in canal operations. The incident was the first to take place since the opening of the canal's widened third lane in June, however, some analysts have stated that it could be an issue again in the future.

A study released by the International Transport Workers' Federation (ITF) back in April raised concerns over the

dimensions of the new locks, claiming they are too narrow given the width of the containerships expected to travel through the canal on a regular basis.

ACP dismissed the study however, saying ITF's mathematical models were not scientifically accurate because they did not include data from physical navigation tests that been done in preparation for operations in the expanded canal.

Last month, London-based risk management consultancy PGI Intelligence issued a report that cited "considerable safety concerns" regarding larger vessels' ability to pass through the canal's new locks. At 427 meters long and 55 meters wide, the new locks are still too small for neo-panamax ships, said PGI, adding that these risks could lead to accidents and delays for shippers and higher claims for insurers, which could in turn undermine the economic benefits of the \$5.3 billion project.

**DEFEND THE MARITIME SECURITY PROGRAM
SUPPORT THE SUP POLITICAL FUND**

ESU Office Assignments

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



AUGUST 2016

Official Publication of the Exxon Seamen's Union

ESU wage rates increase

In accordance with the provisions of our current Collective Bargaining Agreement (CBA) an increase in Base wages, CSB (Continuous Service Bonus), SSHOT (Saturday, Sunday, Holiday overtime) and overtime rates for all ratings will take effect beginning with the pay period that starts September 1, 2016. The Agreement, negotiated between the Exxon Seamen's Union and SeaRiver Maritime, Inc. and ratified by the ESU membership is in effect from September 1, 2014 through August 31, 2019.

In this, the third year of the Agreement all rates of pay including Penalty rates will increase by 3.00%. This increase follows a 3.00% pay increase on in 2015 and a 3.50% increase in 2014. In 2017 and 2018, ESU members will receive an additional 3.00% in each year on all rates of pay including OT and penalty rates.

A complete and comprehensive compilation of all wage tables can be found in Article XVII (pages 66-80) of the CBA. Below are excerpts of wage tables from the Agreement that reflect the increase for the year 2015.

The monthly wage schedule, including additional compensation for years of continuous service (CSB), shall be as follows:

Total Monthly Wages - Base+CSB -- Effective 9/1/2016

RATING	START	1	2	3	5	10	15	20	25	30
Pumpman	5258	5590	5806	5856	5964	6185	6245	6293	6346	6406
MM/2nd PM	4968	5273	5484	5525	5628	5842	5880	5940	5993	6046
QMED-Oiler	4342	4606	4802	4834	4927	5119	5170	5213	5254	5299
M/M AB	3730	3967	4114	4150	4222	4368	4414	4450	4493	4529
Able Seaman 1	3739	3979	4133	4171	4258	4416	4457	4495	4531	4574
Able Seaman	3305	3518	3655	3686	3758	3902	3931	3972	4003	4044
Maint. Seaman	2993	3178	3314	3346	3413	3552	3581	3622	3646	3689
Fleet Chef	4958	5249	5446	5489	5592	5784	5842	5880	5935	5981
Cook	3708	3924	4070	4102	4181	4332	4363	4402	4438	4481

Hourly Wages - Base+CSB -- Effective 9/1/2016

RATING	START	1	2	3	5	10	15	20	25	30
Pumpman	21.91	23.29	24.19	24.40	24.85	25.77	26.02	26.22	26.44	26.69
MM/2nd PM	20.70	21.97	22.85	23.02	23.45	24.34	24.50	24.75	24.97	25.19
QMED-Oiler	18.09	19.19	20.01	20.14	20.53	21.33	21.54	21.72	21.89	22.08
M/M AB	15.54	16.53	17.14	17.29	17.59	18.20	18.39	18.54	18.72	18.87
Able Seaman 1	15.58	16.58	17.22	17.38	17.74	18.40	18.57	18.73	18.88	19.06
Able Seaman	13.77	14.66	15.23	15.36	15.66	16.26	16.38	16.55	16.68	16.85
Maint. Seaman	12.47	13.24	13.81	13.94	14.22	14.80	14.92	15.09	15.19	15.37
Fleet Chef	20.66	21.87	22.69	22.87	23.30	24.10	24.34	24.50	24.73	24.92
Cook	15.45	16.35	16.96	17.09	17.42	18.05	18.18	18.34	18.49	18.67

MONTHLY SUM FOR SATURDAY, SUNDAY, AND HOLIDAYS (SSHOT)

For work performed during regular scheduled hours on Saturday, Sunday and holidays, the following sums will be paid during each month of the year:

RATING	Effective September 1, 2016	Hourly
Pumpman	1440	6.00
MM/2nd PM	1361	5.67
QMED-Oiler	1282	5.34
Maint. Man/AB	1094	4.56
Able Seaman 1	1027	4.28
Able Seaman	982	4.09
Maint. Seaman	847	3.53
Fleet Chef	1344	5.60
Cook	1010	4.21

OVERTIME AND PENALTY PAYMENTS

Effective September 1, 2016, hourly overtime and penalty rates of pay, as provided for within the Agreement, shall be as follows:

RATING	OT	PT
Pumpman	33.92	9.50
MM/2nd PM	31.99	8.96
QMED-Oiler	30.22	9.16
Maint. Man/AB	25.85	8.79
Able Seaman 1	24.33	9.31
Able Seaman	22.91	8.79
Maint. Seaman	19.89	6.84
Fleet Chef	31.75	8.96
Cook	23.80	8.79

TANK CLEANING OFF-WATCH RATES

Effective September 1, 2016

Entry Ratings:	25.51;	AB and other ratings:	31.02
If tank or bilge is not entered:	QMED, PM		31.02
If tank or bilge is entered:	QMED		36.43
	PM		40.95

Gordon Gibau retires

On July 15, Gordon Gibau, Fleet Chef in the Ocean Fleet elected to retire with over 35 years of Company service. Gordon began his career with Exxon Shipping Company in January of 1981 first sailing aboard the *Exxon Washington*.

Gordon's first assignment was in the Deck Department as an Ordinary Seaman. He was later promoted to Able Seaman in short order after demonstrating he was more than a capable member of the Deck gang. He continued to sail AB on numerous ships in the fleet during the first part of his career but in 2001 Gordon decided transfer out of the Deck to the Steward's Department by accepting a promotion to the rating of Cook. He excelled within the department and was promoted to Fleet Chef in 2003. Gordon's last vessel assignment was aboard the *Eagle Bay*.



Since his retirement began, Gordon has been working to finalizing all the necessary paperwork with the Company and staying busy at his home in North Providence, Rhode Island.

The Union would like to take this opportunity to thank Gordon for his contributions and support of the ESU and we wish him all the best during his retirement years. Congratulations Gordy!

Ship reports

S/R American Progress

ESU Board officer John Straley visited the vessel at ExxonMobil Baytown Refinery, Texas, on August 12. The vessel was loading gasoline and diesel cargos for discharge at Port Everglades and Tampa, Florida. Ed Stoeckel filling in as Ship Representative and reporting everything is going well except that the crew is very concerned about the lack of reliefs, especially for ABs. The next load port is slated for ExxonMobil Beaumont towards the end of the month.

Eagle Bay

ESU Board officer John Straley visited the vessel at Vigor shipyard in Portland, Oregon, on August 16. The ship was in the shipyard for around 10 days for one-year warranty work inspections, etc. Departure from Portland was scheduled for the August 18, for Valdez and then Long Beach. Jim Byrd is filling in as Ship Rep.

Liberty Bay

In mid-August the vessel was delayed at anchor (berth congestion) in Long Beach for a few days before discharging at Tesoro. Next trip south is slated for a split discharge between Long Beach and San Francisco at the end of the month. Regular Ship Rep. Joe Buffington aboard and reports all is going well except for deep concerns about long tours for the unlicensed employees. These concerns were passed along to Fleet Manning Head, Tim Young by the ESU. Supposedly, management is pressing ahead with hiring plans.



Newest ESU member: Stu Wood

The ESU would like to take this opportunity to welcome our newest member Stu Wood, into the ranks of the ESU. Aboard the *Liberty Bay* ESU Vice President, Leo DeCastro (left) presents Stu with a copy of the ESU Contract. We look forward to Stu's support in the future.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

P.O. Box 754, Seabrook, TX 77586

Tel (832) 295-3047 Cell (713) 306-9528

Fax (832) 201-0441

E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

Data shows how a dollar buys more, or less, depending on where and how you spend it

Spend enough time traveling around the United States and you're bound to notice a dramatic variation in what a dollar can buy. Everything from the price of a cup of coffee to the cost of a house can fluctuate between, and even within, states.

A gallon of regular gas costs \$2.74 in Hawai'i, but just \$1.82 in South Carolina. The average Connecticut resident pays twice as much for electricity as the average Tennessee resident. A \$7 lager in San Francisco might cost you half as much in Chicago. A \$5 hamburger in California may be a dollar cheaper in Nebraska. Tuition at public colleges varies by orders of magnitude.

Fortunately for the confused consumer, the federal government now measures these variations.

For a few years now, the agency that tracks gross domestic product, personal income and other economic indicators has also produced what it calls Regional Price Parities, measures of price fluctuations across states and metropolitan areas.

That data, published in July by the Bureau of Economic Analysis, shows that a dollar can swing by more than 30% in terms of what it can buy.

"Regional price differences are strikingly large; real purchasing power is 36% greater in Mississippi than it is in the District of Columbia," Alan Cole, an economist with the Tax Foundation, a think tank, noted this month in a blog post.

To better understand, imagine a store offering a range of goods and services, each for sale at the national-average price for that particular item. Now, imagine a shopping cart filled with \$100 worth of items from that store.

In Hawai'i, \$100 buys about 85% of the goods in the cart thanks to the high prices there. In other words, \$100 in Hawai'i feels more like \$85.60, compared to the national average.

In Mississippi, the opposite is true. With \$100, you would be able to buy the cart's contents and more: the equivalent of \$115.30 of goods and services from the national-average store.

The "realvalue" of a dollar is highest in Mississippi, Arkansas (\$114.30), Alabama (\$113.90), South Dakota (\$113.60) and Kentucky (\$112.70). It buys the least in the District of Columbia (\$84.70), Hawai'i, New York (\$86.40), New Jersey (\$87.30), California (\$89) and Maryland (\$90.70).

The Regional Price Parities are calculated using data already collected for another indicator, the Consumer Price Index, which serves as a measure of inflation.

For that index, the government tracks prices of more than 200 goods and services, including men's suits, college textbooks, cereal electricity and cars and trucks. It also tallies rents, which are particularly variable among states.

The "real value" of \$100 in rent can range from roughly \$63 in Hawai'i to \$160 in Arkansas.

Generally, the prices of goods and services in states correlate with the nominal incomes, according to Mr. Cole. "There is a relationship between the two: in places with higher incomes, the prices of finite resources like land get bid up" he wrote.

But, he noted, when prices in a region are high, employers often raise pay to attract and retain talent.

The two don't always correlate, however. Some states are home to high incomes and low prices, a valuable combination for working residents.

After adjusting for the purchasing power of a dollar, North Dakota emerges as the state where per capita incomes have the most purchasing power.

The "real per capita personal income" there is roughly \$56,000. Connecticut is next at \$55,000, followed by Washington, D.C., at \$54,000, Wyoming at \$52,000, Massachusetts at \$50,000 and Nebraska at \$48,000.

The states where incomes fall shortest are Utah, New Mexico, Arizona, Idaho and Hawai'i, all of them home to real per capita personal incomes of \$36,000, give or take a few hundred dollars.

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$50 per year international.

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Welfare Notes August 2016

It is important for the SUP Welfare Plan to have current addresses for our participants. Outdated addresses prevent us from keeping you informed of plan changes, your current MPP/401(k) investment information, and other situations which may affect you.

HIPAA privacy laws and our office policy protect the confidentiality of your personal information. Business partners with the SUP Welfare Plan must sign privacy agreements, which prohibit them from sharing information with other agencies. Our interest in having updated contact information is to help serve you better.

Newly eligible participants should contact the SUP Welfare Plan with their mailing addresses so that we can send you the necessary information to enroll you in a medical and dental plan. Continuing participants should also advise us if you have recently moved or feel we may have outdated information. If you have not received any mailings from the SUP Welfare Plan in the past 4 months, please contact our office.

Below is a list of participants that we would like to contact our office (1-800-796-8003).

Calvin Camp
Eric Davis
Vaa Fainuu
Ben Hulsey
Winston Hunt
Raul Ligue
Angelica Mitchell
Richard Nickerson
Paul Pringle
Timothy Patricio
Brian Waymire

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin MPP & 401(k) Plans, Death Benefits
martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870

berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on August 4, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Joshua Davis 19459	1 Year	A.B.	B
Ahmed Mohamed 19460	1 Year	O.S.	B
Edwin Baptista 19461	1 Year	O.S.	B
Ronald Brito 19462	1 Year	O.S.	B
Randy Cruz 19463	1 Year	O.S.	B
Qais Ahmed C-2615	30 Days	O.S.	C
Frank Walker C-2616	30 Days	O.S.	C
Joshua Dickey C-2617	30 Days	O.S.	C
Hal Thomas C-2618	30 Days	A.B.	C
Adan Gonzalez C-2619	30 Days	O.S.	C
Edwin Duckett C-2620	30 Days	A.B.	C
Stephen Morgenstern C-2621	30 Days	A.B.	C
Abraham De La Fuente C-2622	30 Days	O.S.	C
Bosun Stamp - None			

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Paul Fuentes #2239, Samuel Scott #7515, and Marcelo Javier, Jr. #4324

ATTEND YOUR MONTHLY SUP UNION MEETINGS!

Whistleblowing ship master wins large settlement in federal court

A United States court has awarded over \$1 million in damages to former Horizon Lines master John Loftus. Captain Loftus filed suit after he was abruptly removed as Master in 2013 due to his reporting of safety violations to the U.S. Coast Guard and its delegated inspection agency, the American Bureau of Shipping (ABS).

Under the Seaman's Protection Act (SPA), merchant marine seamen enjoy the same protection against retaliation that railroad workers enjoy under the Federal Rail Safety Act. But due to the shipping industry's pervasive culture of retaliation against seamen who report safety hazards to outside enforcement agencies, hardly any SPA cases have been brought. Now comes a landmark million dollar SPA award exposing that culture of intimidation and declaring it no longer will be tolerated.

The case is John Loftus v. Horizon Lines, Inc. and Matson Alaska, Inc. In 2013 Captain Loftus was Master of the *Horizon Trader*, an 813-foot-long container ship operating on the eastern seaboard between New York, Jacksonville, and San Juan Puerto Rico. Despite his 20 year unblemished record as a Captain, in June 2013 he was abruptly removed as Master due to his reporting of safety violations to the U.S. Coast Guard and its delegated inspection agency, the American Bureau of Shipping.

The purpose of the SPA is to augment the Coast Guard's limited enforcement resources by encouraging seamen to report possible violations of safety regulations. It does so by prohibiting retaliation against seamen who report possible regulatory violations to the USCG or ABS. The world of American mariners is small and everyone knows everyone else. By removing Loftus as Captain for specious reasons, Horizon sent a chilling message throughout the industry that safety complaints will be punished. John Loftus filed a SPA case not only to clear his name but more importantly to remedy the profoundly unsafe effect of that message.

After a three day trial, United States Department of Labor Administrative Law Judge Jonathan C. Calianos issued a detailed 48-page Decision that is a complete vindication of Captain Loftus' character as a man and as a Captain. It is a landmark SPA decision that will encourage seamen to report safety violations and discourage management from retaliating when they do.

Judge Calianos found "Captain Loftus was the most safety conscientious Master in the entire Horizon Lines fleet" with "an unusually strong commitment to the safety of his vessel and crew." But Captain Loftus' insistence on calling Horizon's attention to serious safety hazards was met with indifference and inaction. As a result, "Loftus resorted to reporting safety concerns to the regulatory agencies because of Horizon's consistent failure to correct hazardous conditions aboard the *Trader*. Loftus was clearly a thorn in Horizon's side."

In removing Loftus as Master, the Judge found "Horizon's conduct was reprehensible" because it engaged in "machinations," "smoke and mirrors," and "fabrication" to mask "the real reasons" for its removal of Loftus as Master, "namely to discipline Loftus for his protected activity." In addition to awarding full back wages and emotional distress, the Judge found such reprehensible conduct required the imposition of punitive damages close to the statutory maximum, explaining: "The need to deter others from engaging in similar conduct is uniquely critical in the SPA whistleblower context given such claims involved public safety, and an adverse action may have a chilling effect on the willingness of other seamen to report a violation. This is especially true considering how small the marine industry is, and how quickly word travels within it. Horizon's retaliation against Loftus is exceptionally troublesome considering his reputation for being an exemplar of safety, which is exactly what the SPA is designed to promote."

The damages resulting from Horizon's retaliation totals over \$1 million: \$655,000 in back wages with a high rate of interest compounded on a daily basis; \$225,000 in punitive damages; \$10,000 for emotional distress; and over \$200,000 in attorney's fee and expenses.

Captain and mate of drug-smuggling tug get 20 years

This month, a British court sentenced tug captain Mumin Sahin, and first officer Emin Ozmen, to two decades imprisonment for trafficking cocaine – \$660 million worth, the biggest drug bust in UK history.

Last April, Britain's National Crime Agency (NCA) received a tip from French authorities that the tug *Hamal* was under way in the North Sea with an illicit cargo. The vessel was flagged in Tanzania, and the Crown Prosecution Service (CPS) said that it worked quickly with an advisor to obtain flag state permission to board her in international waters. "Although there was strong intelligence that the boat was carrying a large volume of drugs, it could not be boarded in international waters by the UK authorities without the permission of the Tanzanian government – something they had never previously granted," the CPS said in a statement.

The Royal Navy frigate *HMS Somerset* intercepted the *Hamal* off of Aberdeen, Scotland and sent over a boarding team. After an extended search, investigators found 128 bales of cocaine concealed in a tank. John McGowan, senior investigating officer for the NCA, said in a statement that the search was "lengthy and painstaking, undertaken by hugely skilled specialists working in difficult conditions."

In addition to lead roles from UK, French and Tanzanian authorities, law enforcement officials in Guyana, Spain, Denmark, Norway and the United States contributed to the investigation leading up to the boarding.

The street value of the cocaine found on the *Hamal* was nearly four times the current price of all the oil on an ultra large crude carrier; if it were insurable.

The rest of the *Hamal's* crew were either acquitted or had charges dismissed.



Honolulu Branch Agent Mike Dirksen pictured with Congressional candidate Colleen Hanabusa at Hanabusa's Alakea Street office in Honolulu on August 12. Hanabusa is a former member of the House of Representatives and a strong supporter of the Jones Act.

SEIU and AFSCME announce partnership, potential merger

Two of the nation's largest Unions, the American Federation of State, County & Municipal Employees (AFSCME) and the Service Employees International Union (SEIU), who represent thousands of the same types of workers (nurses, public service workers and more) will create "unity partnerships" for joint planning, bargaining, legislation, politics and organizing. And down the road, their plan adds, they may merge.

The detailed plan, revealed in a resolution AFSCME convention delegates approved in mid-July, builds on a three-way, politics-only alliance between those two Unions and the American Federation of Teachers (AFT) in the 2012 national election campaign, and it may well make both Unions, both political powerhouses, even more influential in that field. And since AFSCME and SEIU, with almost four million members combined, overlap far more than either does with AFT, the new, more comprehensive alliance is more significant.

SEIU's board previously approved the alliance, but did not spell it out in detail. AFSCME does.

The resolution, entitled AFSCME and SEIU: Unstoppable Unions that never quit, points out both must "come together and work collaboratively to unite workers and communities to challenge the rapidly growing inequity in wealth and power" that threatens society in general and workers and Unions, private and public, in particular.

While the two recognize past differences in structure and style – AFSCME is the largest AFL-CIO Union and SEIU is the largest in Change To Win, for example – the resolution decides "the times demand we build on our common purpose."

That means setting up a lot of joined structure, along with "innovating in collective bargaining, exploring creation of new forms of self-sustaining democratic worker organization" beyond that model, expanded joint organizing and determination to "lead and participate in the wider social-economic justice movement."

To do that, the Unions will create the unity partnerships at all levels for "joint goal setting and strategic planning, joint bargaining and representation" before common employers, "coordinated bargaining" where their members are in the same industry or labor market, joint priorities and strategies to deal with legislators and government agencies, joint political activities and joint "communication, legal, mobilization and research strategies."

They also want other Unions to join them. And "based on the durability and effectiveness of the partnerships...we will explore ways to deepen and expand our collaborative efforts, including consideration of an institutional merger that would formally unite the strengths of both."

The two Unions also decided to appoint a joint committee to "foster the collaboration" and work out the practical details of the unity partnerships. But it also says the boards of the two Unions could "modify or end the collaboration" and that both Unions must vote on any proposed structural changes.

Chinese conclude purchase of Greek port

China's COSCO Shipping, owner of the world's fourth largest container fleet, took a 51% stake in Greece's largest port this month. The sale of Piraeus Port had been suspended by the leftist-led government when it won elections in January 2015, but talks resumed after Greece agreed an 86 billion euro bailout deal with its euro zone partners. COSCO agreed to buy 51% of Piraeus Port (OLP) in April for \$312.51 million under a deal signed with the HRADF, Greece's privatization agency.

COSCO Shipping Executive Wan Min rang the opening bell at the Athens stock

exchange at a ceremony to mark the agreement. Privatization has been a priority of Greece's bailouts since 2010, but political foot-dragging and a highly Unionized public sector workforce have slowed that effort.

COSCO is expected to increase its stake in Piraeus Port to 67% over the next five years, HRADF said. "Should Cosco fulfil certain conditions set out in the agreement, including the successful completion of the mandatory investments up to 300 million euros, it will pay HRADF an additional 88 million euros and increase its stake by 16% to 67%," it said.



SUP President's Report

August 8, 2016

EXERCISE BREAKOUT 2016

The SUP, as well as all other seagoing Unions, was notified on August 3, by the Maritime Administration that there will be a simulated "Breakout" exercise of all MarAd Ready Reserve Force and Military Sealift Command vessels in Reduced Operating Status (ROS) from August 15, through August 22.

What this means in practical terms is the Union will have to fully "crew" –on paper– all vessels with real mariners.

If a member or registrant knows that he/she will be on the beach between August 15, and August 22, please sign up to participate in this important readiness exercise with an SUP officer. Those "dispatched" must be real sailors with valid Merchant Marine Credentials as MarAd will call at least 10% of those "dispatched."

Exercise BREAKOUT 2016 is an annual event to test whether the U.S. Merchant Marine can crew all vessels in time of war or national emergency.

Again, participation by all hands on the beach between August 15, through August 22, is necessary.

PATRIOT CONTRACT SERVICES

In May, the Military Sealift Command (MSC) opened bids via solicitation number N32205-16-R-3000 to operate and maintain 11 Large, Medium-Speed, Roll-On/Roll-Off (LMSR) vessels in surge status.

The solicitation is in two "lots": Lot 1 consists of the *USNS Benavidez*, *USNS Bob Hope*, *USNS Brittin*, *USNS Fisher*, *USNS Mendonca*, *USNS Piliilau* and *USNS Seay*. Two of the vessels in the group will be operated worldwide in Full Operating Status (FOS) with the remaining five vessels berthed on the East, Gulf and West Coasts in Reduced Operating Status (ROS).

Lot 2 is comprised of vessels Patriot currently operates in ROS on the East and Gulf Coasts for MSC: *USNS Gilliland*, *USNS Gordon*, *USNS Shughart* and *USNS Yano*.

The contract for each lot will have a one year base period and four, one-year options.

Working in conjunction with the SUP, MFO, SIU-Marine Cooks as well as the MM&P and MEBA, Patriot submitted bids for all 11 vessels on August 1.

Will keep the membership apprised as the bids are evaluated by MSC.

MATSON NAVIGATION COMPANY

As an update to the arbitration held between the SUP, MFO and Matson held on June 9, (see the June *West Coast Sailors*) over the crewing of the *Matson Navigator*, the transcript of the hearing has been received and the Union and company attorneys are required to submit their legal briefs to Arbitrator Frank Silver by August 18. The parties agreed to expedited arbitration with a decision expected in September.

In other news regarding Matson, the company announced on August 2, in its second quarter of 2016 earnings conference call with industry analysts, that it's likely to build two roll-on, roll-off/container ships in addition to the two Aloha-Class container ships currently being constructed in Philadelphia, which are expected to be delivered by the end of 2018 or early 2019.

CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, AFL-CIO, participated in the Federation's Executive Council meeting on July 11, in Oakland, and attended the Federation's 31st Biennial Convention on July 12, and 13, along with SUP delegates Dave Connolly, Colin Dewey, Diane Ferrari and Tom Koppel.

The Executive Council's primary task was to make recommendations to the Convention delegates on candidates running for the U.S. Senate, the U.S. House of Representatives, the State Senate, the State House and propositions for the November 8 ballot.

In addition to the rousing and well-received speeches by AFL-CIO President Richard Trumka, California Labor Federation Executive Secretary-Treasurer Art Pulaski, California Labor Federation President Kathryn Lybarger and others, the approximate 700 Convention delegates took action on the Executive Council's political recommendations and policy statements that affect workers. Included in the policy statements of the Federation is a section on maritime submitted by the SUP. The key points of that statement are as follows:

The Federation reiterates its support for the protection of jobs in the maritime industry. The Federation supports statutes that ensure that vessels engaged in the coastwise and international trades are built and crewed by U.S. workers. The Jones Act, the Maritime Security Act, the Passenger Vessel Services Act and

U.S. cargo preference laws are key to maintain the U.S. Merchant Marine.

The Federation condemns the "flag-of-convenience" system in which avaricious ship owners around the world register their vessels in phony flag states to evade labor, safety, environmental and tax laws. This corrupt system has resulted in the global exploitation of seagoing maritime labor.

The Federation supports tough security measures that protect U.S. ports and maritime workers from terrorist attacks, but opposes any measure that treats workers as suspects and infringes on their constitutionally guaranteed civil rights. The federal government should be less focused on low-risk American workers and more focused on 100% container screening on imports, foreign mariner documentation and other security initiatives.

A complete list of the Federation's recommendations for federal and state legislative offices plus recommendations on ballot propositions will be published in the October issue of the *West Coast Sailors* along with the recommendations of the Hawai'i State, AFL-CIO, the Oregon AFL-CIO and the Washington State Labor Council, AFL-CIO.

ESTATE OF JOHN R. SKINNER

The Union was notified earlier this year that it was named a beneficiary of the estate of deceased SUP member John Skinner in the Amount of \$10,000.

Brother Skinner, Book #7381, was born in New York in 1929 and joined the SUP in 1954. He retired in 1973 and crossed the bar in January of this year.

Recommend that the \$10,000 bequest be deposited in the Union's General Fund.

HOLIDAY

All SUP halls will be closed on Monday, September 5, in observance of Labor Day, a holiday under all SUP agreements.

ACTION TAKEN

M/S to accept Brother Skinner's bequest be deposited in the General Fund.

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

Gunnar Lundeberg

West and East Coast longshore Unions consider contract extensions *continued from page 1*

and New Jersey, and uncertainty over medical costs in a long-term deal.

Also contributing to the summer doldrums surrounding the talks has been the annual summer vacation season and the continuing realignment of ocean carriers into new vessel-sharing alliances.

Recent discussions between the ILA and USMX have centered on the idea of a three-year contract instead of a longer agreement, largely because of difficulty in projecting the long-term cost of medical benefits covered by the contract.

Daggett said that before the ILA enters negotiations, the Union is determined to settle several issues that have arisen under the current agreement.

"The chassis issue is still not resolved, and the carriers are doing nothing to help us," Daggett said. "We have jurisdictional issues up and down the coast. We have terminal operators that aren't living up to the current agreement. We have port authorities trying to circumvent our jurisdiction. We have pension issues in Charleston, where they don't feel like they have a local contract."

Daggett, co-chairman of the Union's jurisdiction committee, said issues over jurisdiction have arisen involving several ILA crafts in ports including Philadelphia, Baltimore, Virginia, Charleston and Savannah.

Daggett, elected ILA Executive Vice President last year, is widely viewed as eventual successor to his father Harold Daggett, as Union president. In addition to his No.2 position within the coastwise Union, Dennis Daggett heads the Union's big mechanics Local 1804-1 in the Port of New York and New Jersey.

Dennis Daggett has been the ILA's lead representative in discussions aimed at creating a universal port-wide gray chassis" pool in New York-New Jersey, where three leasing companies now have competing pools that don't share equipment.

All of the lessors use ILA labor for chassis maintenance and repair in the port and have pledged to continue to respect the Union's jurisdiction. The Union, however, wants the lessors to sign a contract, which the lessors are unwilling to do.

This standoff has stalled efforts to develop the universal chassis pool, which is one of the top goals of the Council on Port Performance, an industry-side group working to implement efficiency enhancements at the New York-New Jersey port recommended by a port performance task force.

Daggett said discussions about Union jurisdiction in a gray pool are continuing. "We're close, but we're not there yet," he said, "and we've had no help from the carriers. None."

A look astern... 50 years ago from the August 1966 West Coast Sailors

The SUP has received word from the Maritime Administration that nine more Victory ships are to be broken out of West Coast reserve fleets for operation to Vietnam. They are expected to go on berth some time in October or November.

Four of the ships will be reconditioned and outfitted in San Francisco, two in Portland, and three in Seattle. They have been allocated to SUP-contracted companies as follows:

At San Francisco—*Lane Victory* (Pacific Coast Transport), *St. Augustine Victory* (Matson), *Frontenac Victory* (Weyerhaeuser), and *Winthrop Victory* (Pacific Far East Line).

At Portland—*Eaerlham Victory* (States Line) and *Bucyrus Victory* (J.J. Tennant Co.).

At Seattle—*Barnack Victory* (Alaska Steam), *Mayfield Victory* (American Mail Line), and *Meredith Victory* (American President Lines).

The nine ships will bring the number of SUP-manned vessels operating on the Vietnam sealift to 49.

It was reported from Seattle that three Knot ships—*Coastal Nomad*, *Coastal Monarch* and *Coastal Rambler*—will go back on the Vietnam run at the close of the Alaska fishing season later this year.

El Faro voyage data recorder recovered

The following article was released August 9, by the National Transportation Safety Board (NTSS) and is available online.:

“The voyage data recorder from *El Faro*, a U.S.-flagged cargo ship that sank during Hurricane Joaquin in October 2015, was successfully recovered from the ocean floor on August 8.

The recovery of the capsule caps a 10-month-long effort to retrieve the recorder, which was designed to record navigational data and communications between crewmembers on the ship’s bridge. Investigators hope the recorder will reveal information about the final hours of *El Faro*’s voyage and the circumstances leading up to the sinking.

“The recovery of the recorder has the potential to give our investigators greater insight into the incredible challenges that the *El Faro* crew faced,” said NTSB Chairman Christopher A. Hart, “but it’s just one component of a very complex investigation. There is still a great deal of work to be done in order to understand how the many factors converged that led to the sinking and the tragic loss of 33 lives. I want to thank the dedicated professionals in the many organizations –especially the U.S. Navy, the Coast Guard, Woods Hole Oceanographic Institute, the National Science Foundation and the University of Rhode Island– who worked with NTSB investigators and support staff over three missions in 10 months to make this successful recovery possible,” said Hart.

Military Sealift Command’s fleet ocean tug *USNS Apache* departed Virginia Beach, Virginia, on August 5, with personnel from the NTSB, the U.S. Coast Guard, the U.S. Navy and Phoenix International aboard. After arriving at the accident location on Monday morning, technicians maneuvered *CURV-21*, a deep ocean remotely operated underwater vehicle, down about 15,000 feet to the sea floor where the wreckage of *El Faro* rests.

Specialized tools were used to extricate the VDR capsule from the mast structure to which it was attached. The capsule was recovered to the deck of the ocean tug at about 10:30 P.M. on August 8.

The voyage data recorder will be examined while at sea by NTSB investigators aboard the *USNS Apache*, to assess the condition of the device and to ensure proper preservation for readout and further examination ashore. The VDR was transported to the NTSB’s laboratory in Virginia Beach. At the NTSB’s lab, a team of specialists will audition the recording. It is not yet known how long it may take to review the data and audio information that may be captured on *El Faro*’s VDR. While the minimum design requirement for VDRs of this type is for 12 hours of recording, it may contain additional information –the review of which is a thorough and time-consuming undertaking. NTSB will provide updates as investigators learn more about the condition and contents of the *El Faro*’s VDR.

While investigators examine the VDR, additional photo- and video-documentation of the *El Faro* wreckage and debris field will be completed concluding NTSB’s activities at the site. No further missions to the accident site are planned unless warranted as the investigation continues.

Additional information about this investigation is available on the NTSB’s *El Faro* webpage.

Vice President’s Report

August 2016

Thanks to all agents for covering for me while I was on vacation in the first part of this month. In July along with Tom Koppel, Colin Dewey and Diane Ferrari and I attended the California Labor Federation’s Convention in Oakland where Gunnar Lundeberg was re-elected to another term as Vice-President of the Federation. In addition to the routine duties of the Front Office, I helped organize the “tabletop” virtual activation of all ten Ready Reserve and all five MSC vessels in Reduced Operating Status, and checked the following ships:

USNS Gordon: Jeff Titco, delegate. Getting underway with a full crew for an Alabama yard. Clarification on lodging with regard to a temporary loss of air conditioning. No good in this case.

Cape Orlando: Noel Isumaru, bosun. This ship was part of the RRF tabletop “activation” where the government tests the Union’s ability to crew up ships without actually employing or paying anyone while diverting the limited time and attention of SUP agents from getting actual mariners relieved by real reliefs. Kudos to all agents for an unsatisfying job well done.

USNS Sisler: Robert Leeper, delegate. Relief wave underway. Delays are inevitable given the infrequent and uncertain transportation access to the home port. Bosun Diomedes Rebosura has things well in hand. No beefs.

USNS Dahl: Andrew Montoya, delegate. Recent terminations still under investigation.

California Voyager: Thor Erikson, bosun. At anchor off Galveston, Texas.

APL Coral: Spencer Thompson, delegate. Clarification on meal reliefs and port prep. Dayworkers relieving the wheel on weekends and holidays or after 1700 and before 0800 are paid one hour minimum at the overtime rate. Section 11(o) provides for overtime for the watch on deck for tying up and letting go only.

APL Philippines: Jenn Corner, delegate. Clarification on meal reliefs and delayed sailing. Responding to requests from this ship and others, pressed management for status update on payroll direct deposit system agreed to in bargaining over a year ago. Problems with implementation in the test ship (*APL Guam*) have delayed fleet rollout.

APL Singapore: Scott Hudson, delegate. Sailor fractured hand between gangway and dock in China; Roy dispatched a fly-out relief. Crew participated in a sailboat rescue operation on previous voyage.

APL Belgium: Ben Ashton, delegate. Clarification on port prep and STCW rest hours.

Manukai: Mike Pfleeger, delegate. Installing baseboards with the use of carpenter’s tools is paid at the low cargo rate for one sailor on straight time hours and overtime on overtime hours.

Dave Connolly

APL Singapore assists sailboat in dire need of potable water

At 2153 on July 15, while enroute from Busan, South Korea to San Pedro, the ship received a distress alarm on the GMDSS from USCG Juneau, Alaska, inviting assistance for the *S/V Wave Sweeper*, a 37- foot sailboat making a single handed passage from Hawai’i to Vancouver British Columbia. The sailboat was running low on potable water and was asking for help in obtaining 30 to 40 gallons. It should be noted that the single-handed sailor was 70 years old.

The 3rd Mate Douglas Massey called Captain George Werdann, and relayed the information. The Captain came to the bridge and assessed the situation. The ship changed course to intercept the sailboat.

At 2225, the Captain contacted Bosun Dale Gibson, and told him what was going on and to come to the bridge to come up with a plan. After a planning meeting on the bridge with the Captain, Bosun, Chief Mate Don Moore, and Scott Hudson, formulated a plan to gather six water jugs from the life boats, tether them together with line with a life ring on either end and in the middle with about two-and-a-half fathoms of line between each jug and life ring, to make it easier for the single soul in the sail boat to recover it. At this point the two Daymen, José V. Duran and Gabriel Moreno where called out to help and Scott Hudson stayed on to assist after being relieved from watch by José O. Duran, and 3rd Mate Massey stood by on the deck after he was relieved by 3rd Mate Robert Parsons and Cadet Anthony Colla, to assist on the bridge. It was determined that the safest way would be to launch the drift was from the gangway, so we rigged the starboard gangway. The Captain then got us into position so the sailboat could pass astern of us, and pick up the drift. At this point the Engine Department was bringing our speed down thanks to Chief Engineer Fred Cruzner, and 1st Assistant Charles Greenfield.

After the gangway was rigged, and lowered down with all the water and drift gear on the head, the Bosun went down and directed it to be lowered a little more, after it was about a meter from the water, and when the Captain said we were at the position, the Bosun started setting the drift in the water. It drifted astern of the ship as the sailboat made way and intercepted it. It should be noted that not a single person, but the entire crew involved did this as a team. None could have been done without the other. This is an example of the brotherhood of the sea. When one vessel is in trouble out here, you help them out.

Hawaii Labor Unity Picnic
Labor Day Celebration & FOOD DRIVE
to benefit the HI State AFL-CIO Labor Community Services food pantry

FREE for Labor Union Members & ‘Ohana

Sun, 9/4/2016 • 4:00 pm to 9:00 pm • at the Waikiki Shell • Gates open at 3:30 pm

Live music by:
Robert Cazimero
Amy Hanaialii-Gilliom
Willie K & more!

FREE food

Fun for all ages

Contact: Honolulu Hall
Sailors Union of the Pacific
Michael Dirksen
808-533-2777
Or visit www.hawaiilup.com

WHAT TO BRING	WHERE TO PARK
-Union ID	-Waikiki Elementary FREE valet parking
-Food drive donation	Tips accepted for free valet service
-Family	-Public lot in front of Waikiki Shell (self-park)
-Mats, chairs & umbrellas	-Free shuttle from Kapiolani Community College
But, NO coolers & NO alcohol!	

SUP Branch Reports

Seattle

July 18, 2016

Shipping: 1 Boatswain billet to a B card; 5 Able Seaman jobs shipped and filled with 2 A cards and 1 B card to the commercial fleet; 1 B and 1 C to Navy bottoms; 1 Ordinary Seaman to a Navy ship; and 3 standbys filled by 3 A cards.

Registered: 12 A cards for a total of 22; 13 B cards for a total of 20; 7 C cards for a total of 12.

Ships checked

Matson vessels *MV Manoa* and *Ma-himahi* called twice in Seattle with little or no problems. The *APL Coral*, and *APL Korea* called Seattle for SUP crew replacement's. The Patriot vessels *USNS Pomoroy*, *USNS Waters*; *USNS Gordon*; *USNS Yano* and *USNS Dahl* all called for SUP crew replacements.

I represented the SUP at the following meetings: The King County Labor Council Executive Board and Delegates meetings, the Seattle Marine Business Coalition, the North-West Seaport Alliance commission meeting and the North Seattle Industrial Association meeting.

By the time this report will be published your state and county political primary races will be over and it will be time to vote for a new President; state Governors; U.S. Senators; your member of Congress; and your state legislators. Please look for the AFL-CIO endorsed candidates. Call or Google your local County Labor Council and research who they are endorsing. Please recognize that "Labor" endorsed candidates support "Labor" issues. "Labor" issues are our issues. And the politicians that support "Labor" need our votes. Please register to vote. And please vote.

Vince O'Halloran, Branch Agent

Wilmington

July 18, 2106

Shipping: Bosun 3, AB 10, AB Maint 5 and standbys 41, for a total of 59 jobs shipped.

Registrations: A:27 B:21 C:20 D:13

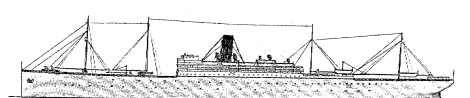
Ships checked

Maunalei, *Mokihana* *APL Belgium*, *APL Thailand*, *APL China* *APL Singapore*, *Lihue*.

I met with topside on both, Matson and APL ship's during the past several weeks with a few clarifications regarding OT payable for continuous time worked after "let go" and "two hours" payable for call outs to tie up and let-go. This can get a little confusing for watchstanders coming off watch and proceeding on deck to "secure for sea" or "tie up".

Additionally, there is continuing discussion regarding the necessity for maritime Unions to provide sailors to vessels that speak and understand the English language. Speaking languages other than English should be restricted to the foc'sle or ashore. English is the legally mandated language for use worldwide in the maritime industry.

Bob Burns
Branch Agent



Honolulu

July 18, 2016

Shipping: 1 Bosun relief, 2 Bosun return, 2 AB Day steady, 1 AB Day relief, 1 AB Day return, 4 AB Watch steady, 3 AB Watch relief, 1 AB Maintenance steady, and 1 OS Watch. The shipping jobs were filled by 7 A cards, 7 B cards, and 2 C cards. Also shipped 27 standby jobs. The standby jobs were filled by 5 A cards, 12 B cards, 4 C cards, and 6 D cards.

Registered in July: 10 A cards 7 B cards 2 C cards 0 D cards. To date totaled registered: 13 A cards 14 B cards 3 C cards 4 D cards .

Ships checked

I visited the *Manukai*, *Maunawili*, *Manulani*, *Maunalei*, *Manoa*, *Mokihana*, *Kauai*, *Mahimahi*, *Matsonia*, and the Paint and Rigging gang. All are running with few or minor beefs.

It is summer time here in Honolulu so the AFL-CIO Executive Board and the Hawai'i Ports Maritime Council are on a summer recess. We will resume our regular meetings in August.

It is an election year for the President of the United States (plus the U.S. Congress and the U.S. Senate) so if you haven't registered to vote yet I strongly recommend that you do. I have all the information that you need to register to vote, so don't be shy to ask me.

Remember that no democratic President has ever voted to end the Jones Act, Donald Trump "the businessman" on the other hand I am not so sure about. His Atlantic City casino is closing this year because he couldn't settle a strike with his Union workers. And he is trying to blame the Union workers for the casino closing, instead of being a man and admitting he doesn't know what he is doing when it comes to labor issues. He would be a bad

President for the United States of America and for the SUP.

Also, the new President will be filling one (and maybe more) of the Supreme Court Justice vacancies. The Supreme Court Justices decide the laws that the whole country has to live by. Do you want Donald Trump to make these decisions?

I don't.

The Labor Day Picnic will be on September 4, a Sunday at Waikiki Shell. I will get more details as Labor Day gets closer.

Mahalo,

Michael Dirksen
Branch Agent

Dispatcher's Report Headquarters—July 2016

Deck	
Bosun.....	4
Carpenter.....	0
MM.....	4
AB.....	13
OS.....	8
Standby.....	26
Total Deck Jobs Shipped.....	55
Total Deck B, C, D Shipped.....	44
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.....	55
Total B, C, D Shipped-All Depts.....	44
Total Registered "A".....	33
Total Registered "B".....	29
Total Registered "C".....	24
Total Registered "D".....	26

Business Agent's Report

August 8, 2016

Florida Voyager- In at the Richmond Long Wharf after a long trip to the East Coast, Michael Fox Bosun,

Mississippi Voyager- In at the Long Wharf discharging cargo shifting to Anchorage #9. Bunkering for Honolulu from there to Singapore shipyard. Gang's in good spirits running smoothly with Ken Dooley as Bosun, and delegate Ronulo Rocoma.

California Voyager- Running on the East Coast.

Oregon Voyager- Delegate Terry Igot. Running smooth.

APL Belgium- In on a Saturday Oakland #56 met with Bosun Dennis Belmonte returning from his trip off. Spoke with him about past issues regarding the stores crane and what has been done to rectify this problem. Ben Ashton, delegate.

APL Thailand- In at Oakland #56. Had a another good trip with little or no beefs. Great gang getting a lot of work done in good hands with Bosun Rex Simbre, Leszek Jeziorski as delegate.

APL Philippines- Visited on a Saturday in Oakland with the Gang busy with lowering lifeboat drills little no beefs in good hands with Brian Burns as Bosun, Jennifer Corner, delegate.

Visited the **APL Korea**, **APL China**, **APL Singapore** with little or no beefs.

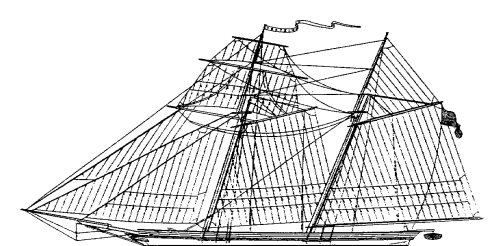
Lihue- In at Oakland #62. Ship has been running out of Long Beach since she came out the shipyard in China early this year. When finish discharging cargo shift to Howard terminal to lay-up. Gang will pay-off and fly home. Ship came in with minor or no beefs. Bosun Marc Caliaro, delegate Lourdes Macias

Matsonia- On a steady run to Honolulu from Oakland. Things should never get out of hand where you have to run to topside. Now if you FEAR for your life, that's totally different. Not SUP style. We police ourselves. You would think senior members would know better. Lynn Gabor as delegate, Teo Rojas Bosun.

Kauai- In and out Oakland on the Northwest run. In good hands with Has Idris as relief Bosun. Yvette Cavan as delegate.

When working ANY standby job, NO cell phones on DECK.

Worked in front office and dispatched.
Roy Tufono



**DEFEND THE JONES ACT
SUPPORT THE SUP POLITICAL FUND**