



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

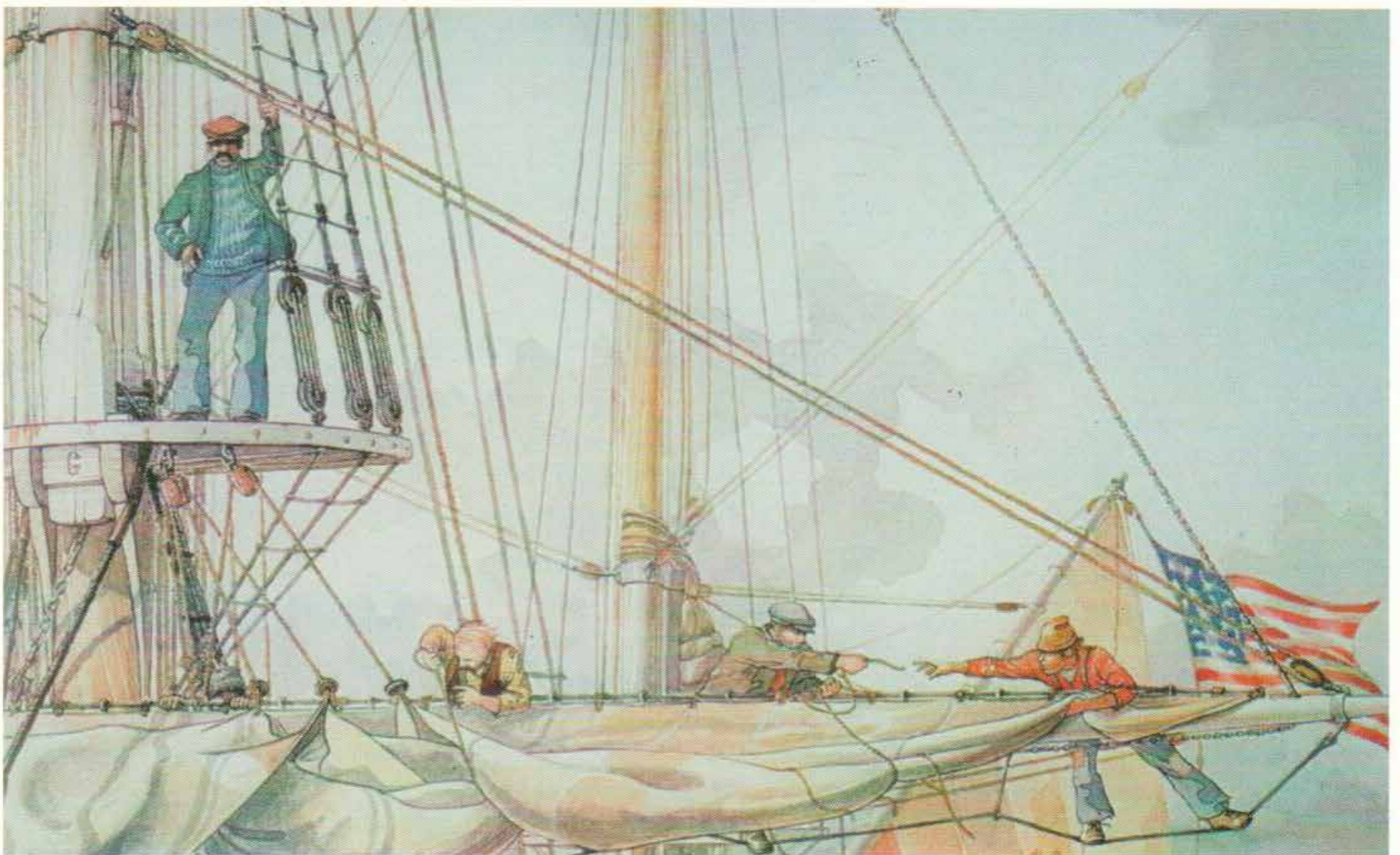
Volume LXXVI No. 12



SAN FRANCISCO, CALIFORNIA

Friday, December 20, 2013

*Holidays Greetings to all hands at sea and ashore
from the Sailors' Union of the Pacific*



Artwork by: William Gilkerson

Acting Maritime Administrator calls for U.S. Merchant Marine revitalization at confirmation hearing

Paul N "Chip" Jaenichen, the acting head of the Maritime Administration (MarAd), told the Senate Committee on Commerce, Science, and Transportation that if he is made the permanent Maritime Administrator he intends to focus on identifying ways to revitalize the U.S. Merchant Marine.

At a nomination hearing on November 21, Jaenichen said, "The U.S. Merchant Marine engaged in international trade has steadily declined since World War II and currently carries less than 2% of our nation's overseas trade. We need a strategy that

will result in a significantly higher portion of U.S. overseas trade being carried on U.S.-flag vessels. This increased trade for U.S.-flag vessels would provide greater demand for additional ships and more U.S. mariners to crew them."

Jaenichen was named the Deputy Administrator at MarAd in July 2012 and the Acting Administrator in June of this year when David Matsuda resigned. Jaenichen joined MarAd after a 30-year career in the Navy.

During the hearing, Jaenichen expressed support for the Jones Act, saying it is "critical to maintaining reliable coastwise trade

and to ensuring the existence of a domestic maritime industry of shipbuilders, vessels and merchant mariners."

"Without the Jones Act we would not have what is on the orderbook," he said. "We have 18 ships—the first time in three decades that we have the construction in our shipyards of that magnitude. Plus, we have options for nine more ships. That is significant, and the only reason that has taken place is because of the Jones Act." (Jaenichen was speaking about deep sea vessels.)

"Policies must be supported that will protect U.S. mariner jobs," he said. "Sustaining a

pool of qualified U.S. mariners is critical to meeting the nation's security needs. Programs and policies such as the National Defense Reserve Fleet (NDRF) and its component Ready Reserve Force (RRF), the Maritime Security Program (MSP), cargo preference, the Jones Act and training at the U.S. Merchant Marine Academy and state maritime academies are all key to ensuring this pool of mariners is ready and available when needed to support military sealift requirements. "Without these programs," he continued, "we will not have the skilled personnel needed."

continued on page 3

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Western Workers Labor Heritage Festival

January 17-19, 2014

Honoring Dr. Martin Luther King Jr.'s contribution to the civil rights and labor movements - a weekend of solidarity in an era of hard times, hope, and change.

28th Annual Festival

Tentative schedule of event

Workshop presenters and other performers that have not been finalized are indicated by (invited). When available, related websites are included.

Art Display: Posters from the Shelly Kessler collection (many available for purchase). Poetry from San Francisco students (invited).

Friday, January 17

6 pm Registration opens
7-10 pm(Machinists, Main Hall) Solidarity Circle: Song, poetry, and story swap

Saturday, January 18

9-10 am Muffins, juice, coffee available - donations please; informal song swap/arts exchange

10-noon Workshops
“James Connolly: Irish Songs of Freedom,” with Mat Callahan, Owen Murphy, and others. www.pmpress.org

Film: “Freedom Riders” (120 minutes)
10-10:50 Performance by New York City Labor Chorus. www.nyclc.org
11-noon Domestic Workers, with Bill Shields and members of Work Tales.
12-1 pm Lunch - Sandwiches and salad available at a reasonable price
1:15-2 pm General session - Featured Performance: “We Were There,” with Bev Grant and colleagues

2:15-3:30 pm Workshops
- “The Great Migration,” Performance by Rockin’ Solidarity Labor Heritage Chorus, directed by Pat Wynne”
- Community Organizing and Alliance Building,” with Angela MacWhinnie, Conny Ford and Francisco Herrera.

2:15-3:40 pm Film: “Brother Outsider” (about Bayard Rustin, 83 minutes)
3:45-5 pm Workshops
- “Freedom Riders,” with Jerry (Moore (original Freedom Rider)
- Canadian labor history, with the Resisters from Vancouver, B.C.
- “The Sitka Project,” with Joe Moore

5:30-7 pm Dinner - Hot meal available at a reasonable price
7-10 pm (Machinists, Main Hall) Arts Exchange (song, poetry, and story swap)
Featured performers to be announced

Sunday, January 19

9-10 am Muffins, juice, coffee available - donations please; informal song swap/arts exchange

10-noon Workshops
“The Almanac Trail Project” with George Mann www.almanactrail.com
10-11:30 Film: “Dirty Wars” (90 minutes)
11-11:45 Workshop
“Black Cowboys,” with Jimmy Collier

12-1 pm Lunch - Sandwiches and salad available at a reasonable price
1:15-2:30 pm Mid-Day Tribute to Dr. Martin Luther King, Jr. -Free to the public.
Civil rights songs, with Jimmy Collier, civil rights songs Sharecropper’s Troubadour: John L. Handcox, the Southern Tenant Farmer’s Union, and the African American Song Tradition (he is the author of “Roll the Union On” and other songs), with Mike Oney www.http://books.google.com/books/about/Sharecropper_s_Troubadore.html?id=qbvsvuQAACAAJ

2:45-4:30 pm
(Transport Workers Hall) Chorus group practice for concert performance
Film: “Playing for Change”
4:30-5:30 pm Dinner (for Sunday Festival participants only) - Hot meal available at reasonable price.

7 pm Benefit concert for workers in need. Elise Bryant, MC; performers to be announced

Festival Rates

\$85 for the full weekend; \$15 Friday night; \$40 Saturday only; \$65 Saturday-Sunday; \$10 single workshop; \$20-\$35 sliding scale for the concert. No one turned away for lack of funds.

The Festival hotel is the Crown Plaza Hotel, 1177 Airport Blvd., Burlingame CA. Call the hotel directly at 650-342-9200 and ask for Bertha. Request the Western Workers Labor Heritage Festival rate: \$89 per night. Rate NOT available through the 800 number; must call the hotel directly. Parking charges are \$1 per hour or \$18 overnight.

Shuttle from Millbrae BART and Caltrain station available; call (650) 796-7648 for pickup. Our shuttle cannot accommodate motorized wheelchairs, but the county paratransit can. If you are eligible for paratransit at home, fax a copy of the certification to SamTrans and you will be eligible for RediWheels, their paratransit branch. RediWheels requires reservations at least 24 hours in advance, and asks that you allow 45 minutes for a ride under 5 miles (either to the hotel or Millbrae BART or CalTrain). The cost is \$3.75 each way, with a reduced low income rate. For the fax number and details on how this works, contact Elly Colwell, Customer Relations Specialist, at (650) 508-6241. For other ADA assistance, call (650) 572-8848 before January 3.

Please mail this part of the registration form and payment to: WWLHF, P.O. Box 7184, Santa Cruz, CA 95061

Registration fee enclosed: ___ Whole weekend \$85 (includes concern admission) ___ Saturday only \$40

Name: _____

Address: _____

Phone(s): _____ email: _____

Group or union affiliation (if any): _____

Need housing? _____ Willing to provide local housing? _____

Tickets for meals are available Saturday and Sunday at the registration desk on a first-come, first-served basis.

Low income rates and scholarships available based on need. Please ask for Kendyll Stansbury when registering at Festival.

For additional information, call (831) 426-4940 or (408) 666-3011

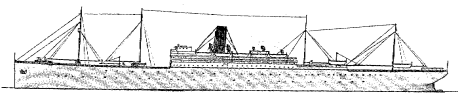
Final Departures

Clarence Haynes, Book No. 5708. Born in Illinois in 1929. Joined SUP in 1951. Died in Lewiston, Idaho, December 2, 2013. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2014:

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



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Long Beach ousts Harbor Commission president

The Long Beach City Council fired Harbor Commission President Thomas Fields, last month, despite appeals from the maritime community about the potential damage to one of the biggest ports in the United States.

The city council voted six to three to remove Fields from his post with Long Beach Mayor Bob Foster leading the criticism against the commissioner. Foster said Fields’ high travel expenses were the principal reason for the move to oust Fields, but the mayor’s intervention has caused an outcry to some circles locally.

The Pacific Merchant Shipping Association (PMSA), which represents both shipping lines and terminal operators, had defended Fields and warned of the risks to the port of this very public spat. “Mayor Bob Foster... has not given the council, the public or port customers any reason for proposing to remove Fields, who is well-respected in maritime and logistics circles,” PMSA President John Laurin said. “How the port is governed and managed –and its reputation– matters a lot,” Laurin warned. “Losing an executive director, along with other senior staff, and dismissing a commission president does not help the port’s reputation or give its customers confidence. The Port of Long Beach is not a toy to be treated as a political football. The Port of Long Beach is a billion-dollar-a-year public enterprise, employing hundreds of career staff and supporting the jobs of tens of thousands of people.”

Feds accuse Matson, Horizon of fraud

The federal government has accused two shipping companies of defrauding the Pentagon out of millions of dollars over the past several years.

According to a complaint filed in the Central District of California (Los Angeles), the United States alleged Matson Navigation Company Inc. and Horizon Lines LLC illegally inflated the costs of shipping military members' belongings to Guam and Hawai'i from the U.S. Mainland. The two companies are alleged to have defrauded the government, specifically the Department of Defense's Surface Deployment and Distribution Command, by charging a "bunker fuel surcharge" for goods shipped by train.

Both Matson and Horizon filed responses to the complaint in which they denied the allegations. While they acknowledged they shipped military members' household goods between Guam and the Mainland and Hawai'i and the Mainland, they both explicitly denied any fraud or wrongdoing in their billing practices.

In its response, Horizon stated any damages suffered by the government are the results of actions "by third persons over whom Horizon had neither control nor responsibility."

Matson made a similar defense, arguing "any asserted injuries to the United States were caused by independent, intervening, and/or superseding events beyond the control of Matson."

The Surface Deployment and Distribution Command "expressly prohibits all fuel surcharges for any type of rail shipment." The bunker fuel surcharge is supposed to account for changes in the cost of fuel used only by ships.

Horizon, which left the Guam market in 2011, and Matson are accused of charging for the rail portions of shipments and concealing the charges in a single bunker fuel surcharge line. "The purported bunker fuel surcharges were not separately or accurately set forth, and the defendants' billings were both false and fraudulent claims," court documents stated. The alleged fraud happened while Matson and Horizon were shipping household goods belonging to military members being transferred to Hawai'i or Guam.

When the shipping rate is established through a competitive bidding process, it allows for shipping companies to impose surcharges to account for any cost increases needed to be paid by the shippers. One of these surcharges is the bunker fuel surcharge, "so named because of the type of fuel used by ships," according to court documents. Court documents also stated the surcharge rose, over time, from less than 5% of the transportation rate to as high as 40%.



Aboard the USNS Gordon in Baltimore on November 26 is Bosun Chris Cupan, OS Pedro Fuentes, and AB and SUP delegate Andrei Didkovsky. Photo Dave Connolly.

MarAd report studies impact of Panama Canal expansion

The Maritime Administration (MarAd) last month released a study on shipping patterns and industry costs that will help the United States prepare for the anticipated impact on its ports, waterways and intermodal freight systems from the Panama Canal expansion.

The expansion of the Panama Canal, scheduled for completion in 2015, will give much larger Post Panamax vessels greater access to the U.S. ports on the East and Gulf coasts.

"America's ports keep our economy moving," said U.S. Transportation Secretary Anthony Foxx. "This study can serve as a compass to guide our port investments in the Post Panamax world so our nation's ports can accommodate larger vessels and help maintain our global competitiveness."

The Panama Canal Expansion Study, the first of a two-part study, found the integration of Post-Panamax vessels into U.S. trade lanes will have substantial implications for the nation's shippers, ports and surface freight corridors, particularly along the East Coast, Gulf Coast and inland states located east of the Mississippi River, but there are still a number of factors that will determine how the Panama Canal expansion will affect U.S. trade and the cost of shipping through the Canal.

The report added that, in addition to containerized traffic from Asia which was highlighted as the most likely segment to see operational cost savings due to the expansion, more cost-effective service generated by larger vessels could improve the ability of some U.S. exports like grain, coal, petroleum products and liquefied natural gas, to compete in global markets.

The report also noted that geographic extent of the impacts of Panama Canal expansion will depend largely on how U.S. ports and inland transportation providers invest in improvements to their infrastructure, the response of shipping companies to this port and inland infrastructure development, and the adaptation of supply-chain management methods that take advantage of the scale economies offered by Canal expansion.

The report did say that shifts in shipping patterns impacting the national transportation system will occur slowly and over time.

"Preparation is the key, and we're already seeing it," said Acting Maritime Administrator Paul "Chip" Jaenichen. "Increased cargo means expanded capacity, and forward-looking ports are deepening their harbors and improving their intermodal connections, often with the help of the Obama Administration's programs, such as the competitive TIGER (Transportation Investment Generating Economic Recovery) Grant program."

Infrastructure investment and the development of the nation's ports and waterways have been among President Obama's top priorities. Since 2009, the Obama Administration has directly invested more than \$400 million in infrastructure projects at 33 U.S. ports in 22 different states through the TIGER program alone, all to improve the condition, efficiency and capacity of the nation's ports, including roads, rail and waterside corridors that connect them with producers and consumers.

Some anticipated infrastructure development needs are currently being met as part of the Obama Administration's "We Can't Wait" economic initiative, which expedites the permitting and review process for regionally significant infrastructure projects. To date, the Administration has expedited seven infrastructure projects to help modernize and expand five major U.S. ports, including the Port of Jacksonville, the Port of Miami, the Port of Savannah, the Port of New York and New Jersey and the Port of Charleston.

Leadership change at MEBA

H. Marshall Ainley running in a field of six candidates defeated one-term incumbent Mike Jewell for President of the Marine Engineers Beneficial Association (MEBA) in a recently concluded election.

Union Secretary-Treasurer Bill Von Loo was reelected as was Atlantic Coast Vice President Chris Guerra.

For Gulf Coast Vice President Phillip Sistrunk defeated incumbent Jonathan Lincoln.

The Executive Vice President and West Coast Branch Agent's job was won by Adam Vokac. He will work with Dave Nolan, who decided against running again for Executive Vice President but was elected San Francisco/Oakland Patrolman.

In Seattle, Jeff Duncan bested incumbent Dave Nashif for the Branch Agent's job. Kevin Cross was elected Seattle Patrolman.

Los Angeles Branch Agent Rich Doherty was reelected and John McElhone, running unopposed, was elected L.A. Patrolman.

Acting Maritime Administrator calls for U.S. Merchant Marine revitalization

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Senator Mark Begich, (D-Alaska), expressed concern about testimony Jaenichen gave in September to the House Subcommittee on Coast Guard and Maritime Transportation that mentioned MarAd plans to invite comments on whether the agency's existing U.S. citizenship criteria for operators of managers and agents of ships in the National Defense Reserve Fleet (NDRF) and Ready Reserve Fleet "benefit the nation's maritime commercial and national security interests and provide the most current, effective and best approach for supporting NDRF operations."

Last year, Maersk Line Ltd. lost a protest over a requirement that ship managers for Ready Reserve Force vessels be U.S. citizens "at all tiers of ownership." This effectively prevented the U.S. flag arm of Denmark's AP Moller-Maersk Group from competing for a contract, even though it is one of the largest contractors to the U.S. Navy's Military Sealift Command. Jaenichen said the agency last examined that issue 20 years ago, and no decision had been made; the same rule has been in place since 1951. He said the agency wanted to revisit the issue because it has 50 ships with ship manager contracts coming up for renewal in 2015.

Begich also expressed concern about allowing foreign labor on U.S.-flag ships.

Jaenichen noted, "We have to be able to increase the number of U.S.-flag ships in the fleet. Without ships, you can't train the mariners that we need to man the government ships that we have, plus the MSC ships we have. If we were to activate all of them to support some kind of military operation or for a national emergency, that is one of the concerns we have.

"We are going to have to have a plan (regarding) how many can we bring in and what labor rate can be adjusted to make sure they are all U.S. labor. Today, under the current rules, 100% of the licensed officers have to be U.S. citizens and 75% of the unlicensed have to be U.S. citizens, and all of them must be documented and have U.S. Coast Guard licenses. We don't see it necessary to change that, but we have to have a plan that if the ships come in, we have to be able to man them. If we can't, they won't come to the U.S. flag. And we have to have a strategy to do that. We want to be able to talk about that ... There have been no decisions."

Though Jaenichen did not discuss the subject, Begich also at the hearing questioned the cost of maintaining the U.S. Merchant Marine Academy at Kings Point, New York, estimating that it costs more than \$300,000 to produce a graduate.

Begich said that was more costly than producing a graduate at Kings Point than at one of the state maritime academies and asked for an analysis on "why not just give scholarships and have people go to state academies. I know that is radical, and I'll probably get calls in seconds I'd like to see a cost-benefit analysis."

ATTEND YOUR
UNION MEETINGS!

Voluntary contributions from the membership to the following funds in 2013:

West Coast Sailors

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West Coast Sailors

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Thor Erikson	60.00	Armando Martinez	25.00	Robert Taylor	125.00		
James Flaherty	50.00	Gary McDevitt	10.00	Timothy Thomas	25.00		
Mike Fox	50.00	Joseph McShane	125.00	Bruce Thompson	50.00		
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Matson freight rates to rise next month

Matson Navigation Company announced, last month, that it will raise its rates for the company’s Hawai’i service by \$175 per westbound container and \$85 per eastbound container, effective January 5. On that same day, Matson announced that it will raise its terminal handling charge by \$50 per westbound container and \$25 per eastbound container. Matson estimates that the combined increase of both the rate adjustment and terminal handling charge will result in shipping costs rising by an average of 5.5%.

“This rate increase will help offset rises in operating costs and support ongoing investments in our Hawai’i service,” said Dave Hoppes, Matson Senior Vice President, Ocean Services. “The adjustment is consistent with our longstanding philosophy of implementing modest, incremental increases as necessary to maintain the highest levels of service, and is identical to increases implemented in 2012 and 2013.”

“Matson continues to diligently look for ways to operate the most efficient, cost effective service possible, without undercutting our standards of quality,” continued Hoppes. “In the past decade, Matson has invested nearly \$1 billion in four new containerships, fleet enhancements, new container equipment, information technology and upgrades to

its terminal facilities.”

Matson’s terminal handling charge was first implemented in 2003 and is designed to recover a portion of the costs associated with the movement of cargo through terminals.

“Terminal handling costs comprise approximately 40% of Matson’s operating costs,” said Hoppes.

“Matson continues to absorb a substantial amount of the expenses associated with terminal operations, the majority of which are driven by factors that are outside of our control.”

In addition to the rate increases for its Hawai’i services, Matson also announced that it will raise its rates for its Guam/ Commonwealth of the Northern Mariana Islands (CNMI) and Micronesia services by \$275 per container, beginning January 26. The rate increase applies to both westbound and eastbound containers.

The rate increase also applies to the Commonwealth of the Northern Mariana Islands, the Republic of Palau, the Federated States of Micronesia and the Republic of the Marshall Islands.

Matson said that it will raise its West Coast terminal handling charge by \$75 for both westbound and eastbound containers, also effective January 26.

Pacific Northwest cargo volume continued to decline in 2013

The ports of Tacoma and Seattle announced on November 25, that its combined container volume dropped 9.9% during the month of October to 285,161 TEUs, compared to a year ago, extending a slide that began in February.

Loaded international containers moving through the two ports fell 14.1%compared to October 2012, with imports plummeting 23.2% and exports slipping 1.5%.

Total throughput among the Pacific Northwest ports has declined for much of this year, largely because carriers are using their larger ships to transport Asian imports into Southern California first and then picking up exports heading back to Asia out of the Port of Oakland. Carriers are only using their smaller ships to serve the Pacific Northwest ports, resulting in the reduced volume.

The Port of Tacoma reported that it moved a total of 154,835 TEUs during October, down 5.8% on a year-over-year basis. October imports of full international containers reached 53,557 TEUs, versus 65,801 TEUs during the same month last year, while exports of full international containers totaled 46,502 TEUs, versus 44,561 TEUs. Total international loaded containers for Tacoma in October fell 9.3% to 100,059 TEUs in October 2012. The volume of empty containers increased 1.9% to 18,025 TEUs while total domestic traffic increased 1.3% year-over-year to 36,751 TEUs.

For the first 10 months of 2013, cargo container volume at Tacoma has improved 12.9% compared to the same time period a year ago, including a 17% growth in international loaded imports, a 19.3% growth in international loaded exports and a 18.8 percent increase in international empties.

The Port of Seattle reported an October container volume of 130,326 TEUs, down 14.3% on a year-over-year basis. Monthly exports offull international containers totaled 41,142 TEUs, a 7.3% decline from October 2012, while loaded imports plummeted 28.5% for the month to 41,309 TEUs. Total loaded international containers for Seattle slumped 19.3% compared with October 2012, reaching 82,451 TEUs and the volume of empty international containers slid 26.9% to 16,887 TEUs. Total domestic traffic was up 15.8% year-over-year in October, reaching 30,987 TEUs.

Year-to-date, container volume at Seattle declined 16.9%, including a 24.7%reduction in international loaded imports, a 13% drop in international loaded exports and a 28.8% loss in international empties.

Giant World War II aircraft-carrying submarine discovered off O’ahu coast

A World War II-era Imperial Japanese Navy mega-submarine, the *I-400*, lost since 1946 when it was intentionally scuttled by U.S. forces after its capture, has been discovered in more than 2,300 feet of water off the southwest coast of O’ahu. The discovery resolves a decades-old Cold War mystery of just where the lost submarine lay, and recalls a different era as one war ended and a new, undeclared conflict emerged.

Longer than a football field at 400 feet, the *I-400* was known as a Sen-Toku-class submarine—the largest submarine ever built until the introduction of nuclear-powered subs in the 1960s. With a range of 37,500 miles, the *I-400* and its sister ship, the *I-401*, were able to travel one and a half times around the world without refueling, a capability that, to this day, has never been matched by any other diesel-electric submarine.

The new discovery of the *I-400* was led by veteran undersea explorer Terry Kerby, Hawai’i Undersea Research Laboratory (HURL) operations director and chief submarine pilot. Since 1992, HURL has used its manned submersibles *Pisces IV* and *Pisces V* to hunt for submarines and other submerged cultural resources as part of the National Oceanic and Atmospheric Administration’s (NOAA) maritime heritage research effort.

Heritage properties like historic wreck sites are non-renewable resources possessing unique information about the past. This discovery was part of a series of dives funded by a grant from NOAA’s Office of Exploration and Research and the University of Hawai’i at Manoa’s School of Ocean and Earth Science and Technology (SOEST). Working with Steven Price of HURL, Kerby has researched the subject of lost submarines off O’ahu for decades. On these recent dives, Kerby was joined by two NOAA archaeologists with experience in documenting World War II vessels and submarines, Drs. James Delgado and Hans Van Tilburg.

“The *I-400* has been on our ‘to-find’ list for some time. It was the first of its kind of only three built, so it is a unique and very historic submarine,” said Kerby. “Finding it where we did was totally unexpected. All our research pointed to it being further out to sea. The multi-beam anomalies that appear on a bottom survey chart can be anything from wrecks to rocks—you don’t know until you go there. Jim and Hans and I knew we were approaching what looked like a large wreck on our sonar. It was a thrill when the view of a giant submarine appeared out of the darkness.”

The *I-400* and the *I-401* aircraft-carrying submarines held up to three folding-wing float-plane bombers that could be launched by catapult just minutes after the submarines surfaced. Each aircraft could carry a powerful 1,800-pound bomb to attack the U.S. mainland. But neither was ever used for its designed purpose, their missions curtailed by the end of armed conflict in the Pacific.

“The innovation of air strike capability from long-range submarines represented a tactical change in submarine doctrine,” said Delgado, director of NOAA’s Maritime Heritage Program, within the Office of National Marine Sanctuaries, Washington, D.C. “The large *I-400*, with its extended range and ability to launch three M6A1 Seiran strike aircraft, was clearly an important step in the evolution of submarine design.”

Up until the Sen-Toku’s day, submarines had been almost exclusively dedicated to sinking surface ships (and other submarines) by stealth attack from under water.

“The *I-400* is technologically significant due to the design features associated with its large watertight hangar,” Delgado said. “Following World War II, submarine experimentation and design changes would continue in this direction, eventually leading to ballistic missile launching capabilities for U.S. submarines at the advent of the nuclear era.”

At the end of WWII, the U.S. Navy captured five Japanese subs, including the *I-400*, and brought them to Pearl Harbor for inspection. When the Soviet Union demanded access to the submarines in 1946 under the terms of the treaty that ended the war, the U.S. Navy sank the subs off the coast of O’ahu and claimed to have no information on their precise location. The goal was to keep their advanced technology out of Soviet hands during the opening chapters of the Cold War. HURL has now successfully located four of these five lost submarines.

The HURL crew identified the wreck site by carefully combing through side-scan sonar and multi-beam sonar data to identify anomalies on a deep sea floor littered with rocky outcrops and other debris. The wreck was positively identified as the *I-400* based on features including its aircraft launch ramp, deck crane, torpedo tube configuration, and stern running lights. The remains of the submarine’s aircraft hangar and conning tower appear to have been separated from the wreck, perhaps in the blunt trauma of the three U.S. Navy torpedo blasts that sunk the ship in 1946.

The *I-400* was discovered in August 2013 and is being announced now after NOAA has reviewed its findings with the U.S. state department and Japanese government officials. “These historic properties in the Hawaiian Islands recall the critical events and sacrifices of World War II in the Pacific, a period which greatly affected both Japan and the United States and shaped the Pacific region as we now know it,” said Van Tilburg, maritime heritage coordinator for NOAA in the Pacific Islands region. “Our ability to interpret these unique weapons of the past and jointly understand our shared history is a mark of our progress from animosity to reconciliation. That is the most important lesson that the site of the *I-400* can provide today.”

APL crews donate for Typhoon Haiyan relief

APL reports that \$5,779 has been donated by mariners aboard the company’s U.S.-flag fleet to aid those in the Philippines affected by Typhoon Haiyan which struck the country with fury in November.

The funds collected were submitted directly to the Red Cross which were matched by APL.



Loading stores on B-deck of the APL Agate is AB Paul Parisi, Bosun Norm Christianson, and AB Effron Tam in New Jersey on November 29. Photo: Dave Connolly

Costa Concordia trial intensifies: recordings of Captain are damning

Hundreds of passengers were still aboard the *Costa Concordia* when the captain fled in a lifeboat, an Italian Coast Guard official confirmed to an Italian court on December 9. He added that responders received initial notice of the shipwreck’s severity only after a passenger used a cell phone to call family.

Coast Guard Captain Gregorio De Falco, who is now revered as an Italian national hero, repeatedly ordered Francesco Schettino, the commander on trial, to return to the badly listing vessel.

De Falco told the court that the *Concordia* sent out its first distress signal nearly an hour after the incident took place. Before that, the ship’s officers reportedly kept reassuring officials that everything was fine onboard, even insisting that the luxury liner had only suffered a power outage.

According to *Bloomberg Business Week*, De Falco testified that local police informed the Coast Guard that a relative of a passenger called them to say that passengers had been ordered to throw on life vests, and that furniture was falling around them as the cruise ship began listing badly to one side. A customs police boat, which had rushed to the scene, also told the Coast Guard the ship had capsized.

The court heard recorded phone conversations between De Falco and Schettino. Also played was a recording of another conversation in which Schettino is aboard a lifeboat and mutters that there are about 10 people still on the *Concordia*. But the Coast Guard had heard that as many as 300 passengers and crew were still aboard.

De Falco said he ordered rescuers to be lowered from a helicopter to bring dozens of people who were clinging to parts of the ship to safety.

Many passengers and crew jumped overboard in escape attempts when lifeboats could no longer be lowered because of the *Concordia*’s list. Autopsies found that many of the victims who weren’t evacuated drowned aboard the ship, as water surged into the vessel.

Schettino is charged with manslaughter, abandoning ship and of causing the January 2012 shipwreck by sailing too close to the Tuscan island of Giglio. The *Concordia* smashed into a reef, which gashed the hull, sending water pouring in – and ending 32 lives. Schettino risks 20 years if convicted. He insists the reef wasn’t on the ship’s navigational charts and that he helped direct the evacuation after reaching land.

Media reports state that Schettino had his head down, while talking with defense lawyers, when the court listened to the conversation.

International Longshoremens’ Association blasts proposed shipping alliance

The proposed P-3 Network space shareing alliance between the three largest container companies – Denmark’s Maersk Line, Switzerland’s Mediterranean Shipping Company (MSC) and France’s Compagnie Generale Maritime (CMA CGM)– has drawn fire from the International Longshoremens’ Association (ILA).

In a letter sent to the Federal Maritime Commission (FMC), ILA President Harold Daggett said that the sheer size of the deal would allow the individual carriers to “squeeze out competitors and, eventually, non-carrier entities such as shippers and terminal operators.” The ancillary effect of that market power “presents a clear danger to workers and their families,” asserted Daggett.

It has been estimated that the alliance will control about 40-42% of the U.S. Trans-Atlantic market and 24% of the TransPacific.

The FMC is one of the three regulatory agencies, along with those in the European Union and China, that will weight-in on the agreement that’s due to go into effect in the U.S. markets in December.

The FMC and the National Industrial Transportation League, a U.S.-based shipper group, have called for a summit among the agencies to be held in Washington, D.C., to discuss concerns about the alliance.

ESU Office Assignments

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



DECEMBER 2013

Official Publication of the Exxon Seamen’s Union

ESU Election results

On December 5, the ESU office received the election results from the American Arbitration Association (AAA) in New York. The ESU mailed a total of 94 ballots to the membership and the AAA office received and counted 66 ballots. The voting results are as follows:

- Steward Department Trustee: Joel Mitchell – 42; Donald Picou – 24
- Five other candidates ran unopposed for the following positions:
- Vice President/Treasurer: Leo DeCastro
- Deck Trustee: Jeff Harris
- Engine Trustee: Will Ackley
- S/R American Progress Ship Representative: Michael Harrison
- Liberty Bay Ship Representative: Ein Cooley

Ensuring fairness and integrity, as in past elections, the current election was held under the auspice of the American Arbitration Association (AAA). The ESU Constitution and By-laws mandate in Article V, Section 7, Paragraph A, that; All elections and referenda shall be held by secret ballot. Such ballots shall be forwarded to the American Arbitration Association or some similar outside organization qualified to conduct elections, and they shall be responsible for the conduct of the election...”

At no time does any ESU officer or member have access to submitted ballots. The American Arbitration Association keeps all ballots in their possession at all times during and after the election, protecting the sacred concept in a democratic society of the right to a secret ballot.

In this election cycle, two current ESU Board officers chose not to seek another term in their present positions. The ESU Board would like to express our sincere thanks to current Steward Trustee, Kurt Kreick and Deck Trustee, Kevin Conroy for their outstanding service to the ESU during their term in office.

The Union also appreciates the willingness of all candidates that demonstrated their support by stepping forward to serve the Union and the ESU membership. Additionally, the ESU extends our thanks to those members that demonstrated their support for the Union by exercising their right to vote.

Company reimbursement of airline baggage fees

All members need to be aware of a change in policy and practice for reimbursement of airline baggage fees while traveling for Company assignments. Starting January 1, 2014, the Company will reimburse airline baggage fees for up to 3 checked bags for domestic and foreign travel. The Company will no longer reimburse overweight baggage fees. If your current assignment carries over past January 1, 2014 the Company will reimburse baggage fees to paid leave as currently practiced for your present assignment on a one time only basis. Should you have any questions regarding this change, please feel free to contact the ESU office.

Ship reports

S/R American Progress

The vessel continues to trade between Valdez, AK to the Puget Sound area discharging mostly at the BP Cherry Point Refinery. The crew of the *Progress* were fortunate to have SeaRiver President, Jack Buono make the trip south from Valdez. Remarkably, the Gulf of Alaska winter weather was unusually calm for the trip. ESU Board member, John Straley visited the vessel while the vessel was in the Puget Sound on December 14. Board Member at Large, Joe Bernavich is filling in with the Rep. duties. The vessel will continue on the same run for the near future.

Kodiak

The *Kodiak* recently completed a split discharge between the Puget Sound and San Francisco (Tesoro). The vessel is slated for a welcomed trip later this month to Long Beach, CA. Regular Ship Rep. Joe Butler aboard and has been in communications with the ESU office and reports everything going well. A few questions were raised with joining the vessel and will be addressed. ESU tentatively planning to visit the vessel in Long Beach.

Sierra

Vessel has been trading regularly from Valdez to San Francisco Bay area. Regular Ship Rep. Thor Floreen aboard and staying in touch with the ESU office via email. The ship made a recent stop in Port Angeles, WA for a couple of days of routine repairs after leaving SF. Possible upcoming trip to discharge cargo in Long Beach, CA during January.

ESU members recognized at Environmental Achievement Awards



At an awards ceremony and dinner held November 14, at the Ronald Reagan Building in Washington D.C., SeaRiver and Fleet personnel were recognized for their exceptional performance in the field of environmental protection. All SeaRiver vessels were recipients of the Chamber of Shipping of America Environmental Achievement Award.

The ESU Board is very pleased that the unlicensed crewmembers have been once again recognized for the important part they have played in the winning of numerous safety and environmental awards over the years. ESU Ship Representative (*Sierra*), Thor Floreen (pictured above on the right) along with SeaRiver Fleet Captain, Matthew Reynolds (left) were on hand to receive the awards on behalf of SeaRiver fleet. The awards were presented by U.S. Coast Guard RDML Joseph A. Servidio, Assistant Commandant for Prevention Policy, and CSA Vice Chairman of the Board, Charles W. Parks.

To be eligible for an award the vessels must have had no reportable spills, no Coast Guard citations for MARPOL violations and no violations of state or local environmental regulations for at least two years. Vessels were also eligible for the awards beyond the initial two-year period and indeed all SeaRiver vessels receiving the awards had been performing flawlessly well beyond the two-year minimum. SeaRiver vessels that received awards were the *S/R American Progress* (15 years), *Kodiak* (8 years) and *Sierra* (7 years).

Joseph J. Cox, President of CSA said, “These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today’s world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to the American public that we in the maritime industry take our stewardship of the marine environment very seriously.”

The Exxon Seamen’s Union likewise, commends all our members who have contributed so greatly to SeaRiver’s recognition as an industry leader in the safe and environmentally responsible operation of their tanker fleet. These honors underscore what the ESU has been saying all along, that our members are performing at the very highest level of professionalism within the industry. If it were not for the exceptional standard of performance at which the rank-and-file consistently operate these prestigious recognitions of excellence would not be attainable. Congratulations to everyone.

Happy Holidays to
All ESU Members and their Families

EXXON SEAMEN’S UNION

Founded March 28, 1941

Affiliated with the Sailors’ Union of the Pacific

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro	Deck Trustee Kevin Conroy
Board Member at Large Joe Bernavich	Engine Trustee William Ackley
Board Member at Large John McCarthy	Steward Trustee Kurt Kreick

Mariners escape tanker blaze

All 26 crew members of chemical/products tanker *Theresa Bitung* managed to abandon ship after she caught fire while enroute to Singapore from China.

The mariners were unable to control the blaze, which started in the vessel's engine room on November 27, while the vessel was somewhere off Vung Tau in southern Vietnam and Spratly Islands in the South China Sea, the Vietnam Coast Guard said. After abandoning ship, the crew was rescued by the passing bulk carrier *Maiden Voyage*, which is expected to bring the crewmen to Hong Kong.

According to Sea-web data, the Tuvalu-flagged tanker, which is 18,453gt/29,995dwt, is owned by Singapore's Wilmar Ship Holdings Pte Ltd and operated by Raffles Shipmanagement Service.

ILA and New York shippers file lawsuit against Waterfront Commission

The International Longshoremen's Association (ILA) and the New York Shipping Association (NYSA) filed a lawsuit last month seeking to enjoin the Waterfront Commission of New York Harbor from what they call "interference" in the hiring of dockworkers.

"The Waterfront Commission needs to efficiently undertake its defined responsibilities and avoid matters which do not fall within its statutory authority," said the ILA and the NYSA in a joint statement. "This statute specifically precludes the Commission from interfering with matters of collective bargaining. It is imperative that the Waterfront Commission ensure potential new employees are of good character and expeditiously bolster the workforce in accordance with the provision of the Collective Bargaining Agreement."

The Commission has been locked in a dispute with the ILA and NYSA over the makeup of the pool of applicants for longshore jobs at the Port of New York-New Jersey.

The ILA and NYSA have asked the commission for the authority to hire 682 longshoremen and clerks, including up to 300 replacements for workers scheduled to take early retirement next April under a newly signed labor contract.

"ILA and the NYSA are frustrated with the slow-moving bureaucratic pace of the Waterfront Commission, which has now established hearings that are not scheduled to end until two and a half months after the initial request. Any delay in implementing the hiring program as defined by the CBA will have a severe impact on cargo flow and a resultant negative economic impact," explained NYSA President John Nardi.

The Commission wants more diversity in the job applicant pool but the ILA and NYSA contend the Commission is interfering with the new CBA contract's formula, which calls for 51% of job referrals to be military veterans, 25% referrals by the ILA, and 24% referrals by the NYSA.

"Veterans bring a wide variety of skills, as well as a flexibility and adaptability that will enhance the industry's workforce. NYSA and the ILA have started to implement this new hiring plan to provide jobs to our veterans," said ILA President Harold Daggett.

The Commission defended their work, claiming that there were 136 individuals, many of whom are military veterans, who were pre-qualified to work at the Port and that the NYSA and the ILA has chosen not to hire them. " ... The Commission has expeditiously processed each and every applicant referred, in order to put people to work in the Port as quickly as possible. Many NYSA and ILA referrals have been pre-qualified and are now ready for employment. The Commission has also offered a diverse pre-qualified pool of labor assembled from government employment centers in New York and New Jersey, to alleviate any immediate labor shortages," said the Commission in a press release.

The Commission also contends that current ILA and NYSA hiring practices have resulted in, "an incredible lack of diversity in waterfront employment, as well as an income gap among those minorities that are employed there."

Aboard the *USNS Gilliland*



OS Rod Purganan at the top of the gangway of the USNS Gilliland in Baltimore on November 25. Photo Dave Connolly.



Welfare Notes

December 2013



*The SUP Welfare Plan
Wishes You a Happy and Healthy
Holiday Season*

*Michelle Chang—Administrator
Patty Martin
Michael Jacyna
Virginia Briggs
Wilma Alday
Berit Eriksson*



SUP Welfare Plan Telephone: 415-778-5490 or 1-800-796-8003

Membership and Ratings Committee

The Committee met on December 5, 2013, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Erik B. Williamson Bk. 3652	6 Years	A.B.	A
Saher Ali B-19348	1 Year	A.B.	B
Filemu Pule Unutoa C-2416	30 Days	A.B.	C
John Ross C-2417	30 Days	A.B.	C
Josephio Ramirez C-2418	30 Days	A.B.	C
Brian Boland C-2419	30 Days	A.B.	C
David Hoyt C-2420	30 Days	A.B.	C
Neil Zapatos C-2421	30 Days	A.B.	C
Rating Stamps: Raymond Tavai	3299	Bosun	
Arsenio Purganan	3877	Bosun	

Membership and Ratings Committee's Report - M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Knud Andersen #3739, Romaine Dudley #2593, and Norhaslan Idris #888.

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2012 ANNUAL FUNDING NOTICE

For SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your pension plan (“the Plan”) and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning August 1, 2012 and ending July 31, 2013 (“Plan Year”).

How Well Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the “funded percentage.” This percentage is obtained by dividing the Plan’s assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan’s funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan’s assets and liabilities for the same period.

	2012	2011	2010
Valuation Date	August 1, 2012	August 1, 2011	August 1, 2010
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$110,679,929	\$114,837,515	\$119,122,143
Value of Liabilities	\$90,249,292	\$93,787,206	\$94,181,966

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are actuarial values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Substituting the market value of assets for the actuarial value used in the above chart would show a clearer picture of a plan’s funded status as of the Valuation Date. The fair market value of the Plan’s assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table. The value of the Plan assets shown as of July 31, 2013 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan’s assets will be reported on the Plan’s 2012 annual report filed with the Department of Labor in May, 2014.

	July 31, 2013	July 31, 2012	July 31, 2011
Fair Market Value of Assets	\$110,881,124	\$109,212,800	\$112,857,554

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in “endangered” status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in “critical” status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Participant Information

The total number of participants in the Plan as of the Plan’s valuation date was 2,697. Of this number, 651 were active participants, 1,390 were retired or separated from service and receiving benefits, and 656 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. Plan benefits are funded by employer contributions and investment returns on those contributions. The shipping companies have not been required to make contributions to the Plan since August 1, 1993, and may resume making contributions in the future through collective bargaining or if necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 (ERISA) and the Internal Revenue Code. Since August 1, 1993, Plan benefits have been funded by the Plan’s investment income. The Plan’s funding policy is to continue to fund Plan benefits in this manner and satisfy the minimum funding standards of ERISA and the Internal Revenue Code.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries, who make specific investments in accordance with the Plan’s investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan’s investments, seeking to achieve positive investment results over the long term.

Under the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	8.78%
2. U.S. Government securities	26.57%
3. Corporate debt instruments	26.72%
4. Corporate stocks (other than employer securities):	37.43%
5. Other	.50%

Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. The Plan’s 2010 and 2011 annual reports are available now. The Plan’s 2012 annual report will be available after it is filed with the US Department of Labor in May 2014. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan’s annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan’s annual report by making a written request to Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multi-employer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called “plan reorganization rules,” a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC’s guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and the PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

This Plan is not insolvent and not in reorganization, and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC’s maximum guarantee, therefore, is \$35.75 per month times a participant’s years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant’s years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant’s guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant’s guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001 and the plan sponsor’s name and employer identification number or “EIN” is the Board of Trustees of SIU Pacific District Pension Plan and 94-6061923. For more information about the PBGC, go to PBGC’s website, www.pbgc.gov.



SUP President's Report

December 9, 2013

THE YEAR AHEAD

2014 will bring opportunities as well as challenges. The anticipated operation of eight Watson-Class Large, Medium-Speed Roll-On/Roll-Off (LMSR) vessels by Patriot Contract Services for the Military Sealift Command (MSC), is still in the process of being challenged by the incumbent operator, Ocean Ships, Inc. The challenge/protest was, as reported last month, being reviewed by the General Accountability Office (GAO), however, this month Ocean Ships shifted the protest to the Court of Federal Claims.

Patriot speculates that Ocean Ships asked for a change of venue, anticipating that the GAO would reject the protest. Patriot is confident that once the process has run its course, the company will, in fact, operate the LMSRs. The estimated time frame for that to occur is late February or early March. When that happens, it will generate 72 new SUP jobs, which will provide work for at least 144 sailors a year.

Another vessel Patriot was awarded by the MSC is the tanker *Bomar Eris* which has recently been renamed the *Pax* (see the *August West Coast Sailors*). This award is also being challenged and is being reviewed by the GAO. Patriot believes the protest period will end in early January and is optimistic its award will stand. While there are only three SUP jobs in this vessel, it is three jobs the Union does not currently have.

It is projected that Matson will continue to operate a nine vessel liner fleet plus the *ITB Moku Pahu* next year. The company still has its eye on operating in Alaska plus with heightened tensions in the South China Sea, the *Kauai*, *Lihue*, *Lurline* and *Matsonia* could be called into active service.

For APL, the situation is somewhat murkier. Although President Obama signed into law legislation renewing the Maritime Security Program (MSP) through 2025 in January of this year, the program – which must be funded yearly by Congress – is only funded through January 15, due to stalled budget negotiations between the Democrats and Republicans and the sequester, which always kicks in on January 15. The sequester means an across the board cut in federal spending of 14%. The SUP, in conjunction with others in maritime labor, APL and key members of Congress continues to work to secure a full appropriation of \$186 million or \$3.1 million per ship for fiscal year 2014. Absent full funding APL could withdraw two vessels enrolled in MSP plus the *APL Belgium* which is not in the program (see the *October West Coast Sailors*).

The challenges ahead are those the Union continually fights to defend: the Jones Act and cargo preference.

The Jones Act is paramount for the survival of the U.S. Merchant Marine and the SUP. Without it, American waters would be infested with foreign-flag vessels

crewed by foreign national doing our work. Groups in Guam, Hawai'i and Puerto Rico are currently pushing for changes to the Act and are supported by those who tout the benefits of unrestricted "free trade". Their plans would hold the United States hostage to foreign interests and destroy the U.S. Merchant Marine. As a Union, and as an industry we must defend the Jones Act.

Cargo preference, for U.S.-flag vessels carrying U.S. government foreign aid cargoes, is a necessity for the U.S. Merchant Marine. Simply stated: no cargo, no ships. The federal government in both Democratic and Republican administrations has been lax in enforcing this statutory requirement for years. USA Maritime, a coalition of maritime Unions (which the SUP is a member), shipping companies, and industry associations, has been active in monitoring movement of government-impelled cargoes and has taken federal agencies to task for using foreign-flag vessels instead of American vessels.

A key element of cargo preference is the Food for Peace (P.L. 480) program. As the membership knows, the Obama Administration wants to turn this successful program on its head by giving those in need cash instead of food produced by American farmers and transported in U.S.-flag vessels. In June of this year, a significant legislative victory for the U.S.-flag fleet was achieved when the House of Representatives voted to defeat an amendment that would have imposed the radical changes sought by the Obama Administration. The battle to sustain the Food for Peace continues this month during the House-Senate Conference on the farm bill.

The SUP continues to be actively involved in all challenges to our existence.

HOLIDAYS

Christmas

SUP halls in Seattle, San Francisco and Wilmington, will be closed on Christmas Eve, Tuesday, December 24. Christmas Eve is a mainland ILWU holiday and therefore, a recognized holiday under the SUP agreements with APL and Matson. It is a holiday for vessels in Pacific Coast ports on that day and for those working under the shore side maintenance agreements.

Christmas Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at noon.

Christmas Eve is also an ILA holiday and is therefore, applicable to APL vessels in East Coast ports.

All SUP halls will be closed on Christmas Day, Wednesday, December 25.

New Year's

All SUP halls in Seattle, San Francisco and Wilmington, will be closed on New Year's Eve, Tuesday, December 31, an ILWU and ILA holiday. New Year's Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at noon.

All SUP halls will be closed on New Year's Day, Wednesday, January 1, 2013.

Martin Luther King, Jr.'s Birthday

All SUP halls will be closed on Monday, January 20. This is a holiday under all SUP contracts except Foss Maritime Company. Due to the holiday, the Branch meetings will be held on Tuesday, January 21.

ACTION TAKEN

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

Gunnar Lundeberg

AFL-CIO statement on Nelson Mandela

On December 5, AFL-CIO President Richard Trumka issued the following statement: "President Nelson Mandela gave more than 60 years of his life fighting for the rights of South Africans and all of humanity. He was a gentle yet determined man who fought for his convictions.

In 1964, Nelson Mandela arrived on Robben Island, where he would spend 18 years confined to a small cell, forced to do hard labor in a quarry. Despite these hardships, Mandela never wavered in his commitment to social and economic justice for the people of South Africa and the world.

He told the court that sentenced him, "I have cherished the ideal of a democratic and free society in which all persons live together in harmony and with equal opportunities. It is an ideal for which I hope to live, and to see realized. But my Lord, if it needs be, it is an ideal for which I am prepared to die."

His quiet dignity earned respect for him and his cause across the globe. He once said, "After climbing a great hill, one only finds that there are many more hills to climb."

During his visit to the United States in 1990, Mandela spoke to the AFL-CIO and called on the labor movement to use its history of empowering America's workers as a model for South African workers. We in the labor movement must take Mandela's words and continue to strive for equality and fairness for all working people around the globe.

On behalf of Secretary-Treasurer Elizabeth Shuler and Executive Vice President Tefere Gebre, the AFL-CIO Executive Council and the 12 million working men and women of the AFL-CIO, we extend our deepest condolences to Nelson Mandela's family, his colleagues and the people of South Africa."

USCG warns on fire safety

Vessel operators in US waters should be more diligent about making sure onboard fire-fighting equipment is operating correctly, the US Coast Guard has warned.

Recent port state control examinations by the agency have revealed that supply valves feeding water-based fire-fighting systems have either been closed or the system itself has been placed in "manual" operating mode. "Doing so disables the system's quick response capability, reducing the effectiveness of the system by not having it ready for immediate use when the machinery space is unattended," the USCG cautioned in a recent bulletin alert. "Vessels found in such a condition may be at risk for a port state control detention," the USCG added.

The bulletin noted that when a vessel fire-fighting system capable of being operated automatically is placed in manual mode, the sensors and alarms are not engaged, increasing the chance that a fire will spread in an unattended machinery space. Ships that operate with machinery spaces that are periodically unattended must therefore ensure water-based fire safety systems are placed in automatic mode whenever the protected machinery space is unattended, emphasized the USCG.

Former Sea Star boss gets the slammer

Frank Peake, the former president of Sea Star Line, a Jacksonville, Florida-based shipping company that offers service between the U.S. mainland and Puerto Rico, was sentenced to serve five years in prison, this month, and made to pay a \$25,000 criminal fine for his participation in a conspiracy to fix rates and surcharges for freight transported by water between the continental United States and Puerto Rico, the Department of Justice announced this month.

Bill Baer, Assistant Attorney General in charge of Department of Justice's antitrust division, said the sentence "reflects the serious harm these conspirators inflicted on American consumers."

According to court documents and evidence presented at trial, Peake and his co-conspirators conspired through meetings and other communications to fix, stabilize, and maintain rates and surcharges for Puerto Rico freight services; to allocate customers of Puerto Rico freight services between and among the conspirators; and to rig bids submitted to customers of Puerto Rican freight services.

The government said Peake was involved in the conspiracy from at least late 2005 until at least April 2008. Previously, the three largest water freight carriers serving routes between the continental United States and Puerto Rico pleaded guilty to price fixing and been ordered to pay more than \$46 million in criminal fines for their roles in the conspiracy. Crowley Liner Service was fined \$17 million, Horizon Lines was fined \$15 million, and Sea Star paid \$14.2 million.

Peake's sentence is the longest yet in what the government has said is an ongoing investigation of price fixing and anti-competitive practices in the coastal shipping industry. Five other shipping company executives from Horizon Lines and Sea Star have been ordered to serve prison sentences on charges growing on! of the investigation.

Additionally, Thomas Farmer, the former vice president of price and yield management of Crowley Liner Services, was indicted in March for his role in the conspiracy and is scheduled to go to trial in May 2014.

Christmas at Sea

by Robert Louis Stevenson (1850-1894)

The sheets were frozen hard, and they cut the naked hand;
The decks were like a slide, where a seaman scarce could stand;
The wind was a nor'wester, blowing squally off the sea;
And cliffs and spouting breakers were the only things a-lee.

They heard the surf a-roaring before the break of day;
But 'twas only with the peep of light we saw how ill we lay.
We tumbled every hand on deck instanter, with a shout,
And we gave her the maintops'l, and stood by to go about.

All day we tacked and tacked between the South Head and the North;
All day we hauled the frozen sheets, and got no further forth;
All day as cold as charity, in bitter pain and dread,
For very life and nature we tacked from head to head.

We gave the South a wider berth, for there the tide-race roared;
But every tack we made we brought the North Head close aboard.
So's we saw the cliff and houses and the breakers running high,
And the coastguard in his garden, with his glass against his eye.

The frost was on the village roofs as white as ocean foam;
The good red fires were burning bright in every 'longshore home;
The windows sparkled clear, and the chimneys volleyed out;
And I vow we sniffed the victuals as the vessel went about.

The bells upon the church were rung with a mighty jovial cheer;
For it's just that I should tell you how (of all days in the year)
This day of our adversity was blessed Christmas morn,
And the house above the coastguard's was the house where I was born.

O well I saw the pleasant room, the pleasant faces there,
My mother's silver spectacles, my father's silver hair;
And well I saw the firelight, like a flight of homely elves,
Go dancing round the china plates that stand upon the shelves.

And well I knew the talk they had, the talk that was of me,
Of the shadow on the household and the son that went to sea;
And O the wicked fool I seemed, in every kind of way,
To be here and hauling frozen ropes on blessed Christmas Day.

They lit the high sea-light, and the dark began to fall.
"All hands to loose topgallant sails," I heard the captain call.
"By the Lord, she'll never stand it," our first mate, Jackson, cried.
... "It's the one way or the other, Mr. Jackson," he replied.

She staggered to her bearings, but the sails were new and good,
And the ship smelt up to windward just as though she understood;
As the winter's day was ending, in the entry of the night,
We cleared the weary headland, and passed below the light.

And they heaved a mighty breath, every soul on board but me,
As they saw her nose again pointing handsome out to sea;
But all that I could think of, in the darkness and the cold,
Was just that I was leaving home and my folks were growing old.

Vice President's Report

December 2013

Manoa: Duke Maringer, delegate. In at Oakland with no problems. Bosun Dmitri Seleznev back from a trip off.

Mahimahi: Chris Bujnowski, delegate. Delegate says ship running smooth on the romance run.

APL China: Chris Bunheirao, delegate. Lodging claim under review but Wilmington Branch Agent Mark Hurley deftly handled all problems in San Pedro.

APL Agate: Gabe Sipin, delegate. Boarded in New Jersey the day after Thanksgiving. Earlier menu problems raised with the captain but the problem had already been solved. Bosun Norm Christianson disembarked leaving this ship in good shape, a long way from turnover condition.

APL Coral: Justin Foster, delegate. Clarification on watchstanding; delayed sailing in Thailand.

APL Philippines: Gus Silva, delegate. Ship way off scheduled due to cargo loading mistake in Busan and then fog in Yokohama. In good shape in Oakland with Bob Strabbing as serang.

Cape Henry: Spencer Thompson, delegate. All sailors returning on callback for transit from Portland yard to Alameda. Turn to date delayed due to drydock failure in cold weather. Delegate reports most things okay; some repairs to staterooms not completed and reported to management.

USNS Gordon: Andrei Didkovsky, delegate. Boarded in Baltimore just before Thanksgiving. Overtime budgets need to be restored to these ship post-sequestration or else readiness will degrade. Debriefed activation in October. Bosun Chris Cupan calling the shots.

USNS Gilliland: Saul Townsend, delegate. Held a union meeting here with the Gordon crew on past performance and how that helped the Watson-Class award. In good shape with bosun Ryan McLaughlin running the gang.

California Voyager: Ed Windeler, delegate. In at Kinder Morgan in Richmond Inner Harbor after another trip to the Gulf Coast. Scott Oliphant has things in control as bosun.

Florida Voyager: Terry Black, delegate. Email exchange with the delegate on rest/work hours and new limitations on overtime. Still investigating the issue. Watchstanding grievance at Step 2 pending a meeting on the topic in San Ramon.

Mokihana: Paul Fuentes, delegate. Resolution on allocations to subsidize out of area health care received and read and discussed at the SUP Headquarters meeting: referred to the Trustees.

Kauai: Robert Reed, standby delegate. Headquarters shipped a full standby gang to shift ship in Sacramento. Gang showed up on time and ready to work at 0900 for an estimated two hour dead ship shift. All standbys are dispatched for a minimum eight hours or until the job is done. This gang did it SUP style when engine trouble kept all hands on board until the ship was safely moored at new berth around 2200.

Dave Connolly



Bosun Scott Oliphant and AB Dayman Danilo Perez outside the mess deck of the California Voyager on December 4, in Richmond, California, after another passage through the Panama Canal. Photo: Dave Connolly

Timely Reminder First quarter 2014 dues are due and payable *now!*

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1600.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the member's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

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

SUP member joins pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 388:

Eric Heinrich, 67, Book No. 18281, joined SUP in 1996, 5 years seetime.

SUPPORT THE SUP POLITICAL FUND

SUP Branch Reports

Seattle

November 18, 2013

Shipped during the period: 1 Boatwain to a Navy bottom filled by a B-member; 5 Able Seaman jobs shipped and filled with 3 A-cards, 1 C-card and 1 D-registrant. 2 jobs were Navy bottoms and 1 was a relief; 1 Ordinary Seaman filled by a D-registrant; and 13 standbys filled with 2 A-cards, 10 B cards and 1 “D” registrant ‘

Registered for the period: 7 A cards for a total of 16; 14 B cards for a total of 32; 7 C cards for a total of 14.

Ships Checked

Matson vessels *Manoa* and *Maui* called twice in Seattle with little or no problems. The *APL Cyprine* and the *USNS Martin* all called for SUP/MFU crew members.

I represented the SUP/MFU at the following meetings: a meeting with Seattle mayoral candidates Ed Murray and incumbent Mayor Mike McGinn where each man presented his vision for Seattle’s maritime industry. We are supporting Ed Murray! I attended the Seattle Marine Business Coalition bi-monthly meeting and the King County Labor Council Executive Board meeting.

In the wake of Super Typhoon Haiyan which devastated large swaths of the Philippines Islands we have been assisting in relief efforts here. Many of us have family or friends and shipmates who have been directly affected in this disaster. Please consider donating to the Red Cross or a charity in your choosing to help out. These people are in dire need!

The Seattle Branch wishes a most Happy New Year to all.

Vince O’Halloran, Branch Agent

Wilmington

November 18, 2013

Shipping for the period: Bosun: 2, AB: 7, AB Maint: 2, standby: 32. Total jobs shipped: 43.

Registrations: A: 33, B: 32, C: 10, D: 14.

Ships Visited

APL Singapore, Mokihana, Manukai (Fumes on stern, health issue), *Manulani* (mysterious bosun chair fire), *Mokihana, Maunawili* (changing Bosuns, and Delegate Phil Howell time up), *APL Thailand* (delayed sailings finally paid), *Mahimahi, Maunalei*.

On October 21, Eli Wegger, Bob Bugarin, Pasquale Gazillo and I attended L.A. County Federation of Labor, AFL-CIO delegates meeting. Eli again went to the mike to ask for help to stop developers from moving our Maritime Museum. His message was well received by the sound of the applause.

On October 20, met at Councilman Joe Buscaino’s office about the Maritime Museum. In attendance was Jacob Haik, representing Buscaino, Octaviano Rios, the Mayor’s Harbor Area Rep, Augie Bezmalinovich, from the Port, Marifrances Trivelli, Maritime Museum Curator, Julian Berger, from the Democratic Club, John Pitts, Paul Neilson, Eli, and myself. We had an informal voicing of our concerns. We were informed that there were no plans to move the museum. If it did happen, it would be a long process consisting of competitive bids. They did agree to keep us (Eli) up to date on any changes. They were also impressed by the over 6,000 signatures on Eli’s petition.

On November 5, attended AMVMV committee meeting. Eli attended and gave

an update about the Maritime Museum. Hopefully, this fight will be over soon.

On November 16, attended the Vincent Thomas Bridge 50th Birthday Party at the Maritime Museum. They even had cake.

Happy Holidays. God bless the SUP this New Year.

Mark Hurley, Branch Agent

Honolulu

November 28, 2013

Shipped 30 standby jobs. The standby jobs were filled by 3 A cards, 8 B cards, 16 C cards, 2 D card, and 1 MFOW member.

Registered in November: 9 A cards, 7 B cards, 5 C cards and 2 D cards.

To date totaled registered: 9 A cards, 13 B cards, 7 C cards, and 6 D cards.

Ships checked

I visited the *Manukai, Maunalei, Manulani, RJ Pfeiffer, Manoa, Maui, Mokihana, Mahimahi*, and the Paint and Rigging gang. All are running with few or no beefs. The *Maunawili* is having issues with the steward department serving too many leftovers and frozen entrees. All delegates should compare the food menus with the SUP contract and make sure that we are being fed what the contract calls for. We can’t tell the companies how much money to allocate in the food budget, but we can and will let them know if they are not meeting their contractual obligations.

I represented the SUP at the Hawaiian Ports Maritime Council and the AFL-CIO Executive Board. I also attended the AFL-CIO State of Hawai’i Biennial Convention where I was reelected as one of the Vice Presidents of the Executive Board. On that day, the Executive Board

met and approved a donation of \$5,000 to the American Red Cross to be used only for the Philippines Typhoon Relief Fund.

The New Year will be here soon so I would like to remind everyone to check your paper work needed to ship out and to make sure that nothing is expiring. Also, the VPDS (security endorsement) is now a mandatory requirement to ship out now.

I hope that everyone has a Merry Christmas and a Happy New Year. (Mele Kalikimaka and Hauoli Makihika Hou)

Mahalo,

Michael Dirksen, Branch Agent

Dispatcher’s Report

Headquarters—Nov. 2013

Deck	
Bosun	2
Carpenter	0
MM	5
AB	8
OS	1
Standby	20
Total Deck Jobs Shipped	36
Total Deck B, C, D Shipped.....	3
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.	36
Total B, C, D Shipped-All Depts.	3
Total Registered “A”	34
Total Registered “B”	26
Total Registered “C”	21
Total Registered “D”	43

Seattle SUP/MFOW Holiday party



Photos from the December 7, holiday party at the Leif Erikson Hall. Top left Tony Jones and MFU’s Ray Salmonson; left: SUP Pensioner Jimmy Larsen; top right Bill Mawhinney; right Maryanne Manabanag and Danny Ycoy; and far right Ralph Senter and Johnny Webb.