



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXVIII No. 4



SAN FRANCISCO, CALIFORNIA

Friday, April 24, 2015

## Congressman John Garamendi seeks to strengthen American Merchant Marine by exporting LNG in U.S.-flag vessels

There is an opportunity to create thousands of U.S. jobs by revitalizing the country's shipbuilding industry, Congressman John Garamendi (D-California), said in a speech on April 9, in Oakland.

The Ranking Member of the House Committee on Transportation and Infrastructure's Subcommittee on the Coast Guard and Maritime Transportation told the Bay Planning Coalition's 2015 Decision Makers Conference "export of liquefied natural gas (LNG), when and where deemed appropriate, provides us with a unique opportunity to rebuild the American shipbuilding industry and strengthen our Merchant Marine. When we export LNG, we need to make sure that the export of this natural asset is being conducted by American sailors on American ships. In doing so, we will revitalize America's shipbuilding industry in a big way. We're not building big ships in the United States except for the U.S. Navy. These are strategic national assets," Congressman Garamendi said. "We have an opportunity to make sure that a very significant part of the American economy has an opportunity to blossom and grow – not just the shipyards – but the entire supply chain: electronics, engines, and more," he added. "Can it be done? Well, it turns out that a lot of shipyards are represented by my Republican friends."

He asked the audience for support of his effort in "building the American shipbuilding industry."

Garamendi also argued that harbor maintenance funds should not be siphoned off to projects unrelated to improving America's harbors. "California is disproportionately harmed by this practice. Harbor maintenance fund money should be used for what is one of the principal economic opportunities this nation possesses: our ports," he said.

## Four-star general is ardent supporter of Jones Act

Leaders of the U.S. military, Congress, and the maritime industry appeared together on April 14, at the Navy League's annual Sea-Air-Space Exposition in Baltimore. The discussion was hosted by U.S. Department of Transportation Maritime Administrator Paul "Chip" Jaenichen.

Those participating in the meeting included, among others, Congressman Joe Courtney (D-Connecticut), Congressman John Garamendi (D-California), Crowley Maritime Corporation CEO Tom Crowley and U.S. Air Force General Paul J. Selva, Commander, U.S. Transportation Command (TRANSCOM).

During a robust discussion, General Selva, who as head of TRANSCOM oversees a vast network of aircraft, ships, vehicles and trains that move weapons and equipment in wartime, was asked about his support of the Jones Act. Selva responded: "If asked about the Jones Act – I am an ardent supporter of the

Jones Act. [The Act] supports a viable ship building industry, cuts cost and produces 2500 qualified mariners. Why would we tamper with that?" Selva, a four star general, has repeatedly emphasized his support for the Jones Act in the past several months in Congressional testimony and other speeches.

General Selva also was asked about the importance of a strong merchant marine to the sovereignty of the United States in wartime so that the United States does not have to rely on foreign shipbuilders and mariners to advance its objectives. General Selva stated the following: "When we get to the issue of national sovereignty [and] the capacity to use the national defense capabilities of the nation to impose our will as necessary on an enemy, that demands that we have access to a viable pool of merchant mariners who can crew those ships, who will make us successful. So finding a way to a strategy that says we value

what the merchant mariners bring to the nation ... if we can find a congressional solution to build that manpower, I am all for it. My concern is that we still need to meet the requirements of an economically viable militarily useful pool of ships and experienced mariners who are proven. That will make us successful in wartime. So as we commit as a nation to put our forces into harm's way we better be ready to deploy and sustain them with the tools of war that will make them successful. The men and women that do that are largely the men and women who volunteer to be part of our merchant marine. So we have got to find a solution. That gets to the education on national sovereignty."

The purpose of the discussion was to elevate awareness of the importance of the merchant marine to U.S. security and for the different leaders to work together to counteract the troubling decline of the militarily available merchant marine fleet and crew.

## USAID outsourcing maritime jobs with taxpayer dollars

by Denise Krepp

This year, as in the past seven years, your tax dollars will be used to outsource maritime

jobs. Thousands of dollars will be spent by the U.S. Agency for International Development (USAID) to lobby Congress about the evils of the U.S. maritime shipping industry. In addition, hundreds of thousands of dollars more will be used to produce promotional materials and websites highlighting the alleged inefficiencies of the current Food for Peace (PL480). It doesn't matter that thousands of U.S. mariners will lose their jobs if USAID is successful. American jobs is not something the agency worries about.

When I first joined the Maritime Administration (MarAd) as Chief Counsel, I was told that one of the Administration's priorities was to finalize the cargo preference rulemaking. The cargo preference laws mandate the use of U.S.-flag vessels to transport government impelled cargo – the most well-known of these is food aid.

Food aid is the support US-AID provides to starving people around the world. This aid, based on its name, comes in the form of food – soy, corn, wheat, etc. These crops are grown in the U.S. by our farmers and then shipped to those in need. Prior to the Obama Administration, USAID fought MarAd over its interpretation of the cargo preference rules. It didn't want them to apply to USAID programs, and they knew that once MarAd finalized the rules that USAID would be subject to them.

Starting at the beginning of the Obama Administration, USAID began plotting how to stop the MarAd rulemaking. Rajiv Shah became USAID Administrator in January 2010. Three months later, in April 2010, the agency paid a contractor \$33,000 for "speechwriting and speech coaching and media training for the Administrator." Later

that year, USAID spent another \$30,000 "to produce the services of a contractor to provide speech coaching to the Administrator." Your tax dollars.

In February 2011, USAID hired a speechwriter for \$14,000 to develop "a major speech that could give form and direction to those goals." Administrator Shah used the \$63,000 in speech coaching to announce at the May 24, 2011 Chicago Council on Global Affairs' Symposium on Global Agriculture and Food Security that the Obama Administration intended on spending \$1.15 billion on food security as part of the Feed the Future program.

Don't be fooled – the Administration wasn't going to spend the \$1.15 billion on shipping U.S. food aid to starving people. Rather, as Administrator Shah announced at the 2013 Chicago Council Symposium,

the Administration wanted to "reform" food aid and make it more "agile." He defined agile as the ability to ship food aid on international ships or simply write checks; therein bypassing U.S. farmers and shipping companies.

Administrator Shah reiterated in the 2013 speech that, "reforming food aid remains a core part of our vision to end hunger and extreme poverty. People will always say that the politics are tough, but as the plaque on President Obama's desk says: 'Hard things are hard.'" There was no mention of the thousands of mariners who would lose their jobs and the hardships they would incur if this plan was successful.

So what was MarAd doing while USAID was busy spending millions of taxpayer dollars developing its strategy to outsource maritime jobs? Well, between

*continued on page 10*

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





# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/General Fund

Abe Acosta.....	20.00
Benjamin Braceros.....	50.00
Thor Erikson.....	40.00
Ariel Odion.....	20.00
Ricky Pangan.....	50.00
Steven Ross.....	50.00

## Political Fund

Abe Acosta.....	20.00
Billy Bell.....	50.00
William Berger.....	100.00
Robert Bourne.....	100.00
Benjamin Braceros.....	50.00
Reynaldo Clores.....	10.00
Dave Connolly.....	200.00
Mike Dirksen.....	50.00
Joseph Gallo.....	50.00
Allen Gonzalez in memory of Adrian Gonzalez.....	10.00
David Green.....	30.00
Monte Kalama.....	50.00
Edmund Len in memory of Sven Ostman.....	50.00
Bruce Lepule.....	30.00
Gunnar Lundeborg.....	50.00
Joe Mantanona.....	10.00
Vince O'Halloran.....	100.00
Reynanito Obis.....	10.00
Ricky Pangan.....	50.00
John Peterson.....	50.00
Antonio Respicio.....	50.00
Gonzalo Sarra.....	100.00
Anton Seravaseiyar.....	50.00
Richard Stinson.....	10.00
Julian Torre.....	10.00
Roy Tufono.....	50.00
Louie Urbano.....	50.00
Elston Wong.....	25.00

## West Coast Sailors

Abe Acosta.....	20.00
Billy Bell.....	25.00
Martin Bellhouse.....	25.00
Roy Bradshaw.....	25.00
Joseph Gallo.....	50.00
Lester Hofstad.....	25.00
Arthur Kardinal.....	25.00
Kenneth O'Halloran in memory of Blackie Ellis.....	15.00
and in memory of Jack Dalton.....	15.00
Ricky Pangan.....	50.00
Rizal Rillo.....	25.00
Angelo Rossano.....	25.00
Kai Sorensen.....	25.00
Eugene Souza.....	25.00
Spencer Thompson.....	30.00
Harold Uriarte.....	300.00
Richard Walsh.....	25.00
Elston Wong.....	25.00

## Dues-Paying Pensioners

Gordon Abbott	Book #3785	Duane Nash	Book #2437
William Berger	Book #4642	John Perez	Book #3810
Robert Copeland	Book #4763	Alex Romo	Book #3193
Donald Cushing	Book #4777	Francisco Salvatierra	Book #7498
Romaine Dudley	Book #2593	James Savage	Book #7488
Diane Ferrari	Book #2251	Ralph Senter	Book #7323
Kaj E. Kristensen	Book #3120	David Shands	Book #7483
Hannu Kurppa	Book #3162	Arthur Thanash	Book #3249

## Shippers starting to resume Oakland calls

The Port of Oakland announced this month that ships that have previously bypassed their Oakland calls to overcome schedule delays in other locations are beginning to resume their weekly calls.

The Port said that ocean carriers plan to restore nearly all of their Oakland services by May, a signal that recent West Coast cargo delays are starting to fade. “Some vessels that were omitting Oakland have already started to return, and a look at schedules indicates that the rest will be back soon,” said Port of Oakland Maritime Director John Driscoll. “This tells us that shipping lines are confident we’re recovering from the recent logjam.”

More than two dozen vessels bypassed Oakland in January and February to make up for lost time. The bypassed calls contributed to 31.6% decline in container volume at the Port of Oakland during the first two months of the calender year. Volume at the Port is expected to improve as carriers restore their services.

## Two dead after ax fight on ship

Two people are dead and another injured after an ax fight between crew members on the Chinese bulk carrier *MV Qing May*. The attack occurred while the Liberia-flagged vessel was sailing near the island of Jolo in the south of the Philippines, and local Coast Guard officials provided assistance on April 12.

Two Chinese nationals were found dead. They have been identified as Xie Lhichao, a 28-year-old engineer, and Zhang Weenjo, a 35-year-old cook. A third man Liao Shiguo, a 49-year-old electrical engineer, suffered from a cut on his head and is believed to have had the ax that caused it still stuck in his head when help arrived. It is unclear what caused the argument that lead to the bloody fight, as apparently none of the crew speak English.

The 200,000 dwt vessel, operated by China’s Foremost group, was traveling from Australia to China when the incident occurred.

## Lee Kuan Yew, founding father of Singapore’s maritime might, dies

Even after he stepped down from premiership, Lee Kuan Yew, who died on March 23, at age 91, firmly believed the city-state had to remain a major hub port to retain its leading position in the maritime world.

As Singapore’s first prime minister from 1959 to 1990, Lee led a period that saw the city-state enter the shipbuilding industry and become the world’s busiest container port.

From 1961 to 1971, the gross tonnage of ships calling at Singapore more than doubled from 76 million tons to 155.9 million tons. During that period of 10 years, Lee pointed out that Singapore’s port would have to expand to ensure it had the most advanced facilities and efficient operations. Part of that strategy included raising the salaries of workers of the then Port of Singapore Authority (currently known as PSA International). In line with that, a 13th-month salary to cover the four-week shortfall in annual salaries was implemented.

At the time, Singapore was beginning its rise as an export-oriented economy and Lee recognized the importance of having an efficient port to facilitate this. Lee said then, “We don’t manufacture just for Singapore or for the regional market. We manufacture and export for the world market. In the next 10 to 50 years, there will be changes in modes of transportation. But it’s unlikely that sea transportation can be beaten for its low cost. And good, efficient sea transportation, with a fast turn-around of ships in our harbor, has helped our rapid industrialization.”

Recognizing how Singapore’s then low labor costs would make it viable for the city-state to enter the shipbuilding market, Lee supported the opening of Jurong Shipbuilders in 1972. At the opening of Jurong Shipbuilders, Lee said, “Shipbuilding is high on labor content. In some advanced countries, wages are going up faster than automation can cut down total wage costs. So the building of standard vessels will move to those countries, like South Korea, Taiwan, and Singapore, where wages are lower than those of the industrialized countries and where the workers are diligent and can be trained to high skills.”

It was a proud moment for Singapore when Neptune Orient Line (NOL)-owned, 14,000 dwt *Neptune Ruby* slipped into the water; the first ocean-going vessel built by Singapore. The establishment of NOL in December 1968 as Singapore’s national shipping line was an effort to develop the city-state’s economy. The company had a rough ride in its early years, losing money before finally turning profitable in 1976.

Over the next three decades, Singapore prospered as an international maritime center, with the Maritime and Port Authority of Singapore spearheading efforts to attract multinational maritime enterprises to set up offices in the city-state.

Currently, over 5,000 maritime enterprises have a presence in Singapore, contributing 7% to the GDP and employing over 95,000 people.

In 2007, 17 years after stepping down from premiership, Lee delivered Singapore’s first Maritime Lecture, one of the key events of Singapore Maritime Week.

During the question-and-answer session that followed, Lee reiterated the need for Singapore to remain a major hub port. “It [the port] has given Singapore a first-mover advantage that continues to pay good dividends to the economy,” said Lee.

Lee foresaw that Singapore would have to continue being a major hub port to become an international maritime center, providing a full suite of services such as insurance, financial, and legal services. “Shipping will play an ever bigger role in the economic well-being of countries as trade expands. With the rise of China and India as two huge manufacturing bases, Asians will be major players in maritime activities,” said Lee.

### SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2015:

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

### Final Departures

**Karoly Kovacs**, Book #3165. Born in Hungary in 1941. Joined SUP in 1968. Died March 3, 2015. (Pensioner)

**Ralph Mason**, Book #6397. Born in Massachusetts in 1930. Joined SUP in 1952. Died in Adamsville, Indiana, March 5, 2015. (Pensioner)

**George Johnson**, Book #4123. Born in California in 1927. Joined SUP in 1945. Died in San Leandro, California, March 26, 2015. (Pensioner)

**John Gugich**, Book #14531. Born in Washington in 1924. Joined SUP in 1958. Died in San Leandro, California, March 26, 2015. (Pensioner)

**Joseph Wright**, Book #3611. Born in New York in 1938. Joined SUP in 1964. Died in New York, April 4, 2015. (Pensioner)

## West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: [www.sailors.org](http://www.sailors.org). Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Commerce Printing Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

**Gunnar Lundeborg,**  
**President/Secretary-Treasurer**  
**Teresa Anibale, Editor**  
**BRANCH OFFICES**

**Seattle, WA 98106**  
4269 22nd Ave. W. (206) 467-7944  
FAX: (206) 467-8119

**Wilmington, CA 90744**  
533 N. Marine Ave. (310) 835-6617  
FAX: (310) 835-9367

**Honolulu, HI 96813**  
707 Alakea St., Rm. 101 (808) 533-2777  
FAX: (808) 533-2778

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





April 15, 2015

The Honorable Bob Corker, Chairman  
Committee on Foreign Relations  
United States Senate  
Washington, DC 20510

The Honorable Ben Cardin, Ranking  
Committee on Foreign Relations  
United States Senate  
Washington, DC 20510

RE: Committee Hearing on *American Food Aid: Why Reform*

Dear Mr. Chairman and Ranking Member Cardin:

On behalf of the undersigned United States-flag shipping companies, maritime associations and American maritime labor organizations, we are submitting this statement in conjunction with your Committee's hearing on *American Food Aid: Why Reform*. The United States-flag shipping companies we represent, along with our affiliated maritime labor unions who represent ships' Masters, Licensed Deck and Engineering Officers, and unlicensed merchant mariners help guarantee that the Department of Defense (DOD) will continue to have the commercial sealift capability it needs to support America's troops and to protect America's interests abroad.

At the outset, we believe it is important to note that one key component of U.S. maritime policy that promotes the use of U.S.-flag vessels and enhances the economic and security interests of the United States are the U.S.-flag cargo preference statutes. Taken together, these statutes require that a percentage of U.S. government cargoes, including United States food aid cargoes, be transported on U.S.-flag vessels if such vessels are available at fair and reasonable rates. They provide U.S.-flag vessels with a critical base of cargo, giving those vessels the opportunity to stay active while they work to compete against lower-cost and oftentimes tax-free foreign flag vessels for the carriage of commercial cargoes in the U.S. foreign trades. This in turn helps to ensure that the U.S.-flag vessels and their American crews remain available to DOD in time of war or other international emergency.

We also wish to emphasize that our U.S.-flag shipping companies, American maritime labor unions and related maritime associations understand and appreciate the need to review America's food aid programs. However, we strongly urge that any proposal to reform or revise the PL 480 Food for Peace Program, our nation's most successful foreign aid food assistance program, must ensure that the militarily-useful U.S.-flag commercial vessels, American maritime jobs and worldwide logistical networks available to our nation through the Maritime Security Program (MSP), our nation's most important commercial sealift capability program, are not adversely affected or lost. Unfortunately, S. 525, the "Food for Peace Reform Act of 2015", does not adequately address the impact that the complete elimination of the U.S.-flag shipping requirements from the Food for Peace Program will have on MSP and the U.S.-flag maritime industry.

*continued on page 6*

# Obama vetoes Republican bid to block Union election rules

President Obama on March 31, vetoed a measure by Republicans in Congress that would have blocked National Labor Relations Board (NLRB) rules designed to speed up the time it takes to unionize workers.

The rules would shorten the period between a Union filing a petition to represent workers and an election, from the current median of 38 days to as little as 14 days. Employers would be required to share workers' names, addresses, phone numbers and email addresses with Unions.

The NLRB adopted the rules last year and they are set to take effect April 14.

The Senate and House of Representatives, voting along party lines, approved a resolution last month that would have stopped enactment of the rules.

Following through on a threat to reject the resolution, Obama said the rules represented modest changes that would make it easier for workers to unionize. **"Unions historically have been at the forefront of establishing**

**things like the 40-hour work week, the weekend, child labor laws, fair benefits and decent wages," Obama said at a press conference.**

The labor board still faces court challenges in Washington, D.C. and Texas over the new process from business groups who say it violates the National Labor Relations Act by not giving employers enough time to prepare for elections.

Congressman John Kline (R-Minnesota) and Chairman of the House Education and the Workforce Committee, said in a statement that the new process would only help Unions. "With his veto, the president has endorsed an ambush election rule that will stifle employer free speech, cripple worker free choice, and jeopardize the privacy of working families," Kline said.

The NLRB and Democrats who support the rules say they were designed to rein in misconduct by a minority of employers who draw out the Union election process in order to threaten and intimidate workers.

# ILWU caucus recommends approval of tentative agreement with PMA

Delegates to the International Longshore and Warehouse Union (IL WU) Coast Longshore Caucus voted on April 3, to recommend approval of the tentative agreement reached in February between the Union and the Pacific Maritime Association (PMA) regarding a new coastwide contract. The tentative agreement was earlier approved by the ILWU's 16-member elected Negotiating Committee and 8-member Safety Sub-Committee.

The proposed five-year contract covers 20,000 dockworkers at 29 ports along the West Coast.

All 90 delegates to the Coast Longshore Caucus reviewed the proposed agreement line-by-line, before recommending the proposal by a vote of 78%-22%. "This agreement required ten months of negotiations, the longest in recent history," said IL WU International President Bob McEllrath, "but we secured a tentative agreement to maintain good jobs for dockworkers, families and communities from San Diego to Bellingham. Longshore men and women on the docks will now have the final and most important say in the process." ILWU members will discuss the proposal at their local Union meetings. A membership ratification vote will be tallied on May 22.



*SUP gang in March, using block and tackle seamanship skills aboard the USNS Sisler to stow small boat fenders after recent small boat operations. Above, AB Wilfredo Angala, OS Robert Lee and OS Chanratana Ting raising a fender into position. The Sisler is an LMSR operated by SUP-contracted Patriot Contract Services for the Military Sealift Command.*

# APL parent company continues to struggle

Singapore-based Neptune Orient Lines (NOL) will still struggle in the short term despite a cash injection from selling its logistics business, an analyst said.

NOL, the parent company of APL, announced in February it would sell APL Logistics to Japanese freight forwarding company Kintetsu World Express for \$1.2 billion.

Overseas Chinese Banking Corporation Investment Research analyst Eugene Chua explained, "We believe the liner industry is likely to be weak in 2015; and near-term headwinds are expected to persist for Neptune Orient Lines Limited for various reasons, including depressed rates on overcapacity issue."

Chua expected container shipping would still see near-term difficulties due to lower growth in world trade volume as the International Monetary Fund (IMF) has cut its forecasts by 1.1 percentage points to 3.8%, and overcapacity is likely to continue in 2015 with a rise of 7.8% in fleet growth.

In addition, the U.S. West Coast labor negotiations that started in May 2014 were only completed on February 20, for a new five-year labor contract.

As a result, West Coast ports could take at least six to eight weeks to work through the large backlog of containers built up.

Chua also predicted it would not benefit NOL by selling APL Logistics, which has been the company's only profitable business since 2011. He said, "We estimate the loss of earnings to more than offset savings in interest expenses. However, in the longer-term at least until fiscal year 2016 onwards when the shipping industry starts to experience recovery with the proceeds from the proposed divestment, we think NOL will then be well-poised to ride the growth cycle on stronger balance sheet from reduced gearing."

With the IMF (International Monetary Fund) forecasting world trade volume to grow by 5.3% in 2016 and cellular fleet projected to grow by 5.3% as well, Chua believed the shipping industry is likely to gradually recover from 2016 onwards. Furthermore, NOL now has a modernized fleet, which are fuel-efficient after its \$4 billion fleet renewal program, and cost savings are already showing over the past few quarters.

Meanwhile, the APL Logistics sale is still pending shareholders' approval.

# Cash found in shipwreck

Marine salvage experts have recovered \$50 million in silver coins from a ship sunk by a German submarine in 1942 as it was transporting the cash from India to London to help finance Britain's efforts in World War II.

Mauritius-based Deep Ocean Search, the firm in charge of the salvage 400 miles south of the South Atlantic island of St. Helena, said the recovery from the wreck of the *SS City of Cairo*, lying at a depth of 16,896 feet, was a world record.

A mixed cargo and passenger ship, the British-flag *City of Cairo* was sailing from Mumbai to Britain via Cape Town and Recife in Brazil in late 1942, carrying 296 passengers and 100 tons of silver coins belonging to the British Treasury. It was spotted by a German U-boat in the South Atlantic and sank after being hit in quick succession by two torpedoes.

# Traitors to their class

by Timothy Egan, *New York Times*, March 20, 2015

You probably know from his weepy reminiscences that the Speaker of the House, John Boehner, once worked as a bartender and a janitor, and took seven years to get out of college. Maybe you’ve heard that Governor Scott Walker of Wisconsin is a preacher’s son who churned out burgers and fries at McDonald’s. And you had to catch that bit from Senator Joni Ernst about putting bread bags over her shoes while growing up kind of poor in rural Iowa.

People from humble beginnings often carry an extra load of empathy through the success of their later lives, a sense that, with a few bad breaks, things could have gone the other way.

**And there’s the party of tough luck, pal. In the case of the three Republican leaders cited above, and most of those who aspire to be the G.O.P. presidential nominee next year, these Horatio Algerians for the new Gilded Age are working to keep the downtrodden down. They are traitors to their class, with all the strutting moral superiority that comes with the conversion.**

Ernst, the lump-of-coal-hearted new Senator from Iowa, and Walker, who always seems to be promoting something that needs actuarial tables to disguise, at times sound as if they actively despise the poor.

Last fall, Walker opposed raising the minimum wage in Wisconsin from the poverty-level \$7.25 an hour. After a group of workers claimed that the threshold violated a state mandate to offer a “living wage,” Walker’s administration slapped them down. Even though a minimum-wage worker would have to put in 81 hours a week to afford a two-bedroom apartment in Wisconsin, Walker’s people saw no need to offer a few pennies more to those earning the least.

What’s behind this? Part of it is Walker’s fealty to the restaurant industry. Part of it is his inaccurate belief that raising the minimum wage kills jobs. And part of it is dewy-eyed nostalgia for the days when he was a lad earning his first paycheck under the Golden Arches. He made it. Why can’t they?

**“In America, it is one of the few places left in the world where it doesn’t matter what class you were born into,” Walker said in Iowa in January. “It doesn’t matter what your parents do for a living.”**

**Except it does. Much of the new evidence on the causes of inequality finds that moving up from one class to the other in America has gotten far more difficult. The rich, even doofus members of said class, get the right tutors that get them into the right schools where they make connections to get the right jobs. They never face the peril of losing everything because of say, a large medical bill, or the dead weight of a college loan.**

As for Walker’s outdated take on wages and prosperity, he could look to states that have raised their minimum wage and are creating jobs at a faster pace than the states holding to the lowest pay.

Meanwhile, Walker’s low-wage fortress of Wisconsin lags behind the national average in job creation. If paying people next to nothing at the entry level were such a design for growth, employers would be flocking to the Badger State. Even Walmart, which built the original business model for how to make billions on the backs of people who need state assistance for the basic things in life, will soon be paying its serfs more than Scott Walker thinks is necessary to live on.

Senator Ernst loves to talk about growing up in the rosy patina of near-poverty. “My mom made all our clothes,” she wrote on her campaign website. “We went to church every week, helped our neighbors when they needed it, and they did the same for us.”

See, you deadbeats: Why can’t you just stitch together your own clothes and grab an extra chicken wing at the church picnic if you’re hungry? Of course, she opposed raising Iowa’s minimum wage. And she thinks subsidizing health care for lower-middle-class families is a terrible idea. She’s working, with most Republicans in Congress, to take away health care for millions of Americans.

**Bartender Boehner was probably a decent dude at happy hour. But Speaker of the House Boehner has no tolerance for the kind of folks who might have wandered into his family tavern, Andy’s Café, after losing a job. As people in one state after another vote to raise their minimum wage — red states and blue — Boehner will not allow a simple vote on that most basic pay principle to take place in the House. He once said he’d commit suicide rather than vote to raise the minimum wage.**

Giving the people who flip burgers, clean floors and stock grocery shelves a few dimes more an hour is not a handout. Offering working people some help on their insurance premiums does not promote dependence. Nor do those things hurt the economy — just the opposite.

**So where is this coming from? The class traitors guiding the Republican Party, and the harsh new federal budget unveiled last month, usually promote their policies using personal anecdotes. Their condescension toward the poor springs from their own narratives: They are virtuous because they made it, or vice versa. Those who haven’t made a similar leap are weaklings. It’s a variant of Mitt Romney’s view that 47% of Americans are moochers. Stripped to its essence, it’s a load of loathing for their former class, delivered on a plate of platitudes.**

## Nautical terms in everyday speech

*Know the Ropes... (skill and experience)*

The rigging in a square-rigged ship was a vast, complex network of cordage. It included, among other things, the ropes used to support the yards and masts, as well as those used to hoist, lower, and trim the sails. This complicated system contained hundreds of separate pieces, each having a name and particular function. Running aloft as well as fore and aft, the end of each rope was secured to a belaying pin and identified by its position on rails running the length of each side of the ship. The mastery of this crucial and complex system separated old salts from “Johnny-Raws” – the men from the boys.

It was considered so important that discharge papers were once marked, “knows the ropes,” thus constituting an honorable discharge.

# Congressman Lowenthal would tax cargo to fund freight infrastructure

Congressman Alan Lowenthal, (D-California), has resubmitted legislation to raise \$8 billion dedicated to multimodal freight transportation infrastructure.

H.R. 1308, “Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act,” would establish a Freight Transportation Infrastructure Trust Fund to be funded through a national 1% fee on the way bill – the transportation invoice – for goods moved more than 50 miles by ground transportation. The bill aims to increase transport efficiency while also addressing environmental and community impacts.

Cargo interests have long petitioned Congress for a dedicated source of revenue to upgrade highways, bridges, rail and intermodal connectors that carry heavy concentrations of commercial traffic on key routes considered regional and national economic pipelines.

Lowenthal first introduced the bill last fall to help frame the debate on infrastructure investment in the run up to this year’s expected writing of a reauthorization bill for surface transportation programs. And this time Lowenthal has a Republican co-sponsor: Congressman Dana Rohrabacher of California. “Because we have been neglecting our infrastructure, the stresses and strains causing our roadways and bridges to deteriorate threaten our quality of life,” Rohrabacher said in a statement. “We cannot allow the transport of consumer goods, agricultural products, and industrial equipment to be taken for granted.”

In early February, President Obama proposed a six-year \$478 billion surface transportation bill that would bolster the faltering Highway Trust Fund with a one-time windfall associated with corporate tax reform and repatriation of foreign profits – a scenario few analysts expect to happen anytime soon given the differences on tax policy between Democrats and Republicans. The White House plan calls for \$18 billion to be placed in a fund for regional freight transportation projects, especially on major corridors subject to bottlenecks.

The Highway Trust Fund is losing ground every year as state obligations for past projects exceed receipts from motor fuel taxes and excise taxes on commercial vehicles and truck tires. The trust fund needs about \$15 billion in supplemental funding each year to keep pace with current project demand to repair aging infrastructure and keep up with population growth. The Congressional Budget Office projects the shortfall will exceed \$132 billion by 2022.

The trust fund’s buying power is succumbing to inflation and a decline in revenues because cars are more fuel efficient and the tax is assessed on a per gallon basis: 18.4 cents for gasoline and 23.4 cents for diesel. A majority of lawmakers remain reluctant to increase the gas tax.

A gas-tax hike or a waybill fee, regardless of their merits, are sustainable sources of revenue, whereas the President’s plan provides a short-term injection of money and then would have to be revisited again in six years to identify other revenue streams.

Lowenthal’s bill would create two freight specific grant programs. A formula-based infrastructure trust fund would distribute funds to states based on the amount of existing freight infrastructure within the state. To be eligible, states must develop comprehensive state freight plans and have state freight advisory committees. The state freight plans would need to include strategies to mitigate the environmental impact of freight transportation projects. Under the formula mechanism, states can also create partnerships to receive funding for multi-state plans.

A second funding mechanism is a competitive grant program that would be open to all local, regional and state governments. It includes a 5% set-aside for electric-powered demonstration projects. Eligible projects include intermodal, port, inland waterway and airport facilities; first-and-last-mile connectors; and land ports of entry.

Long Beach Mayor Robert Garcia and Port Director Jon Slingerup, the Los Angeles County Metropolitan Transportation Authority, and the Coalition for America’s Gateways and Trade Corridors are throwing their support behind the bill. “The city and port of Long Beach need funding to improve the Long Beach Freeway’s increasing traffic volumes, aging infrastructure and serious congestion,” Mayor Garcia said. “H.R. 1308 will provide an ongoing source of funding which will allow us to implement freight specific solutions, while delivering air quality benefits to the greater Long Beach community.”

# China building artificial islands in South China Sea

The pace at which China is building islands in the South China Sea has been shown by satellite photos lending weight to claims by U.S. Pacific Fleet Commander Harry Harris that China is building a “great wall of sand”.

The photos, published by an initiative of the Washington-based Center for Strategic and International Studies, focus on China’s reclamation efforts in the Spratly Islands on Mischief Reef, a feature also claimed by Vietnam, the Philippines and Taiwan.

Artificial islands could help China anchor its territorial claims and potentially develop bases in waters that host some of the world’s busiest shipping lanes. Disputes over the South China Sea, of which China claims about four-fifths under a so-call nine-dash line drawn on a 1940s map, have escalated as China expands the reach of its military.

Satellite photographs show construction efforts on Mischief Reef, that appear to have begun only in recent months, according to the Asia Maritime Transparency Initiative.

“China is creating a great wall of sand, with dredges and bulldozers,” Admiral Harris said in a speech in Canberra, Australia, late last month. “China is building artificial land by pumping sand onto live coral reefs –some of the them submerged– and paving over them with concrete.”

China’s Foreign Minister Wang Yi said in March that his country has every right to carry out construction on its territory in the South China Sea and won’t accept criticism from others about its “legal and reasonable” work.



## Slavery at sea in Thai fishing fleet

Thailand's slavery problem is making headlines again. Last month *The Economist* published an article describing the plight of Maung Toe, an immigrant from Myanmar, who worked unpaid on a Thai vessel fishing illegally in Indonesian waters. He had been forced on board at gunpoint and sold by a broker to the captain for \$900. The article references the report *Pirates and Slaves*, recently released by the Environmental Justice Foundation (EJF). International demand for cheap seafood is fueling a brutal trade in vulnerable people and the collapse of entire marine ecosystems, says the EJF.

Thailand is the third largest seafood exporter in the world, with exports valued at \$7 billion in 2013. It is a leading supplier of seafood to the United States, yet a 2014 study estimates that up to 39% of wild-caught seafood entering the U.S. market from Thailand has been caught illegally.

Rapid industrialization of the Thai fishing fleet during the 20th century resulted in too many vessels using destructive and unsustainable fishing methods to catch too many fish, states the report. The overall fish catch per unit of effort in both the Gulf of Thailand and Andaman Seas has plummeted by more than 86% since 1966, making Thai waters one of the most over-fished regions on the planet. Boats now catch just 14% of what they caught in the mid-1960s, and Thailand's fish stocks and marine biodiversity are in crisis.

"Producers and consumers of Thai seafood are embroiled in one of the most outrageous social and ecological crimes of the 21st century," says Steve Trent, Executive Director of EJF. "Ecosystem decline and slavery exist in a vicious cycle. People are trafficked as a result of environmental crises, and forced to endure terrible human rights abuses while working in industries which also harm the environment. Unrestricted industrial exploitation damages ecosystems and exposes vulnerable populations to trafficking and abuse. Overfishing exacerbates pirate fishing, which further drives slavery and environmental degradation."

The report highlights the human suffering involved. "...The worst was when I saw one of my co-workers fall into the sea. We were ordered to continue to work and prevented from helping him... He drowned," recounts one Burmese victim of the industry. Another victim describes the threat he received from a Thai captain: "I killed the guy that you are replacing. If you try to flee I will take care of you too. ...Your broker took your advance, so you

are not allowed to go anywhere and will be here for many years."

Last year, *The Guardian*, the British newspaper, revealed the abuses some slaves are subject to. Many of the slaves interviewed by *The Guardian* said they were fed a plate of rice a day and they slept in quarters so cramped they had to crawl into them. Those too ill to work were thrown overboard, some said, while others said they were beaten if they so much as took a lavatory break.

According to the Global Slavery Index, around 500,000 people are believed to be currently enslaved within Thailand's borders, many of them out at sea on fishing boats. These people are often migrants from Burma and Cambodia looking for work and a better life only to find themselves deceived and in the hands of brokers.

It has become a factory industry with larger cargo vessels re-supplying fishing boats and picking up their catches. This means the vessels can stay out at sea indefinitely making them "floating prisons for trafficked and abused workers," says the EJF report. The report cites estimates of as many as 200,000 migrants working on Thai fishing vessels.

Thailand's role in depleting its ocean resources is contributing to the impacts that IUU fishing is having on the fishing industry globally. This week, the U.S. Presidential Task Force on Illegal, Unreported, and Unregulated (IUU) Fishing and Seafood Fraud made the headlines with the release of an action plan that articulates an aggressive timetable for taking steps to curtail illegal fishing activities from a U.S. perspective. "Our nation's fisheries remain threatened by illegal, unreported, and unregulated fishing and seafood fraud," said U.S. Deputy Secretary of Commerce Bruce Andrews on the release of the plan.

Another article by *The Economist* last month describes other initiatives, including the establishment of The Global Fund to End Slavery. "The ILO estimates there are at least 21 million people living in modern slavery. That's nearly equal to the populations of countries such as Australia, Cameroon or Sri Lanka," says Jean Baderschneider, CEO of The Global Fund to End Slavery. "Over one-quarter of all victims of forced labor around the world are children. That is more than five million children subjected to forced labor, sex trafficking, domestic servitude and other abuses."

## Costa Concordia linked to drug smuggling on its tragic last voyage

Italian police investigating the *Costa Concordia* tragedy have reported phone calls and tape recordings that indicate an organized crime syndicate hid cocaine onboard during the vessel's last voyage. According to the British paper, *The Independent*, the recordings link a Calabrian organized crime group to alleged drug trafficking. "The same ship that made us a laughing stock around the world, took the piss out of us, too," says someone from the organized crime group on the recordings.

According to *The Independent*, 20 people have been arrested following the drug investigation. The drugs have not been found, but it is believed that a crew member would have been involved.

Captain Francesco Schettino was found guilty of manslaughter for the accident and sentenced to 16 years in prison, but there is no indication that he had anything to do with the drug smuggling operation. More than 4,000 people were on board the *Costa Concordia* when it capsized in January 2012, and 32 people lost their lives

## A look astern...



Photo courtesy of Captain Peter McIsaac. San Francisco Bar Pilots' office 100 years ago.

## Panic sent migrants to their deaths in the Mediterranean Sea

Hundreds of people desperate to be rescued from a packed migrant boat in the Mediterranean pushed to one side when they saw a ship approach, capsizing the craft and pitching everyone into the sea where hundreds died, an Italian official said on April 15.

Survivors' accounts suggested at least 500 people were on the boat when it sank on April 13, some 75 miles off the Italian island of Lampedusa. With 145 people rescued that leaves at least 350 unaccounted for, probably drowned. Joel Millman, spokesman for the International Organization for Migration (IOM), said: "According to testimonies, at least one-third of the passengers were women and children. At the time of the shipwreck, they were staying in the hull of the boat to be better protected from the cold. "When the men on the deck became restless and started moving about because a rescue boat was beginning to approach them, the boat capsized and water flooded the hull. Women and children died immediately."

The incident would bring the total number of dead on migrant boats in the Mediterranean since January to around 900 amid a surge in would-be immigrants to Europe after the breakdown of

order in Libya created fertile conditions for human traffickers.

With good weather encouraging more boats to leave, the Italian Coast Guard said almost 10,000 boat people had been rescued since April 12, with 1,511 picked up in 12 separate operations on April 14 alone.

Italy ended its "Mare Nostrum" maritime rescue mission last year following heavy pressure from anti-immigrant parties. A smaller European Union border protection operation, Triton, that replaced it has struggled to cope. "Unfortunately Mare Nostrum was never replaced by an equivalent capacity to rescue people," said UN High Commissioner for Refugees António Guterres, calling for a more robust search-and-rescue mission to be set up in the Mediterranean.

The number of migrants and deaths could exceed even last year's total when 219,000 people crossed the Mediterranean and at least 3,500 lives were lost, according to the United Nations High Commissioner for Refugees. So far in 2015, around 31,500 people are known to have made crossings to Italy and Greece, the number one and number two countries of arrival but numbers usually peak in the summer months when sailing conditions are easier.

## Seychelles convicts nine Somali pirates paid by Denmark

The Seychelles Supreme Court has convicted nine Somali nationals of committing acts of piracy who were previously released and paid compensation by Denmark over a delay in being presented before a judge after their capture.

The nine Somalis, including one minor, were found guilty of three different counts of piracy stemming from two separate attacks on a Hong Kong-flagged chemical tanker and the Danish ship *MV Torm Kansas* off the coast of Somalia in November 2013. Following the attacks, the suspected pirates were captured aboard their mothership by a Danish Navy ship and brought to Seychelles for prosecution.

According to the Seychelles News Agency, a judge rejected the defenses argument that the nine accused were just fishermen. The judge also rejected the claims that suspects had been detained and tried by the state of Denmark for piracy against the *Torm Kansas*, for

which they were released and promised compensation.

Last December, Denmark ruled to compensate nine Somalis suspected of trying to hijack the *Torm Kansas* because they were detained too long before being brought before a judge. The men eventually appeared before a judge via a video link while aboard the Danish Navy ship *Esben Snarre* 13 days after their capture. The judge found them not guilty of piracy.

According to Danish law, a citizen cannot be held in custody for more than 24 hours without being brought before a judge. The compensation, reported to be about \$3,247 each, was unrelated to the suspects' innocence. The Seychelles Supreme Court however found the Somalis guilty and sentenced the eight adults to 14 years in prison on all three counts. The juvenile was given a three-year sentence on each count of piracy, the Seychelles News Agency reported.

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



# Hearing on American Food Aid

*continued from page 3*

In fact, eliminating the U.S.-flag shipping requirement for U.S. food aid cargoes will diminish our nation’s U.S.-flag sealift capability and will result in the loss of American jobs. In 2011, then-Commander of the Department of Defense’s Transportation Command General Duncan McNabb told Congress that “The movement of international food aid has been a major contributor to the cargo we have moved under the cargo preference law that our U.S. commercial sealift industry depends on.” He warned that “Any reductions will have to be offset in other ways to maintain current DOD readiness.”

Today, because of reductions in the size of the U.S.-flag fleet, DOD’s commercial sealift capabilities are in peril. In fact, General Paul Selva, the current Commander of the United States Transportation Command, spoke directly on this issue in testimony to the Senate Committee on Armed Services on March 19, 2015, stating:

“The reduction in government-impelled cargoes due to the drawdown in Afghanistan and reductions in food aid . . . are driving vessel owners to reflag to non-U.S.-flag out of economic necessity . . . With the recent vessel reductions, the mariner base is at the point where future reductions in U.S.-flag capacity puts our ability to fully activate, deploy and sustain forces at increased risk.”

Significantly, it is the privately-owned U.S.-flag maritime industry that is called upon by DOD to deliver the supplies and equipment needed to support our troops and their mission overseas. In fact, since 2009, U.S.-flag commercial vessels crewed by civilian American merchant mariners have transported more than 90 percent of the sustainment cargo in support of the U.S. military operations and rebuilding programs in Afghanistan and Iraq. Vessels enrolled in the MSP carried 99 percent of these cargoes.

The role played by our privately-owned U.S.-flag maritime industry can be best illustrated by the comments made in 2008 by Major General Kathleen Gainey, Commander, U.S. Military Surface Deployment and Distribution Command. She stated that “The merchant marine has always been there beside us . . . You have been there and delivered for our service members around the world . . . I am here to tell you, having deployed twice, I know how critical it is that we get that equipment and supplies on time . . . You are the fourth arm of the Department of Defense and you are critical to this nation.”

Proposals that are put forward to modify the nature of the Food for Peace Program and its implementation in order to meet changing international food aid assistance needs and requirements must recognize that many such changes will have an impact on U.S.-flag commercial sealift capability. This capability – the U.S.-flag vessels, the worldwide logistics networks provided by MSP vessel operators, and the U.S. citizen mariners who crew the government and private vessels that provide surge and sustainment capabilities for DOD – is available to DOD to supply and support American troops overseas and to respond in time of war or other international emergency.

Diminishing this capability through changes in the food aid programs means that our country will either have to rely on foreign flag vessels and foreign mariners for advancing America’s security interests and supporting American troops abroad, or that DOD must build, maintain and operate the requisite vessels itself. Most importantly, diminishing this capability through changes in the food aid programs will result in the significant reduction in the active pool of experienced civilian U.S. mariners available to crew the Military Sealift Command’s and Maritime Administration’s surge fleet as well as the privately-owned commercial sustainment fleet when required to meet national defense objectives. As stated in a March 20, 2015 letter to the Appropriations Committee highlighting the importance of MSP and the need to maintain the capability it provides, Senators Roger Wicker, Cory Booker and eight of their colleagues noted that the first option – relying on foreign vessels and crews – “would result in the outsourcing of American maritime jobs as we spend taxpayer dollars on foreign flag ships and crews who may not share America’s goals and interests” and that the second option “would cost the government at least \$65 billion to replicate the capacity provided by [MSP]vessels . . .”

We understand the United States Agency for International Development, the Department of Transportation and its Maritime Administration, the Department of Agriculture and others within the Administration are working together to craft a proposal that would reform the Food for Peace Program and enhance America’s commercial sealift capability. We are encouraged by their efforts and are hopeful that we can move past the in-fighting that has defined the food aid reform debate for the past several years. If a compromise agreement can be reached that ensures the long-term support of the U.S. flag ships and American mariners needed to meet military needs, extends the reach and effectiveness of emergency food assistance programs, and maintains an important role for U.S. agricultural commodities we think it would enjoy broad-based support in Congress and among the affected stakeholders.

We look forward to working with you and your colleagues in support of legislation that both reforms the Food for Peace Program and enhances the U.S.-flag commercial sealift capability provided through MSP. We stand ready to discuss this issue with you and your staff in more detail at your convenience.

We ask that this statement be included in your Committee’s hearing record on *American Food Aid: Why Reform*.

Sincerely,

- American Maritime Congress
- American Maritime Officers
- American Maritime Officers Services
- APL Maritime Ltd.
- American Roll-on Roll-off Carrier
- Central Gulf Lines, Inc.
- Hapag Lloyd USA, LLC
- International Organization of Masters, Mates & Pilots
- Maersk Line, Limited
- Marine Engineers’ Beneficial Association
- Marine Firemen’s Union
- Maritime Institute for Research and Industrial Development
- Maritime Trades Department, AFL-CIO
- Sailors’ Union of the Pacific
- Seafarers International Union
- Transportation Institute
- Transportation Trades Department, AFL-CIO
- Waterman Steamship Corporation

# G7 announces Maritime Security declaration

The foreign ministers from the Group of Seven major nations (G-7) have expressed their concern against “any attempt to assert territorial or maritime claims through the use of intimidation, coercion or force”, a message apparently aimed at China. It is the first time that G-7 (Canada, France, Germany, Italy, Japan, the United Kingdom and the United States) has adopted a document focusing on maritime security, giving Japan a level of standing in its attempt to increase pressure on China over territorial issues.

The G-7 statement comes as China continues its reclamation work on disputed reefs and rocks in the South China Sea, as well as remaining at odds with Japan over the Japan-administered Senkaku islands in the East China Sea.

“We continue to observe the situation in the East and South China Seas and are concerned by any unilateral actions, such as large-scale land reclamation, which change the status quo and increase tensions,” the G-7 ministers said. G-7 members “strongly oppose any attempt to assert territorial or maritime claims through the use of intimidation, coercion or force,” according to the document, stressing the importance of maritime security. They also emphasized the importance of resolving maritime issues in a peaceful manner while abiding by international law.

“We are committed to maintaining a maritime order based upon the principles of international law, in particular as reflected in the United Nations Convention on the Law of the Sea (UNCLOS),” the statement read. “We continue to observe the situation in the East and South China Seas and are concerned by any unilateral actions, such as large scale land reclamation, which change the status quo and increase tensions.”

# Alaska state senator seeks Jones Act exemption

Alaska state Senator John Coghill introduced a resolution last month calling for the exemption of Alaska, Hawai’i, Puerto Rico and Guam from the Jones Act.

Coghill’s resolution was introduced in the Alaska State Senate and is the latest effort from a politician representing a noncontiguous state to ease Jones Act regulations.

Coghill’s Senate Joint Resolution 17 was a product of cooperative effort with Hawai’i officials, a statement from his office said. “The Jones Act was originally meant to protect the shipping industry and maritime trade, but almost a century has gone by and it’s easy to see that the law does not serve its original purpose,” Coghill said in his March 27 statement. “Today, the effect of the Jones Act is that people in Alaska, Hawai’i, Puerto Rico, and Guam pay significantly more than the rest of the country for everyday necessities.”

Copies of the resolution were sent to President Obama, Vice President Joe Biden and Speaker John Boehner and Senate Majority Leader Mitch McConnell, among other top officials in the federal government.

Guam is exempt from the Jones Act, but since cargo has to go through Hawai’i before it gets to Guam, the exemption is of little consequence.

Michael Hansen, President of Hawai’i Shippers’ Council, said Coghill’s joint resolution is an important development. “Concrete expressions of support from the legislatures of the four impacted jurisdictions is an important step in achieving the Jones Act exemption for which we have been advocating,” Hansen said.

Lawmakers from Hawai’i, Puerto Rico and now Alaska have introduced measures at the state and federal levels seeking exemption from the Jones Act for the three respective jurisdictions and Guam. In 2013, Guam Senator Rory Respicio also introduced a resolution urging U.S. Congresswoman Madeleine Bordallo to support modifications of the Jones Act to help Guam, Alaska, Puerto Rico and Hawai’i.

ATTEND YOUR UNION MEETINGS!

ESU Office Assignments

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



APRIL 2015

Official Publication of the Exxon Seamen's Union

# ExxonMobil Seminar dates for the remainder of 2015

(Late Career Pre-Retirement Planning Course)

If you are eligible, or soon to be eligible to retire from the Company, you should consider attending a pre-retirement planning seminar that is offered by ExxonMobil. Eligibility normally means within three years of the minimum age to retire for the unlicensed group (50) with a minimum 15 years of service at the time you elect to retire. The company has notified the ESU that classes are filling up quickly; some may even be filled up by the time we go to print. If you are interested in attending and know the session you wish to attend, you should then notify Helen Wright at 832-624-7759 for enrollment. Limited space is available per each class so plan ahead. Below is the dates for the remainder of 2015.

Date	Location	Date	Location
May 6-7	Houston, TX (Brookhollow)	August 26-27	Torrance, CA
May 13-14	Houston, TX (Greenspoint)	August 26-27	Beaumont, TX
May 13-14	Beaumont, TX	August 26-27	Houston, TX (Brookhollow)
May 13-14	Clinton, NJ	Sept. 9-10	Baton Rouge, LA
May 26-27	Baton Rouge, LA	Sept. 9-10	Houston, TX
May 26-27	Fairfax, VA	Sept. 16-17	Houston, TX (Brookhollow)
May 27-28	Houston, TX (UTTC)	Sept.. 16-17	Baytown, TX
June 3-4	Baytown, TX	Sept. 23-24	Houston, TX (Greenspoint)
June 9-10	Irving, TX	Sept. 30-1	Houston, TX (Greenspoint)
June 10-11	Beaumont, TX	Oct. 7-8	Houston, TX (Greenspoint)
June 10-11	Houston, TX (Brookhollow)	Oct. 14-15	Houston, TX (Greenspoint)
June 17-18	Torrance, CA	Oct. 21-22	Baton Rouge, LA
June 17-18	Houston, TX (Greenspoint)	Oct. 21-22	Baytown, TX
June 24-25	Baton Rouge, LA	Oct. 21-22	Beaumont, TX
July 8-9	Houston, TX (UTTC)	Oct. 21-22	Houston, TX (Greenspoint)
July 15-16	Houston, TX (UTTC)	Oct. 28-29	Clinton, NJ
August 12-13	Houston, TX (Greenspoint)	Oct. 28-29	Houston, TX (Greenspoint)
August 19-20	Baton Rouge, LA	Nov. 4-5	Houston, TX
August 19-20	Clinton, NJ	Nov. 9-10	Houston, TX
August 19-20	Houston, TX (Brookhollow)	Nov. 19-20	Houston, TX

# Eagle Bay first unlicensed crew

After a few weeks of speculation the *Eagle Bay* was finally delivered to Sea River Maritime Inc. on March 13, 2015. The vessel remained in Philadelphia for a few days after delivery in order to assemble a crew, load stores and make final preparations before departing for Galveston, TX to complete extensive painting work and deck coatings prior to entering crude service.

The vessel arrived Gulf Copper Shipyard in Galveston, TX on March 25, and stayed alongside Pier D for approximately three weeks. For the ESU Merchant Mariners, the occasion to take delivery of a brand new vessel and be a part of the maiden voyage provides a rare opportunity that only a few are fortunate enough to experience during their seagoing careers. Withstanding many challenges and obstacles, the ESU members assigned to this once in lifetime opportunity have been performing very professionally in their new work environment with an ever present eye on doing all aspects of the job in a safe manner.

The *Eagle Bay* departed Galveston on April 17, and since leaving the ship has loaded cargo at Freeport and Corpus Christi, TX for delivery to the LOOP terminal. The vessel at this time will begin the long voyage around South America soon and should arrive in Valdez during the latter part of June for ANS service.

The ESU pays tribute to the following ESU members during the Maiden Voyage on the *Eagle Bay* and say thank you for representing the ESU ranks. From left to right Standing: AB Auberto Munoz, FC Ben Hur Ramirez, Cook Butch Berrios, PM Bob Ross, QMED Eric Bush, AB Mike Gore, AB John McCarthy, AB Thor Floreen. From Left to Right kneeling: QMED Ish Mumuni, AB Richard Scott. Not present in the picture we also recognize FC Brian Gilbert, QMED Marty Sanderson.



# Ship reports

## S/R American Progress

ESU Board officer Leo DeCastro visited the vessel on April 11, at Shell Deer Park in Houston, TX. The vessel has been running between different ports in Texas loading gasoline for delivery at Fort Lauderdale and Tampa, Florida. Regular Ship Rep. Michael Harrison has been in regular contact with the ESU office and reports no problems.

## Eagle Bay

As we go to print the vessel recently departed Gulf Copper shipyard in Galveston, TX. While at Galveston, ESU officer Leo DeCastro visited the vessel several times during its stay. Work completed while at Gulf Copper included extensive painting, several audits and others items. Vessel received first cargo load orders for Freeport and Corpus Christi, TX for discharge at the LOOP around the first week of May. After discharge at the LOOP, the vessel will then depart on the voyage around South America and then Long Beach, CA in early June. Unlicensed personnel have been working hard to bring the vessel up to standards and getting it ready for West Coast ANS trade. Newly elected ESU Ship Rep. Thor Floreen joined the vessel before

departing Philadelphia and has been staying in touch with the ESU office.

## Liberty Bay

The vessel continues loading in Valdez, Alaska and discharging in Long Beach, CA. Newly elected Ship Representative AB Joe Buffington on board and staying in contact with the ESU office, reporting no issues. ESU board officer Leo DeCastro joined the vessel in Long Beach, CA for a round trip voyage aboard the vessel. ESU Board officers where possible would like to make periodic roundtrips aboard ship as a part of the crew to access current operations in the fleet. ESU Board officer John Straley relieved Leo in the ESU office in mid-April to facilitate Leo joining in Long Beach.

## Sierra

The vessel at time of print was heading to Vancouver, WA for the final voyage as a Sea River vessel. After a few days of cleaning tanks the crew will depart the vessel with some go home on paid leave and some being assigned to another vessel to finish their tour. Regular Ship Representative, Dave Franklin aboard and staying in touch with the ESU office reporting everything going well.

# Sierra finished with engines

After completing cargo discharge in Benicia, CA during early April, the vessel departed San Francisco to sea to wash cargo tanks and prepare the ship for delivery to the new owner, Keystone in Vancouver, WA.

The *Sierra* (formerly *Kenai*) was acquired in June, 2005 from Access Leasing Corporation and GATX by Sea River Inc. to replace tonnage that was phased out due to OPA 90 regulations (*S/R Hinchinbrook* and *S/R Columbia Bay*).

When SeaRiver Maritime Inc. first took possession of the vessel in 2005, the vessel first went into a Singapore shipyard for an extensive and unprecedented 60-70 day renewal and upgrade project. All critical systems and structure were, renewed, rebuilt, replaced and tested to ensure the vessel met and exceeded all Sea River Maritime and regulatory expectations and requirements. In early 2006 the first ESU mariners started to man the ship and sailed for Valdez to enter the ANS trade with Sea River Maritime Inc.

The vessel provided an effective bridging step for Sea River to develop and built two new double hull tankers (*Liberty Bay* and *Eagle Bay*). During its nearly ten-year tenure with SeaRiver, the *Sierra*, through excellent operational care of fleet mariners, performed well to ensure the job was completed in a safe and effective manner.

After logging its final "Finished with Engines" (FWE) engine order for Sea River, the *Sierra* and its crew can look back on a job well done. "May she and those who served onboard always experience fair winds and following seas".

## 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	Deck Trustee Jeffrey Harris
Board Member at Large Don Picou	Engine Trustee William Ackley
Board Member at Large Ein Cooley	Steward Trustee Joel Mitchell



# SUMMARY ANNUAL REPORT FOR ANDREW FURUSETH SCHOOL OF SEAMANSHIP TRAINING PLAN

This is a summary of the annual report of the Andrew Furuseth School of Seaman-ship Training Plan, EIN 30-0162507, for the year ended July 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

## Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$417,898 as of July 31, 2014, compared to \$674,131 as of August 1, 2013. During the plan year, the plan experienced a decrease in its net assets of \$256,233. The plan had total income of \$773,175 including employer contributions of \$481,115, earnings from investments of \$658 and other income of \$291,402.

Plan expenses were \$1,029,408. These expenses included \$121,125 in administrative expenses and \$908,283 in benefits paid to or for participants.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant’s report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Andrew Furuseth School of Seamanship Training Plan, at 730 Harrison Street, Suite 415, San Francisco, CA 94107, and telephone (415) 778-5490. The charge to cover copying costs will be \$1.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 730 Harrison Street, Suite 415, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

# Washington state ferry rail jumper fined \$5000

A passenger of a Washington state ferry has been fined \$5,000 for intentionally jumping overboard from the vessel prior to its departure from the Bremerton ferry terminal.

According to the U.S. Coast Guard, on March 21, an adult male passenger aboard the Washington state ferry *Kaleetan* intentionally jumped overboard, sustained significant injuries and was recovered by ferry crew members aboard a rescue boat.

Rail jumping, or an attempt to enter the water without permission of the vessel’s captain, is subject to a maximum civil penalty of \$30,000.

The Coast Guard Authorization Act of 1998 amended 46 USC 2302(a) by adding “or interfering with the safe operation of a vessel, so as to endanger” the life, limb or property of a person. While the previous version of the statute only allowed an operator to be charged, the amendment provided the Coast Guard the ability to pursue a civil penalty against any individual that interfered with the safe operation of a vessel.

“Crew members are responsible for passenger safety, and in this case, their atten-tion was diverted away from the safe operation of the vessel,” said Chief Warrant Officer Brian Hennessy, a member of the investigations and inspections division at Sector Puget Sound. “Fortunately for the person in the water, Washington state ferry crew members are highly trained, and were able to swiftly recover the person, while keeping the remaining passengers safe.”

# Passengers and crew sickened on foreign-flag cruiseship

At least 100 people were sick with vomiting and diarrhea on Celebrity Cruises vessel *Celebrity Infinity* this month.

The U.S. Centers for Disease Control and Prevention (CDC) reports that 95 of 2,117 passengers and five of 964 crew members reported ill during the vessel’s March 29 to April 13 cruise. In response to the outbreak, Celebrity cruises and the crew on board the ship have increased cleaning and disinfection procedures according to their outbreak prevention and response plan and notified passengers. The company is also sending corporate management, hotel, and a housekeeping team to assist the onboard management.

Earlier outbreaks of gastrointestinal sickness occurred on the Maltese-flag *Celebrity Infinity* in 2013 and 2006.

This is the fourth outbreak of sickness this year on foreign-flag cruise ships calling at the United States. The other outbreaks occurred on *Norwegian Pearl*, *Celebrity Equinos* and *Grandeur of the Seas*.

# Welfare Notes

## April 1, 2015

To Plan Participants and Beneficiaries of:  
SUP Money Purchase Pension Plan and SUP 401(k) Plan  
**Investment Change Announcement Explanation**  
The Plans’ investment committee recently met to review the performance of plan investment choices.

If an investment choice does not meet the established minimum standards, the committee reviews other alternatives with similar investment objectives to discuss possible replacement options. This important notice is to inform you that the SUP Money Purchase Pension Plan and the SUP 401(k) Plan will be making changes to the plans’ investment options as outlined below:

**This change is scheduled to go into effect the week of 5/11/2015:**

Morningstar				
Category	Prior Fund	Ticker	New Fund	Ticker
Mid-Cap Value	Artisan Mid Cap Value	ARTQX	Vanguard Mid Cap Val Idx Adm	VMVAX
Mid-Cap Growth	Columbia Acorn Z	ACRNX	Janus Enterprise T	JAENX

**The fund(s) below will be added to your plan and accessible to plan participants the week of 5/11/2015:**

Ticker	Fund Name
VMVAX	Vanguard Mid Cap Val Idx Adm
JAENX	Janus Enterprise T

### How will this affect me?

During the week of 5/11/2015 assets invested in the prior fund(s) will automatically be transferred to the corresponding replacement fund shown above. In addition, all of your directives for investing future contributions in the prior fund(s) will automati-cally be changed to the corresponding replacement fund(s).

### Do I need to take action?

- No. However, if you want to make changes to your account you can:
- Change your investment directives to ensure that future contributions are invested in the investment option of your choice.
  - Transfer any balance in this fund to the investment option of your choice.

### These changes can be made using either:

- Personal Savings Center at [www.standard.com/retirement](http://www.standard.com/retirement)
- Calling a customer service representative at 1-800-858-5420

Plan sponsors and participants should carefully consider the investment objectives, risks charges and expenses of the investment options offered under the retirement plan before investing. The Prospectuses for individual mutual funds and each available investment option in the group annuity contain this and other important information. Prospectuses may be obtained by calling 877-805-1127. Please read the prospectus carefully before investing. Investments are subject to market risks and fluctuate in value.

Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)  
Patty Martin MPP & 401(k) Plans, Death Benefits [martinpatty59@sbcglobal.net](mailto:martinpatty59@sbcglobal.net)  
Virginia Briggs Claims [vbriggs80@sbcglobal.net](mailto:vbriggs80@sbcglobal.net)  
Michael Jacyna Eligibility [mjacyna67@sbcglobal.net](mailto:mjacyna67@sbcglobal.net)  
Training Representative Berit Eriksson 206-551-1870 [berittrainrep@sbcglobal.net](mailto:berittrainrep@sbcglobal.net)  
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 April 2, and found the following members eligible for ad-vancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Sebastian Delaney-Navarro B19378	1 Year	O.S.	B
Chadrick Leong B19379	1 Year	O.S.	B
Bruce Lepule B19380	1 Year	O.S.	B
Elizabeth Zeiger B19381	1 Year	A.B.	B
Bruce Ketchum B19382	1 Year	A.B.	B
Alhagie Touray B19383	1 Year	O.S.	B
Graham Gault C-2428	30 days	O.S.	C
Zachary Yanak C-2430	30 days	O.S.	C
Ahmed Mohamed C-2494	30 days	O.S.	C
James Rouse C-2495	30 days	O.S.	C
Phillip Williams C-2496	30 days	A.B.	C
Rating Stamps - None			

Membership and Ratings Committee’s Report: M/S to concur in the Committee’s report. Carried unanimously. Membership and Ratings Committee: Izzy Idris #885, Ben Ashton #2423 and Tshomlee Go #19749

Support Cargo Preference

Support the SUP Political Fund



# SUMMARY ANNUAL REPORT FOR SUP WELFARE PLAN, INC.

This is a summary of the annual report of the SUP Welfare Plan, Inc., EIN 94-1243666, Plan 502, for the year ended July 31, 2014. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of SUP Welfare Plan, Inc. has committed itself to pay certain medical, dental and death claims incurred under the terms of the plan.

## Insurance Information

The plan has contracts with Health Net, Kaiser Foundation Health Plan of the Northwest, Kaiser Foundation Health Plan of Hawaii, Kaiser Foundation Health Plan, Inc., Dental Health Services of Washington, Group Health Cooperative, Blue Cross Blue Shield of Louisiana, Guaranty Assurance Company, Delta Dental of California, UnitedHealthcare Insurance Company and The United States Life Insurance Company in the City of New York to pay certain medical, dental, and death claims incurred under the terms of the plan. The total premiums paid for the plan year ending July 31, 2014 were \$5,535,394.

## Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$14,208,840 as of July 31, 2014, compared to \$14,005,136 as of August 1, 2013. During the plan year, the plan experienced an increase in its net assets of \$203,704. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$7,643,310, including employer contributions of \$7,147,410, employee contributions of \$53,320, realized losses of \$94,476 from the sale of assets, and earnings from investments of \$537,056.

Plan expenses were \$7,439,606. These expenses included \$768,074 in administrative expenses and \$6,671,532 in benefits paid to participants and beneficiaries.

## Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant’s report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, Inc., who is the plan administrator, at 730 Harrison Street, Suite 415, San Francisco, CA 94107, telephone (415) 778-5490. The charge to cover copying costs will be \$41.75 for the full report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 730 Harrison Street, Suite 415, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

# Sewol will be salvaged if feasible

South Korean President Park Geun-hye said this month that the capsized ferry *Sewol* will be salvaged if it is technically feasible. Park said the opinions of the victims’ families and experts would be considered before making a final decision.

While the Korea Institute of Ocean Science and Technology has conducted a hydrographic survey and the authorities have deduced how the ferry could be salvaged, no firm decision has been made on whether to proceed with the move, which would cost \$570 million, since the *Sewol*’s operator Chonghaejin Marine is now defunct.

Park urged every ministry to be accountable for safety and disaster management, instead of delegating everything to the new safety ministry that was created in November 2014. She emphasized the need to enhance public safety by developing Korea’s safety management industries, which would also create more jobs.

Park’s announcement comes after the government said it would begin compensating the victims and their families. However, compensation is the last thing on the families’ minds, as they want an

independent inquiry to be held first.

The probe is separate from the public prosecutors’ investigation that resulted in the 36-year imprisonment of *Sewol* captain Lee Jun-Seok for abandonment and negligence on November 11, 2014.

The ordinance allows officials from the Ministry of Oceans and Fisheries and the Korea Coast Guard to be appointed to the 90-member committee overseeing the probe. The ministry and the coast guard have been under fire for what has been perceived as an incompetent rescue effort that resulted in the high death toll.

Opposition politicians noted that of the committee’s 90 members, 47 would come from the government, giving rise to the perception that the investigation would not be impartial.

The *Sewol* capsized on April 16, 2014, during a routine trip from Incheon to Jeju. The disaster killed 295 people while 172 were rescued. Many of the passengers were Danwon High School students, of which 250 were killed. Nine victims remain missing and their families are pressing for the ferry to be salvaged in the hope their bodies can be found.



The SUP gang on Matson’s Mahimahi in Oakland on April 15. From left: Haz Idris, Bosun Remoni Tufono, Frank Walsh, Mike Soper, Ricky Pagan, Rolando Gumanas, and Joel Schor. Photo: Roy Tufono

# High seas ruling sinks pirate pair’s appeal

Somalia’s exclusive economic zone counts as the high seas for the purposes of piracy law. That was the conclusion reached in this month’s appeal by Abukar Osman Beyle and Shani Nurani Shiekh Abrar against their August 2013 conviction for piracy.

The pair were handed multiple life sentences by a court in Virginia, for their part in the murder of four U.S. citizens, who were seized aboard their yacht, *Quest*, by a Somali pirate gang on February 18, 2011. The 14 pirates planned to abduct the Americans and hold them for ransom on land but were intercepted by guided missile destroyer *USS Sterett*.

Four days later, when it became obvious that their plan had been foiled, Beyle, Abrar and Ahmed Muse Salad shot the hostages. The murders occurred about 40 nautical miles from the coast of Somalia.

The jury found Salad, Beyle and Abrar guilty on 26 counts of murder, kidnapping, piracy and possession of firearms. Each received three concurrent life sentences, 18 back-to-back life sentences and 30 years in jail.

In his appeal, Beyle argued that, under a 1972 law, Somali territorial waters extended 200 nautical miles from the shore. Because the incident took place within Somalia’s jurisdiction, U.S. courts were ineligible to try him, Beyle maintained.

Courthouse News Service noted that the pirate based his argument on the UN Convention on the Law of the Sea (UNCLOS), which refers to an exclusive economic zone (EEZ) extending “beyond a nation’s territorial sea but within two hundred nautical miles of the coastal baseline”.

U.S. Circuit Judge J. Harvie Wilkinson III rejected the plea, saying, “almost all of the treaty’s high-seas provisions apply with equal force inside the EEZ as they do outside it”. He reiterated the U.S. position that a country’s territorial waters extend only to 12 nautical miles from the shore. Maritime areas beyond this 12-nautical-mile limit are counted as “the high seas” and susceptible to international jurisdiction for the purposes of piracy prosecution.

# Japan takes delivery of biggest warship since WWII

Japan’s Self Defense Force last month took delivery of the biggest warship since World War II, the *Izumo*, a helicopter carrier as big as the Imperial Navy aircraft carriers that battled the United States in the Pacific.

The *Izumo* with a crew of 470 sailors is a highly visible example of how Japan is expanding the capability of its military to operate overseas and enters service as Prime Minister Shinzo Abe seeks lawmaker approval to loosen the restraints of Japan’s pacifist post-war constitution.

The 813-foot-long *Izumo* resembles U.S. Marine Corp amphibious assault carriers in size and design but it is designated as a helicopter destroyer, a label that allows Japan to keep within the bounds of a constitutional ban on owning the means to wage war. Aircraft carriers, because of their ability to project force, are considered offensive weapons.

“The vessel can serve in a wide range of roles including peace keeping operations, international disaster relief and aid,” General Nakatani, Japan’s Minister of Defense said standing beside the vessel after a handover ceremony at the Japan United Marine shipyard in Yokohama. “It also helps improve our ability to combat submarines.”

Prime Minister Abe’s moves to ease Japan’s pacifist constitution and its build up in defense capabilities is unnerving neighbor China.

Japan is also adding longer-range patrol aircraft and military cargo planes to its defense capability, and buying Lockheed Martin F-35 fighter jets, amphibious assault vehicles and Boeing’s Osprey troop carrier, which can operate from the *Izumo*.

The *Izumo* does not have a catapult necessary to launch fixed-wing fighters, but a planned vertical-take-off-and-landing (VTOL) variant of the F-35 could fly from the *Izumo*’s flight deck.

Based at Yokosuka naval base near Tokyo, also the home port of the U.S. Seventh Fleets carrier battle group, the *Izumo* will join two smaller helicopters carriers already in service, that are also classed as destroyers.





# SUP President's Report

April 13, 2015

## FOSS MARITIME COMPANY

In accordance with the 2012-2016 collective bargaining agreement between the SUP and Foss regarding members employed in the company's San Francisco Bay bunkering operation, a 2.75% increase in wages and overtime rates became effective on March 1.

## MARITIME INDUSTRY CONGRESSIONAL "SAIL-IN"

Representatives of the maritime industry's seagoing Unions, U.S.-flag companies and industry associations gathered in Washington, D.C. on March 24, to increase Capitol Hill awareness of the importance of the industry to the economic and national security of the United States, and to generate support for the programs and policies that are key to the survival and growth of the U.S. Merchant Marine and the jobs of American merchant mariners.

The sixth annual Sail-In was organized by the United States Maritime Coalition, of which the SUP is a member. Representing the Union were Berit Eriksson, Director of Workforce Development of the Andrew Furuseth School of Seamanship, and your secretary.

The main focus of the meetings with Members of Congress and their staffs were four key legislative issues: the Maritime Security Program (MSP) funding, re-authorization of the Export-Import Bank, cargo preference ship requirements and the Jones Act.

At each meeting, the following points were made about the issues with a request for support:

### Maritime Security Program Funding

*The Maritime Security Program (MSP) and its 60-ship maritime security fleet of privately-owned militarily useful U.S.-flag commercial vessels provide the Department of Defense with the U.S.-flag commercial sealift capability, access to the private shipping companies' global intermodal and logistics systems, and the U.S. civilian mariners needed to support American troops and to protect America's security interests overseas. As evidence of the importance of the MSP to America's military security and sealift capability, since 2009 U.S.-flag commercial vessels crewed by civilian American merchant mariners have moved more than 90% of the cargo needed to support U.S. military operations and rebuilding programs in Afghanistan and Iraq, and vessels enrolled in the MSP carried 99% of those cargoes. Demonstrating bipartisan support for MSP, Armed Services Committee Chairman Mac Thornberry (R-Texas) and Ranking Member Adam Smith (D-Washington) have called for full MSP funding in Fiscal Year 2016. They have cautioned their colleagues that "the failure to approve the requested \$186 million funding for the Maritime Security Program will not only put American troops at risk, but will weaken America's overall security interests..."*

### Reauthorization of the Export-Import Bank

*The Export Import Bank of the United States helps finance the export of American goods and services from companies throughout the United States. It helped to facilitate more than \$37 billion in export sales in Fiscal Year 2013, supporting more than 200,000 American jobs. In addition, a percentage of ExIm Bank financed exports must be shipped on U.S.-flag commercial vessels, providing an important source of cargo for the U.S.-flag fleet. The authorization for the Export-Import Bank expires on June 30, 2015, and needs to be renewed.*

### Cargo Preference Shipping Requirements

*U.S.-flag cargo preference shipping requirements help to ensure the continued availability of the privately owned U.S.-flag commercial fleet which, along with its associated American maritime manpower, is a critical national defense asset. These requirements mean that a percentage of U.S. government financed exports and imports must be transported on privately-owned U.S.-flag commercial vessels available at fair and reasonable rates. Without cargo preference requirements and the*

*Maritime Security Program, the U.S. government would be forced to spend far in excess of the cost of these programs to replicate the national security capabilities of the privately-owned U.S.-flag commercial fleet.*

### The Jones Act

*The Jones Act requires that cargo transported by water between ports in the United States is carried on vessels owned and crewed by American citizens and built in American shipyards. According to a recent study by PricewaterhouseCoopers, the Jones Act generates 500,000 high-quality American jobs, produces an economic output in the United States of more than \$100 billion annually, and provides critical homeland security, economic, environmental, and safety benefits to our nation. A further U.S. Maritime Administration study concluded that the American shipbuilding and repair industry supports annual employment in the U.S. for more than 400,000; generates annual labor income of about \$24 billion; and creates an annual gross domestic product of \$36 billion. The full enforcement of the Jones Act is essential to ensure that vessels carrying cargo along our coasts, in our non-contiguous trades, on our rivers and on the Great Lakes are not controlled by foreign shipping interests and foreign citizen crews.*

Sister Eriksson made these points when her group visited the offices of Congressman Jared Huffman (D-California), Congressman Derek Kilmer (D-Washington), Congressman Rick Larsen (D-Washington) and Congressman Adam Smith (D-Washington). Other members of Eriksson's group included Richard Berkowitz of the Transportation Institute; Mike Murray, Inland Vice President of the MM&P and Jack Sullivan of Matson.

Joining your secretary in visits to Congressional offices were Art Mead, Vice President and Chief Regulatory Counsel for Crowley Maritime; Jeff Pavak, Legislative Representative for the Transportation Trades Department (TTD), AFL-CIO; and Tim Saffle, West Coast Inland Representative of the MM&P. This group called on the offices of Congressman Pete Aguilar (D-California), Congresswoman Lois Frankel (D-Florida), Congresswoman Tulsi Gabbard (D-Hawai'i), Congresswoman Gwen Graham (D-Florida), Congresswoman Janice Hahn (D-California), Congresswoman Grace Napolitano (D-California) and House Minority Leader Nancy Pelosi (D-California).

Of the over 100 offices visited by Sail-In participants, support for the Maritime Security Program and Jones Act was strong. Many need further convincing on the merits of cargo preference and reauthorizing the Export-Import Bank.

## SAILORS' POLITICAL FUND

As the Sail-In demonstrated, interaction with politicians that make the laws that affect our work is essential. While the Unions headquartered in the Washington, D.C. area do this on a regular basis, as do the Maritime Trades Department, AFL-CIO and the Transportation Trades Department, AFL-CIO, the SUP remains involved.

The other way the Union is involved is through the Sailors' Political Fund, which relies on voluntary support from the membership. This fund is the method where the SUP can financially support candidates for election that support our pro-maritime, pro-labor agenda. Financial support for current Members of Congress that stand up for our industry is essential to gain access to those members. Educating Members of Congress on the need for a strong and viable U.S. Merchant Marine and the purpose it serves in both peace and war is a task that will never end.

Your secretary encourages all SUP members to support the Sailors' Political Fund in order to provide your Union the resources to carry on this fight along with the other maritime Unions and industry.

## SUP ELECTION INFORMATION

**The triennial election of SUP officers and referenda on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2015, and will conclude on January 31, 2016.**

**Although nominations for elective office will not occur until September, the membership is reminded that in accordance with Article XXVII of the SUP Constitution, proposed Constitution and Shipping Rule changes must be submitted, in writing, to any Headquarters or Branch meeting by June.**

**Resolutions submitted will be referred to a rank-and-file Committee on Constitution elected at the June Union meetings. The Committee, as per the Constitution, will consist of three members from Headquarters and one member elected at the Seattle, Wilmington and Honolulu Branch meetings.**

## ACTION TAKEN

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

Gunnar Lundeberg

# USAID outsourcing maritime jobs

*continued from page 1*

2009 and 2012, we were trying to write the cargo preference rule. We shared each draft with USAID, and each time they rejected it. Hundreds of hours were spent drafting the documents, and government employees were paid thousands of dollars to do it. Again, your tax dollars at work.

The cargo rulemaking was never finalized. In 2013, Deputy Secretary of Transportation John Porcari testified before the House Transportation and Infrastructure Committee. In his written statement, Deputy Secretary Porcari promised that MarAd would promulgate the cargo preference rulemaking that year.

The Department of Transportation never intended on keeping Deputy Secretary Porcari's promise. The Deputy Secretary's statement was made on May 21, 2013, the same day that USAID Administrator Shah highlighted the Administration's plans to reform the food aid program and cargo preference. Administrator Shah even mentioned MarAd in his statement. According to him, USAID's reform efforts "have been done in close partnership with the Department of Transportation and the Maritime Administration."

Fast forward two years and USAID is now spending your tax dollars to create government websites alleging that more people could be fed with locally sourced food instead of U.S. crops. The websites would have you believe that U.S. farmers and U.S. shipping companies steal money from the poor. And, these evil companies, which employ thousands of Americans, are only looking out for themselves.

Last month, Noam Unger, Acting Deputy Assistant Administrator and Director of Office of Policy in the Bureau of Policy, Planning and Learning at USAID, spoke at an Oxram symposium entitled "Building Self-Reliance: The Future of Foreign Aid." Not surprisingly, U.S. shipping companies and the men and women who transport the food aid were not invited to participate in the panel discussion. No worries. Your tax dollars pay Mr. Unger's salary and he, yet again, highlighted why the current food aid system doesn't work for USAID.

One person can't stop the USAID's propaganda machine. Trust me, I tried for three years as MarAd Chief Counsel. During this period, I was called a "baby killer" by the USAID Chief Counsel, and USAID's allies created a Wikipedia page about me. They used this platform to call me a "war criminal" and "Nazi."

The only way to stop the onslaught is for the maritime industry to stand up en masse and fight. Your jobs are at stake, and USAID's sweet siren song is clouding the judgment of many on Capitol Hill. Tell Congress to say no to cash transfers and no to international transportation. The only yes that should be heard is yes for U.S. jobs.



## Unions, shipowners urge European Union to address migrant crisis

European and global operators of merchant ships have joined forces with seafarers’ Unions in a letter urging European Union (EU) member states to take immediate collective action in addressing the growing humanitarian crisis in the Mediterranean Sea. Since 2014, thousands of people have been attempting the dangerous sea crossing to Europe from Africa and the Middle East in overcrowded boats not fit for that purpose. Over 3,500 people having already lost their lives, and many others are at the mercy of people smugglers.

In a joint letter to leaders of all 28 EU members states dated March 31, the European Community Shipowners’ Associations (ECSA), the European Transport Workers’ Federation (ETF), the International Chamber of Shipping (ICS) and the International Transport Workers’ Federation (ITF) have warned that the crisis is spiraling out of control. They warn there is a serious risk of further catastrophic loss of life unless EU member states respond with greater urgency.

The Union and shipowner groups are calling on all EU member states to give immediate priority to increasing resources for search and rescue operations in the Mediterranean, in view of the very large number of potentially dangerous rescues now being conducted by merchant ships, a situation they believe is becoming untenable.

Merchant ships rescued around 40,000 people last year and this number is predicted to increase dramatically. The shipping industry fully accepts its legal responsibility to rescue anyone in distress at sea, but argues it is unacceptable that the international community is increasingly relying on merchant ships and their crews to undertake more and more large-scale rescues. Single ships have had to rescue as many as 500 people at a time, creating serious risks to the health and welfare of seafarers who should not be expected to deal with such situations.

The navies and coastguards of those EU member states on the front line in the Mediterranean have made impressive efforts to respond. But as the situation gets worse, the shipping industry believes there must be a commensurate increase in State funded resources for search and rescue operations to address this major humanitarian crisis. In practice, this means that all EU member states need to share the financial burden in order to help prevent thousands more deaths.

However, the shipping industry also suggests that the EU and the international community provide refugees and migrants with alternative means of finding safety.

The shipping industry says that the development of solutions to this crisis must be treated as an absolute priority, as ‘it is literally a matter of life and death’. The Unions and shipowners’ representatives are therefore requesting that this issue should be added, as a matter of real urgency, to the agenda of the European Council and relevant meetings of EU ministers.

## India fears the pirates it cannot prosecute

Somali pirates are moving closer to India, Defense Minister Manohar Parrikar has claimed. “Somali pirates ... are shifting their locations towards India. Because their [shipping] lanes are heavily guarded, they have slightly moved to this side. They are still 450 nautical miles away from India,” he told the India and the Indian Ocean international conference on March 29, according to a report in *The Times of India*.

His remarks surprised many observers in light of the absence of pirate attacks since mid-2012. Within India, Parrikar has been accused of damaging the case for shifting the piracy High Risk Area (HRA) westwards away from the country’s exclusive economic zone.

Indian shipping interests have resented the HRA since it was extended from 65° East to 78° East, as it has increased insurance and security costs. It is also said to encourage transiting ships to hug the Indian coastline, creating safety risks.

Fear of pirates has led to the proliferation of floating armories in the western Indian Ocean, which India’s security establishment believes terrorists may use for a Mumbai-style seaborne assault.

Piracy is not listed as a crime in the Indian Penal Code and the only current law under which prosecution can be brought is the colonial-era Admiralty Offenses Act of 1849. The Kolkata (Calcutta)-based *Telegraph* newspaper last year quoted a senior Indian Coast Guard officer as saying: “When we capture pirates today we don’t know what to do with them. The police refuse to file a case because they do not know what section to book them under.”

In 2012, a Piracy Bill was prepared, but failed to make progress through parliament. The bill drew heavily on international maritime regulations such as the UN Convention on the Law of the Sea (UNCLOS) and the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA).

However, jurists point out that under the proposed Indian law, the accused would have to prove their innocence, which is contrary to international law. The potential use of the death penalty would also create problems internationally.

An estimated 200 piracy suspects are being held in Indian jails awaiting trial. However, in the absence of a piracy law, the prospect of their cases being heard by India’s log-jammed courts looks remote.

## Vice President’s Report

April 2015

In addition to the routine duties of the front office, this month I worked on reliefs in the Patriot fleet, meetings with Patriot management on compliance, dispatch and clearance procedures, meetings and field work relating to the special election of the labor-endorsed state senate candidate Susan Bonilla, and meetings and research in preparation for a pending arbitration. Also checked the following ships:

**USNS Sisler:** Joe Carson, delegate. Assistance on intra-personal relations. Enroute U.S. port for load out and then lay up in East Coast shipyard.

**USNS Yano:** Artemus Ervin, delegate. Working on reliefs: sailors keeping a good attitude despite the inevitable delays caused by the incredibly difficult clearance process. In many Patriot ships reliefs have been dispatched but are awaiting clearance and travel.

**USNS Charlton:** Pim Orosz, delegate. Rumors of a sailor getting off with illegitimate UFFD will be investigated. Sailors are advised to keep in mind that there is much at stake in standing your watch: the long term success of the Union depends on remaining on board until properly relieved.

**USNS Dahl:** Jesus Hermosillo, delegate. Departed East Coast port for load port and transit back to the western Pacific. In good shape.

**USNS Watkins:** Gabe Moreno, delegate. Reliefs dispatched and in clearance process. Shipping rules for Watson-Class are the same as for the other LMSR’s: minimum 120 days and a maximum 180 days. For the SUP, there are no permanent jobs at Patriot.

**USNS Martin:** Gerald DeClier, bosun. In New Jersey shipyard. May activate soon to return to lay berth in Florida.

**USNS Waters:** Paul Parisi, delegate. Reliefs made in West Coast naval base. New bosun is Dennis Belmonte relieving Saher Ali. This ship is in great shape due to the careful and relentless maintenance of the crew. That counts for a lot when ship smartness is a major part of the contract performance criteria.

**APL Korea:** James Linderman, delegate. In an Asian shipyard. 1500 KO applies. Disputed time brought to management along with the admonition to either pay it or knock off the sailors.

**APL Philippines:** William DeBenedictis. Jurisdictional breaches stemming from compliance related to STCW rest hours resulted in paid claims of overtime.

**Maunalei:** Harry Freeman, delegate. Clarification on maintenance sanitary to the stair tower. We do that work but not as part of the regular two hours for the sailors deck laid out in Section 17 of the SUP Work Rules.

**San Francisco Bar Pilots:** Mike Koller, delegate. Recent resignation created open position being bid according to seniority and qualifications. River pilot station Pittsburgh planned to resume full operations on May 4, if all goes well.

**Foss Maritime Company:** JD Rymel, Tom Tynan, Ed Chilbert, Tom Faroala, delegates. Following up on a member complaint we determined that the negotiated 2.75% wage increase scheduled for March 1, was not implemented by payroll. Management apologized and agreed to immediately pay the higher rate and retroactive to March 1.

Dave Connolly

## Largest container ships ever ordered by Hong Kong company

Samsung Heavy Industries of South Korea, has announced that it has received an order for six, 21,100 TEU vessels from Orient Overseas Container Line (OOCL) of Hong Kong. The ships, which are scheduled to be delivered by November 2017, have a value of about \$950 million. The ships are the largest ever ordered, topping the 20,100TEU order Samsung Heavy received from MOL in early March. (See the March *West Coast Sailors*.)

Samsung Heavy has now received orders for 10 of the 12 vessels worldwide that will exceed the 20,000 TEU barrier. The latest contract from OOCL however includes options for six additional units, so it is possible that the company could receive additional orders.

The newly ordered ships are over 1312 feet long and 193 feet wide, similar in specification to the 20,100TEU-class ships previously ordered. However, the newly ordered ones can load 1,000 more 20-foot containers, as they can accommodate one more layer.

## Fourth set of locks for Panama Canal?

The Panama Canal Authority (ACP) is reportedly studying a plan to construct a fourth set of locks on the Panama Canal, according to *Reuters*.

The project, which is estimated to cost up to \$17 billion, would allow the Canal to accommodate the world’s largest ships, currently around 20,000 TEUs. ACP Administrator Jorge Quijano told *Reuters* that the financing options for the project would include a combination of the Canal’s own revenues and the issuing of bonds.

China Harbor Engineering Company (CHEC) has reportedly already expressed interest in construction of the fourth set of locks. However, should the plan be approved, it would take up to 15 years before it becomes operational.

The decision to further expand the Panama Canal would allow it to better compete with the Suez Canal, which can already accommodate Post-Panamax ships and is currently undergoing an expansion of their own.

ACP is also trying to solidify their position in Central America, as plans for the Nicaragua Canal to its north continue to proceed.

The Panama Canal is currently undergoing a \$5.2 billion expansion to install a third set of locks well. That project is expected to be completed either in late 2015 or early 2016, some 16 months behind the original schedule.

DEFEND THE JONES ACT  
SUPPORT THE SUP POLITICAL FUND



# SUP Branch Reports

## Seattle

March 16, 2015

Shipped: 3 Boatswain billets, filled all to Navy Bottoms; 6 Able Seaman jobs filled with 4 A-cards, 1 B and 1 C; 1 Ordinary Seaman taken by a C member; and 7 standbys went to 3 A-cards, 3 B cards and 1 C.

Registered: 4 A cards for a total of 18; 7 B cards for a total of 32; and 5 C cards for a total of 8.

### Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The *APL Pearl* and the *APL Belgium* and the Patriot vessels *USNS Gordon*; *USNS Dahl*; *USNS Shugart*; *USNS Charlton*; *USNS Yano*; *USNS Pax*; and the *USNS Soderman* all called Seattle for SUP/MFU crew members.

The King County Labor Council facilitated a meeting regarding the Port of Seattle's Terminal 5 lease to Foss Maritime as a "lay down" berth for Foss's Canada LNG operations and Alaska oil exploration work. The Sierra Club; Climate Solutions; and two Seattle City Council members were there to voice their opposition and listen to labor's side of the story. The Inlandboatman's Union, Teamsters Local 174, IBEW/Metal Trades, Allied Insulators; Machinist's, Building Trades and ILWU Local 19 along with the SUP/MFU presented strong arguments for good Union jobs and a shared concern for the environment. It should be noted that the environmental community and labor have partnered together in the past.

Vince O'Halloran  
Branch Agent

SUPPORT  
FOOD FOR PEACE BY  
SUPPORTING THE  
SUP POLITICAL  
FUND

## Dispatcher's Report

Headquarters—March 2015

Deck	
Bosun.....	6
Carpenter.....	0
MM.....	5
AB .....	14
OS .....	8
Standby .....	22
Total Deck Jobs Shipped .....	55
Total Deck B, C, D Shipped.....	39
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. ....	39
Total Registered "A".....	22
Total Registered "B".....	26
Total Registered "C".....	13
Total Registered "D".....	39

## Wilmington

March 16, 2015

Shipping: Bosun: 4, AB: 12, AB Maint: 3, OS: 4; standby: 43 for a total of 66 jobs shipped.

Registrations: A: 29 B: 28 C: 12 D: 21

### Ships Checked

*Mahimahi*, *R.J. Pfeiffer*, *APL Korea*, *Manukai*, *Manulani* (no seconds!), *APL Philippines*, *Mokihana*.

The ILWU has finally settled with PMA. The contract should be ratified soon. Things are slowly getting back to normal in the Ports of Los Angeles and Long Beach.

Attended the American Merchant Marine Veteran's Memorial Committee meeting on February 17, planning for Maritime Day. Maritime Day is on Friday, May 22, at 10:30 a.m. at 6th and Harbor Blvd. in San Pedro. Let me know if you would like to attend the luncheon after the ceremony. We can usually seat all Brothers and Sisters attending. This is a great event and we should all try to come at least once.

Attended MTD meeting on February 19. On February 26, attended UTLA rally in downtown in L.A. More than 15,000 showed up to support LAUSD educators who have been working without a contract for three years.

Kudos to Kianoosh Barkhordar and Robert Austin for filling in on United Steel Workers picket duty.

Check those dates. I hate to see sailors miss jobs because they forgot to renew their documents.

Good to see retiree Pete Karmelich who stopped in and stayed for our meeting.

Mark Hurley  
Branch Agent

## Honolulu

March 16, 2015

Shipped the following jobs in the month of March: 1 Bosun, 1 Bosun Return, 4 AB Watch steady, 2 AB Watch return, 2 AB Day steady, 2 AB Day relief, 1 AB Day return, 1 OS, and 1 AB Maint. steady. The shipping jobs were filled by 9 A cards, 4 B cards, and 2 C cards. Also shipped 18 standby jobs. The standby jobs were filled by 5 A cards, 5 B cards, 5 C cards, and 3 D cards.

Registered in March: 8 A cards, 7 B cards, 4 C cards and 3 D cards. To date totaled registered: 12 A cards, 14 B cards, 7 C cards and 8 D cards.

### Ships checked

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

I represented the SUP at the Hawai'i Ports Maritime Council meeting and the AFL-CIO Executive Board meeting.

Shipping is still slow in Hawai'i. I expect shipping to get better come this summer.

I hate to keep reminding all members, but check your paperwork as your MMC expires every five years; while your USCG medical certificate expires every two years, I have had to deny people work because their USCG medical certificate would expire before their time on the ship was up. It is a mandatory piece of paperwork now. In Honolulu I tell members when they take their annual physical I will give them the USCG medical certificate form and they need to renew it every year. Otherwise members will find themselves in between the time limits. Aloha,

Michael Dirksen  
Branch Agent

## Business Agent's Report

April 13, 2015

**Oregon Voyager:** In at the Richmond Long Wharf. Met with the delegate to discuss the ongoing belly-robbing food budget on these Chevron ships. Crew members are going ashore on their off time to buy coffee because this multibillion dollar company refuses to spend the money. There's no excuse for running out of stores while on the coast. William Fisher, Bosun, Joshua Crouch, Delegate.

**California Voyager:** Made the ship in Stockton and had a lengthy discussion with Bosun Thor Erikson and Delegate Anton Seravaseiyar about the one-man watch and how counter-productive this unilateral company position is. While aboard, I encountered two members that were in arrears in dues, both steady employees of the company.

**Mississippi Voyager:** In at Richmond Long Wharf. Met with the gang and had a lengthy discussion about how the quality of life on board has declined and the ongoing food budget, leaving cabinets high and dry. This is not good for morale, the company should rethink this through again. Bosun Ron Gill and Delegate Brandon Keopuhiwa.

**Kauai:** Call back. The gang flew out on the 22nd of March to join the ship in China. She sailed from the shipyard on the 27th. Chris Bunheirao, Bosun; Yvette Cavan, Delegate.

**Manoa:** In and out of Oakland in good hands with Pete Johnsson as Serang and Norhaslan Idris as Delegate.

**Maui:** All in good hands with Brendan Bohannon as Bosun and Nick Hoogendam, Delegate.

**Mahimahi:** In at Oakland, Berth 57. Billy Berry's on a trip off.

**Matsonia:** In at Oakland for a week. Good stay for the gang. Unfortunately, the bosun had to get off on a family emergency. Ship sailed for Honolulu from there to Long Beach for a week then to Guam and China. Paul Fuentes, Bosun; Allen Gonzalez, Delegate.

**Mokihana:** In at Oakland. John Hamann on a trip off. Jay Loe is Bosun relief and Justin Grobschmit, Delegate.

**APL China:** Bosun Joe Eckert and Delegate Janan Johair: In at Oakland. The ship will be going to the shipyard this trip.

**APL Philippines:** At Oakland #57. In good hands with Charlie Duke, Bosun and Bill DeBenedictis, Delegate.

**Cape Henry:** Talked with Captain Dave Hudson who was very pleased with his deck gang. Running smoothly with Mike Orosz as Bosun, GVU's Keith Gomer, and Edwardo Aramark.

**Cape Orlando:** Ship's in good hands with Mike Worth as Bosun. All hands took small arms training.

**Admiral Callaghan:** Robert Reed, Bosun: running smoothly.

I want to remind everyone that comes to the hall to ship out to have your documents in order: the medical certificate, TWIC, drug card, annual physical card, passport, and MMC. Also when you are dispatched to a standby job, it's your responsibility to monitor the Marine Exchange.

Also dispatched and worked in the front office.

Roy Tufono

## NATIONAL MARITIME DAY ~ MAY 22 ~

The American Merchant Marine  
Veterans Memorial Committee  
invites you to the

National Maritime Day Observance  
and Memorial Service  
Friday, May 22, 2015

The service begins at 11 a.m. at the foot of Sixth Street at the  
American Merchant Marine Veterans Memorial  
in San Pedro, California

We invite you to join us after the service for a luncheon  
at 12 p.m. at nearby Ports O'Call Restaurant.  
Berth 76, Ports O'Call  
\$45 per person, tables of ten \$450

For luncheon reservations please respond by May 15, 2015.

As part of National Maritime Day,  
the Committee produces a commemorative program.  
Please see reverse side for information about advertising in the program.  
For more information, please call (310) 325-3506.

Please send to AMMVMC, Inc.  
P.O. Box 1659, Wilmington, CA 90748-1659

PARKING AVAILABLE AT PORTS O' CALL RESTAURANT.  
TRANSPORTATION BETWEEN PORTS O' CALL RESTAURANT  
& THE MEMORIAL WILL BE PROVIDED.

"These men, so vital in times of war, are often  
neglected and forgotten in times of peace."