




# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, August 25, 2017

## Matson to launch U.S.-flag service between Hawai'i and the Marshall Islands

**S**UP-contracted Matson Navigation Company is introducing a new direct U.S. flag service between Honolulu and the Marshall Islands that is expected to shorten cargo transit times from the U.S. mainland to the islands by up to eight days.

The new biweekly service is scheduled to call at three Marshall Islands ports—Kwajalein, Ebeye and Majuro—beginning in the first quarter of 2018.

To operate the new service, Matson has entered into an agreement to buy a 707-TEU, U.S.-flagged containership from Oyster Bay, New York-based shipping company Sealift, Inc. The vessel, which was built in Germany in 2000 and brought under the U.S. flag in 2013 as the *Marstan*, is being renamed *Kamokuiki*, which translates to 'small island or vessel' in the Hawaiian language.

Matson has said that before the ship is delivered late this year, it will be fitted with two 45-ton cranes that can be joined to handle heavy lift cargoes.

The new service from Honolulu will deliver cargo from the U.S. West Coast to Kwajalein, Ebeye and Majuro with a transit time of about two weeks, depending on the West Coast port, compared to three weeks or more under the current service, under which west-bound containerized and bulk cargo is transhipped to Matson's Micronesia service via Guam.

## TOTE plans new U.S. Mainland-Hawai'i service

**T**OTE Maritime intends to establish a new domestic shipping service from the Mainland United States to Hawai'i, the company confirmed August 17, after weeks of rumors and speculation.

The Hawai'i-Mainland trade route is currently serviced by two carriers, Pasha Group and SUP-contracted Matson Navigation Company.

TOTE said the service's launch is dependent primarily on acquiring two things: new-build vessels for the trade and an Hawai'i marine terminal from which to operate.

To those ends, TOTE said it's currently working with Philly Shipyard to custom build four new containerships. Philly Shipyard first revealed last month that it had signed a letter of intent to build the vessels, but at the time declined to name the client.

Philly Shipyard announced in June that it has already begun construction of the vessels, which are the continuation of the series of two similar 850-foot, 3,600-TEU "Aloha Class" containerships currently under construction at the shipyard for Matson's Hawai'i trade.

*continued on page 2*

## Maritime labor urges immediate action to bolster U.S.-flag fleet

**T**he SUP, MFOU, SIU-AGLIW, AMO, MEBA and MM&P on July 28, sent strong recommendations and comments to the Maritime Administration's Maritime Workforce Working Group regarding the state of the U.S. Merchant Marine.

The Maritime Workforce Working Group is the result of a directive to the Maritime Administration in the fiscal 2017 National Defense Authorization Act. The panel's task under the law is to "examine and assess the size of the pool of U.S. citizen mariners" in the context of surge shipping of military cargoes in a distant conflict.

The Unions' submission to the Working Group is as follows:

"Collectively, our Unions represent the overwhelming majority of licensed and unlicensed American merchant mariners working aboard U.S.-flag commercial vessels engaged in all aspects of our nation's foreign and domestic shipping trades, including all 60 U.S.-flag vessels participating in the Maritime Security Program (MSP). We also represent all the civilian

merchant mariners who man the U.S. Government's fleet of surge vessels, including the Maritime Administration's Ready Reserve Force (RRF) and the Military Sealift Command's Reduced Operating Status (ROS) vessels.

Our organizations are keenly aware of the shortfall in the number of U.S. citizen mariners currently available to crew the government and private vessels the Department of Defense estimates it will need under various wartime scenarios. As such, we have a direct interest in the report being prepared by the Maritime Workforce Working Group on this issue. We greatly appreciate the opportunity to present our suggestions on how to not only halt this decline in the number of available qualified American mariners but how to increase the number of vessels operating under the U.S.-flag and therefore the number of American mariners working and available.

The history of our country demonstrates that the United States needs a strong, active, militarily useful U.S.-flag merchant marine and its American citizen mariners to protect and

enhance our nation's economic security and national defense. Privately-owned U.S.-flag vessels and their crews have always responded quickly and effectively to our nation's call, providing the commercial sealift sustainment capability and civilian maritime manpower needed by the Department of Defense to support America's military objectives around the world.

It is important to note that beginning in 2002 with the inception of military operations in Iraq and Afghanistan, at least 98% of all related cargoes have been transported to the region on either U.S.-flag commercial vessels or U.S. government owned and/or controlled vessels – all of which have been crewed by United States citizen civilian merchant mariners.

Most significantly, since 2009, privately-owned U.S.-flag commercial vessels and their civilian U.S. citizen crews have transported more than 90% of the sustainment cargo needed to support U.S. military operations and rebuilding programs in Iraq

*continued on page 6*

## Republican Study Committee calls for Jones Act repeal

**A** group of 152 Republicans in Congress have called for the repeal of the Jones Act as part of a broad budget outline offered by their coalition, the Republican Study Committee (RSC), a right-leaning caucus founded in 1973.

Led by Congressman Mark Walker (R-North Carolina), the committee recently issued an outline of their recommended Fiscal Year 2018 budget entitled "Securing America's Future Economy."

Amidst its proposals – including reforming the tax code, jettisoning the Davis-Bacon Act and implementing a National

Right to Work scheme – the RSC outline calls for the end of "cronism that uses the power of government to pick winners and losers in the economy, such as the Export-Import Bank and the Jones Act."

At least 50% of the products exported with Export-Import Bank financing must be transported on U.S.-flag vessels, making the bank an essential source of cargo for the American Merchant Marine.

For transactions above \$20 million, 100% of all cargo financed by the bank must be carried on U.S.-flag vessels.

The Jones Act protects the

jobs of U.S.-citizen mariners, including every member of the SUP. Though the RSC outline serves as a guideline for conservative thinking, it is not being treated as a blueprint for the budget process. However, its provisions will likely be used as talking points during ongoing budget discussion. The release of the RSC proposal comes on the heels of Senator John McCain's latest attack on the Jones Act: his bill, S.1561, would ship American mariners' jobs to foreign-flag companies operating flag-of-convenience vessels crewed by seafarers from low-wage countries.

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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

Rodlofo Bautista ..... 60.00  
 JanPeter Johnsson ..... 20.00  
 Mike Koller in memory of  
 Romaine Dudley..... 50.00  
 Isiah Montoya ..... 50.00

## West Coast Sailors

Colin Dewey in memory of  
 Romaine Dudley and  
 Ernie Acosta..... 50.00  
 Norman Kurtz..... 25.00  
 John Mancilla ..... 25.00  
 Peter Winter ..... 50.00

## Dues-Paying Pensioners

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 Hannu Kurppa Book #3162  
 Dave Larsen Book 19078  
 Duane Nash Book #2437  
 John Perez Book #3810  
 Alex Romo Book #3093  
 James Savage Book #7488  
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## Political Fund

Rodlofo Bautista .....50.00  
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 Reynaldo Clores .....10.00  
 Robin Colonas .....50.00  
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 Colin Dewey in memory of  
 Romaine Dudley and  
 Ernie Acosta .....50.00  
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 Romaine Dudley.....100.00  
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 Martin Machado.....30.00  
 John Mancilla in memory of  
 Romaine Dudley.....50.00  
 Nick Manessiotis .....50.00  
 Tadoo Pete in memory of  
 Ali ElMobdy .....100.00  
 Jesper Pfeil.....50.00  
 Perciverando Quiteles.....50.00  
 Peter Samuelsen .....250.00  
 Mike Soper .....20.00  
 Scott Weideman.....25.00  
 Erik Weiss .....100.00  
 Peter Winter .....50.00

## SUPPORT THE SUP POLITICAL FUND

# TOTE plans new U.S. Mainland-Hawai'i service *continued from page 1*

TOTE also said the company is in conversations to secure the new deepwater Kapalama Container Terminal berthing and container handling facility in Honolulu, which it says would be "a critical step" in making the new service a reality.

The Kapalama Container Terminal, located on the site of a former military reservation, is designed to consist of a new container facility as well as berthing capacity for two container ships, according to the Hawaii Department of Transportation. It's the centerpiece of a \$500-million-plus Hawai'i harbor modernization plan.

TOTE has admitted that construction of the new ships and a commitment for terminal space in Honolulu are critical for the new venture to move forward, but said that it believes the vessels will be in service by early 2020 and 2021.

The company, which is based in New Jersey and is a subsidiary of Seattle-based conglomerate Saltchuk, already has quite a bit of experience serving outlying U.S. areas and territories. For over 40 years, it and its operating companies have serviced both Alaska and Puerto Rico. Company President and CEO Anthony Chiarello said TOTE's presence on the Hawaiian islands would provide market stability.

# Oakland rice exports expected to increase

Officials with the Port of Oakland believe that a new trade pact between the United States and China should increase rice exports coming through the port. The deal opening China's market to American growers will likely strengthen Oakland's link in the global food chain.

American rice exports could enter the China market as soon as next year, following approval of a trade agreement last month. The port said it is too soon to estimate how much its business would increase.

The port added, however, that its volumes should rise based on three factors; California's Sacramento Valley is one of the largest rice producing regions in the United States, the Port of Oakland is the nearest gateway to China for containerized rice exports from the valley, and

Oakland is already the nation's leader for rice export, shipping two-thirds of all U.S. containerized rice exports.

"We're glad a rice agreement has been reached because there's strong demand for high-quality U.S. food products in China," said Port of Oakland Maritime Director John Driscoll. "Given our location and track record with agricultural exports we would hope to play a role in this new trade breakthrough."

The China trade deal comes as the U.S. dollar is softening against foreign currencies. That makes American products more affordable overseas. As a result, U.S. exports including rice are likely to grow.

Oakland exports were already forecast to rise next year based on another American-grown product, meat. The port expects to open a 300,000-square-foot refrigerated distribution center next summer for chilled and frozen beef, pork and poultry. That plant will prepare up to 37,000 20-foot containers of product for export annually.

This past January, the port reported a 233% increase in agricultural export tonnage over the past five years. It said growing rice and meat shipments would magnify Oakland's importance as an international food distribution hub.

## Final Departures

**Romaine Dudley**, Book No. 2593. Born in California in 1928. Joined SUP in 1946. Died in Concord, California, July 26, 2017. (Pensioner)

**William Geyer**, Book No. 2872. Born in Ohio in 1921. Joined SUP in 1946. Died in California, June 30, 2017. (Pensioner)

**Emile Giovanna**, Book No. 2909. Born in Louisiana in 1923. Joined SUP in 1951. Died in Redding, California, July 26, 2017. (Pensioner)

**Ramon Perez**, Book No. 3740. Born in Puerto Rico in 1929. Joined SUP in 1947. Died in Washougal, Washington, June 9, 2017. (Pensioner)

**Harold Smith**, Book No. 7362. Born in Oregon in 1929. Joined SUP in 1946. Died in California, July 30, 2017. (Pensioner)

**Martin Smith**, Book No. 6700. Born in New York in 1922. Joined SUP in 1943. Died in Peoria, Arizona, May 19, 2107. (Pensioner)

**Carl Ziegeler**, Book No. 267. Born in New York in 1934. Joined SUP in 1952. Died in Wilmington, California, August 8, 2017. (Pensioner)

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2017:

	Hdq.	Branch
September	11	18
October	Tues. 10	16
November	Tues. 14	20
December	11	18

# Suisun Bay vessel removal project finishes ahead of schedule

Maritime Administration (MarAd) Executive Director Joel Szabat joined federal, state and local officials and environmental groups to mark the completion of an agreement to remove 57 non-retention vessels from the Suisun Bay Reserve Fleet (SBRF) by September 30, 2017. The departure of the *Cape Borda* for recycling reaches the milestone two months ahead of schedule.

"Our progress in Suisun Bay is the result of hard work and smart collaboration," said Szabat. "There is perhaps no greater symbol of the maritime industry's environmental progress than what has been accomplished here. Suisun Bay will stand as a great example of what can be accomplished working together and sticking to a plan."

In 2009, MarAd entered an agreement with local officials and environmental groups to expedite disposal of 57 non-retention SBRF vessels, which are vessels that MarAd has deemed to be no longer militarily useful. This effort will improve protection of the unique marine environment and surrounding bayside communities.

A seven-year, environmentally safe cleanup plan was designed and implemented, which expedited the cleanup of all the vessels in the fleet and surpassed the annual Consent Decree target goals established to remove the non-retention vessels. During the first three years of the agreement, 36 vessels were towed out of Suisun Bay, eight vessels more than required.

Thanks to a strong scrap steel market, 27 vessels were sold for recycling, with receipts totaling approximately \$30 million. Ship sales revenue, allocated in accordance with the National Maritime Heritage Act, provided approximately \$7.5 million to maritime academies, including the California State Maritime Academy in Vallejo, for facility and training, ship maintenance, repair and modernization, and for the purchase of simulators and fuel; and approximately \$3.75 million was provided to the National Park Service to fund the Maritime Heritage Grant Program, which provides competitive grants to maritime related projects that preserve historic sites and artifacts related to our nation's maritime history.

Built as the *Howell Lykes* in 1967, the *Cape Borda* served in the commercial trade for nearly two decades, after which the U.S. government acquired the vessel, renamed it, and assigned it to MarAd's Ready Reserve Force in 1985, and operated by SUP-contracted American President Lines. *Cape Borda* was maintained in a reduced operating status in Alameda, California until it was transferred to the SBRF in July of 2003. The vessel was downgraded from retention status to non-retention status on July 31, 2006.

## West Coast Sailors

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## Insurers grow anxious as containerships get bigger and cargo more valuable

With CMA CGM, the parent company of APL, reportedly ready to sign a letter-of-intent for nine ultra-large container vessels (ULCVs) of 22,000 TEU, insurers are becoming increasingly concerned that their exposure may be too concentrated.

At a conference in Seoul, South Korea, this month, shipbuilder Hyundai Heavy Industries (HHI) revealed it was in competition with a Chinese yard for the order from the French carrier. So far CMA CGM has declined to comment, but has not denied the reports, something it has been quick to do in the past when linked spuriously to big ship orders.

Notwithstanding liner industry concerns that the sector is already overtonnaged, the prospect of yet more behemoths being put into service has reignited the concerns of insurers.

Michael Hauer, head of marine reinsurance for the Singapore branch of Munich RE, says the insurance industry needs to try to understand the likely exposure when, not if, a ULCV gets into trouble.

Indeed, when the 2008-built 8,110 TEU *MOL Comfort* broke its back off the coast of Yemen in 2013, resulting in a total loss of the ship and 4,380 containers, the insured cargo loss was reported at some \$300 million.

Marine insurers typically calculate their average exposure per container at \$50,000-\$100,000, but Hauer said amounts recorded

for single containers lost from the *MOL Comfort* were considerably higher.

Hauer said the growth in size of containerships, more than double in the last decade or so, also means that historical large loss values “must be called into question”.

He said: “We have long understood and accepted that for certain trades/commodities we can expect high-value goods to be in a single box, maybe even into the millions – but surely we are talking low single-digit millions, are we not? We are aware that these expectations are, for a number of largely perishable, commodities, becoming increasingly unrealistic. We are aware of a number of instances where the value of a single pallet can be \$1 million or more.”

Hauer went on to list some examples of single container losses, including a truck accident involving a cargo of pharmaceuticals resulting in a claim for around \$50 million. “Values of these products within a single 40-foot reefer container regularly reach \$50 million,” wrote Hauer who even suggested that the figure is “possibly conservative.” He argued that the insurance industry could not “continue making assumptions based on what has gone before. Too much has, and is, changing. If we as underwriters do not recognize and manage these trends, it is certain that our capital providers will,” he warned.

## USCG: Matson’s Aloha-Class vessels U.S.-built despite foreign components

The U.S. Coast Guard’s National Vessel Documentation Center has determined that Matson’s Aloha-Class vessels qualify as U.S.-built despite containing certain foreign-built components.

The determination means these vessels will still be eligible for Jones Act trade along the coast, said Christina Washburn, Director of the National Vessel Documentation Center. The standard for major components not fabricated in the U.S. in total must not exceed 1.5% of the

vessel’s steelweight. At 1.25%, the Aloha-Class vessels meet the standard, making them eligible for the U.S. Coast Guard’s determination.

The two 3,600-TEU vessels are currently under construction at Philly Shipyard, Inc., and Matson plans to deploy them in the U.S. mainland-Hawai’i trade lane.

The first Aloha-Class vessel, the *Daniel K. Inouye*, is expected to go into service by the end of 2018 with the SUP on deck.

## Aussie wharfies outraged by pay cut, foreign labor

Wharfies (longshore workers) at Qube Ports Newcastle in Australia, took job action against a company push to cut wages by 10.5%. From midnight on August 10 to August 24, workers only worked seven-hour shifts and no overtime.

The Maritime Union of Australia (MUA) says workers have said an emphatic “no” to Qube’s attempt to cut wages, which they see as a transparent step toward terminating their workplace agreement. The Union says that Qube management has inflamed tensions by holding secret meetings with workers, offering them permanent positions if they accepted the 10.5% wage cut. However, MUA Newcastle Branch Secretary Glen Williams said not one of the members accepted the deal. “What Australian household can afford to cop a 10.5% cut to their earnings, let alone absorb reductions to their superannuation (pensions) and other work conditions?”

The Union says the workforce and the MUA have worked tirelessly to secure first world work conditions on Australia’s waterfront, and they won’t let a giant logistics company like this strip 25 years of bargaining history away. If the company terminates their existing agreement, the Qube workforce has decided unanimously not to return to work until a new deal is struck.

Earlier in the month, workers rallied against the importation of foreign laborers at the Port of Newcastle. Although first thought to be part of the transport ship’s crew, it appears the foreign workers were flown in from Singapore on special visas to help unload its cargo.

“This makes a mockery of our border security,” MUA Acting Newcastle Branch Secretary Dennis Outram said. “At a time when we are seeing unprecedented surveillance and scrutiny at our airports, anyone can seemingly come and go through our sea ports. It also jeopardizes the safety and jobs of highly-skilled Australian workers.” Outram said experienced local workers were being deliberately locked out of their jobs, this time helping to unload huge parts for wind turbines shipped in from overseas.

The Port of Newcastle is the largest port on the east coast of Australia and the world’s leading coal export port.



The USNS *Montford Point* on the left and the USNS *Red Cloud* in a “skin-to-skin” exercise off Saipan, in July.

## Skin-to-skin exercise at sea

In July, the *USNS Red Cloud*, operated by SUP-contracted Patriot Contract Services for the Military Sealift Command, together with the *USNS Montford Point* executed an open ocean “skin to skin” exercise. The maneuver allows Large, Medium-Speed Roll On/Roll Off (LMSR) ships like the *Red Cloud*, to transfer vehicles onto an amphibious landing craft transport ship such as the *Montford Point*, using a ramp carried by the *Montford Point* that is positioned by the crane of the *Red Cloud*. Landing crafts may then transport cargo to shore. Bosun Cosme Bigno saw that the tie-up and let-go went safely, reports SUP Delegate John Lucia.

During the exercise, the ships executed close quarter turns, torpedo evasions tactics and formation steaming; they also used time to practice night time signal communications as well as working with Helicopter Sea Combat Squadron 25 for night time deck landing qualifications. While the purpose of this exercise was to prepare the squadron in tactical movement, it was also used as valuable training time for military staff of the squadron, who took the opportunity to improve their skills in command and control of multiple ships.

## Mark Buzby sworn in as Maritime Administrator

Rear Admiral (Ret.) Mark Buzby was sworn in on August 14, as the new head of the U.S. Maritime Administration (MarAd).

Buzby, a 30-year veteran of the U.S. Navy, is a highly respected military and maritime industry leader who enjoys broad support on both sides of the aisle on Capitol Hill. He served as Commander of Military Sealift Command (MSC) and then as President and Chief Executive Officer of the National Defense Transportation Association.

As head of the Maritime Administration, Buzby’s role will be to advise Secretary of Transportation Elaine Chao, and to strengthen and expand relations between MarAd and the other maritime industry stakeholders.

## Matson extends foreign-flag South Pacific Express service to Tahiti

Matson announced, this month, that it will introduce a new extension of its South Pacific Express (SPX) service to Tahiti, providing twice monthly arrivals from the U.S. mainland and Honolulu to French Polynesia. Matson will begin accepting Tahiti shipments with the SPX departure of the Singapore-flag *Samoana* from Honolulu on August 22, and first arrival at Papeete on September 4.

The new Tahiti service will leverage Matson’s existing U.S. West Coast network, and its newly enhanced biweekly SPX service from Hawai’i with Tahiti cargo transshipped at Apia, Samoa, to provide industry fastest transit times from Hawai’i.

With the addition of Papeete, Tahiti as a port of call, Matson now provides export shipping from the United States and Hawai’i to many of the major islands of Polynesia, including Samoa, American Samoa, the Cook Islands (Rarotonga and Aitutaki), Tonga (Nukualofa and Vava’u), Niue, New Zealand, and Fiji (Suva).

“This new service allows Matson to leverage existing operations in the region to offer market-leading service to a new destination,” said Senior Vice President-Pacific Vic Angoco. “The people of Tahiti and Hawai’i have enjoyed a long and rich history together with shared ethnic and cultural ties. We look forward to strengthening ties between our island communities.”

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

# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED JUNE 30, 2017

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 10, 2017, hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$2,319,659.89
Political Fund .....	\$6,169.74
Strike Fund .....	<u>\$1,293,730.99</u>
Total Cash and Investments 2nd Qtr. 2017 .....	<u>\$3,619,560.62</u>

### GENERAL FUND

<b>Income:</b>	
Dues, Initiation, Assessments .....	\$121,620.00
Interest .....	16,908.05
Donations - <i>West Coast Sailors</i> .....	1,636.50
Tanker & Joint Committee, Hiring Hall.....	122,632.57
Advertising & Promotion.....	(470.00)
Miscellaneous Income, Reimbursements, Fines.....	192.97
Reimbursed Administrative Expenses.....	20,704.63
Contributions - General Fund .....	<u>5,770.00</u>
Total Income: .....	<u>\$288,994.72</u>
<b>Expense:</b>	
Auto & Travel.....	\$570.00
Rent.....	23,131.16
Postage, Printing & Office .....	7,936.22
Telephone & Telegraph.....	4,585.03
<i>West Coast Sailors</i> Publishing Expense .....	13,772.53
Per Capita .....	16,204.00
Salaries & Payroll Taxes.....	198,921.38
Office Workers Pension.....	9,297.60
Insurance.....	45,820.60
Field Expense.....	1,131.67
Meeting/Committee & Neg., Conference & Conv. ....	4,602.64
Investment Expense.....	3,258.05
Officials Pension.....	8,960.00
Subscriptions.....	519.29
Legal -- Rep.....	6,079.64
Accounting.....	1,500.00
Advertising & Promotion.....	1,000.00

Filing Fee.....	25.00
Flowers.....	789.57
Total Expense:.....	<u>\$348,104.38</u>

### BUILDING CORPORATION

<b>Income:</b>	
Rents .....	\$164,620.56
Bldg. Util. & Service Reim. ....	0.00
Total Income: .....	<u>\$164,620.56</u>
<b>Expense:</b>	
Building Services & Utilities.....	\$34,023.64
Repairs & Maintenance .....	10,632.30
Insurance.....	6,782.19
General Taxes .....	0.00
Salaries & Payroll Taxes.....	16,728.01
Pension .....	1,025.00
Accounting.....	0.00
Auto .....	0.00
Filing Fee.....	25.00
Office .....	1,935.45
Total Expense: .....	<u>\$71,151.59</u>

### POLITICAL FUND

<b>Income:</b>	
Contributions .....	<u>\$3,410.00</u>
Total Income .....	<u>\$3,410.00</u>
<b>Expense:</b>	
Office .....	73.19
Contributions .....	<u>\$5,250.00</u>
Total Expense:.....	<u>\$5,323.19</u>
Net Income 2nd Qtr. ....	<u>\$32,446.12</u>
Net Income YTD:.....	<u>\$126,498.89</u>

/s/ Dave Larsen   /s/ Teo Rojas  
/s/ John Linderman                                     /s/ Robert Tomas  
/s/ Frank Portanier

ACTION BY THE MEMBERSHIP August 14, 2017. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the *West Coast Sailors*. Carried unanimously.

## Oakland boosts shore power access

The Port of Oakland has newly-commissioned equipment designed to curb diesel emissions from ships – a high-voltage cable system that will connect more vessels to Oakland’s landside power grid. The 200-foot cable-on-reel system will be deployed by Oakland International Container Terminal to connect to ships that can’t closely align with landside electrical vaults at berth. The \$230,000 cable system’s 10-foot-tall reel is affixed to a trailer. The mobile platform can be deployed alongside any vessel to connect ships to one of the marine terminal’s 18 shorepower electrical vaults. When the ships plug into the vaults, they’ll switch off onboard diesel engines and rely on grid power.

Nearly 400 vessels are equipped to plug into Oakland’s landside electrical system. Shorepower is one of a series of steps employed to reduce ship emissions in Oakland. The others include converting ships to cleaner-burning low-sulfur fuel when they near the California coast; moving ships quickly in-and-out of port so they’re not sent to anchor in San Francisco Bay with engines running while awaiting berths; and consolidating cargo on fewer but larger ships to reduce the number of vessel calls.

The Port has cut emissions 76% since 2009.

## Somali pirates sentenced to six months plus time served in India

This month, a court in Mumbai (Bombay) sentenced the 15 alleged pirates from the *Prantalay 14* hijacking to six months in prison plus time served. The Somali nationals were accused of taking control of the *Prantalay*, a Thai fishing boat, for use as a pirate mother ship.

In January 2011, the accused attempted to board a merchant ship off the coast of Kerala, 1,400 nautical miles from Somali shores. The vessel sent a distress call and the Indian Navy and Indian Coast Guard responded: 10 of the 25 pirates aboard the boat died during the firefight that followed, a skirmish known in India as the “Battle of Minicoy Island.” The 15 surviving Somali nationals were detained and accused of kidnapping, kidnapping for ransom (a separate offense), attempted murder and arms-related charges. They were acquitted of kidnapping for ransom because the former hostages could not be brought before the court to substantiate the charges.

The accused were found guilty on the remaining charges and sentenced seven years and a small fine. As they had spent six and a half years in jail while their case proceeded through Indian courts, the men only have six months left to serve. They will be deported to Somalia after they have completed their terms.

“The offenders have been given a lesson that in India there is rule of law and that the offenders are brought to justice,” Special public prosecutor Ranjeet Sangle told the *Times of India*. “From 2011, since the pirates were arrested, the entire piracy operation in the western waters of India has come down...now, I believe that it will go down to zero.” Sentencing awaits for an additional 103 alleged pirates who were detained by Indian forces in 2011, the peak year for Somali piracy in the western Indian Ocean.

## Investigation of conditions of foreign workers in Hawai’i’s fishing industry

Groups have filed a human rights complaint that aims to jump-start an investigation into conditions among foreign workers in Hawai’i’s commercial fishing industry.

Turtle Island Restoration Network announced last month that they filed the complaint with the Inter-American Human Rights Commission. The filing asks the panel to determine the responsibility of the United States for human rights violations against foreign workers in Hawai’i’s longline fishing fleet.

An investigation by the *Associated Press* into the seafood industry revealed that hundreds of men are confined to Hawai’i boats that operate due to a federal loophole that exempts the foreign fishermen from most basic labor protections. Many come from impoverished Southeast Asian and Pacific nations to take the jobs, which can pay as little as 70 cents an hour.

The fleet catches \$110 million worth of seafood annually.

The petition, which the Pacific Alliance to Stop Slavery and Ocean Defenders Alliance joined, was filed on July 13, with the agency that can make non-binding recommendations to government officials and policymakers.

The Inter-American Human Rights Commission is an autonomous body of the Organization of American States, which works to protect human rights in the hemisphere. The United States is a member of that organization.

“Hawai’i’s longline fishery operates in a void of regulation. Government at the state and federal level is failing to ensure even the most basic human rights for these workers,” said Cassie Burdyslaw, advocacy and policy director for the Turtle Island group.

Since initial reports, little has changed in the industry that provides ahi tuna and other fish to American and overseas consumers at a premium price.

An Hawai’i lawmaker introduced measures to create more oversight but they failed.

“The lobby was out full force to kill this bill, just as I expected,” said State Representative Kaiela Ing (South Maui: Kihei, Wailea, Makena), who pushed the measures.

In written testimony submitted during legislative hearings, Jim Cook and Sean Martin of Hawai’i Longline Association argued that foreign fisherman “possess legal standing and have legal recourse.” However, U.S. Customs and Border Protection agents now stamp “Refused” on every fisherman’s landing permit. That means they are technically not allowed to set foot on U.S. soil, customs officials said. The state requires fishermen to be legally admitted to the United States to get fishing licenses.

# Norway pioneers crewless ships

Two Norwegian companies are taking the lead in the race to build the world's first crewless, autonomously operated ship, an advance that could mark a turning point in seaborne trade.

Dubbed by shipping executives the "Tesla of the Seas," the *Yara Birkeland* now under development is scheduled in late 2018 to start carrying fertilizer 37 miles down a fiord from a production facility to the port of Larvik. Using the Global Positioning System, radar, cameras and sensors it is designed to maneuver itself around other vessels and to dock on its own.

**The vessel will cost \$25 million, about three times as much as a conventional container ship of its size, but its backers say without need for fuel or crew it promises to cut annual operating costs by as much as 90%. The 100-container ship is scheduled to be in the water toward the end of next year, though initially it will be tested with a human at the controls.**

The *Birkeland* is being jointly developed by agriculture firm Yara International and Kongsberg Gruppen, which builds guidance systems for civilian and military uses.

Petter Ostbo, Yara's head of production who leads the electric-ship project, said the company would look to invest in bigger ships and use them for longer routes once international regulations are in place for crewless vessels. "Maybe even move our fertilizer from Holland all the way to Brazil," he said.

The International Maritime Organization, which regulates maritime travel, doesn't expect legislation governing crewless ships to be in place before 2020.

Shipping executives say autonomous vessels will be popular for short sea routes, but doubt they will replace oceangoing ships that move thousands of containers across continents and have an average crew of around 25 people.

"It's not a matter of technology, which is already there, but a business case," said Lars Jensen, chief executive of Sea Intelligence Consulting in Copenhagen. "Autonomous ships are expensive to begin with, and have to be built very robust, because if they break down, the cost of getting a team to fix them in the middle of the ocean will be very high."

In addition to reducing fuel and labor costs, the *Birkeland* project is being pitched as a way to cut emissions. The ship is expected to replace 40,000 truck journeys a year through urban areas in southern Norway, the companies say.

Ship operators increasingly are being asked to introduce cleaner fuels when sailing close to populated coastal areas, especially in the U.S. and Europe.

"We want to go zero emission," said Mr. Ostbo. "Even if some say climate change is not reality, it's a business reality because clean sources of energy are more affordable than fossil fuels."

The *Birkeland* will become autonomous in stages. At first, a single container will be used as a manned bridge on board. Then the bridge will be moved to shore and become a remote-operations center. The ship will eventually run fully on its own, under supervision from shore, in 2020.

"When the bridge goes on land, it will be something like flying a drone from a command center," said Kongsberg's Chief Executive Geir Haoy. "It will be GPS navigation and lots of high-tech cameras to see what's going on around the ship."

The Norwegians aren't alone in looking into autonomous shipping. British manufacturer Rolls-Royce Holding is investing in similar technology and plans to launch robotic ships by 2020. The first vessels will likely be tugboats and ferries, with cargo ships that can sail through international waters to follow.

# Canada: tankers safer than pipelines, rail

Canada's Fraser Institute has published a study which finds that transporting oil by pipelines is more than twice as safe as using rail, and marine tankers are safer still with a markedly improved safety record over the past 40 years.

While oil shipped by tanker has increased from 1.4 billion tons in 1970 to 2.9 billion tons in 2015, the amount of spillage has plummeted by 98%.

The report *Safety First: Intermodal Safety for Oil and Gas Transportation* notes the contentiousness of the planned Trans Mountain, Line 3, and Keystone XL pipelines, and the study evaluated marine tanker safety in light of the additional oil tankers that will result from the expansion of the Trans Mountain pipeline.

"The evidence is clear. Building new pipelines and shipping oil by tanker is the safest and most environmentally responsible way to get Canadian oil to global markets," said Kenneth Green, Fraser Institute's senior director of energy and natural resource studies and co-author of the report.

Since the mid-1990s there has not been a single major spill from oil tankers or other vessels in Canadian waters. One recent study conducted by the federal government on marine oil spill preparedness estimated that a major spill of over 10,000 tons was exceedingly rare and likely to only occur once every 242 years. Likewise, a spill of 100 to 1,000 tons is expected to occur once every 69.2 years.

Marine safety has also improved dramatically since the 1970s. For example, when comparing the number of spills in the 1970s to the 2010s (up to 2016) using international data, the number of spills between seven and 700 tons has decreased from 543 to 35, and in this same period the number of large spills (>700 tons) has declined from 245 to 12. The amount of oil spilled has also dropped dramatically, falling from three million tons in the 1970s to only 39,000 tons in the 2010s.

In addition, compared to pipelines and rail, marine tanker transport is found to result in the fewest number of accidents per million barrels of oil transported. Overall, between 2004 and 2015, pipelines experienced approximately 0.05 occurrences per million barrels of oil equivalent (Mboe) transported.

# Five Chinese firms invest \$300 million in Abu Dhabi ports

The United Arab Emirates' (UAE's) Abu Dhabi Ports have signed a \$300 million investment cooperation agreement with five Chinese firms in the free trade zone area in Khalifa port. The agreement has been seen as part of China's ambition to rebuild its silk trade routes.

Five companies, all from Jiangsu province on China's east coast, are involved in sectors including power, metals, natural resources, and banking. The five Chinese companies are Hanergy Thin Film Power Group, Jiangsu Fantai Mining Development (group) Co, Xuzhou Jianghe Wood, Jiangsu Jinzi Environmental Technology, and Guangzheng Group.

Under the agreement, Abu Dhabi has signed a 50-year lease agreement with the Jiangsu Provincial Overseas Cooperation & Investment Company (JOCIC), which will develop approximately 23,680,000 square feet for the Chinese companies, this represents 2.2% of Khalifa Port Free Trade Zone area.

"The cooperation agreement would see a mutual effort between two parties in promoting economic ties. The investment will contribute positively to Abu Dhabi's non-oil GOP and help in diversifying the economy from oil," Mohamed Juma Al Shamisi, Chief Executive of Abu Dhabi Ports said.

According to the statement from Abu Dhabi Ports, China is the UAE's second-largest trading partner and the biggest exporter. The UAE is considered a gateway to about 60% of China's export to regional markets at an annual volume of exchange worth \$70 billion.

Last year, China's Cosco Shipping invested more \$728 million to build and operate a new container terminal at Khalifa port in the capital of the United Arab Emirates.



Mokihana deck gang in July from the left: Bosun Billy Sullivan, Paul Barbour, Milton Caballero, Chris Bujnowski, Chris Ortiz, Mark Hurley and with arms out in back, Isaiah Montoya. Photo: Joe Quigley

# "Old Ironsides" leaves drydock

On July 23, after a painstaking two-year restoration at Charlestown Navy Yard in Boston, *USS Constitution* was refloated at last. Since she entered dry dock in 2015, ship restorers from the Naval History and Heritage Command and teams of Navy sailors have worked side-by-side to bring "Old Ironsides" back to her former glory.

The restoration involved the replacement of 100 hull planks, along with caulking, rebuilding of the ship's cutwater on the bow, and the preservation and repair of the ship's rigging, upper masts and yards. Among other tasks, sailors assigned to *Constitution* helped the Navy's ship restorers replace 2200 sheets of copper and the felt that is installed behind it. The copper is a defense against shipworms. "It's an incredible feeling to be a part of the team to work on *Constitution*," said Aviation Ordnanceman Hunter Sensign. "Every day I came to work and it really sinks in that I'm working on a ship that's 219 years old."

*Constitution* is expected to continue post-docking restoration work before re-opening to the public in early September. While she is ordinarily at the pier at the USS Constitution Museum in Boston, her commanding officer, Commander Robert Gerosa, says that at some point she will be seen underway under her own power once more.

Naval History and Heritage Command Director Sam Cox emphasized *Constitution's* military value in her time. "When she was built, *Constitution* was among the best-designed ships in the world, she could outrun anything she couldn't outgun and outgun anything she couldn't outrun," said Cox. "Expanding that advantage has been the objective of Navy shipbuilders since *Constitution's* keel was laid." Cox traced the history of naval innovation on display in the new carrier *USS Gerald R. Ford* directly back to the effort that went into the *USS Constitution*.

*Constitution* started her Navy service with her launch at Edmund Hartt's Shipyard in Boston, October 21, 1797. She was one of the six original frigates that began the new United States Navy. As the Navy's capital ships, they were larger and more heavily armed than frigates that had come before, and *Constitution* and her sisters became formidable opponents on the high seas.

She fought in the Quasi-War with France, the Barbary Wars and the War of 1812 and was never defeated. Her defining battle was with the British frigate *HMS Guerriere*, during which, one of *Constitution's* sailors noticed that some of the enemy's cannon shot appeared to fall harmlessly off her hull. History has it that he shouted "Huzza! Her sides are made of iron!" – and thus she earned the nickname "Old Ironsides."

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# Maritime labor urges immediate action to bolster U.S.-flag fleet *continued from page 1*

and Afghanistan, Vessels enrolled in MSP—all of which are crewed by United States citizen civilian merchant mariners—carried 99% of these cargoes.

However, and despite more than two hundred years of essential and patriotic service—in war and peace—the viability of our industry and its continued ability to provide this invaluable service to our country is in jeopardy. In 1960, there were 2,936 ships over 1,000 gross tons flying the American flag. Today, there are only 169—including only approximately 80 U.S.-flag ships operating in the U.S. foreign trades that carry less than 2% of all U.S. exports and imports. Compounding the serious loss in sealift capability is the concurrent reduction in the number of American licensed and unlicensed merchant mariners ready and able to crew the government and privately-owned vessels needed by the Department of Defense in time of war or international emergency.

In March 2015, General Paul Selva, Commander, United States Transportation Command, testified before the Senate Committee on Armed Services. He told the Committee: “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 a point where future reductions in U.S.-flag capacity puts our ability to fully activate, deploy and sustain forces at increased risk.”

Similarly, at Congressional hearings held earlier this year, General Darren McDew, Commander, United States Transportation Command, and Joel Szabat, Executive Director, Maritime Administration, each warned that there is a current shortage of approximately 2,000 mariners. General McDew and Mr. Szabat have further noted, that this reduced, mariner pool puts our industry on the edge of being able to sustain immediate sealift requirements, and that it would not be able to meet sustained requirements beyond the first four to five months of a conflict. We agree with the conclusions reached by General McDew and Mr. Szabat.

Unless this dangerous decline in American might is halted and reversed and we put American mariners back to work aboard U.S.-flag commercial vessels, we as a nation will soon be forced to hand over the security of the United States, along with the safety and supply of our troops deployed overseas, to foreign-flag vessels and crews. This is totally unacceptable to us, and we believe it should be totally unacceptable to every American who wants to put the security of America first!

We believe it is essential that the report prepared for Congress by the Maritime Workforce Working Group focus on ways to stop the further loss of U.S.-flag vessels and the outsourcing of American maritime jobs to foreign workers. Equally important, we urge that the report contain realistic initiatives that would increase the number of vessels operating under the U.S.-flag and increase the number of American mariners available and qualified to crew the vessels needed by the Department of Defense.

The time is now for our government to act and we urge the Maritime Workforce Working Group to include the following in its report:

• **Maritime Security Program:** The Maritime Security Program and its fleet of 60 privately-owned militarily-useful United States-flag commercial vessels and their U.S.-citizen crews, form the basis of America’s commercial sealift capability and must be maintained. As noted previously, these vessels and crews, and the worldwide intermodal and logistics networks owned and controlled by the shipping companies participating in the Maritime Security Program, are readily available to the Department of Defense whenever needed to meet the military, economic and homeland security requirements of the United States. Consequently, it is essential that Congress and the Administration make clear that they do and will consistently support the annual funding levels for this program as authorized by Congress. To do otherwise is to inject a measure of instability into the Maritime Security Program, making it extremely difficult for the vessel operators to continue to upgrade and modernize their fleets of militarily useful vessels and to continue to operate under the U.S.-flag. **Congress and the Administration should actively work to ensure that the Maritime Security Program is fully funded at the levels authorized in Public Law 114-113 (the Consolidated Appropriations Act, 2016).**

• **Presidential Directive—Cargo Preference Shipping Requirements:** Federal shipper agencies and departments are required by law to comply with existing U.S.-flag shipping requirements which reserve the carriage of a percentage of U.S. government generated cargoes for U.S.-flag commercial vessels provided such vessels are available—and are available at fair and reasonable rates. All too often, however, Federal shipper agencies and departments, intentionally or otherwise, fail to comply with the applicable U.S.-flag shipping requirement, denying American vessels their lawful share of these American taxpayer-generated cargoes and American maritime workers important job opportunities aboard these vessels. To begin to rectify this ongoing problem, and to help ensure that U.S.-flag vessels have the cargo carrying opportunities they are entitled to by law, **the Administration should issue a Directive to all Executive Branch Departments and Agencies directing them to fully comply with existing U.S.-flag cargo preference shipping requirements.**

• **Enforcement—Cargo Preference Shipping Requirements:** Any question as to the applicability of the U.S.-flag shipping requirements moving under a Federal program or financed in any way with Federal funds should be decided by the Maritime Administration. The cargo preference laws are broadly written and should be broadly applied to federally-financed programs. **Congress must encourage the Maritime Administration to immediately and more fully exercise its Congressionally-mandated authority to determine which Federal programs are in fact subject to the U.S.-flag cargo preference shipping requirements and to closely monitor such programs to ensure full compliance as required by law.**

• **Bilateral Shipping Agreements:** The negotiation of bilateral cargo sharing agreements in conjunction with the negotiation of broader trade agreements or on its own is an important instrument for our government to use to address and respond to

foreign maritime support programs—a myriad of economic, tax and subsidy programs made available to foreign flag vessels—which impede the ability of U.S.-flag vessels to compete. These foreign maritime support programs, coupled with the proliferation of state owned and controlled fleets, have led to the decline in the U.S.-flag fleet and the dangerously low percentage—a mere 2%—of global U.S. trade carried on U.S.-flag ships. Needless to say it is unrealistic at best to believe we can increase the number of vessels operating under the U.S.-flag and the number of jobs available for U.S. mariners unless there is cargo for these vessels to carry. As an essential first step, **Congress should give the Administration whatever additional authority it needs to negotiate meaningful bilateral cargo sharing agreements with America’s trading partners to provide U.S.-flag vessels with a greater share of America’s foreign trade.**

• **Jones Act:** The cornerstone of America’s domestic maritime policy is the Jones Act. This body of law requires that vessels engaged in commerce between ports and places within the United States are 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 U.S. of more than \$100 billion annually, and provides critical homeland security, economic, environmental, and safety benefits to our nation. Most importantly, the oceangoing vessels engaged in domestic commerce provide important employment opportunities for licensed and unlicensed American mariners qualified to serve on vessels needed by the Department of Defense. 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. Congress and the Administration should affirm their continued support for this critically important national maritime policy.

• **Ready Reserve Force:** The Ready Reserve Force (RRF) was set up in 1976 as an element of the Department of Defense strategic sealift to support the rapid worldwide deployment of U.S. military forces. The vessels in the RRF are primarily used to transport Army and Marine Corps unit equipment and combat support equipment during the critical surge period at the outset of hostilities, and to participate in the initial resupply to the extent necessary. The 46 vessels in the RRF provide nearly one-half of the government-owned surge sealift capability. Presently, ships in the RRF deemed to have priority readiness have Reduced Operating Status (ROS) maintenance crews of about 10 commercial merchant mariners. This is in contrast to the standard that the Military Sealift Command deems necessary for ROS vessels which generally consists of a crew complement of 13-15 mariners. **The Congress and Administration should take the steps necessary to enhance the operational approach for the RRF by increasing the frequency of readiness activations and by evolving to a system which includes full crews on all Ready Reserve Force vessels as well as a true 2:1 manpower ratio for each billet.** This will not only help to eliminate the current shortfall in the overall number of mariners but does so in a way that helps guarantee that the Department of Defense will have access to a sufficient number of American mariners who possess the requisite experience, training, licensing, endorsements and government required security clearances.

• **Energy Resources on U.S.-Flag Ships:** To the extent our country moves forward with plans to export oil, liquefied natural gas and other strategic energy resources, steps should be taken to ensure that at least a portion of these commodities are transported on U.S.-flag vessels. The export of these commodities presents an opportunity for the U.S.-flag fleet to expand into export trades that are not served today by U.S.-flag vessels and U.S.-citizen crews. **Congress and the Administration must undertake an immediate and thorough review to determine what must be done to encourage American jobs aboard vessels transporting oil, liquefied natural gas, and other strategic commodities and energy resources to and from the United States, and to ensure the operation of such vessels are under the United States-flag.**

• **Infrastructure Development and Maritime:** Congress and the Administration must vigorously promote the use of domestic waterborne transportation and, more specifically, the development of a national Marine Highway System, as critical components of a National Transportation Policy. As the Administration proceeds with its plans to rebuild the nation’s infrastructure, it is especially important to recognize that U.S. coastal waterways are an economic resource readily available to reduce the burden of transporting cargo via roadways and rail. Among other things, **Congress must end the double taxation of domestic waterborne cargo under the Harbor Maintenance Tax (HMT) so it no longer discourages U.S.-flag vessel operations.** This discriminatory multiple taxation of waterborne cargo creates a significant economic disincentive for shippers to use U.S. vessels to move their cargo from one U.S. destination to another.

In conclusion, we again urge the Maritime Workforce Working Group to proceed expeditiously with its report to Congress so that Congress, the Administration and the maritime industry can begin to take the steps necessary to reverse the serious decline in the mariner workforce and to ensure our country has the skilled and available manpower needed to meet the needs of the Department of Defense. Concerted action is necessary and we assure you that maritime labor stands ready to do whatever we can to achieve these objectives. “

Sincerely,

Marshall Ainley, President, Marine Engineers’ Beneficial Association

Paul Doell, President American Maritime Officers

Gunnar Lundeberg, President Sailors’ Union of the Pacific

Donald Marcus, President, International Organization of Masters, Mates & Pilots

Anthony Poplawski, President Marine Firemen’s Union

Michael Sacco, President, Seafarers International Union

## ESU Office Assignments

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



AUGUST 2017

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## ESU wage rates increase September 1

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

In this, the fourth year of the Agreement, all rates of pay including Penalty rates will increase by 3.00%. This increase follows a 3.00% in 2016, 3.00% pay increase in 2015 and a 3.50% increase in 2014. In 2018, ESU members will receive an additional 3.00% in all rates of pay including OT and penalty rates.

A complete and comprehensive compilation of all wage tables can be found in Article XVII (pages 66-80) of the CBA. Below are excerpts of wage tables from the Agreement that reflect the increase for the year 2017.

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

### Total Monthly Wages - Base+CSB -- Effective 9/1/2017

RATING	START 1	2	3	5	10	15	20	25	30	
Pumpman	5417	5758	5981	6031	6144	6370	6432	6482	6535	6598
MM/2nd PM	5117	5431	5650	5690	5796	6017	6058	6118	6173	6228
QMED-Oiler	4471	4745	4946	4978	5076	5273	5326	5369	5412	5458
M/M AB	3842	4087	4236	4274	4349	4500	4546	4584	4627	4666
Able Seaman 1	3852	4099	4258	4296	4385	4548	44591	4630	4668	4711
Able Seaman	3403	3624	3766	3797	3871	4020	4049	4092	4123	4166
Maint. Seaman	3082	3274	3413	3446	3516	3658	3689	3730	3756	3799
Fleet Chef	5107	5407	5609	5654	5760	5957	6017	6058	6113	6161
Cook	3818	4042	4193	4224	4306	4462	4495	4534	4570	4615

### Hourly Wages - Base+CSB -- Effective 9/1/2017

RATING	START 1	2	3	5	10	15	20	25	30	
Pumpman	22.57	23.99	24.92	25.13	25.60	26.54	26.80	27.01	27.23	27.49
MM/2nd PM	21.32	22.63	23.54	23.71	24.15	25.07	25.24	25.49	25.72	25.95
QMED-Oiler	18.63	19.77	20.61	20.74	21.15	21.97	22.19	22.37	22.55	22.74
M/M AB	16.01	17.03	17.65	17.81	18.12	18.75	18.94	19.10	19.28	19.44
Able Seaman 1	16.05	17.08	17.74	17.90	18.27	18.95	19.13	19.29	19.45	19.63
Able Seaman	14.18	15.10	15.69	15.82	16.13	16.75	16.87	17.05	17.18	17.36
Maint. Seaman	12.84	13.64	14.22	14.36	14.65	15.24	15.37	15.54	15.65	15.83
Fleet Chef	21.28	22.53	23.37	23.56	24.00	24.82	25.07	25.24	25.47	25.67
Cook	15.91	16.84	17.47	17.60	17.94	18.59	18.73	18.89	19.04	19.23

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

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

RATING	Effective	
	September 1, 2017	Hourly
Pumpman	1483	6.18
MM/2nd PM	1402	5.84
QMED-Oiler	1320	5.50
Maint. Man/AB	1128	4.70
Able Seaman 1	1058	4.41
Able Seaman	1010	4.21
Maint. Seaman	874	3.64
Fleet Chef	1385	5.77
Cook	1042	4.34

### OVERTIME AND PENALTY PAYMENTS

Effective September 1, 2017, hourly overtime and penalty rates of pay, as provided for within the Agreement, shall be as follows:

RATING	OT	PT
Pumpman	34.94	9.79
MM/2nd PM	32.95	9.23
QMED-Oiler	31.13	9.43
Maint. Man/AB	26.63	9.05
Able Seaman 1	25.06	9.59
Able Seaman	23.60	9.05
Maint. Seaman	20.49	7.05
Fleet Chef	32.70	9.23
Cook	24.51	9.05

### TANK CLEANING OFF-WATCH RATES

	Effective
	September 1, 2017
Entry Ratings	26.28
AB and other ratings	31.95
If tank or bilge is not entered:	
QMED, PM	31.95
If tank or bilge is entered:	
QMED	37.52
PM	42.18

## MS Michel Gomes retires

After more than 16 years of service in the SeaRiver Maritime Inc. fleet Maintenance Seaman Michel Gomes has elected to retire effective August 1. Mike began his career in 2001 with SeaRiver Maritime Inc. with his first seagoing assignment aboard the

*S/R American Progress*. Even though he hired as a Maintenance Seaman, Mike was previously a first-class machinist for over 25 years, so naturally his inclination was the engine department. Mike sailed most of his career stepping up and down from MS to QMED with SeaRiver, but unfortunately even with his background and endorsement as QMED, and despite being more than qualified in the Engine Department, Mike was never promoted up due to the downsize of the fleet over the past fifteen years.



During his career, he sailed on just about every ship in the Ocean fleet and was always a strong supporter of the ESU. Mike was always a welcomed presence aboard ship with great calm personality and an enjoyable person to work with. Mike's last vessel assignment was the *Liberty Bay*.

During a recent phone conversation with the ESU office, Mike asked that the ESU pass along to all his former shipmates a heartfelt thank you for all the years of sailing alongside his brothers and sisters at SeaRiver and that he will truly miss everyone. His plans after retirement are to travel and teach a Machine Shop Course at the vocational school in his hometown of San Antonio, Texas.

The Exxon Seamen's Union would like to express its most sincere thanks to Mike for his support to the ESU throughout his career. The ESU Board and the entire membership wish Mike the best of times in his retirement

## Ship reports

### S/R American Progress

The vessel arrived Keppel Benoi Shipyard in Singapore on July 31. Shortly after that the overdue crew was sent home on vacation, a couple of the AB's were sent back to the USA to relieve a couple of the AB's due off on the *Liberty Bay*. The vessel will remain in the yard until the middle of September. Fleet manning is planning to start sending a full crew compliment to the ship by September 1. AB Mike Harrison will be returning to his ship representative duties soon.

### Eagle Bay

After a couple of weeks in Portland, Oregon, for a repair period at Vigor shipyard, the vessel left Oregon and headed north to Port Angeles, Washington, to wait for the load window in Valdez, Alaska. It will then head south to San Francisco for discharge. AB Peter Flaherty took over the ship representative duties and reported some issues with noise during the shipyard period. The ESU contract stipulates that if there is a noise issue while in these mini yards the crew needs to go to the hotel. After talking with management on board this issue was taking care of, but it needs to be noted for future mini yards.

### Liberty Bay

ESU board officer Leo DeCastro visited the vessel at Tesoro 121 in Long Beach, California, on August 10. Regular Ship Representative Joe Buffington aboard and reports everything going well except for increasing sea tours length. Another couple of new hire MS joined the vessel and the crew made them feel welcome by showing them around their new home. After departing Long Beach, the vessel is slated to load in Valdez for a split discharge in Long Beach and San Francisco Bay area at the end of August.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Board Member at Large Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

# ILWU agrees to extend agreement with PMA

The International Longshore & Warehouse Union (ILWU) announced on August 4, that West Coast longshore workers at 29 ports in California, Oregon and Washington have officially ratified a three-year contract extension with the Pacific Maritime Association (PMA).

The ILWU Coast Balloting Committee carefully reviewed balloting results from all longshore local Unions and confirmed a tally showing that 67% of members voted in favor of the extension. The current agreement was set to expire on July 1, 2019; the newly approved three-year pact will extend the expiration to July 1, 2022.

The contract extension will raise wages, maintain health benefits, and increase pensions from 2019-2022.

“The rank-and-file membership has made their decision and expressed a clear choice,” said ILWU International President Robert McEllrath. “During the past year we saw a healthy debate and heard different points of view, with concerns raised by all sides. The democratic process allowed us to make a difficult decision and arrive at the best choice under the circumstances.”

## The risk of long workdays

Working long hours may increase the risk for atrial fibrillation, or irregular heartbeats that can lead to serious cardiovascular complications, a new study in *The European Heart Journal* found.

Lengthy work hours have been shown in several previous studies to increase the risk for cardiovascular disease.

The researchers began with 85,494 men and women from Britain, Denmark, Sweden and Finland with no record of atrial fibrillation. They assessed working hours at the start, and then followed them for an average of 10 years, defining incidents of atrial fibrillation with medical records and death certificates.

They adjusted for many variables –sex, socioeconomic status, obesity, smoking, alcohol use, respiratory disease, diabetes, high blood pressure, depression and oth-

ers – and found that the more hours people put in, the greater their risk. Compared with people who worked 35 to 40 hours a week, those who worked more than 55 hours had a 40% increased risk of atrial fibrillation.

The study wasn't without its limitations, however, researchers assessed working hours only once among the participants, and the experiment did not account for job type or shift work. Also, there are many other factors that contribute to the risk for atrial fibrillation.

Still, the lead author, Mika Kivimaki, an epidemiologist at University College London, said that “the relative risk of atrial fibrillation associated with long working hours is of similar size as those associated with hypertension, diabetes, obesity and heart failure.”

## Welfare Notes August 2017

### Enrollment in Medical and Dental Plans for Active Participants

When you become eligible for benefits, you must enroll in a Plan to have medical and dental coverage. Please contact the SUP Welfare Plan for enrollment information

If you live outside of an HMO area, a payment is required of the member to help with the cost of the premium for enrollment in the PPO medical plan. Since our contracts have a live in the area or work in the area provision, you can enroll in an HMO medical plan and use the union hall as the address when enrolling in the plan. Enrollment in the HMO medical plans do not require any payment from the members to help with the cost of the monthly premium.

You can use the HMO Plan when you are in port. Only emergency medical treatment is covered outside of the HMO area.

HMO plans include: Kaiser Washington (medical), Kaiser Northern California (medical), Kaiser Southern California (medical), Health Net HMO California (medical), Kaiser Hawaii (medical & dental), Kaiser Portland Oregon (medical & dental). HMO dental plans are Delta Care & United Health Care for California and Dental Health Services for Washington state. Standard Dental for Members not in these areas.

Be sure to complete the enrollment forms with the correct information and mail copies of marriage certificates to enroll a spouse and copies of birth certificates for any dependent children you are enrolling. Enrollment forms must be mailed to the SUP Welfare Plan office. Do not mail the enrollment forms directly to Kaiser, Health Net or any other Plan.

Check the information you have indicated to make sure birth dates and social security numbers are correct and the names listed are the names you want to appear on the Plan records and any ID cards that are issued. Please call the SUP Welfare Plan if you have any questions about completing the enrollment forms.

Enrollments are often delayed because the form does not have a required signature. Also note you can enroll in only one medical and one dental plan. Submitting enrollments for multiple plans will delay your enrollment in any plan until your choice is verified.

After you have enrolled in a Plan, please inform the SUP Welfare Plan of dependent changes including death and divorce and address changes.

Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)

Patty Martin [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)

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987 SIU-PD

Supplemental Benefits 415-764-4991

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## Chocolate for the heart

Eating chocolate has been tied to a reduced risk of heart disease. Now scientists have uncovered one possible reason.

Using data from a large Danish health study, researchers have found an association between chocolate consumption and a lowered risk for atrial fibrillation, the irregular heartbeat that can lead to stroke, heart failure and other serious problems. The study is in *Heart*.

Scientists tracked diet and health in 55,502 men and women ages 50 to 64. They used a well-validated 192-item food-frequency questionnaire to determine chocolate consumption. During an average 14 years of follow-up, there were 3,346 diagnosed cases of atrial fibrillation.

After controlling for total calorie intake, smoking, alcohol consumption, body mass index and other factors, they found that compared with people who ate no chocolate, those who had one to three one-ounce servings a month had a 10% reduced relative risk for atrial fibrillation, those who ate one serving a week had a 17% reduced risk, and those who ate two to six a week had a 20% reduced risk.

Dark chocolate with higher cocoa content is better, according to the lead author, Elizabeth Mostofsky, an instructor at Harvard, because it is the cocoa, not the milk and sugar, that provides the benefit. Still, she warned about overindulgence.

## Membership and Ratings Committee

The Committee met on August 3, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seetime	Rating	Seniority
Brian Boland 19524	1 Year	A.B.	B
John Relojo 19525	1 Year	O.S.	B
Jin Ahn C2692	30 Days	A.B.	C
Andre Price, Jr. C2693	30 Days	O.S.	C
Bosun Stamp - None			

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Albert Rossi #19140, William Williamson #3651, and Ponciano Siquinia #19318.

**ATTEND YOUR MONTHLY  
SUP UNION MEETINGS!**



# U.S. Navy releases initial report on *Fitzgerald* collision

On August 17, the U.S. Navy released a preliminary report into the events following the collision of the container ship *ACX Crystal* with the destroyer *USS Fitzgerald*. The report is a “line of duty” determination, intended only to establish whether the injuries and fatalities that occurred in the collision were due to misconduct or whether they resulted from actions taken in the line of duty. Its authors concluded that all casualties were in the latter category.

The report provides little information on the events leading up to the casualty or the cause of the collision – a much-debated question in the maritime community – but there are several new elements, including the Navy’s values for *Fitzgerald*’s course, speed and the angle of impact. The Navy timeline asserts that *Fitzgerald* was making 20 knots on a course of 230, and that *ACX Crystal* struck her at an angle of about 70 degrees abaft the beam. The vessels’ relative orientation raises new questions in light of the *ACX Crystal*’s AIS trackline, which shows the container ship headed northeast at the time of the collision.

The Navy formally attributed blame to both vessels. “The collision was avoidable and both ships demonstrated poor seamanship. Within *Fitzgerald*, flawed watchstander teamwork and inadequate leadership contributed to the collision,” Seventh Fleet said.

While detailed information on the cause of the accident will not be available until other investigations are complete, the preliminary report provides an extensive and harrowing account of the events after the collision. This includes a timeline of the flooding of Berthing 2, which killed seven of *Fitzgerald*’s sailors.

At 0130 on June 17, the *Crystal*’s bulbous bow punched a hole in *Fitzgerald*’s hull measuring about 13 by 17 feet, spanning two decks and two compartments. Water quickly flooded Auxiliary Machinery Room 1 and the Berthing 2 starboard access trunk. The trunk was not separated from Berthing 2 and the 35 sleeping sailors inside, and the compartment was fully flooded within 30-60 seconds.

A starboard list made it hard for the sailors to reach the exit scuttle on the port side, which led up into Berthing 1, and they had to fight their way through floating debris and furniture to reach the ladder. The water swiftly rose to the top, but the sailors who had exited the

compartment did not close the hatch, and several stayed behind to try to rescue their shipmates. They pulled two more survivors out after the compartment had fully flooded.

Seven others never escaped. All of the casualties had been sleeping in the racks nearest to the starboard access trunk, where the water streamed into Berthing 2.

With such a massive breach in the hull, damage control was a critical and challenging task. The *Fitzgerald*’s crew used two pumps and eductors to fight the flooding. Water progressed to other spaces, including Radio Central, Sonar Control, Sonar Control Fan Room, Sonar Control Passageway, Sonar Administration Office, and Combat Systems Equipment Room 1. Main Engine Room 1 experienced minor flooding through piping from AUX 1’s tanks, but it was quickly brought under control.

Above decks, the bow of the *Crystal* had torn the outer bulkhead off the commanding officer’s cabin and crushed the interior. The C/O was injured and could not get out. He called the bridge for help, and it took five sailors to break down his door and get through the debris to reach him. He was found hanging from the side of the ship, and “the rescue team tied themselves together with a belt in order to create a makeshift harness” to retrieve him.

Help from the Japan Coast Guard and the Navy soon arrived, and *Fitzgerald* transited slowly back to Yokosuka, where repair and recovery efforts got underway. The report commended the bravery and skill of the *Fitzgerald*’s crew for an effective response. “Ultimately, those damage control efforts and restoration processes succeeded in safely bringing the *Fitzgerald* into port under her own power,” wrote Rear Admiral C.F. Williams, Commander of *CSG Five*.

In addition to the release of the report, Seventh Fleet announced that the *Fitzgerald*’s Commanding Officer, Commander Bryce Benson, Executive Officer Commander Sean Babbitt and Master Chief Petty Officer Brice Baldwin have all been relieved of their duties. The junior officers on watch the night of the collision were also relieved due to “poor seamanship and flawed teamwork as bridge and combat information center watchstanders.” The watchstanders face non-judicial punishment.

## Another U.S. Navy destroyer collision

As the *West Coast Sailors* went to press, it was reported that the guided-missile destroyer *USS John S. McCain* was involved in a collision with the merchant vessel, Liberian-flag *Alnic MC*, while underway east of Singapore and the Strait of Malacca on August 21. Ten sailors are missing and five have been injured.

The collision with the 600-foot oil tanker was reported at 6:24 A.M. Japan Standard Time, while the ship was transiting to a routine port visit in Singapore.

*John S. McCain* sustained damage to her port side aft. Significant damage to the hull resulted in flooding to nearby compartments, including crew berthing, machinery and communications rooms. Damage control efforts by the crew halted further flooding.

The Maritime and Port Authority of Singapore said no injuries were reported on the *Alnic*, which suffered some damage to its forepeak tank well above the waterline.

Search and rescue efforts coordinated with local authorities. Malaysian authorities said the collision occurred in Malaysian waters in the South China Sea. Search and rescue efforts continue in coordination with local authorities. The Republic of Singapore Fearless-class patrol ships *RSS Gallant*, *RSS Resilience*, and Singaporean Police Coast Guard vessel *Basking Shark* rendered assistance. Additionally, MH-60S helicopters and MV-22 Ospreys from the amphibious assault ship *USS America* provided search and rescue assistance.

The warship sailed under her own power to Singapore’s Changi Naval Base.



*SS United States* sits out of commission in Philadelphia. Photo: *SS United States Conservancy*

## SS United States thrown a lifeline

Just days away from a verdict on its ultimate fate, the historic passenger ship *SS United States* has received a lifeline in the form of a \$150,000 donation to a fundraising effort which aims to save “America’s flagship” and restore the storied vessel to its former glory.

The \$150,000 contribution from cruise industry executive Jim Pollin to the *SS United States Conservancy*’s “We are the United States” campaign has enabled the national nonprofit organization to extend its fundraising and outreach effort through mid-September.

Launched in 1952 as the fastest and largest passenger liner in the world, the *SS United States* was regarded as an American symbol of elegance and technological prowess, capturing the TransAtlantic speed record on her maiden voyage (a record still held to this day), and transporting more than one million passengers over her lifetime, including four U.S. presidents, international royalty and countless Hollywood celebrities.

Yet despite her former grandeur, the ship was retired from service in 1969 and has spent years mothballed at dock in Philadelphia in an escalating state of disrepair, all the while holding off a looming trip to the scrapyard or the bottom of the sea, having last sailed under her own power more than 40 years ago.

The Conservancy, now in a race against time to raise the funds to cover the ship’s ongoing monthly carrying costs at its current pier, said it was just days away from a decision to either scrap or reef the vessel.

“This donation gives us more time to raise additional resources for the ship’s expenses as we continue to negotiate with prospective developers and secure a permanent location for the vessel,” stated the Conservancy’s executive director, Susan Gibbs, granddaughter of the vessel’s designer, renown naval architect William Francis Gibbs. “Jim Pollin’s passion for the *SS United States* is inspiring and extraordinary. He is a hero to all those who care about saving our nation’s heritage.”

The Conservancy, which saved the ship from certain destruction in 2011, had set a goal of raising \$500,000 to keep the ship afloat back in May. To date, the “We are the United States” campaign has raised nearly \$200,000, as the organization is actively courting developers and investors to revitalize the vessel as a stationary, mixed-use, landmark destination.

Several commercial attempts to save the ship have been made over the years, including the most recent in February 2016, when Crystal Cruises reached a deal with the Conservancy to potentially restore the Big U to liner service. The plans were halted once an intensive \$1 million vessel evaluation uncovered insurmountable technical and commercial challenges.

But Pollin believes the vessel can be saved: “There is no doubt in my mind that if the Conservancy can continue to keep the *United States* afloat that a viable option for her future will be presented,” he said. “So much of who we are as a country is represented by this great ship. Americans need to step up now to help save her. The *United States* is as much a part of our nation as the ground on which we live and work. We cannot allow her to be destroyed. It would be a terrible loss for the nation.”

Gibbs said, “We hope that this generous donation inspires others to contribute and help us secure a bright future for the *SS United States*. Sixty-five years ago this month the ship returned to New York after her record-breaking maiden voyage, and she became a national heroine. That America’s Flagship remains afloat today is a remarkable testament to the ship’s resilience and historical importance.”

## *A look astern. . .*

Twenty-five years ago on August 5, 1992, SUP member Roy Bradshaw, who skippered the Pilot Boat *San Francisco*, was awarded the Merchant Marine Meritorious Service Medal by Maritime Administrator Warren Leback for the part he played in the rescue of two men after an explosion aboard the tanker *Puerto Rican* at the pilot station off the Golden Gate on October 31, 1984.

In addition, due to the quick action and expert seamanship of the crew – Bradshaw, Joe Zygai, Fritz Minder and Cook Jim Boulter – the Pilot Boat *San Francisco* was named a “Gallant Ship”.



# SUP President's Report

August 14, 2017

## MATSON NAVIGATION COMPANY

### New Vessel

As reported last month, Matson was deciding whether or not to purchase a small container vessel to operate in the Pacific. Accordingly, the Union negotiated the terms and conditions for the vessel which were ratified by the membership and published in the July *West Coast Sailors*.

On July 26, Matson announced that it had entered into an agreement with Sealift Inc. to buy the 707 TEU vessel *Marstan*, built in Germany in 2000.

The vessel, to be renamed *Kamokuiki* or "small island or vessel" in the Hawaiian language, will operate out of Honolulu and will call at Kwajalein, Ebeye and Majuro in the Marshall Islands every two weeks.

Currently, the ship is in drydock in Singapore and then will be outfitted in China with two 45-ton cranes. It is anticipated that sailors will work cargo in the Marshall Islands.

Matson estimates that *Kamokuiki* will go into service at the end of the year or early 2018.

### Paint & Rigging Gang

After over 13 years as Bosun of the Paint & Rigging Gang in Honolulu, Monte Kalama called it quits on August 9. Brother Kalama took over a gang in 2004 that was in the doldrums and whipped it into a first-class standby gang that the membership and Matson can be justifiably proud of. Monte was firm but fair and carried out his duties with wit and humor. A tip of the Stetson to Brother Kalama.

As per past practice, the shoregang Bosun has to be mutually acceptable to both the Union and the compa-

ny. Joe Mantanona, who has been steady Storekeeper for many years, met the criteria and was dispatched as Bosun and Ray Tavai as Storekeeper. Both the Bosun and Storekeeper's jobs are steady with the other six jobs in the gang being rotary.

## TRANSPORTATION TRADES DEPARTMENT, AFL-CIO

As a member of the Executive Committee of the Transportation Trades Department (TTD), AFL-CIO, attended a meeting of the organization at AFL-CIO Headquarters in Washington, D.C. on July 18.

The sole item on the agenda was the election of a new TTD President and Secretary-Treasurer in the wake of TTD President Ed Wytkind's announcement that he was resigning in order to be a senior advisor to AFL-CIO President Richard Trumka.

The Executive Committee unanimously elected Larry Willis, President, and Greg Regan, Secretary-Treasurer.

Willis, who has served TTD in a variety of roles for nearly 20 years, was first elected Secretary-Treasurer in 2010. Regan has been with TTD for six years, and prior to joining the organization he worked on Capitol Hill, notably as chief of staff for a senior member of Congress.

The Executive Committee saluted Wytkind for his 20 years of leadership, unwavering commitment to working people, and laser-like focus on TTD's mission. Wytkind helped position TTD as a significant play in the transportation and labor arenas, and solidified the organization's reputation on Capitol Hill and in the executive branch as a strong voice and effective advocate on major transportation policy debates.

In addition to his work with AFL-CIO, Wytkind will also work with labor, industry, think tanks, and government at all levels to push for infrastructure investment, advocate for smart policies, and tackle new challenges, such as the changing nature of work and the wave of automation sweeping across the economy.

## ROMAINE DUDLEY

Romaine Dudley or "The Ranger" crossed the bar last month after 71 years in the SUP. Retiring in 2003, Brother Dudley continued working as the volunteer instructor of the Andrew Furuseth School of Seamanship at Headquarters, teaching all who were interested, marlinspike seamanship. Dudley finally swallowed the hook in 2014 and was relieved by pensioner Dave Larson.

The membership owes a debt of gratitude to members, like Brother Dudley, who give their time unselfishly to advance the craft of seafaring.

Smooth sailing Ranger and thanks.

## HOLIDAY

All SUP halls will be closed on Monday, September 4, in observance of Labor Day, a holiday under all SUP agreements.

## ACTION TAKEN

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

Gunnar Lundeberg

## U.S. Transportation Command issues maritime shipping contracts

U.S. Transportation Command, last month, awarded 11 U.S.-flag shipping lines contract modifications worth a total of more than \$871 million. All the awards are option year contract modifications for international ocean and intermodal distribution services. Work will be performed worldwide as specified on each individual order, and is expected to be completed August 31, 2018.

The U.S. Transportation Command, Directorate of Acquisition, Scott Air Force Base, Illinois, is the contracting activity. The shipping lines and estimated amounts are:

<b>American President Lines Ltd Inc., Scottsdale, Arizona</b>	<b>\$230,749,372</b>
Maersk Line Ltd, Norfolk, Virginia	\$204,458,639
<b>Matson Navigation Company Inc., Oakland, California</b>	<b>\$85,515,856</b>
Hapag-Lloyd USA LLC, Piscataway, New Jersey	\$82,626,528
American Roll-on/Roll-off Carrier LLC, Woodcliff Lake, New Jersey	\$60,071,134
Farrell Lines Inc., Norfolk, Virginia	\$57,755,370
Liberty Global Logistics LLC, Lake Success, New York	\$50,062,446
TOTE Maritime Alaska Inc., Federal Way, Washington	\$27,313,474
Central Gulf Lines Inc., Mobile, Alabama	\$21,979,331
TransAtlantic Lines, Greenwich, Connecticut	\$18,480,592
TOTE Maritime Puerto Rico LLC, Jacksonville, Florida	\$18,079,097
Young Brothers Ltd, Honolulu, Hawai'i	\$16,595,001

## NTSB adds documents to *El Faro* investigation docket

The National Transportation Safety Board (NTSB) has filed additional material to the accident docket of the 2015 sinking of the cargo ship *El Faro*.

The NTSB originally expected to issue its final report within 18 months, but the nearly two-year investigation into the sinking of the vessel during Hurricane Joaquin has been delayed in part due to missing and jumbled information.

Two items related to the voyage data recorder (VDR) transcript, an addendum and an errata sheet, were added to the board's investigation docket. The four-page addendum provides additional information not included in the previously released VDR transcript.

The *El Faro's* VDR was initially analyzed and transcribed in the fall of 2016 by NTSB investigators working with representatives of the U.S. Coast Guard and Tote Services, the owner and operator of the *El Faro*. However, the December 2016 release of the VDR transcript had a "poor" quality of the audio recording, even with extensive digital filtering—not every word or phrase could be determined in the initial analysis, according to NTSB.

Due to the quality of the transcript, NTSB continued to analyze information and had additional listening sessions of the VDR. These sessions resulted in some additional dialogue being transcribed because the information was determined to be relevant to the investigation, said NTSB.

The five-page errata sheet added to the VDR transcript is a list of grammar, usage and terminology edits to the previously released transcript to enhance accuracy.

In addition to these two add-ons, NTSB has scheduled the human performance factual report and the wreckage trajectory study to be added to the docket this month.

"The Human Performance Group Factual Report includes information about company oversight, decision-making, crew interactions, and training and procedures," while "the Wreckage Trajectory Study includes information about the calculations done to determine the search areas on the sea floor, which was critical to the successful recovery of the *El Faro* VDR," said NTSB.

Two more factual reports will be added in the coming weeks, including the Nautical Operations Group Factual Report, which includes information about the function and maintenance of bridge equipment, job duties of deck officers and crew, and how the different types of cargo were stowed and secured; and the Naval Architecture Factual Report, which includes information on *El Faro's* design, relevant standards, and stability, said the NTSB.

The NTSB said that while most of the relevant documents have been submitted to the docket, additional documents may be added to it as the investigation continues.

# Huntington Ingalls sells Avondale Shipyard site

Huntington Ingalls Industries (HII) Chief Financial Officer Chris Kastner announced this month that the shipbuilder has found a buyer for its disused Avondale yard near New Orleans. Kastner said that HII has signed a purchase and sale agreement, but the deal won't close until the buyer's due diligence is complete. He did not identify the prospective purchaser of the 265-acre site or the terms of the agreement. Avondale has been on the market since 2015, and HII had dropped the asking price from \$125 million to \$95 million prior to the sale.

Previous interested parties had included Kinder Morgan, which operates a tanker fleet, and the Port of New Orleans, which had studied whether it might be possible to convert a portion of the site into a breakbulk terminal and logistics park. Port director Brandy Christian told New Orleans outlet *CityBusiness* in January that "we're in the process of assessing or trying to find potential partners to make that happen." However, a spokeswoman for Port of New Orleans said that her organization is not the buyer, adding that the port is pleased at news of the sale.

Avondale was once owned by Northrop Grumman, but the defense contractor decided to close it as part of a consolidation process in 2010. Shortly thereafter, Northrop spun off its shipbuilding holdings as Huntington Ingalls Industries. Avondale completed its final vessel in 2014, the San Antonio-Class amphib *USS Somerset*, and closed its doors. HII consolidated its Gulf shipbuilding operations at its Pascagoula, Mississippi complex.

Over its 77-year history, Avondale completed over 2,400 vessels and offshore modules of various types, from warships to icebreakers to container ships. Among other noteworthy projects, it built several of the well-known "LASH" barge carriers; a prison barge for New York City; the Coast Guard medium icebreaker *Healy*; and a wide variety of warships and naval auxiliaries, including Large, Medium Speed Roll-on/Roll-off (LMSR) vessels for the Military Sealift Command. In its heyday, it was the largest employer in Louisiana, with a total of 26,000 workers.

# Stowaways found inside container at Montreal

Canadian authorities are treating the discovery on July 20, of four men hiding in a shipping container at the Port of Montreal as a case of illegal entry, officials told *Reuters*.

The men, in their 30s, suffered dehydration but no severe injuries and were taken to a hospital, said Stephane Smith, a spokesman for Urgences Sante emergency services.

Local media and a source familiar with the matter said the men were from the former Soviet Republic of Georgia.

The men were hiding in a container found on the *OOCL Montreal*, which arrived at the port after making stops in Hamburg and Antwerp, according to *Reuters* data.

A Canadian representative of the Orient Overseas Container Line (OOCL) in Toronto declined to comment, but said the company has its own "internal investigation going on" and is cooperating with the Canada Border Services Agency.

# Vice President's Report

August 2017

In addition to the routine duties of the front office, checked the following ships:

**USNS Waters:** Noel Romero, delegate. Clarification on bridge watchstanding: although helmsman and lookout are the primary watchstanding duties of an Able Seaman other assignments under this contract may be appropriate. The Union was informed that this ship will likely turn over to a new operator later this year. The turnover here stemmed not from a lack of performance but rather an unattractive change to the ship grouping of the contract bid (resulting in much lower wages) which rather than struggle to crew, the SUP, MFO, MEBA and MMP respectfully declined to pursue. The *Waters* has been for many years a great ship for the SUP with its complex underway operations in support of the U.S. Navy. Hundreds of sailors have gained here the seetime, seamanship and seniority necessary for advancement in a challenging maritime regulatory environment. Pictured below is one of the best SUP crews to ever sail in that ship.

**USNS Charlton:** Jesus Derramas, delegate. Sean Bane will relieve Dennis Sumugue as bosun on a normal rotation before activation from a months long stint in RAV status in a New Jersey shipyard. Fully qualified crew shipped from Honolulu Branch for East Coast base loading and eventual pre-positioning deployment in western Pacific.

**USNS Red Cloud:** John Lucia, delegate. Engaged in offshore sea-basing operations with the semi-submersible Expeditionary Transfer Dock (ESD) ship *Montford Point*. Bosun Cosme Bigno and crackerjack gang helped pull it off without a hitch. (See article/picture on page 3.)

**USNS Dahl:** Matt Henning, delegate. Ship completed secret mission off San Diego and sailed for East Coast yard. Delegate reported that lots of work has kept sailors and ship in good shape.

**USNS Watson:** Sebastian Delaney, bosun. In Pennsylvania shipyard with no problems. Expected activation in November or sooner.

**USNS Gordon:** Sam Worth, delegate. Activated for sea trial inspections prior to contract re-bid. Shughart and Yano also expected to soon activate to Full Operating Status for the same reason.

**USNS Sisler:** Eduardo Zepeda relieved Alex Glosenger as delegate. Bosun Jonnell Hodges.

**Matsonia:** Robert Leeper, delegate. Clarification on shipyard lodging and garbage disposal.

**Maunawili:** Denny Silva relieved Patrick Weisbarth (trip off) as delegate. Investigation of restriction in Long Beach is ongoing.

**Manukai:** Randy Runyan, delegate. Short-handed watch assignments should be to one of the two daymen, not the bosun. Other clarifications by email.

**Florida Voyager:** Terry Black, delegate. SF Business Agent Roy Tufono met the ship on arrival at Richmond Long Wharf and encountered no problems. The new *Texas Voyager* (ex-*Liberty*) is expected to replace the laid-up *California Voyager* in September. Proposed upgraded training program to management on request.

**APL Philippines:** Jenn Corner, delegate. Shore leave access problem at distant new berth in Busan brought to the attention of the Company; some improvements made. A "donation" to the shuttle bus is inappropriate and registered objection. Continuing to pursue the fix.

**APL Korea:** Paul Harsaney, delegate. Clarification on low cargo for garbage removal: payable from ship side to disposal area on dock only. Gave two additional clarifications on specific cases where stowing engine stores is payable; rigging shore power is necessary work.

**APL Gulf Express:** Les Jezoriski, delegate. Hard working ship in the Persian Gulf heat. Many clarifications on breaking out and securing cranes, time back, and call outs associated with arrival, departure and anchoring. Shore leave remains challenging in this vessel.

**San Francisco Bar Pilots:** Mike Koller, delegate. Represented station boat crew in personnel matter. Some trainee operators progressing toward clearance status; continuous training and improvement is a required part of the job that is tougher now than ever before. No beefs.

**Foss Maritime Company:** JD Rymel, delegate. Company issued report and new policy regarding exposure to hazardous vapors. New tractor tug and revived business restored the two fully crewed steady-schedule boat arrangement as laid out in and subject to the rules of Section 26 of the Agreement.

Dave Connolly

## HAWAII LABOR UNITY PICNIC 2017

Labor Day Celebration & Food Drive  
to benefit the HI State AFL-CIO Labor Community Services food pantry

**Live Music:**  
Wilhe K. & Amy Hanaialii Kapena  
Josh Tatoi (Male Vocalist of the Year)  
Darren Benitez  
Weldon Kekauoha

**Prize Drawings!**

**SUNDAY, SEPTEMBER 3RD**  
@ WAIKIKI SHELL  
4PM - 9PM  
DOORS OPEN AT 3:30PM

**PERMITTED PARKING LIMITED!**

- PERMIT ONLY | Public lot fronting Waikiki Shell
- PERMIT ONLY | Corner lot at Paki/Monsarrat Ave.
- PERMIT ONLY | Waikiki Elementary
- PARK & RIDE | Kapiolani Community College  
\*Free shuttle to and from\*

**FREE**  
(INCLUDING FOOD)

★ ★ ★  
FOR LABOR UNION MEMBERS & OHANA

**WHAT TO BRING:**

- Family
- Union ID
- Parking Permit
- Canned Goods
- Mats, Chairs & Umbrellas
- NO Coolers & NO alcohol

Sailors Union of the Pacific and the Marine Fireman's Union invite all members and their families to attend.



The SUP gang aboard the *USNS Waters* this month. The captain says, "They've been doing a bang up job." Pictured are AB Dale Lindquist, AB Faye Orosz, Bosun Tim Benton, AB Noel Romero, OS Eric Vazquez and OS Joe Balerite. Photo: Noel Romero, Delegate.

# SUP Branch Reports

## Seattle

July 17, 2017

Two Boatswains shipped, filled with B seniority; 4 Able Seaman jobs shipped that went to 2 B and 2 C cards; 2 Ordinary Seaman jobs taken by 2 C cards; and 1 GVA to a D card. All to navy bottoms, for a total of 9 seagoing jobs shipped.

Registration: 2 A cards for a total of 12; 9 B cards for a total of 24; 5 C cards for a total of 10; and 4 D cards for a total of 10.

I represented the SUP at the following meetings: MLKCLC Executive Board and Delegates meetings, Ballard Locks Economic Impact Study, Marine Exchange of Puget Sound Members meeting.

Members, when you make the hall, bring all your documents with you. Let's go through them to be sure you are current. Other than your "drug-free" you cannot go to work on documents that will expire during your dispatch.

*Brendan Bohannon, Acting Branch Agent*

## Wilmington

July 17, 2017

Shipping during the period: Bosun 3; AB 13; AB Maint. 8; and standby 51; for a total of 75 jobs shipped.

Registration: A:22 B:34 C:13 D:14

### Ships Checked

*APL Singapore, APL Dale Gibson* taking trip off, Cory Burton stepping up as Bosun, Harold Uriarte, Delegate. No problems. The food or lack of food is still a problem.

*Manukai* Julian Torre, Bosun; Patrick Tite, Delegate; running smooth.

*Manulani* Bert Genita taking over as Bosun, John Drolla, Delegate. Running smooth no beefs.

*APL Thailand:* Dimitri Seleznev, Bosun; Bill Debenedictis no problems.

*Mokihana* Billy Sullivan, Bosun; Brandon Keopuhiwa, Delegate; running smooth.

*Maunawili* Juan Magana, Bosun; Patrick Weisbarth, Delegate; no problems.

*APL Philippines* Brian Bums, Bosun; Jennifer Corner returns as Delegate; clarification about work assignment.

*Maunalei* Vern Johansen, Bosun; Jim Clay, Delegate; no problems.

*APL China* Dave Mercer stepping up as Bosun for one trip.

Labor Solidarity Parade is Monday, September 4. Join us. Show your support. Union proud, Union strong.

Shipping at a steady pace in L.A. with Matson and APL making regular calls. Special thanks to the Negotiating Committee for new Matson contracts.

Patriot Contract Services and MarAd conducted crewing exercise of various ship's simulating what would happen in time of war or emergency. I would like to thank all members who participated to make this a success.

It is your responsibility to make sure your documents are up to date, don't wait till job call to find out.

When you complete your assignment aboard ship, clean your room before you leave.

This is your Union, participate come to meetings, make your voice heard.

*Leighton Gandy, Branch Agent*

## Honolulu

July 17, 2017

Shipped the following jobs in the month of July: 5 AB Day steady, 2 AB Day relief, 1 AB Day return, 1 AB Watch steady, and 2 AB maintenance. The shipping jobs were filled by 5 A cards, 5 B cards, and 1 C card.

Shipped 33 standby jobs. The standby jobs were filled by 4 A cards, 3 B cards, 18 C cards, and 8 D cards.

Registered in Honolulu: 6 A cards; 13 B cards; 7 C cards; 4 D cards.

### Ships checked

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

*APL Guam*-no major beefs

*APL Saipan*-no major beefs

*USNS Charlton*-still waiting for this ship to re-crew.

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

I would like to thank the Negotiating Committee and the leadership of the SUP for a great new contract. Also, I would like to thank Nick Manessiotis for filling in for me while I was on vacation at my family reunion in Southern California.

The annual Hawaiian Labor Unity Picnic will be held at the Waikiki Shell on Sunday, September 3, from 1600 until 2100. Gates will open at 15:30.

And as always, check you papers and anything with less than six months left you should start the renewal process. Just saying. Mahalo,

*Mike Dirksen, Branch Agent*

## Drunk captain charged in New Zealand

The captain of a 40,000-ton logging ship has been fined for being under the influence of alcohol after an "exceptionally high" reading was taken by New Zealand police.

The police were alerted by the pilot assisting the Singapore-flag *Shansi* at Port Northland on August 4. Senior Pilot, Kirit Barot, and Pilot trainee, Richard Oliver, boarded *Shansi* to help her enter Whangarei Harbor and berth at North Port. They were concerned the master smelled of alcohol and about his behavior, so contacted the ship's agent, the harbor master, and Maritime New Zealand.

On August 7, the Whangarei District Court fined 53-year-old Captain Anthony Michael Baker \$3,000 (New Zealand) for exceeding the alcohol limit for a seafarer.

A spokesman for shipowner, China Navigation Company said Captain Baker was relieved of his command.

### SUP members join pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 173:

**Robert Booth**, 65, Book No. 5758, joined SUP in 2001, 9 years seetime.

**Norman Christianson**, 71, Book No. 4770, joined SUP in 1966, 41 years seetime.

**Philip Howell**, 64, Book No. 5869, joined SUP in 1990, 25 years seetime.

**Gary Rymel**, 65, Book No. 3199, joined SUP in 1999, 15 years seetime.



*SUP member Jonny Pampilion is all smiles after winning the ping pong tournament aboard the Maunalei last month.*

## Business Agent's Report

August 14, 2017

**Florida Voyager-** In and out of the Long Wharf on a steady run up and down the coast between L.A. and Richmond. Running smooth with Scott Oliphant, Bosun, and Terry Black, Delegate.

**Mississippi Voyager-** At the Long Wharf discharging cargo and sail for the Gulf pick up as load in Houston. In good hands with Bob Turner as Bosun.

Chevron's adding the *Texas Voyager* to the fleet. There's talk of putting her into service some time in late August.

**Attention SUP Members:** It's your duty as a Union member to keep your dues current via mail or when the Agent visits the ships. When I made the Mississippi, one member was two quarters in arrears.

**Maui-** In at Oakland #62. Working the stores crane with no control box limits the operator's ability to see over the side makes the job more difficult than it is and makes it unsafe, company needs to spend the money on a part to avoid an accident or injury. Brian Yost as Serang.

**Kauai-** In and out of Oakland #62 on a steady northwest triangle run with no beefs. Phil Romei, Delegate. Running smooth with the Swede as Bosun.

**Manoa-** Sailed for Long Beach with no beefs on the L.A., Honolulu run in good hands with relief. Bosun Robert Reed, Gerry Marshall, Delegate.

**Mahimahi-** Sailed for Honolulu after a good stay in Oakland with no beefs. Ship's going into the shipyard in September. Remoni Tufono, Bosun, Robert Morgan, Delegate.

**Matsonia-** Called the crew back July 7, to fly out on the July 31 to China. Ship's due back on the West Coast in the middle of August. Robert Leeper, Delegate, Sam Scott, Bosun.

**APL Belgium-** Oakland #58. Clarification on work rules and with STCW issues. James Salera as Delegate, Noel Itsumaru as Serang.

**APL Thailand, APL Philippines, APL China-** Checked these ships with little or no beefs.

**Cape Henry-** Good gang working hard with Jim Linderman as Bosun (GVA) Steve Wendell, (GUDE) Edwin Baptista.

**Cape Orlando-** Routine with the gang. Joel Schor as Bosun, (GVA) Robert Jenkins, (GUDE) Dimitrios Kolymparis.

**Admiral Callaghan-** Routine with the gang in good hands with Mark Pfaff as Bosun, (GUDE) Gabriel Moreno Jr., (GUDE) Andre Price.

**Cape Hudson-** Matson's activating the *Cape Hudson* for a 7-10 days sea trial some time in the middle of August. Then headed to Portland shipyard for some long overdue repairs. In good hands with Phil Coulter as Bosun, (GVA) Robert Richard (GUDE) Ronald Brito.

**Cape Horn-** Allegation of harassment is never taken lightly. Launched an investigation into these claims. After interviewing crew members and meeting with the Bosun, sat down with Dale MacGillivray of Matson. We both agreed there was a misunderstanding, breakdown in communication and a lack of understanding and what could be done to prevent this from happening in the future. In good hands with Paul Fuentes as Bosun, (GVU) John Relojo, (GUDE) Wilfredo Aquino.

**Pier#9-** Station Boat on the new schedule - 6 on, 6 off. Running smooth with big Mike Koller as Delegate, Leo Moore Dock Bosun.

**Book members: It's your choice to register to return or not on a trip-off or lay-up. Failing to register to return will result in forfeiting the job.**

*Roy Tufono*

## Dispatcher's Report

Headquarters—July 2017

<b>Deck</b>	
<b>Bosun</b> .....	6
<b>Carpenter</b> .....	0
<b>MM</b> .....	4
<b>AB</b> .....	12
<b>OS</b> .....	5
<b>Standby</b> .....	13
<b>Total Deck Jobs Shipped</b> .....	40
<b>Total Deck B, C, D Shipped</b> .....	27
<b>Engine/Steward</b>	
<b>QMED</b> .....	0
<b>Pumpman</b> .....	0
<b>Oiler</b> .....	0
<b>Wiper</b> .....	0
<b>Steward</b> .....	0
<b>Cook</b> .....	0
<b>Messman</b> .....	0
<b>Total E&amp;S Jobs Shipped</b> .....	0
<b>Total E&amp;S B, C, D Shipped</b> .....	0
<b>Total Jobs Shipped - All Depts.</b> .....	40
<b>Total B, C, D Shipped-All Depts.</b> .....	27
<b>Total Registered "A"</b> .....	15
<b>Total Registered "B"</b> .....	53
<b>Total Registered "C"</b> .....	18
<b>Total Registered "D"</b> .....	31