



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, June 24, 2016

French company takes control of NOL/APL

The Singapore government's investment arm Temasek Holdings, the majority investor of Neptune Orient Lines (NOL), has accepted the acquisition offer by CMA CGM (Compagnie Maritime d'Affrètement Compagnie Générale Maritime), taking the French line's stake in the company to 78.07%.

Temasek and its affiliates tendered all of their shares in acceptance of the offer. The deadline for the remaining shareholders to accept the offer of Singapore \$1.30 (96 U.S. cents) per share is July 18.

Tan Chong Lee, joint head of Temasek's portfolio management group, said, "We are supportive of this transaction as it presents NOL with an opportunity to join a leading player with an extensive global presence and solid operational track record. The combination of NOL and CMA CGM will create a leading shipping company that delivers reliable and efficient service to its customers."

It also allows Temasek to dispose of its stake in a money losing-container line at a time when few carriers are making money and the shipping industry is battling a chronic, over capacity and weak demand.

NOL reported a first quarter net loss of \$105 million, and has had annual losses for the last four years. Chief Executive Officer Ng Yat Chung, who took up his position in 2011 after leaving Temasek as senior managing director, told Singapore's *Straits Times* newspaper that NOL was unable to cut costs fast enough and because it lacked the kind of scale needed to compete on costs, selling the company was the best option.

But even after the sale, expected to be worth around \$2.5 billion, state-owned Temasek remains deeply connected to both CMA CGM and the container shipping industry. It is the sole owner of terminal operator PSA, which has announced it will establish a joint venture (JV) company with CMA CGM to lease and operate four container berths in the port of Singapore. The JV will be owned 49% by the French line and 51% by Temasek.

"We also note and welcome the commitment of CMA CGM to enhance Singapore's position as a key maritime hub and grow Singapore's container throughput volumes," Tan said.

With an estimated annual handling capacity of over three million TEU, the JV's facilities will be used as a dedicated container terminal for CMA CGM and its liner shipping affiliates, according to

Alphaliner.

CMA CGM plans to delist from the Singapore Stock Exchange and privatize NOL, and now it has complete control of the company it has reconstituted NOL's board of directors, comprising of 10 members, that have been appointed and will take their seats on June 9. Chairing the board will be CMA CGM vice chairman Rodolphe Saadé. NOL CEO Ng Yat Chung will also sit on the board.

NOL's liner shipping unit APL conducts the main business of the group and CMA CGM believes the acquisition will enable the French line to reinforce its position as a leader in the container shipping industry with a capacity of almost 2.4 million

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Attack on the Jones Act repelled in the House

The latest assault on the Jones Act (Merchant Marine Act of 1920) was thwarted on June 8, when an amendment to the Puerto Rico relief bill to exempt the U.S. commonwealth from the Act was ruled "out-of-order" in the House of Representatives Rules Committee.

As Committee members were preparing to send the Puerto Rico Oversight, Management and Economic Stability Act (H.R. 5278) to the House floor, Congressman Gary Palmer (R-Alabama) introduced language proposed by the right-wing Heritage Foundation to amend the legislation by calling for the island to be exempt from the Jones Act—as well as the Passenger Vessel Service Act—for carrying cargo and passengers between the continental United States and the commonwealth. Palmer, in his testimony before the Rules Committee, painted a fantasy world where could Puerto Rico recover from its crushing debt once "unshackled" from the Jones Act.

Transportation Trades Department, AFL-CIO (TTD) President Ed Wytkind immediately issued a press release blasting Congressman Palmer's proposal:

"Exempting Puerto Rico from the Jones Act is an old, tired

idea that should be rejected by responsible lawmakers. Instead of pushing serious measures that will help Puerto Rico fairly restructure its debt and provide much-needed aid for the 3.5 million U.S. citizens facing a humanitarian crisis, extremists are offering red meat attacks on the Jones Act to satisfy ideological grudges.

"The Jones Act has served as an indispensable role in promoting American economic and national security since 1920. Exempting Puerto Rico from the Jones Act not only threatens our military sealift capabilities and thousands of domestic seafaring and shipbuilding jobs, but potentially further damages Puerto Rico's already fragile economy. This amendment could increase shipping rates for Puerto Rico, erode an important, dedicated Northbound route for exports and undermine 'just in time' delivery methods for goods traveling in both directions.

"This amendment, which has nothing to do with Puerto Rico, is part of a long-term plan by bad-faith actors to demonize the Jones Act and harm the American businesses and workers that rely on a strong U.S. maritime industry. From Hurricane Katrina to the BP oil spill, special interests have exploited

national crises to justify their anti-Jones Act agenda. Congress must reject hostile attacks on this critical law and instead focus on helping the people of Puerto Rico. If this amendment is reported out by the Rules Committee, It must be rejected on the House floor."

Congressman Garret Graves (R-Louisiana) effectively killed Palmer's proposal, when he lambasted the amendment. Graves disputed many of Palmer's assertions saying that studies did not support Palmer's statement that "from 1991-2010, the Jones Act cost Puerto Rico residents \$16.4 billion," noting that a Government Accountability Office (GAO) study had debunked those allegations.

Congressman Graves also said that while the Jones Act is a piece of protectionist legislation, it protects our homeland and national security, and to replicate the cost of the service that the Jones Act vessels provide would cost taxpayers over \$10 billion a year.

Acting Rules Committee Chairperson Virginia Foxx (R-North Carolina) agreed with Congressman Graves that the amendment was not germane, with the full committee ruling that Palmer's anti-Jones Act amendment was "out-of-order."

AFL-CIO endorses Clinton for President

"Hillary Clinton is a proven leader who shares our values. Throughout the campaign, she has demonstrated a strong commitment to the issues that matter to working people, and our members have taken notice. The activism of working people has already been a major force in this election and is now poised to elect Hillary Clinton and move America forward.

Senator Bernie Sanders has brought an important voice to this election and has elevated critical issues and strengthened the foundation of our movement. His impact on American politics cannot be overstated.

We are ready to fight hard to restore faith in America and improve the lives of all working people. Hillary Clinton has proven herself as a champion of the labor movement, and we will be the driving force to elect her president of the United States."

Clinton released the following statement on June 16, regarding the AFL-CIO endorsement:

"The AFL-CIO is one of America's most vital organizations, having been on the front lines of the fight for good-paying jobs and careers with benefits and dignity for more than a century. AFL-CIO member unions

contribute to virtually every sector of our economy and are on the job in every corner of our country—building our infrastructure, teaching our children, sowing our fields, operating our ports, and entertaining us on stage and screen.

Members of the AFL-CIO know, as I do, that we are stronger together. We are stronger when we are investing in our country and our future. As President, I will make the biggest investment in infrastructure since the Interstate Highway System—because to build a 21st century economy,

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AFL-CIO endorses Clinton

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we need 21st century roads, ports, transit systems, water systems, and electric grids. We will fight for good schools in every ZIP code—because all of our children deserve a chance to live up to their God-given potential. And we will fight to raise the federal minimum wage back to the highest it’s ever been, to finally join all other industrial nations in guaranteeing paid family leave for workers, and at last secure equal pay for women.

And we know we are stronger when we have each other’s backs. Workers’ rights to organize, to bargain collectively, to be safe on the job, and to retire with dignity and security after years of hard work are fundamental to our country and to our economy. In too many statehouses across the country—and even in the halls of Congress—these rights are under concerted attack by Republicans and big corporations who have forgotten that a strong economy requires a strong workforce. As President, I will stand proudly with the AFL-CIO and fight to protect the rights and values that helped build the mighty American middle class. Workers will always have a seat at the table and a champion in the White House—because when unions are strong, workers are strong, and when workers are strong, America is strong.”

“This election offers a stark choice between an unstoppable champion for working families and an unstable charlatan who made his fortune scamming them,” said Lee Saunders, AFSCME (American Federation of State, County and Municipal Employees) President and Chair of the AFL-CIO Political Committee. “Working people know that Hillary Clinton has the temperament and experience to unite all Americans in our fight to increase incomes at home and extinguish threats abroad.”

Beginning immediately, the AFL-CIO will put in motion its ground campaign to elect Clinton and Union-endorsed candidates across the country. The federation has been laying the groundwork for this campaign for months, and pledging that “we will run a sophisticated, targeted ground campaign. And with the dire consequences Donald Trump poses for America’s working families, it has to be.”

Final Departures

Joseph Moniz, Book No. 6444. Born in the Philippines in 1937. Joined SUP in 1960. Died in Manila, Philippines, June 2, 2016. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2016:

	Hdqs.	Branch
July	11	18
August	8	15
September	12	19
October	Tues. 11	17
November	14	21
December	12	19

NATIONAL MARITIME DAY, 2016

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

Since America’s founding, proud mariners have selflessly dedicated themselves to protecting and advancing our interests – here at home and around the world. The patriots of the United States Merchant Marine have long served as our Nation’s “fourth arm of defense,” safeguarding the ideals that have guided our country for more than two centuries. They facilitate the transport and trade of American goods, and they put their lives on the line in times of war. On National Maritime Day, we honor our Merchant Mariners and celebrate their irreplaceable role in shaping our Nation’s narrative.

Whether in still or raging waters, Merchant Mariners are fundamental to guaranteeing the delivery of essential goods to far-reaching corners of our globe. These seafarers have bravely faced threats at home and abroad – including combatants and pirates, disease outbreaks and natural disasters – and they consistently heed the call to serve their fellow Americans. In World War II, their ships carried troops and much-needed support to the battlefield, thousands making the ultimate sacrifice. They were among the first to see battle, and many were among the last to return home to our shores.

Carrying forward a legacy that spans generations, the United States Merchant Marine is vital to our Nation’s economic security as well. Their transportation of vital cargo has impacts far beyond America’s borders, generating trillions of dollars of economic activity each year. And when our entrepreneurs decide to embark on new ventures across oceans, mariners stand by and protect their pursuit of the American dream through tireless work to cultivate safe and open waterways. On this day, and every day, let us express our sincere gratitude to these courageous men and women for all they do for our Nation, and let us re-affirm our commitment to support them as they continue to uphold their proud tradition of service.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as “National Maritime Day,” and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2016, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on this day.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand sixteen, and of the Independence of the United States of America the two hundred and fortieth.

BARACK OBAMA

French company takes control of NOL/APL

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TEU, a market share of 11.7%, a fleet of 540 vessels, and a combined annual turnover of around USD21 billion.

In a candid *Straits Times* interview, the NOL CEO said the past successes of APL were built around the business model of being a premium service line, which meant its costs were significantly higher than its competitors. Slowing market growth and severe overcapacity in an industry that was becoming more commoditized took its toll on the line. “It wasn’t easy because the business model has worked for us so far,” he said. “There were arguments that when the cycle turns, things will be okay. Unfortunately, this time around, the down-cycle is probably as deep and as long as anyone can remember.”

Timely Reminder

3rd quarter 2016 dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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

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Sailing to the fight, marching to victory

By Lt. General Stephen R. Lyons

A major strategic advantage of the United States is its ability to project and sustain forces anywhere and anytime on the globe. However, the Army’s ability to decisively defeat our future enemies is at risk. Let me explain.

As a senior Army logistician, I know that most Army professionals are very familiar with the detailed planning required to get unit equipment and personnel from a fort to a port of embarkation. We are also familiar with reception, staging, onward movement, and integration efforts to get our Soldiers and gear from the port of debarkation to the foxhole and engaged in the fight.

But, as the U.S. Transportation Command deputy commander, I’d like to highlight a crucial segment of transport that occurs in the vast deep-blue space over which the lifeblood of any decisive U.S. combat power must travel. Although we don’t often discuss it, as Army professionals we must recognize and advocate for the critical combat enabler known as our nation’s strategic sealift.

STRATEGIC SEALIFT

Our nation’s strategic sealift capability comprises two distinct fleets. First is the gray-hulled organic fleet, consisting of continental United States-based vessels that are in a reduced operating status and pre-positioned vessels that are at strategic locations worldwide. This fleet assists an immediate wave of forces as we surge the Army to the fight.

The second fleet consists of U.S. flag, militarily useful, commercial vessels made available to us through the Maritime Security Program and the Voluntary Intermodal Sealift Agreement. These commercial ships participate in both domestic and international commerce, but when mobilized, they are available to augment our organic fleets. Having these ships available ensures the United States retains a strategic sealift capability that is ready for war.

The fact that these commercial ships are U.S. flag is critical because there is no guarantee we can compel foreign-flag vessels to sail into potentially hostile areas on our behalf. During Operation Desert Shield, 13 foreign-flag vessels balked at entering the area of operations, and we experienced similar problems with foreign-flag ships during the Vietnam War.

GREATER CAPACITY FOR THE WARFIGHTER

Some may counter that even without U.S. flag ships we could simply fly our equipment and personnel to the fight. Physics says otherwise. A single ship can carry approximately the same amount of cargo as 300 C-17 Globemaster III aircraft. Considering the number of sorties required to move a decisive combat force, we simply do not have the airlift capacity to move our warfighters on a time line that meets national security objectives.

In fact, 25 years ago, during the six-month buildup to Operation Desert Storm, we moved more than 2 million tons of equipment by sea. Over the course of that operation, 95% of all cargo went by sea. Only 5% went by our maxed-out airlift fleet.

During Operations Enduring Freedom and Iraqi Freedom, U.S. commercial vessels moved 63% of all military cargo. To move a decisive force to the point and time of need, we must use strategic sealift.

RISKS TO STRATEGIC SEALIFT

Several factors have combined to put our nation’s strategic sealift capability at risk.

FLEET AGE. First, the organic fleet is aging. Our surge vessels are an average of 38 years old and will begin to reach their 50-year service life in the 2020s. The U.S. Transportation Command is forecasting that 4 million square feet of organic surge roll-on-roll-off capacity will be gone by 2030.

LESS COMMERCIAL AVAILABILITY. Of greater concern is the overall trend within the commercial U.S. flag fleet; there has been a long-term decline in the number of available ships. At its peak in the 1950s, more than 1,000 U.S. ships were engaged in international trade. Today only 78 ships are similarly engaged. Recent declines have been the most dramatic in the history of the program; the Army has lost access to one-fourth of the commercial fleet in the past three years.

FEWER MARINERS. Most are unaware that both the Navy’s organic fleet and U.S. flag commercial vessels draw from the same pool of civilian mariners. When U.S. shipping companies shift their vessels under the flags of foreign nations that offer lower overall operating costs, jobs for U.S. mariners simply go away. And, with only 78 ships engaged in international trade, there are just enough jobs to maintain the minimum pool of mariners needed to move our Army in time of war. The Army needs ships and mariners, and it is a need most of us do not readily recognize or appreciate. The aging of the organic fleet, the dwindling supply of commercial ships, and the loss of crewmembers for both fleets pose great risk to our decisive land force.

We must retain a decisive land force to counter the threats we will face in tomorrow’s increasingly complex environment. Force 2025 and Beyond will provide the decisive land force of the future. But if we do not raise the discussion of ship recapitalization and manning, we may not be able to get to the fight.

There is no doubt that “boots on the ground” are the ultimate guarantor of victory. But without strategic sealift, we join the ranks of most of the world’s armies--relegated to an in-garrison force that is likely ineffective at deterring its enemies. The simple truth is that the Army must sail to the fight before it can march to victory.

Lt. Gen. Stephen R. Lyons is the deputy commander of the U.S. Transportation Command at Scott Air Force Base, Illinois. Lyons previously served as the commander of Combined Arms Support Command and as commanding general of the 8th Theater Sustainment Command. He hold a bachelor’s degree in criminal justice from the Rochester Institute of Technology, a master’s degree in national resource strategy from the Industrial College of the Armed Forces, and a master’s degree in logistics management from the Naval Postgraduate School.

This article was published in the May-June 2016 issue of Army Sustainment magazine



SUP deck gang getting the USNS Red Cloud in tip top shape. From the left: Tim Connelly, Bosun Asad Al Rasulullah, Pedro Fuentes and Andre Didkovsky.

Customs, Coast Guard, MarAd defend Jones Act as vital to national and homeland security

Leaders from the United States Coast Guard (USCG), U.S. Customs & Border Protection (CBP) and Maritime Administration (MarAd) last month joined the Navy League’s annual Sea-Air-Space Exposition, designed to bring together the U.S. defense industrial base, private-sector U.S. companies and key military decision makers in a discussion titled “Jones Act & Homeland Security Roundtable.”

The panel presented an opportunity for participants, including Maritime Administrator Paul “Chip” Jaenichen, USCG Rear Admiral Mark Butt and J. Ryan Hutton of the CBP to discuss the importance of the U.S. merchant marine with much of the conversation centering on the potential threats posed to homeland and national security if the Jones Act was not in place.

“If we allowed foreign-flagged vessels to be unfettered in the U.S. and foreign crews to be unfettered in the U.S., that would be one more operational dynamic that we would have to deal with,” said Hutton. **“The [Jones Act] gives us the ability to segment that risk ... If we eliminate the Jones Act then that would be a huge gaping security hole for us operationally in terms of when these crews arrived in the U.S. if they were allowed to go anywhere they were allowed to go.”**

“A ship entering our waterways can gain potentially deep access to our interior. The Jones Act is not primarily an economic or trade measure. Plain and simple, the Jones Act is about defense and about security, and from my perspective, it works,” added Jaenichen.

The potential for significant increased costs to the U.S. government to regulate and police an environment with foreign ships operating in domestic commerce of the nation was also a hot topic for the panel.

Butt expressed his concerns with the Coast Guard’s current capacity to inspect and target foreign crews compared to what would be required in a world without the Jones Act, saying, “foreign vessels are required to give a 96-hour advance manifest filing. That allows us the time to work on the targeting of the individuals. Without this notice, they will be sitting offshore until screening is done.”

“When we have the rebound of the price of crude, we’re going to have a lot more flow on the waterways,” continued Butt. “You’d be talking about foreign crews in the heartland of America with some of the worst [chemical] products that are carried on our waterways. If that’s the risk we want to take, that would be interesting.”

The panel also addressed the importance of the Jones Act to national and homeland security, including the importance of the law for U.S. merchant mariner, sealift and shipbuilding capacity during times of peace and foreign conflict.

“When it comes to national security and the economic health of the nation, especially as we’re talking about dealing with the non-contiguous trade, and I’m talking about trade to Puerto Rico, trade to Hawai’i, and trade to Alaska, the Jones Act is absolutely the cornerstone of the national strength and security,” said Jaenichen. **“The Jones Act is sound policy. It is a granite pillar on which our national defense and homeland security rely.”**

“The Maritime Administration’s broader mandate is to ensure that our nation has the capacity and capability to forward deploy our armed forces and to be able to sustain them once they arrive in theater ... 50% of our active mariner pool comes from the Jones Act coastwise trade,” said Jaenichen, “The Jones Act supports a robust American shipbuilding and repair industry along with a merchant marine. Shipbuilding and repair contributes \$37 billion in gross domestic product annually and \$25 billion in annual labor income. Our shipbuilding industry is the largest employer in several states paying strong family supporting middle class wages.”

Jaenichen also took the opportunity to address claims made by critics who seek to tie the Jones Act to the debt crisis in Puerto Rico.

“For decades the Jones Act has served as an economic backstop for Puerto Rico and Hawai’i providing reliable capacity, operational efficiency and frequency of service to those islands. When foreign shippers refuse to service them because those markets are very small and very remote ... critics say [the Jones Act] punishes residents in Puerto Rico. These attacks are unfounded, there is no supporting information and every time the government has taken a look at it they have found it to be the contrary of that.”

Conrad and the *Craft*: Sea Stories for Real Sailors *(Part 1)*

by Colin Dewey SUP Book #2741, Assistant Professor of English, Department of Culture and Communication, California State University Maritime Academy

The maritime industry, perhaps more than any other industrial profession, respects tradition. Sometimes though, seafarers seem to revere tradition to the point of rejecting useful innovation. Worse, we have even used the rubric “tradition” to resist social and cultural changes necessary to bring our profession into line with the modern world in which we operate, and from among whose young “best and brightest” we hope to encourage new recruits. Yet there is no discounting the importance of preserving and transmitting the knowledge – and more than knowledge – that we have developed over centuries of practice.

Sailors don’t work in theoretical research laboratories, and the best of what we know about what we do has come to us through long, hard, real-world experience. Many of us will recognize the grain of truth in the seaman’s prejudice against “book-learning” and have also felt the sting of being misunderstood by landsmen who try to describe our culture. “You had to be there,” any of us might say, “to know what it was like..

Usually, even given this forbidding caveat, a sea story or “yarn” will follow, explaining in some detail what “it was like” and perhaps the innovative (or entertaining) method the storyteller used to come out on top. This scene has been part of maritime culture, it seems, since the beginning. The traditional way to communicate professional knowledge has been through this kind of oral seaman’s lore, apprenticeship, and what we now call mentoring. Eventually, as word-of-mouth became written record, a complex professional literature grew out of voyage narratives, “how-to” manuals, and often highly embellished sailing directions. Maritime fiction, the best built on real seagoing experience, learned from and often borrows from the traditions of that practical literature. The printing press and the ocean-going vessel developed simultaneously in the West.

Dr. Margaret Cohen is a professor of comparative literature at Stanford University who has spent years studying voyage narratives and seamanship treatises of the 16th-19th centuries as well as the fiction of the same period. In her 2010 book *The Novel and the Sea* (University of Princeton Press, 2010), she develops a remarkably accurate composite picture of “the compleat mariner.” Cohen uses this archaic term to describe the combination of vast skill and experience necessary to navigate through hostile and largely unknown seas. The “compleat or perfect mariner,” she writes, “was an icon of effective practice and human ingenuity, able to beat brutal high-risk conditions against all odds, while pushing knowledge to the frontier and beyond..

Cohen borrows a second term to name the special

Matson adds New York/New Jersey to China service

Matson announced last month that it is expanding its less-than-container-load (LCL) capabilities by offering direct transit from China to the New York and New Jersey markets.

The company will expand its China-Long Beach Express (CLX), which partners with JAD International for expedited coast-to-coast transport.

The new service provides LCL freight receipt at origin Container Freight Station locations in Shanghai, Dalian, Guangzhou, Hong Kong, Ningbo, Qingdao, Shenzhen, Tianjin, and Xiamen, as well as weekly sailings from Shanghai via Long Beach to New York/New Jersey.

“We listened to our clients’ needs and in collaboration with JAD International, we are proud to bring this premium service to the market,” said Jeffrey Ivinski, Director of Sales & Marketing for Matson Logistics Supply Chain Services. “Matson created an alternative to costly air freight to the West Coast and now we are bringing expedited service to the important New York metro market. To compete with air freight we not only have to be fast but also extremely reliable. With Matson’s outstanding ocean transit and JAD’s land network, we can execute with a high degree of precision and add even more value for our customers,” added Ivinski.

capacity to instinctively combine traditional knowledge and improvisational skill possessed by the “compleat mariner” from a former shipmaster named Józef Korzeniowski. Korzeniowski, better known to us as the author Joseph Conrad, called this elusive quality the mariners’ craft. Conrad’s work meditates deeply on the contours of craft and the consequences of failure. Though not the primary aim of her book, reading Conrad’s novels and stories with Cohen’s work in mind helps focus questions of tradition, professional practice, and training – and may, in an increasingly technological age, help define the essential human qualities worth preserving and encouraging in the maritime profession.

Joseph Conrad was born Józef Teodor Konrad Korzeniowski in 1857 in Russian-controlled Ukraine. Orphaned at 11, Conrad made his way to the French port of Marseilles, on the Mediterranean Sea. First as a passenger and then as a seventeen-year-old apprentice (ordinary) seaman, in 1874-75 he explored the sailors’ life in small French barques trading between Mediterranean ports and the islands of the Caribbean. By late 1877, the political situation in Europe meant that Conrad, as a Russian subject, could not sail in French vessels without the permission of the Russian consulate: permission that would have been dangerous for him to try to obtain since he was liable for compulsory military service in the Tsar’s army. In June 1878, as “Konrad Korzeniowski,” Conrad landed in England and shortly after signed aboard a coastal collier, the schooner *Skimmer of the Sea*. Later that year he shipped in the clipper *Duke of Sutherland* for Sydney, Australia. Returning to England in late 1879, Conrad shipped as AB in the steamer *Euro-pa*, trading between ports in Britain and Italy.

Conrad’s biographer Zdzislaw Najder (*Joseph Conrad, A Life*, Camden House, NY, 2007) suggests that Conrad’s uncle, Tadeusz Bobrowski, whose allowance had enabled his young nephew’s rather carefree and sometimes dissolute life as an able-bodied seaman, pressured him to sit for second mate in 1880. There is also evidence that Conrad “augmented” his sea time in both French and British vessels in order to make up the required four-year’s service. Nevertheless, after attending an English “license prep” school, he sat – and passed – his mate’s exam on 28 May 1880. He was 22 years old.

During his nearly 19-year career, Conrad worked as

CMA CGM reports \$100 million loss

The French Ocean carrier CMA CGM reported a loss of \$100 million in the first quarter of 2016 compared to a profit of \$406 million in the first quarter of 2015.

Core earnings before interest, taxes, disposals and impairment charges totaled \$3 million in the first quarter of this year compared to \$406 million in the first quarter of 2015. The loss came as the third largest container liner company saw revenues for the quarter tumble 15.3% year-over-year to \$3.4 billion. Revenues fell even though the company carried 3.2 million containers in the first quarter, 2.9% more than the 3.1 million containers it carried in the first quarter of 2015, due to average revenue per TEU falling 17.6%.

CMA CGM said the increase in volumes was mainly due to growth in the TransAtlantic and TransPacific lines operating to and from the United States. The French carrier also said that offset a decrease in the volumes of cargo carried between Asia and Europe, where it had scaled back its capacity in response to weaker demand.

The acquisition of the European short sea carrier Oldenburg-Portugiesische Dampfschiffs-Rhederei last year

apprentice, AB, steward, 3rd, 2nd, and chief mate, and master. He sailed British coastwise and short European routes, trans-Atlantic, and around the Cape of Good Hope to Australia and South East Asia. He spent time in barques, schooners, clipper ships, and steamers, carrying everything from coal to cattle to passengers.

One of his most detested, but most significant, periods of employment came during the summer of 1890, in the Congo River steamer *Roi des Belges*. The two months he spent aboard that ship, witnessing the ravages of Belgian colonial rule on the people and lands along the river, inspired one of Conrad’s most haunting and controversial works, *The Heart of Darkness* (1899). Following two voyages between London and Australia as mate in the clipper *Torrens*, Conrad, who in 1893 signed his name “J. Conrad Korzemowin” ended his deep-sea career. On 10 January the next year, “J. Conrad” paid off of the steamer *Adowa* in London, for the last time.

Upon his uncle’s death in 1894, Conrad received a modest inheritance that helped him to make the transition to a literary career ashore. Although he had started writing his first novel, *Almayer’s Folly* (1895), as early as 1889, he only began seriously developing his meditative and philosophical style of sea-fiction in the years following his retirement from the maritime profession.

Why is my call to attend to an eighteenth-century ethos in nineteenth-century fiction not simply an exercise in historical nostalgia. Because recognizing the “complete mariner” and the craft: to preserve and uphold which was a moral duty to Captain Joseph Conrad, helps fill in the technical and STCW-competency-based outline of the complete OOW in the twenty-first-century. Conrad himself recognized the difficulty of teaching the situation-specific creative and ethical judgment and intelligence of craft in his novel *Lord Jim* and novella “Typhoon”. In the second part, I’ll look at those fictional works with these questions in mind: what quality is most important in a seagoing officer? How can we recognize it, and even develop it. In future installments, I’ll examine other maritime literature seeking answers to similar questions: look for pieces on Eugene O’Neill, Herman Melville, Malcolm Lowry, Jan de Hartog, Joshua Slocum, and Samuel Taylor Coleridge.

[Editor’s note: Brother Dewey’s article was originally published online in *GCaptain*. Part 2 will be in July’s *West Coast Sailors*.]

also helped boost volumes, the carrier said.

CMA CGM Vice Chairman Rodolphe Saadé said the increase in volumes was above the market average of 1.2%, citing an industry growth estimate by industry analyst Drewry. “We will continue our strict financial discipline, including the implementation of a significant cost reduction plan,” Saadé said. The company has initiated a new plan to cut costs by \$1 billion within 18 months.

Saade also noted that CMA CGM is “moving forward on our strategic projects, namely the proposed acquisition of NOL and the creation of a new operational alliance.” The plan to acquire NOL and its APL subsidiary has been cleared by the European Commission, India and China.

Meanwhile, the new OCEAN Alliance, comprised of CMA CGM, China COSCO Shipping, OOCL and Evergreen is expected to launch next April.

CMA CGM said “The recent trend on the Asia-Europe and Asia-Mediterranean lines shows a slight improvement in its freight rates since May 1, 2016, but the environment remains fragile.”

Columbus voyage letter returned

The United States has returned to Italy a letter written by Christopher Columbus in 1493 announcing his discovery of the New World that was stolen from a Florence library and unwittingly acquired by the Library of Congress.

The eight-page letter conveys Columbus’ marvel at the fertile islands he found, “full of the greatest variety of trees reaching to the stars,” and the timid natives who Columbus believed were ripe for conquest by Spain and conversion to Christianity.

The letter had been stolen from Florence’s Riccardiana

library and replaced with a forgery that no one noticed until Italian authorities in 2012 launched a broad investigation across Italy into plundered rare books following some high-profile thefts.

The original, meanwhile, had been sold to a rare book collector in Switzerland in 1990, then purchased by another collector at the Christie’s auction in 1992 in New York.

It was finally bequeathed to the Library of Congress in 2004 by the estate of its final owner, Italian and U.S. officials said last month.

ITF blames near-grounding in Australia on FOC system

International Transport Workers’ Federation (ITF) Australia National Co-ordinator Dean Summers has questioned the flag-of-convenience system, after a container ship narrowly missed running aground when it veered off course and almost collided with rocks and reefs off the coast of Coffs Harbor, Australia.

“On April 14, a 53,000 ton container ship almost ran aground off Coffs Harbor,” Summers said. “The Greek-owned, Liberian-registered ship, crewed with Ukrainian and Russian seafarers came very close to hitting the coast after being 15 miles off course on her way up the Australian coast. “This is the standard of foreign shipping that’s encouraged to come onto the Australian coast and replace our domestic fleet,” he said. “The net result for Australia is a near miss with the potential for hundreds of millions of dollars damage.”

Earlier this year, the ITF released evidence of safety breaches on board a flag-of-convenience ship berthed in Newcastle, Australia. The Greek owners of the Panamanian flagged *Christine B* had been underpaying its 19 Filipino crew, the ITF says, and also putting their lives at risk by making them clean the cargo hold without proper safety harnesses or equipment. The ITF released photos of the crew standing unsecured on planks of wood tied haphazardly on by ropes to the inside of the hold, many meters up in the air. Summers says this highly dangerous job was done while at sea – putting the crew’s lives in further jeopardy. The ITF secured \$30,000 back pay for the crew who had been on board the *Christine B* for 14 months.

In January, the ITF formally called an inquest into the death of a 26-year-old Filipino seafarer on board a Panamanian registered coal carrier. Christian Borbon died on December 19, 2015, on board the Japanese owned, Panamanian registered *Beaufix*, while on route from China to Gladstone to load Australian coal. The seafarer was diagnosed with tonsillitis in China but died a number of days after leaving Shanghai on December 13, 2015, said Summers.

Nine of the surviving crew complained of similar symptoms, but we are told they would need to pay \$500 each to see a doctor in the port of Gladstone, Australia. “These seafarers are paid so little they do not have \$500 to pay for a medical out of their own money which by law must be provided free by the shipping company,” said Summers.

Australia is currently undertaking an inquest into the three fatalities that occurred onboard the *Sage Sagittarius*, or “Death Ship” between August and October 2012.

“As the body count increases from flag-of-convenience shipping, our federal

government continues to dismantle the Australian industry, replacing it with this de-registered, disgraceful form of shipping,” said Summers.

Australian seafarers are warning that the local industry is at risk unless the influx of foreign workers is halted. Hundreds of overseas contractors are currently working on the Australian coast despite close to 1,000 local maritime workers looking for jobs, about one sixth of the entire workforce.

The lack of jobs has been blamed on falling commodity prices and a decline in manufacturing, but Unions have said that is only half the story. “Jobs aren’t drying up because there’s no work, but drying up because the government is allowing \$2 an hour exploited labor to replace them on the coast,” said Thomas Mayor, secretary of the Northern Territory branch of the Maritime Union of Australia.

Under the national shipping regime, foreign vessels can obtain temporary licenses to operate in Australian waters without needing to pay their workers Australian wages. The licenses are meant to apply for two trips only, but industry insiders say companies are easily able to obtain “rolling” licenses.

“Seafaring jobs are just the same as carrying cargo on a truck from Darwin to Adelaide – on a truck you expect Australian wages, Australian safety conditions, Australian work conditions,” Mayor said.

A dispute is ongoing over a temporary license the Australian government granted to Alcoa allowing it to use foreign-flagged vessels.

“Companies like Alcoa are now replacing safe, secure, environmentally responsible domestic shipping with the cheapest, nastiest flag of convenience on offer,” says Summers. “Since that license was granted, the senate voted to retain the current coastal shipping laws, and the government should act in line with the intent of that legislation by canceling Alcoa’s temporary license.”

In January, five Aussie crewmembers protesting onboard the Alcoa ship *MV Portland* were woken at 1:00 A.M. by up to 30 security guards, handed their passports and forcibly removed from the vessel.

The *MV Portland*, which carried alumina between Western Australia and the smelter in Portland, Victoria, has since sailed to southeast Asia to be scrapped, however, the route between Western Australia and Victoria is still in operation. Alcoa has now chartered foreign vessels with a foreign crew.

Alcoa’s focus is on reducing operating costs and improving productivity to help all its facilities remain internationally competitive, both now and into the future, said the company in a statement at the time.

Crewmembers accused of killing captain and engineer

Two Vietnamese crewmen on a South Korean fishing vessel in the Indian Ocean have allegedly stabbed and killed the ship’s captain and the engineer over a dispute, South Korea’s Coast Guard said June 20.

The two, both aged 32, have since been overpowered by other crew members and are locked up aboard the vessel as it sails to the Seychelles capital Victoria, a Coast Guard official in South Korea’s southern city of Busan, said.

The Vietnamese crew members were believed to be drunk at the time of the incident, said a Coast Guard spokesman. “They are said to have been unhappy with the orders given by Korean bosses,” he said, adding their exact motive will have to be investigated.

South Korean maritime police will dispatch a team of investigators to the island state, and the suspects will be brought back to South Korea.

The Jones Act: A guiding principle for Homeland Security

by Duncan Hunter (R-California), Chairman of the House Coast Guard and Maritime Transportation Subcommittee

For nearly a century, the Jones Act has been a reliable safeguard against American and global corporatists wanting to make higher profits at the expense of U.S. national security and jobs. Thanks to the Jones Act, shipping vessels that operate in U.S. waters must be American crewed, American owned and American built. All of this makes perfect sense, except to Wall Street and businesses that only account for their own self-interests — and they’re trying to fool everyone into thinking the Jones Act is antiquated and onerous.

Some in Congress are following their lead, citing the same worn-out and less than compelling argument that the Jones Act is a relic of the past. How wrong they are. Their latest endeavor involves infringing on the Jones Act through legislation addressing the Puerto Rico debt crisis, even though Puerto Rico has benefited from Jones Act protections over time.

With or without such an effort, it’s imperative not to conflate the unrelated issues of Puerto Rico’s debt and the Jones Act, and to fully grasp the importance of ensuring the safe transport of goods between American ports. There must also be acknowledgment of the dire consequences of exposing ports and waterways to foreign seafarers.

Today, especially with terrorism and illegal immigration matters of concern to so many Americans, the security that the domestic maritime industry provides to the United States and its territories is essential. While the current border security discussions have centered on the complexity of securing our land borders, just imagine the difficulty of the Coast Guard trying to manage inland waterways, lakes and coastlines filled with foreign seafarers. Moreover, diverting already strained Coast Guard resources to monitor and manage foreign seafarers in domestic trade would undermine other vital Coast Guard missions.

A study by the Government Accountability Office (GAO) recently found there are approximately five million maritime crew entries into the United States each year, and “the overwhelming majority of seafarers entering U.S. ports are aliens.” Citing the potential for terrorism, the GAO said “the Department of Homeland Security (DHS) considers the illegal entry of an alien through a U.S. seaport by exploitation of maritime industry practices to be a key concern.” The State Department similarly calls the issue of foreign seamen security a “national security concern.”

The security response to this risk involves procedures overseen by a battery of federal agencies like the Coast Guard, the State Department, and the Customs and Border Protection (CBP). Despite massive federal efforts, the GAO noted, the percentage of absconders (foreign crew members who depart the vessel despite being told by CBP to remain) and deserters (foreign crew members who lawfully leave the vessel but don’t return) continues to grow.

[Editor’s note: This article was published in the May 30, issue of the Washington Times.]

New rule extends overtime pay to millions of salaried workers

More pay could become a reality for millions of U.S. workers who now toil long hours without overtime under a new rule issued last month by the Obama Administration.

The rule seeks to bolster overtime protections that have been eroded in recent decades by inflation. A diminishing proportion of workers have benefited from overtime regulations, which date to the 1930s and require employers to pay one-and-a-half times a worker’s wage for work that exceeds 40 hours a week.

In the fast-food and retail industries in particular, many employees are deemed managers and work long hours but are paid a flat salary that barely exceeds the income of the hourly workers they supervise who receive overtime pay.

Under the new rules, released in draft form last summer, the annual salary threshold at which companies can deny overtime pay will be doubled from \$23,660 to nearly \$47,500. That would make 4.2 million more salaried workers eligible for overtime pay. Hourly workers would continue to be mostly guaranteed overtime.

The White House estimates that the rule change will raise pay by \$1.2 billion a year over the next decade. Some employers, though, might choose to reduce their employees’ additional hours to avoid paying overtime, thereby making the workers’ schedules more consistent.

“Either way, the worker wins,” said Vice President Joe Biden on a conference call with reporters.

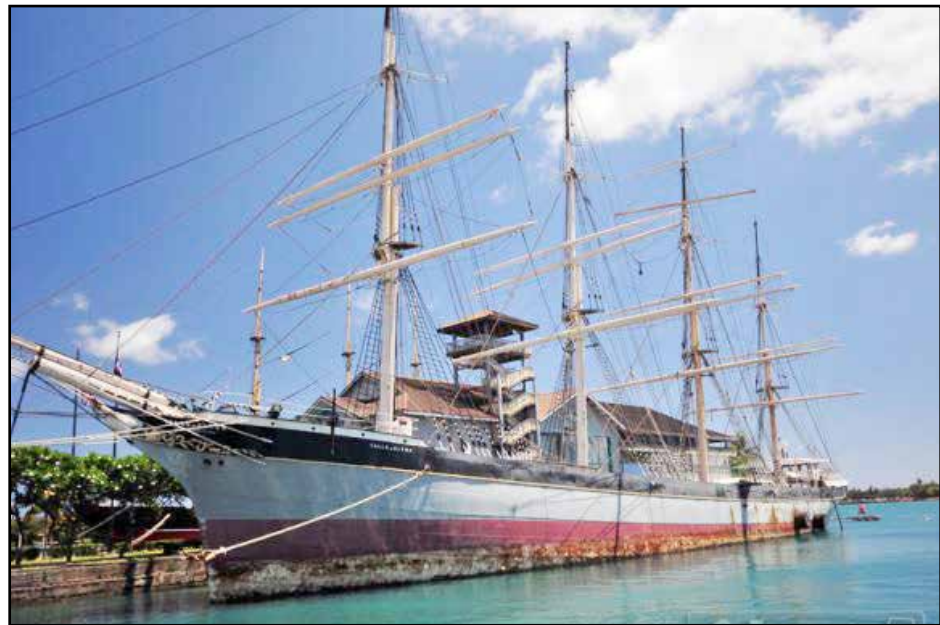
Business groups (of course), however, argued that the changes will increase paperwork and scheduling burdens for small companies and force many businesses to covert salaried workers to hourly ones to more closely track working time. Many employees will see that as a step down, they said.

The overtime threshold was last updated in 2004 and now covers just 7% of full-time salaried workers, administration officials said—down from 62% in 1975.

The higher threshold, to take effect December 1, will lift that ratio back to 35%, Labor Secretary Tom Perez said. Perez has spearheaded the administration’s effort and has worked on formulating the rule for the past two years.

The new rule is intended to boost earnings for middle and lower-income workers, Perez said, which have stagnated since the late 1990s. Overtime pay hasn’t received as much attention as efforts to increase the minimum wage, but it could have a broad impact.

Workers making more than \$47,500 may still be eligible for overtime pay, unless they perform management, supervisory or professional functions – the so-called “white collar” duties test.



The *Falls of Clyde* loses Honolulu harbor permit

A historic ship docked at Honolulu Harbor has 30 days to leave. The state Department of Transportation revoked a permit that allowed the *Falls of Clyde* to moor at Pier 7, on June 16. The DOT says the condition of the near 140-year-old ship poses a safety and security risk to harbor users.

It released the following statement: “The Hawai’i Department of Transportation Harbors Division (HDOT Harbors) recognizes and appreciates the historic and maritime value of the *Falls of Clyde*, but must meet its duty to protect Hawai’i’s largest port and ensure the state’s economy and commerce remain uninterrupted. HDOT Harbors attempted to work with the Friends of *Falls of Clyde* over the past seven years to make arrangements to safely berth the vessel free of charge at Pier 7 in Honolulu Harbor.

The condition of the *Falls of Clyde* poses an unacceptable risk to navigation in Honolulu Harbor and a safety and security risk to harbor users.

The Friends of *Falls of Clyde* were asked to provide proof that they had the resources necessary to restore the vessel to a condition that would allow it to safely berth in Honolulu Harbor. They were unable to meet this request.

In the interest of preserving Honolulu Harbor, which is a critical entry point for 79% of commercial goods into the state of Hawai’i, HDOT Harbors revoked the permit that had allowed the *Falls of Clyde* to moor at Pier 7 on June 15, 2016. The Friends of *Falls of Clyde* have 30 days from the notification of the revocation of the permit to move the vessel and restore Pier 7 to a safe condition.”

The Friends of *Falls of Clyde*, the non-profit organization that owns the ship, disagrees with the State’s assessment.

President Bruce McEwan said several surveys have been conducted and experts have been brought in to inspect the ship. “We have give them technical information, more than once, indicating she’s very safe. The lines on her, in her mooring, are more than adequate for any weather conditions. The state somehow believes the ship could get dragged out into the harbor, and become a hazard to navigation. We don’t understand how they could possibly think that,” McEwan said. *Falls of Clyde* is a symbol of decades, if not a century, of sailing history in a maritime state,” he added. “As a national historic landmark, she’s definitely worth preserving.”

McEwan says the organization is exploring ways to raise money, and taking away its mooring permit would make it difficult to save the ship.

Cadet medevac’d from *Maunawili*

The Coast Guard had to medevac an ailing Maine Maritime Academy cadet from Matson’s *Maunawili* this month 230 miles south of Cold Bay, Alaska. The 20-year-old man was suffering from pneumonia and respiratory complications. Crewmembers worked in tandem with Coast Guard and health officials to ascertain that a medivac was necessary when the cadet’s condition became debilitating.

The *Maunawili* was approximately 805 miles south of Kodiak Island at the time of notification. Mariners aboard the ship were advised to make best speed toward Cold Bay in order to be in range of the helicopter crews. A Coast Guard Air Station Kodiak HC-130 *Hercules* airplane crew was then directed to the scene to provide coverage for the *Jayhawk* crew while a second Air Station Kodiak *Jayhawk* helicopter crew was sent to Sand Point to provide self-rescue cover.

“Due to the distance from the initial call for assistance, it took a concentrated effort to coordinate the long-range medevac,” said Lt. Joseph Schlosser, command duty officer, Coast Guard 17th District. “Our crews and assets worked diligently to complete this complex mission and we’re glad we were able to assist the man and get him to the medical care he needed.”

The *Jayhawk* crew hoisted the cadet and transported him to an awaiting Guardian Flight in Cold Bay where he was flown to Anchorage for medical care. He has since made dramatic improvement.

ATTEND YOUR MONTHLY
SUP UNION MEETINGS!

Matson Navigation Company Wage Rates

effective July 1, 2016

071, Roll-On/Roll-Off, C-8, C-9, CV-2500 & CV-2600

Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit		Money Purchase Pension Plan Daily
	Monthly	Daily		Daily	Monthly	
Bosun	\$6,224.51	\$207.48	\$6,414.46	\$121.17	\$3,635.10	\$25.00
A.B.	\$4,390.10	\$146.34	\$4,793.28	\$90.54	\$2,716.20	\$25.00
O.S.	\$3,369.96	\$112.33	\$3,766.51	\$71.15	\$2,134.50	\$18.51

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings
except the Ordinary Seaman shall be..... \$35.73
Ordinary Seamen (overtime rate)..... \$26.79

CARGO RATES

The hourly cargo rate for all ratings shall be:
Straight Time..... \$26.79
Overtime\$44.16

SHORTHANDED (SECTION 7. SUP Work Rules)

Bosun..... \$61.01
A.B..... \$45.96

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
Straight Time..... \$41.81..... \$25.00
Overtime.....\$67.83
A.B.
Straight Time..... \$34.45..... \$25.00
Overtime.....\$57.10

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
Straight Time..... \$30.27..... \$25.00
Overtime \$50.30
A.B.
Straight Time..... \$28.41..... \$25.00
Overtime..... \$48.04

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
Straight Time \$40.66
Overtime \$60.99
A.B.
Straight Time \$30.65
Overtime \$45.96

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time..... \$20.81

SHOREGANG: MAINTENANCE AGREEMENT

Working Bosun
Straight Time \$41.39..... \$25.00
Overtime \$67.83

General Maintenance
Straight Time \$34.04..... \$25.00
Overtime \$57.10

Spraying, Sandblasting enclosed spaces: additional per hour \$2.08

SHOREGANG: EXTRA MAINTENANCE AGREEMENT

Standby Bosun
Straight Time..... \$41.81..... \$25.00
Overtime.....\$67.83

Standby AB
Straight Time..... \$34.45..... \$25.00
Overtime.....\$57.10

Patriot Contract Services Moku Pahu Wage Rates

effective July 1, 2016

Bosun	Monthly Base Wage.....	\$5,160.64	Daily Base Wage	\$172.03	Daily Supplemental Wage.....	\$63.50.....	Money Purchase Pension Plan Daily
A.B.	Monthly Base Wage.....	\$3,463.97	Daily Base Wage	\$115.47	Daily Supplemental Wage.....	\$49.50.....	\$19.00

Monthly Base Wage..... \$3,463.97
Daily Base Wage\$115.47
Daily Supplemental Wage..... \$49.50..... \$19.00
Overtime \$33.28

CARGO RATES

Straight Time Hours:..... \$24.95
Overtime Hours:..... \$41.12

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time..... \$19.42
Supplemental wages at 10 days per month.

ESU Office Assignments

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

ESU NEWS

JUNE 2016

Official Publication of the Exxon Seamen's Union

2015 ESU Financial Statements

As per the Exxon Seamen's Union Constitution and By-Laws, one of the duties of the Vice-President/Treasurer is to have the Union's finances reviewed by a certified accountant. The following is a summary of the year-end 2015 Financial Statements prepared for the ESU by Ratliff & Jenth, Certified Public Accountants in Baytown, Texas.

"We have reviewed the accompanying statement of assets, liabilities, and net assets – modified cash basis of the Exxon Seamen's Union (a non-profit organization) as of December 31, 2015, and the related statement of support, revenue and expenses – modified cash basis for the year then ended, a review includes applying analytical procedures to managements financial data and making inquiries of the Union Management. Our responsibility is to conduct the review in accordance with Statements on Standards for Accounting and Review Services issued by the American Institute of Certified Public Accountants. All information included in these financial statements is the representation of the management of the Exxon Seamen's Union.

Based on our review, we are not aware of any material modifications that should be made to the accompanying financial statements in order for them to be in conformity with the modified cash basis of accounting, as described in Note 1."

NOTE 1 – ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Nature of Organization

Exxon Seamen's Union ("the Union") is a non-profit union organized on March 28, 1941. Its purpose is to bargain collectively and seek to attain harmonious relations with their employer, to render service to their fellow employees, to secure proper representation and to provide adequate administration under their Constitution.

In September 1999, the Union organized a lateral affiliation with the Sailor's Union of the Pacific in

order to strengthen the bargaining position of its membership. The Union pays a per capita affiliation fee to the Sailor's Union of the Pacific in the amount of \$5 per month. The Union is exempt from federal income tax as a labor union described in Section 501(c)(5) of the Internal Revenue Code. The Union's Form 990EZ, Return of Organization Exempt from Income Tax, for the fiscal years ending in 2012, 2013 and 2014 are subject to examination by the Internal Revenue Service, generally for three years after the date they were filed.

Basis of Accounting

The Union's policy is to prepare its financial statements on the modified cash basis of accounting. Under this method, revenue is recognized when received rather than when earned, and expenses (other than depreciation) are recognized when cash is disbursed rather than when the obligation is incurred.

NOTE 2 – FIXED ASSETS

Fixed assets are recorded at cost and depreciated over the estimated useful lives of the assets using straight-line and accelerated methods. Expenditures for repairs and maintenance are charged to expense as incurred.

Fixed assets consist of the following as December 31, 2015:

	Cost	Accumulated Depreciation	Net
Automobiles	\$19,211	\$(19,211)	\$ 0
Office Equipment	2,967	(2,530)	437
Furniture and Fixtures	757	(680)	77
Total	\$22,935	\$(22,421)	\$514

Depreciation charged to income was \$353 in 2015.

NOTE 3 – LEASES

During the year ended December 31, 2015, the Union leased alternative office space in Pasadena, Texas.

The office facility in Pasadena, Texas was leased on a fifteen month basis with the current lease expiring October 28, 2016. The lease requires monthly payments of approximately \$700 including certain utility expenses, through September 28, 2016. Rental expense for the office facilities amounted to \$8,834 for the year ended December 31, 2015.

This office facility is also occupied by members of the Executive Board Officers as a residential unit during their period of service to the Union. During 2015, the monthly rental expense including utilities for this facility was split equally between the Union and the officer residing in the residence.

NOTE 4 – CONCENTRATION OF CREDIT RISKS

The Union maintains bank accounts at institutions insured by the Federal Deposit Insurance Corporation ("FDIC"). As of December 31, 2015, the carrying amount of the organizations bank balance was \$173,033. The bank balance of \$173,033 was covered by FDIC insurance.

EXXON SEAMEN'S UNION Statement of Assets, Liabilities and Net Assets as of December 31, 2015:

Current Assets

Cash	\$173,033
Fixed Assets	\$514
Other Assets	\$500
Total	174,047

Liabilities

Credit Card	\$1,902
-------------	---------

Total Net Assets Less Liabilities \$172,145

Every vessel will have a hard copy of the full report in July 2016. ESU members that would like to review the report, please ask your Ship Representative to make it available and if you have any questions please feel free to call Vice President/Treasurer Leo DeCastro at the ESU office.

Ship reports

S/R American Progress

The vessel continues to load in NOLA at Phillips 66 Alliance, with upcoming discharge ports in Jacksonville and Port Everglades. Regular Ship Representative AB Mike Harrison back on board and keeps in touch with the ESU office reporting everything is going well. The ESU would like to thank QMED Joe Butler for filling in as Ship Representative.

Eagle Bay

ESU Board officer Leo DeCastro visited the vessel at anchor in Long Beach on June 21, Regular Ship Representative AB Thor Floreen back onboard and reports everything going smooth. Thank you to AB Ed Stoeckel for filling in with the Ship Rep. duties and staying in touch with the ESU office. Vessel is slated for couple more trips to load in Valdez to Long Beach and then San Francisco before going into a cleanup in order to have the one-year warranty work inspections.

Liberty Bay

The *Liberty* after loading in Valdez will sail south for its first discharge at PAL (Pacific Area Lightering) which is about 100 miles off the coast of San Diego, CA. QMED Eric Bush filling in as Ship Representative staying in touch with the ESU office and reports everything running smooth. A couple of questions about reliefs were addressed.

Tracey Gunnlaugsson

New SeaRiver President

Effective July 1, Ms. Tracey Gunnlaugsson, currently Americas Product Optimization Manager, Global Logistics Optimization, Supply & Transportation, ExxonMobil Refining & Supply Company, will join SeaRiver Maritime, Inc. It is anticipated that she will be appointed President of SeaRiver and elected to its Board of Directors.

Ms. Gunnlaugsson has previous seagoing and shore side experience with SeaRiver Maritime as a Deck Officer and Fleet Manning Head and is very familiar with the Company and its employees. The Exxon Seamen's Union would like to welcome Tracey back and look forward to her leadership towards continuing the overall success of the Company.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President/Treasurer Leo DeCastro

Board Member at Large Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

The ESU News is written and edited by the Exxon Seamen's Union.

Coffee may protect against cancer

An influential panel of experts convened by the world Health Organization concluded this month that regularly drinking coffee could protect against at least two types of cancer, a decision that followed decades of research pointing to the beverage’s many health benefits. The panel also said there was a lack of evidence that it might cause other types of cancer.

The announcement marked a rare reversal for the panel, which had previously described coffee as “possibly carcinogenic” in 1991 and linked it to bladder cancer. Bust since then a large body of research has portrayed coffee as a surprising elixir, finding lower rates of heart disease, Type 2 diabetes, neurological disorders and several cancers in those who drink it regularly.

In their report, the scientists did identify one surprising risk for coffee and tea drinkers. They said that drinking “very hot” beverages was “probably carcinogenic,” because the practice was linked to esophageal cancer in some studies.

Much of the evidence for coffee’s health benefits stems from large epidemiological studies, which cannot prove cause and effect. But the favorable findings on coffee consumption have been so consistent across numerous studies in recent years that many health authorities have endorsed it as part of a healthy diet.

Last year, a panel of scientists that shaped the federal government’s 2015 dietary guidelines said there was “strong evidence” that three to five cups of coffee daily was not harmful, and that “moderate” consumption might reduce chronic disease. Another group, the World Cancer Research Fund International, reported that coffee protects against multiple types of cancer. And several systematic reviews of studies involving millions of people have found that regular coffee drinkers live longer than others.

In its report, published on June 15, in *Lancet Oncology*, the World Health Organization’s International Agency for Research on Cancer said it had assembled a team of 23 international scientists who reviewed more than 1,000 studies. The agency said the evidence showed that drinking coffee was unlikely to cause several types of cancer, including breast, prostate and pancreatic cancers, and that it was associated with a lower risk of uterine and liver cancers. For 20 other types of cancer there was “inadequate” evidence of a link to cancer, said Dana - Loomis, the deputy head of the agency’s program that classifies carcinogens and the first author of the report.

In its report, the group cited evidence, for example, that coffee-drinkers’ risk of liver cancer decreases 15% “for each one cup per day increment.” Still, the group did not give coffee a ringing endorsement. It placed coffee in its Group 3 category for things with “inadequate” evidence of carcinogenic potential, such as fluoride, low frequency electric fields, and toluene, a solvent used to make nail polish.

Since 1971, the cancer research agency has evaluated nearly 1,000 environmental and lifestyle factors to determine the extent to which they can promote cancer. About 120 have been categorized as carcinogenic to humans, including asbestos, cigarettes and plutonium. Other things it has classified as carcinogenic include wood dust, salted fish and processed meats such as bacon, ham and hot dogs.

The agency said it was not clear why coffee seems to protect against at least two types of cancers. But it noted that drinking coffee produced “strong antioxidant effects” in clinical trials, and that it promoted the death of cancer cells in laboratory studies.

The report’s concerns about “very hot” beverages included mention of mate, a type of tea traditionally consumed in South America, the Middle East and some parts of Europe, often at high temperatures. The agency said that regular consumption of beverages hotter than 149 degrees Fahrenheit was “probably carcinogenic” based on a small number of studies showing a link between the practice and esophageal cancer.

One reason is that, over time, scalding hot beverages may injure cells that line the throat, setting the stage for rare cancers.

NTSB will launch mission to retrieve *El Faro*’s ‘black box’

The National Transportation Safety Board (NTSB) said this month it will launch a mission to retrieve the *El Faro*’s voyage data recorder or “black box” in early July.

The *El Faro* is the TOTE Maritime cargo ship that sank during Hurricane Joaquin October 1, 2015 with the loss of all 33 crew members on board. The U.S.-flag cargo ship operated between Jacksonville, Florida and San Juan, Puerto Rico.

On November 1, 2015, the *El Faro* wreckage was positively identified during the NTSB’s initial mission to locate the wreckage, but it wasn’t until a second trip was made to the wreck that the voyage data recorder (VDR) was finally located April 26 in about 15,000 feet of water near the Bahamas.

Investigators collaborated in May with scientists and deep water recovery experts to determine how the VDR could be recovered given its proximity to nearby obstacles. The NTSB contracted with the U.S. Navy Supervisor of Salvage to assist in the recovery effort.

The ship *USNS Apache*, along with *CURV-21*, a remotely operated underwater vehicle that was used to locate the *El Faro* wreckage in November, will now be used in the effort to retrieve the recorder.

Investigators from the NTSB and the U.S. Coast Guard, and engineers from the U.S. Navy and Phoenix International, the operator of *CURV-21*, will be aboard the *USNS Apache*.

The trip to the accident site is expected to take three to four days, followed by five days on scene to recover the VDR. Once the VDR is recovered and the *USNS Apache* returns to shore, the VDR will be brought to the NTSB laboratory in Washington where investigators will examine the device and download and analyze any information it may contain.

The NTSB said recorders such as those on the *El Faro* can capture 12 hours of data, including audio from microphones on the bridge, very high frequency radio communications, images captured from an onboard radar every 15 seconds, and automatic identification system traffic broadcasts data (if not possible to record radar). In addition, the device records vessel parametric data – including date, time, GPS position, speed and heading. The capsule is certified for a depth of 19,685 feet.

Welfare Notes

June 2016

Unfit For Duty

If you are Unfit for Duty, your eligibility for coverage may be extended; however, you must have your attending physician submit documentation to the SUP Welfare Plan including the date he treated you and the dates of your Unfit for Duty. Extensive information of your disabling condition is not required. Your employer will not automatically send documentation to the Plan office if you are injured on the ship. Periodic updates of your status should be submitted if your disability continues.

Unfit for Duty does not automatically add time onto the eligibility period. The extension of eligibility due to Unfit for Duty is dependent upon the Unfit For Duty dates and the Fit For Duty date.

When an eligible member becomes Fit for Duty he has 3 months starting in the month after becoming Fit for Duty to work 60 days to continue his eligibility.

As an example if a member’s eligibility period is 02/01/16 through 01/31/17 and he becomes Unfit For Duty in July 2016 and becomes Fit for Duty in September 2016, his eligibility is not extended. In this example the Fit For Duty date would make October, November, and December the time frame for him to work the 60 days needed to keep eligibility from lapsing. The eligibility period, however, covers him through January 2017 so the Unfit for Duty would not affect the eligibility period.

If a member with an eligibility period of 02/01/16 through 01/31/17 became Unfit for Duty in October 2016 and Fit for Duty in February 2017, his eligibility would be extended for February 2017, as well as, the months of March 2017, April 2017, and May 2017 when he would have to work at least 60 days to keep his eligibility from terminating.

If the member in this example failed to work 60 days between March 2017 through May 2017, eligibility would terminate in the month following the last extension month (May 2017) and the member must work 120 days within 12 months to become eligible again.

Time worked in the extension months after becoming Fit for Duty does not count for the 120 days within 12 months required if eligibility is terminated. Participants who regain eligibility after being terminated must re-enroll in a plan.

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Training Representative Berit Eriksson 206-551-1870
berittrainrep@sbcglobal.net
SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987
SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on June 2, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Corey Burton #5764	6 Years	A.B.	A
Warren Wade #19453	1 Year	O.S.	B
Rory Swank #19454	1 Year	O.S.	B
Logan Roberts C-2596	30 Days	A.B.	C
Kinard Ray C-2597	30 Days	O.S.	C
Kyle Swainbank C-2598	30 Days	O.S.	C
Kevin Blackman C-2599	30 Days	A.B.	C
Bosun Stamp - Norhaslan Idris #888			

Membership and Ratings Committee’s Report: M/S to concur in the Committee’s report. Carried unanimously. Membership and Ratings Committee: Langston Holmberg #19422, Robert Reed #3203, and Antonio Ymas #256.

SAILORS TAKE NOTE:

SIU-PD Seafarers’ Medical Center

Constructed Drug Screen Procedure

It has come to our attention that some Plan participants are not using the constructed drug screen program to keep their drug screen updated.

To construct a drug screen, the participant needs 60 days employment with the active random drug screen program. The 60 days are counted over a six- month period. The 60 days do not need to be consecutive employment during the six months time period.

To get a constructed drug screen you need to bring in your discharges or pay check stubs to the Clinic. The date on the drug screen card goes forward four months and five days from the last discharge date. You can rollover the expiration date on the constructed drug screen with each new discharge for another four months and five days unless you are off work for a six month period.

If you are unemployed for six months, then you have to start over needing 60 days employment for a constructed drug screen. A complete drug screen should be taken at that time. The constructed drug screen is a very cost effective procedure for the Clinic as we save the cost of laboratory testing for a complete drug screen.

SUMMARY ANNUAL REPORT FOR ANDREW FURUSETH SCHOOL OF SEAMANSHIP TRAINING PLAN

This is a summary of the annual report of the Andrew Furuseth School of Seaman-ship Training Plan, EIN 30-0162507, for the year ended July 31, 2015. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$617,855, as of July 31, 2015, compared to \$417,898 as of August 1, 2014. During the plan year the plan experienced an increase in its net assets of \$199,957. During the plan year, the plan had total income of \$1,146,864, including employer contributions of \$857,333, earnings from investments of \$141, and other income of \$289,390. .

Plan expenses were \$946,907. These expenses included \$150,541 in administrative expenses, and \$796,366 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Andrew Furuseth School of Seamanship Training Plan, at 730 Harrison Street, Suite 400, San Francisco, California. 94105, telephone (415) 764-4990. The charge to cover copying costs will be \$2.00 for the full annual report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California. 94107, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Depart-ment should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Costa Concordia’s 16-year sentence of captain upheld

A 16-year prison sentence for the former captain of the *Costa Concordia* for his role in the deadly 2012 shipwreck was upheld last month by an appeals court in Florence, Italy.

In a maneuver described in court as a salute to a retired cruise line commodore, Captain Francesco Schettino brought the *Costa Concordia* close to shore, and the vessel hit rocks off the Tuscan island of Giglio. Flooding disabled the main engines, and the vessel drifted in to shore. The shipwreck set off a chaotic evacuation of 4,229 passengers and crew, and 32 people died.

Schettino was found guilty by a lower court of multiple manslaughter, causing a shipwreck and abandoning passengers in one of the highest-profile shipping disasters in recent years. Schettino and the prosecutor had both appealed against the sentence handed down last year; the prosecutor had asked for a prison sentence of 26 years.

The appeals court upheld that ruling, rejecting a prosecutor’s request to extend the term to 27 years and three months and Schettino’s lawyers’ call for him to be acquitted.

The captain, who has admitted some responsibility but denied blame for the deaths that occurred during the evacuation after the ship’s side tore on the rocky shore, did not attend court.

Schettino ordered evacuation after an hour of drifting, during which time the ship had started to list. Meanwhile, the harbor authorities were alerted by worried passengers, and vessels were sent to the rescue. During a six-hour evacuation,

most passengers were brought ashore. Schettino abandoned the bridge, leaving the second master to co-ordinate the evacuation, however, he also left the bridge shortly after.

Schettino then abandoned ship while hundreds of passengers and crew were still on board, although he claimed that he accidentally “tripped” and fell into a lifeboat which then took him ashore.

The search for missing people continued for several months, with all but two being accounted for.

The judges who delivered the first verdict ruled that he would not go to prison until the appeals process - which can take years in Italy - is complete.

The ship’s owner, Carnival Corp unit Costa Cruises, paid a fine of one million euros (\$1.3 million at the time) and prosecutors accepted plea bargains from five officials.

The *Costa Concordia*’s hulk wallowed on its side in the waters off Giglio, a popular tourist destination, for two-and-a-half years before it was righted and towed away in one of the most expensive maritime wreck recoveries in history.

The last body from the ship was recovered in 2014. Five other crewmembers entered plea bargains and were sentenced in connection with the disaster, with shorter terms in the range of two to three years.

The appeals court ruled Costa Cruises and Schettino should pay the island’s government 300,000 euros (\$335,163) in compensation. The salvage and scrapping of *Costa Concordia* are estimated to cost \$2 billion.

SUMMARY ANNUAL REPORT FOR SUP WELFARE PLAN, INC.

This is a summary of the annual report of the SUP Welfare Plan, Inc., EIN 94-1243666, Plan 502, for the plan year ended July 31, 2015. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Insurance Information

The plan has contracts with Health Net, Kaiser Foundation Health Plan of the Northwest, Kaiser Foundation Health Plan of Hawaii, Kaiser Foundation Health Plan, Inc., Dental Health Services of Washington, Group Health Cooperative, Blue Cross Blue Shield of Louisiana, Guaranty Assurance Company, Delta Dental of California, UnitedHealthcare Insurance Company and The United States Life Insurance Company in the City of New York to pay certain medical, dental, and death claims incurred under the terms of the plan. The total premiums paid for the plan year ending July 1, 2015 were \$5,704,243.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$15,307,614 as of July 31, 2015, compared to \$14,208,840 as of August 1, 2014. During the plan year the plan experienced an increase in its net assets of \$1,098,774. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$8,693,825, including employer contributions of \$8,359,892, employee contributions of \$91,183, realized losses of \$87,179 from the sale of assets, and earnings from investments of \$329,929.

Plan expenses were \$7,595,051. These expenses included \$775,726 in administrative expenses and \$6,819,325 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, Inc., who is the plan administrator, 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 764-4990. The charge to cover copying costs will be \$43.75 for the full annual report or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California. 94107, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

APL reduced carbon dioxide emissions by 45.5% in 2015

American President Lines (APL) announced last month that it reduced its fleet carbon dioxide emissions by 45.5% in 2015, compared to its emissions level in 2009, the highest carbon dioxide emissions reduction for the company during the last six years.

“APL has steadily reduced its year-on-year carbon emissions and this demonstrates the company’s unyielding focus on sustainable shipping,” said Kenneth Glenn, APL President. “APL is dedicated to sound environmental stewardship and will persevere in our efforts to live out our commitments to protecting the environment.”

APL attributed its carbon emissions reduction to improvements in operational efficiency, fleet and voyage optimization, technical improvements, as well as a more fuel-efficient and environmentally-friendly fleet of vessels.

In addition to its vessel performance management, APL said that its maintenance strategy has been pivotal in ensuring that its operations stay efficient and green. Through data collection and analysis, APL implements a dedicated program that up keeps its vessel fleet for optimal ship performance and minimal environmental impact.

As a member of the BSR Clean Cargo Working Group (CCWG), APL collaborates with other stakeholders to oversee CCWG’s approach in driving improvements in global goods transport, namely performance measurement and reporting, as well as promotion of environmentally responsible practices. APL also uses tools to track and benchmark its performance to help shippers make informed decisions in choosing an environmentally-responsible carrier.



SUP President's Report

June 14, 2016

MATSON NAVIGATION COMPANY

Wage Increase

In accordance with the 2013-2017 Offshore, Maintenance and Extra Maintenance Agreements with Matson, wages and wage-related items (overtime, supplemental benefits, etc.) will increase by 2.5% effective July 1.

Recommend that the increase be applied to wages and wage-related items.

Arbitration

The arbitration over Matson's refusal to employ SUP and MFOW members in the *Matson Navigator*, which is currently trading between Long Beach and Honolulu, was held in Oakland before Arbitrator Frank Silver on June 9.

In attendance for the Unions were MFOW President Anthony Poplawski, MFOW Vice President "Cajun" Callais, SUP Vice President Dave Connolly, Eleanor Morton and Lindsay Nichols of the Leonard Carder law firm, and your secretary.

For the company: Jack Sullivan, Vice President for Vessel Operations and Engineering; Dale MacGillivray, Manager of Offshore Labor Relations & Contract Administration; Barbara Bodager, Matson's Assistant General Counsel; and Martin "The Butcher" Oppenheimer and Robert Millman from the Union-busting law firm Littler Mendelson.

The Union position was articulated at the outset of the proceedings by Ms. Morton, who stated that the company, as the ship's owner and operator, had violated the collective bargaining agreement by not hiring SUP and MFOW in the unlicensed deck and engine departments in the *Navigator*. Under questioning by Ms. Morton and under cross-examination by Mr. Oppenheimer, your secretary testified that the SUP and MFOW have had a bargaining relationship with Matson since 1903 regarding company vessels engaged in the Hawai'i trade and this was the first time, with two exceptions, the company had not employed SUP and MFOW personnel in Matson-owned and operator vessels. The exceptions were when the company for a short period time-chartered the TOTE vessel *Great Land* in 2003 for the Hawai'i trade and when it ran the *Horizon Consumer* to the islands for a couple of trips last year. It should be noted that the company has a legal right to time-charter vessels.

The salient points of the Union case were covered in the May issue of the *West Coast Sailors*.

Matson's defense of its decision not to employ SUP and MFOW mariners in the *Navigator* was bizarre at best, but illuminating.

The crux of the company's argument was that the National Labor Relations Board (NLRB) allegedly had ruled against the SUP and MFOW when the Unions sought bargaining unit clarification regarding the unlicensed deck and engine jobs in Matson's Alaska service and that the company was simply honoring Horizon Lines collective bargaining agreement with the SIU-A&G when it bought that company last year.

As the membership will recall (see the February issue of the *West Coast Sailors*), the NLRB DID NOT rule against the Unions, because the Unions WITHDREW the unit clarification petition. However, Matson sought to link the non-decision of the NLRB with the grievance over the *Navigator*. In your secretary's judgment, this was a weak argument at best, as the case before the arbitrator was about a vessel in the Hawai'i trade, not Alaska.

Captain Sullivan was the company's only witness and his testimony dispelled any notion that the *Navigator* was a Horizon Line vessel. The decision to save the ship from scrapping was Matson's. The decision to pay for the multi-million dollar retrofit of the ship was Matson's. The decision to deploy her in the Hawai'i trade was Matson's. In fact, Sullivan added on several occasions that the *Navigator* was a Matson vessel.

The SUP, MFOW and our attorneys believe that our case is strong, but arbitration is a crap shoot with Arbitrator Silver making the final, binding decision. Once the court reporter sends the transcript of the proceedings to the

respective parties, the Union and company attorneys will have 30 days to submit legal briefs to the arbitrator who has been requested to render an expedited decision.

PATRIOT CONTRACT SERVICES

Moku Pahu

In accordance with the Memorandum of Understanding negotiated last year between the SUP, MFOW, SIU-Marine Cooks and Patriot when the company replaced Matson as the operator of the *Moku Pahu*, a 2.5% increase in wages and wage-related items becomes effective July 1.

Recommend that the increase be applied to wages and wage-related items.

Ready Reserve Force

As reported in February, the award to Patriot of the Ready Reserve Force vessels *Cape Taylor*, *Cape Texas* and *Cape Trinity* was challenged by Crowley Technical Management Company. On May 12, the Government Accountability Office (GAO) dismissed the protest. Shortly thereafter the Union dispatched one Bosun, one General Vessel Assistant (GVA) and one General Utility Deck/Engine (GUDE) to each of the vessels all berthed at Beaumont, Texas.

MARITIME ADMINISTRATION

At the request of Maritime Administrator Paul Jaenichen, attended Maritime Day ceremonies on May 23, at the Department of Transportation in Washington, D.C.

General Darren W. McDew, Commander, U.S. Transportation Command (USTRANSCOM), praised American mariners for answering the call of duty throughout history in our country's hour of need. "I trust you to carry our nation's army, no matter how dangerous the seas may be," he said.

Many speakers at the event, including military officials such as McDew who are responsible for U.S. sealift and sustainment, warned that the decline in the size of the U.S.-flag fleet, which now numbers fewer than 80 vessels in the international trades, poses a grave risk to America's military readiness.

"Our country's security is at risk if we continue down our current path," said Rear Admiral Thomas K. Shannon, Commander, Military Sealift Command. He warned of "a rising Russia, an aggressive China and a belligerent Iran," not to mention continuing threats by myriad terrorist groups. A defense against these and other challenges "cannot occur without sealift, and that means U.S. mariners aboard U.S.-flag ships," he said. What good is the equipment and materiel in the Department of Defense arsenal "if we cannot carry it to the fight and sustain it?"

Admiral Shannon called for "a vigorous defense of the Jones Act, a robustly funded Maritime Security Program (MSP) and cargo, cargo, cargo" to buttress America's fleet from further decline.

AFL-CIO Transportation Trades Department (TTD) President Ed Wytkind, who also spoke at the event, called for more resources to be devoted to the maritime industry and to America's ports: in particular, he said TTD will work with the maritime Unions to ensure that funding levels approved for MSP are actually appropriated and that monies in the Harbor Maintenance Trust Fund are used for their rightful purpose, improving the viability of American waterways and ports.

The SUP is one of the 32 transportation sector Unions that belong to TTD.

Wytkind said that "skilled but often unheralded port and ship workers are facing unprecedented political threats that are a reflection of broader trends in our country," such as insufficient investments in transportation infrastructure and attacks on collective bargaining rights. "I believe the historic compact between America and its mariners is at risk," he added.

U.S. COAST GUARD

At the invitation of Rear Admiral Paul Thomas, the Coast Guard's Assistant Commandant for Prevention Policy, met in Washington, D.C. on May 24, with the

presidents of the AMO, MEBA, MM&P, SIU-A&G, the Chief Executive Officers of companies holding Maritime Security Program Operating Agreements and officials of the Coast Guard.

The meeting was the result of a congressional directive, spearheaded by Congressmen Duncan Hunter (R-California) and John Garamendi (D-California), to the Coast Guard to engage the National Academies of Sciences, Engineering and Medicine (Transportation Research Board) to conduct an assessment of U.S. laws that hinder U.S.-flag competitiveness in the international trades. Specifically, regulatory differences between U.S.-flag MSP vessels and non-U.S.-flag vessels which the Transportation Research Board says should be examined and eliminated.

The result of the meeting was the formation of a Working Group to make recommendations to the Coast Guard to implement the Transportation Research Board's study.

CALIFORNIA LABOR FEDERATION

The California Labor Federation will be holding its 2016 Biennial Convention at Oakland's Marriott City Center Hotel on July 12 and July 13.

The SUP is entitled to six delegates, Recommend the election of Dave Connolly, Colin Dewey, Diane Ferrari, and your secretary. Since no other members are available to serve as delegates at this meeting, recommend that the two open slots be shipped off the hiring hall deck.

HOLIDAY

Independence Day: All SUP halls will be closed on Monday, July 4, in observance of Independence Day.

BLOODY THURSDAY

The annual commemoration of Bloody Thursday will be held at ports up and down the West Coast this year on Tuesday, July 5. Details of the observance will be published in the June *West Coast Sailors*.

SUP members on the beach are urged to attend these events which mark a red letter day during the 1934 coastwise maritime strike.

Two SUP brothers were killed in the 1934 strike and its aftermath. Olaf Helland was struck by a tear gas bomb on July 20, 1934, in Seattle, during the Battle of Pier 41 and died August 6.

On ships at sea, particularly those owned by Dollar Line (the predecessor of American President Lines), it was a continuous battle to rid the ships of scabs in 1934 and 1935. Union men and scabs fought on the Presidents Grant, Hoover, Hayes, Adams and Coolidge in Hong Kong and Manila. SUP member Bruce Lindberg, aged 20, was knifed and killed by the ship's scab carpenter on the President Grant on February 3, 1935, in Hong Kong. The murderer, Alvin Chown, was never brought to justice. That same year on July 5, Brother Lindberg's mother and the widow of slain ILA longshoreman Shelvy Daffron, led a parade of 5,000 maritime workers in Seattle to mark Bloody Thursday.

ACTION TAKEN

M/S to accept the President's recommendation to allocate Matson 2.5% increase to wages and wage related items. Carried unanimously.

M/S to accept the President's recommendation to allocate 2.5% increase to wages and wage related items in the Moku Pahu. Carried unanimously.

M/S to accept and elect: Dave Connolly, Colin Dewey, Diane Ferrari, Gunnar Lundeberg and two more to be shipped off the deck of the hiring hall to attend the California Labor Federation's 2016 Biennial Convention on July 12 and July 13.

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

Gunnar Lundeberg

New Zealand forces reflagging of foreign-flag fishing fleet

Over the last decade, the New Zealand fishing industry has been shaken by a series of high profile allegations of the abuse and exploitation of foreign crews working on foreign fishing vessels within New Zealand’s waters. Following a series of non-legislative measures, the government of New Zealand has responded with the Fisheries (Foreign Charter Vessels and Other Matters) Amendment Act, which came into force on May 1.

The human rights issues came to a head in 2011 when Indonesian crew from a number of South Korean vessels walked off their vessels citing non-payment of wages, as well as accounts of physical, mental and sexual abuse. Crew members were routinely required to work 18 to 20 hours per day. In reality they were on call 24 hours a day, seven days a week, for the length of their contract which was typically two years.

Slave Free Seas

The human rights organization Slave Free Seas reports that extreme shifts were not uncommon during heavy fishing periods. For example, one crew member worked 48 hours before falling asleep at the gutting table. Another crew member recalled working 53 hours without a break for sleep. He was permitted a three hour break and then was required to work a further 20 hours.

Crew members were denied overtime wages and evidence showed the systematic underpayment of wages based on fraudulent practices including false timesheets, denial of overtime hours worked, improper contracting and false declarations of compliance with work visa conditions, says Slave Free Seas. False wage payment declarations were produced to circumvent the New Zealand minimum wage requirement.

Slave Free Seas was formed in 2011 to fight modern day slavery at sea. Since its formation, the organization has assisted 480 Indonesian fishermen who are collectively owed in the vicinity of \$25 million by their South Korean employers.

Human Rights at Sea

The charity Human Rights at Sea has prepared a case study on the situation citing statistics that indicate approximately 40% of squid exported from New Zealand has been caught on a vessel using forced labor, as well as 15% of Hoki exports and 8% of Southern Blue Whiting.

The scale of the endemic exploitation of foreign workers is well illustrated by litigation currently pending against industry giant Dong Won Fisheries, states Human Rights at Sea. Over 200 Indonesian fishermen who worked off New Zealand are currently suing their former employers for almost \$14 million in unpaid wages. The sailors allege that they received less than \$600 a month, despite working an average of 12 hours a day, and 20-hour shifts during peak season. While operating on only four hours sleep the workers were often physically and verbally abused by their supervisors.

Reflagging

Human Rights at Sea reports that nine vessels have been reflagged and three are in the process of reflagging and cannot fish in New Zealand waters until they have done so. The government has issued a statement explaining that nine further vessels have decided not to continue fishing in New Zealand waters. The nine that had reflagged are from Japan, Korea, Ukraine and the Commonwealth of Dominica.

The government maintained that reflagging was the only measure that went far enough to guarantee protection. The Minister for Primary Industries, Nathan Guy, remained adamant on this point, recently re-emphasizing that the government believes “reflagging will place foreign charter vessels under the responsibility and control of New Zealand. It will hold domestic operators accountable for the employment of crew, ensuring that New Zealand’s criminal law applies in full and will resolve possible trade issues and reputational concerns.” Guy says once vessels are flagged to New Zealand, the full range of New Zealand law including employment relations and workplace health and safety law will automatically apply and be enforceable.

The move was not without risk, says Human Rights at Sea. Foreign chartered vessels make up about \$302 million of New Zealand’s annual \$1.53 billion seafood exports, and the government has previously acknowledged that the shift will have “uncertain economic impacts” such as losing access to vessels with a lower value attached to the annual catch entitlement, and increased operating costs causing smaller domestic companies to become unprofitable.

The Human Rights at Sea case study is available at <https://humanrightsatsea-news.org/2016/05/31/case-study-new-zealand-foreign-charter-vessels-amendment-act-in-force-protecting-fishers/>.

Bloody Thursday events - July 5

Seattle: The annual family picnic sponsored by ILWU Locals 19, 52 and 98, will be held at Vasa Park Resort, west side of Lake Sammamish from 11:00 A.M. to 4:00 P.M.

Portland: A memorial wreath ceremony begins at 11:00 A.M., then a walk to the Willamette River followed by a picnic sponsored by ILWU Local 8. A family picnic follows at Oaks Park with BBQ, soft drinks and live music provided.

San Francisco: At ILWU Local 10, at 400 North Point starting at 10:00 A.M. followed by a complimentary lunch at noon. Family event with lots of activities for kids.

Los Angeles/Long Beach: The ILWU Local 13 will be hosting a picnic at Harry Bridges Memorial Park, 1126 Queens Highway, Long Beach, just west of the *Queen Mary*, from 10:00 A.M. - 6:00 P.M.

SUP members join pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 212:

Nestor Guzman, 65, Book No. 8031, joined SUP in 2000, 10 years seetime.

Eric Partika, 64, Book No. 3841, joined SUP in 1980, 25 years seetime.

Arthur Kardinal, 59, Book No. 3168, joined SUP in 1982, 21 years seetime.

Elroy Wong, 47, Book No. 1402, joined SUP in 1998, 13 years seetime.

Vice President’s Report

June 2016

During the past month, I helped defend the Union against an NLRB charge, prepared for arbitration, and handled an internal harassment charge in addition to assisting with dispatching and the other routine duties of the Front Office. Also checked the following ships:

APL Singapore: Dale Gibson, bosun. Questions on garbage overtime and policy. Since APL began implementing the new mandatory garbage jettison rules (which require that almost nothing goes over the side), combined with new sanitary packaging rules (which require individual serving packages for most food) shipboard garbage handling has added to already heavy workload especially in the Asian loop. In bargaining a number of solutions (such as a garbage container) were discussed but are still without implementation. Will continue to press management for action on this sanitary and workload issue.

APL Coral: Wil Williamson, delegate. Sailors retained from let go call out for pilot ladder and additional lookout are paid at least a one hour minimum under Section 36(e), SUP Work Rules. Sailors performing security duties in Karachi are either watchstanders or dayworkers but not both at the same time. If watches are broken then such work is paid at the straight time rate between 0800 and 1700 and at the overtime rate after 1700 and before 0800. If security watches are set then anything in excess of 8 hours is overtime. Dmitri Seleznev, serang.

APL Guam: Manny Rezada, bosun. Working with Honolulu Branch Agent Mike Dirksen to correct a coffeemaker callout misunderstanding. Regular relief port will be Busan.

APL Korea: Paul Harsany, delegate. Cargo related delay is a pre-condition for a delayed sailing claim under Section 20(i) of the General Rules. In good shape.

APL Agate: Cezar Paeste, delegate. Running smooth on the China to Pakistan shuttle run with David Purganan as bosun.

USNS Waters: Josh Davis, delegate. In good shape in Pt. Canaveral, Florida. Rumors of a return to the West Coast later this year. OS termination under investigation.

USNS Yano: Mark Kane, delegate. Activated from New Orleans for a shipyard in New Jersey. Investigated harassment claim. Some confusion in operations reported by crew.

USNS Red Cloud: Mark Acord, delegate. After New Jersey shipyard activation, load in Charleston, stores in Guam, ship arrived in good shape in new Saipan homeport.

USNS Dahl: Jon Clark, delegate. OS termination for shoreside altercation under investigation.

USNS Charlton: Erica Andrew, delegate. Another OS termination (this time for being slightly late) under investigation. Ordinary Seaman should be protected, cultivated, and calmly educated in basic seamanship. Delegates and bosun are herewith authorized to intervene in their behalf.

Cape Orlando: James Linderman, bosun. Clarification of scope of work. Government contracts are different than commercial contracts. In government contracts there are “separability” clauses that prohibit the application of any commercial contract provisions.

Cape Trinity: Ignacio Estrada, delegate. Call from the delegate indicates that lunch leftovers are being served for dinner. Provided contractual support for normal meals and registered objections with management.

Cape Texas: Mohamed Mohamed, bosun. Clarification on sick leave and vacation in the RRF. Sent new contracts to these new RRF ships homeported in Beaumont, Texas.

Moku Pahu: Burt Duckett, delegate. Clarification on cargo time. Laid up in Oakland without a problem. Rumors of another sugar run later this month.

Lihue: Warlito Sapin, delegate. Question on handling engine stores and meal relief for gangway watchstanders.

Kauai: Izzy Idris, delegate. Meal relief of watchstanders is done by dayworkers without the payment of overtime unless called out from below as per Section 11(d) of the SUP Work Rules. Running smooth.

Dave Connolly

Potatoes tied to hypertension

Eating potatoes four or more times a week may increase the risk for high blood pressure, a new study has found.

Researchers pooled results from three observational studies involving 187,453 men and women followed by more than 25 years. The participants returned health and diet questionnaires every two years, including whether a doctor had diagnosed hypertension, The study is in the *British Medical Journal* (aka *BMJ*).

After controlling for body mass index, physical activity, smoking and other factors, they found that compared with eating potatoes once a month, having one potato –baked, boiled or mashed– four to six times a week increased the risk for hypertension by 11%. Eating four or more four-ounce servings of French fries a week increased the risk by 17%. Adjusting for salt and saturated fat intake did not change the results, but the authors acknowledge that they could not control all variables.

The researchers suggest that potatoes cause a rapid rise in blood glucose levels, which is associated with blood vessel problems and inflammation. This may increase the risk for hypertension.

“We don’t completely know what a healthy diet is,” said the lead author, Dr. Lea Borgi, an associate physician at Brigham and Women’s Hospital in Boston, “and I have no opinions about what people should eat. It’s important that studies like this continue the discussion.”

SUP Branch Reports

Seattle

May 9, 2016

Shipped 3 Boatswains shipped and filled with 1 B to a relief; 1 B and 1 C to navy bottoms. 3 Able Seaman jobs shipped and filled with B-cards, 2 Ordinary Seaman went to 1 B and 1 C. 8 standbys to 2 A-cards3 B's and 3 C's.

Registered: 6 A cards for a total of 22; 6 B cards for a total of 24; and 3 C cards for a total of 14.

Ships Checked

Matson vessels *MV Manoa*, *SS Kauai* and *MV Mahimahi* called in Seattle with little or no problems. The APL vessels *APL Philippines*, *APL Korea*, *APL Thailand* and *APL Agate* called for SUP crew replacements as did the Patriot vessels *USNS Watkins*, *USNS Pomoroy*, *USNS Soderman*, *USNS Shugart*, and *USNS Gordon*. Many of these billets that we dispatch to are fly jobs and we have been experiencing an unusual number of missed flights because of congestion and reduced manning of TSA checkpoints. Two hours is no longer enough time to easily check luggage and pass through security gates. If you are traveling, please consider no less than three hours to be at the airport to safely make your flights.

I represented the SUP at the following meetings: The King County Labor Council Executive Board and Delegates meetings; the Seattle Marine Business Coalition meeting; the King County Labor Council Climate Change meeting, along with ILWU Local 19 President Rich Austen, Vice President John Persak and Dispatcher Dan McKisson; and the Puget Sound Ports Council, Maritime Trades Department AFL-CIO. We again testified this month before the full Seattle City Council on the proposed basketball arena location in Seattle's Industrial District. The vote was five to four against the arena location land sale. This was a giant win for labor. There were many heroes in this four-year battle including the five women Seattle City Council members that casts their votes for a working waterfront. But I would be remiss in not mentioning Cam Williams, past President of ILWU Local 19 and current ILWU Coast Committeeman for staying the course in this fight; and environmental (and now labor) Attorney Peter Goldman who was both retained by Local 19 and contributed untold hours Pro-Bono in this matter.

Vince O'Halloran
Branch Agent

Wilmington

May 9, 2016

Shipping for the month of May: Bosun: 4, AB: 6, AB Maint: 3, STOS: 0, OS: 0 and standby: 39, for a total of 52 jobs shipped.

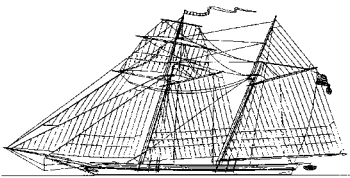
Registration: A: 31, B: 24, C: 8.

Ships Checked

Manulani, *Maunawili*, *Mokihana*, *Manukai*, *APL Philippines*, *APL Korea*, *APL Thailand*, *USNS Waters*.

The month of May was plagued with computer meltdowns due to the misapplication of kitchen appliances overloading the circuitry in the Union hall. The MFOW Agent Mr. Gage was a big help in correcting the problems affecting the business equipment and we appear to be back online and able to do business as usual after the purchase of a new printer and repair of the SUP computers with a new hard drive.

Bob Burns
Branch Agent



Dispatcher's Report

Headquarters—May 2016

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	8
AB.....	16
OS.....	9
Standby.....	24
Total Deck Jobs Shipped.....	60
Total Deck B, C, D Shipped.....	49
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts.....	60
Total B, C, D Shipped-All Depts.....	49
Total Registered "A".....	24
Total Registered "B".....	29
Total Registered "C".....	10
Total Registered "D".....	21

Honolulu

May 9, 2016

Shipped the following jobs in the month of May: 1 Bosun steady, 1 AB Day steady, 1 AB Day return, 2 AB Watch steady, 1 AB Watch return, and 1 AB Maint steady. The shipping jobs were filled by 5 A cards, and 2 B cards.

Shipped 37 standby jobs. The standby jobs were filled by 23 B cards, 7 C cards, and 7 D cards. Registered in May: 9 A cards 7 B cards 3 C card 4 D card To date totaled registered: 11 A cards 15 B cards 5 C cards 6 D cards

Ships Checked

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

I represented the SUP at the AFL-CIO Executive Board meeting, the Council of Affiliates meeting, and Hawaii Ports Maritime Council Maritime Ohana Pa'ina (BBQ). A good time was had by all members that attended.

Remember, check your paperwork.

Mahalo,

Michael Dirksen
Branch Agent

Plan to cleanup uninhabited Hawai'i island

Six miles south of Maui sits a small, deserted island with a rich history and a big problem.

Researchers say Hawaiians traveled to Kahoolawe Island as early as 400 A.D., and it's home to nearly 3,000 archaeological sites. It's also littered with unexploded ordnance.

The U.S. Navy used the barren island as a bombing range for decades starting in World War II. It later joined with the state and spend millions on cleanup, but they didn't finish the job.

Today, live grenades and bombs remain scattered across about a quarter of the 45-square-mile uninhabited island. But the agency tasked with restoring Kahoolawe is likely on its own next year after lawmakers passed a bill pushing it to become financially self-sufficient.

Now, the Kahoolawe Island Reserve Commission and community advocates are looking for ways to fund the rest of the cleanup so they can bring back native wildlife and use the island as a Native Hawaiian educational center.

It's no small effort. Restoring and then replanting the entire island could take decades and cost billions of dollars, despite about \$400 million spent between the commission and the Navy since 1994, the agency said. The commission also has depleted a \$44 million federal trust fund since the state gained control of the island in 2004.

"It speaks volumes to the amount of bombing Kahoolawe sustained that so much work still needs to be done to complete this effort," Senator Mazzie Hirono (D-Hawai'i) said. She added she will work to help find solutions to finish the cleanup at the culturally significant site, which is banned from commercial use.

Business Agent's Report

June 14, 2016

Mahimahi- In and out Oakland running smoothly on the northwest run with relief Bosun Sam Scott; Arsenio Purganan, delegate.

Manoa- Oakland #62: The Swede's on a trip-off, Gerry Marshall serang, Bill Sullivan, Delegate.

Matsonia- In and out of Oakland. Clarifications on carpenter work. This ship is one of the few that calls for standbys every other week. Teo Rojas Bosun, Lynn Gabor, Delegate.

Moku Pahu- In from a long trip. Made the ship at Anchorage #9. Clean pay-off. This gang did a bang-up job. Edwin "Burt" Duckett as Delegate, Saher Ali Bosun.

Kauai- In at Oakland. Clarification on a couple of items which the delegate was on top of. This ship been carrying stock tenders, so far no issues with them. Izzy Idris handling the sheets. Quentin Brown, Bosun. When you take a standby job you are expected to stay the duration of the job.

APL Korea- In and out Oakland #57. On this ship there are ping-pong-playing meat swingers and I have to remind the gang these are the same people that cut your overtime. Paul Harsany as delegate, Columbian Jimmy as Bosun.

APL Thailand- Oakland #57. Had a good trip. The company budget nixed OT work. What your gonna do is kick back, read a book. Angel Lopez delegate, Relief Bosun Rex Simbre.

APL Belgium- In at Oakland#57. Call three steady jobs filled by Class B members. Bosun Dennis Belmonte took a trip off, relieved by Greg Shauf. Delegate, Cosme Bigno.

APL Singapore, APL Philippines, APL China- Checked in with these ship with little or no beefs.

Admiral Callaghan- Activation scheduled for this month. Sea trials then to Portland shipyard. Phil Coulter as Bosun.

Cape Orlando- Every day a challenge with wacked out topside. Jim Linderman, Bosun.

Cape Henry- On a routine schedule. Gabriel Sipin as Bosun.

Cape Horn- There's confusion with the GUV on here how much time to spend assisting the steward during meal hours on the *Hudson* during meal hours. Mark Relajo as Bosun.

Cape Hudson- Both ships need to get together and figure out what works the best for both ships. Joel Schor, Bosun.

California Voyager- In at Richmond Long Wharf with Scott Oliphant as Bosun, Reynanito Obis as delegate.

Oregon Voyager- In at R.L.W. running smoothly between Richmond & El Segundo with Thor Erikson as Bosun, and Kevin Craig as delegate

Florida Voyager, Mississippi Voyager- Check in with these ships with little or no beefs.

Steady job on the *Matsonia* had to deny a member because of Med certificate. Keep your documents current or stay home.

Worked in front office and dispatched.

Roy Tufono



Maritime Day (about 15 people) took the launch Manoa from Aloha Tower and went out past the sea buoy where a prayer was said and we spread the leis upon the ocean. From left to right: Randy Swindell-MM&P, Hazel Galbiso-SIU, Mike Dirksen-SUP, and Donovan Duncan-IBU. There were 33 leis for the lost crew of the El Faro and other assorted leis for lost brothers and sisters of the sea.