



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, June 23, 2017

*This month the membership of the SUP voted overwhelmingly in favor of the following resolution, at all regularly scheduled Union meetings:*

## STRIKE RESOLUTION

**WHEREAS**, Article XXV of the Sailors' Union of the Pacific's Constitution sets forth the requirements to call a strike; and  
**WHEREAS**, the Negotiating Committee elected to bargain with Matson Navigation Company must have all the tools necessary to negotiate a new agreement; and

**WHEREAS**, the SUP must be prepared for all contingencies;

**THEREFORE BE IT RESOLVED**, that in accordance with the SUP Constitution, this Resolution shall be spread in full upon the minutes and that a vote on the Resolution be taken by secret ballot at the June Headquarters and Branch meetings; and

**BE IT FURTHER RESOLVED**, that an affirmation vote in accordance with Article XXV, of the SUP Constitution shall authorize the Negotiating Committee to call a strike against Matson, if necessary.

## Maritime, farm interests testify for food aid

The maritime and farming communities got their say on June 7, after witnesses at a House of Representatives Agriculture Committee hearing discussed the impact of the PL-480 Food for Peace program and the damage that would occur if it were cut from existence. The President's budget proposal recommends "zeroing out" the humanitarian aid program which provides another source of cargoes for U.S.-flag ships. However, the President's proposal for the program was not shared by witnesses or members of Congress in a packed hearing room.

The Sailors' Union's views were represented on the witness panel by SIU Political and Legislative Director Brian Schoeneman who spoke on behalf of USA Maritime. USA Maritime is a coalition of maritime Unions, associations and shipping companies, including the SUP, fighting for the U.S. Merchant Marine.

Food for Peace has proven to be the most successful international food aid program in the world providing transparency and reliability while lending crucial support to vital U.S. agriculture and maritime jobs. It has also been an advantage for international relations. The cargoes that the program provides are vital in maintaining the U.S.-flag fleet that is desperately needed by our country in times of war and national emergency.

However, through the years some opponents have called for reform of the PL-480 program by eliminating the U.S.-flag cargo preference component and transforming it into more of a cash-based system.

The drastic reduction of cargoes for U.S.-flag shipping over the past decade alongside the lowering of the food aid cargo preference level from 75% to 50%

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## Administration seeks to eliminate Food for Peace, roll back funding for MSP in Fiscal Year 2018

The Trump Administration in mid-May released its budget proposal for Fiscal Year 2018, a spending plan that, if enacted as written, would have a devastating impact on the U.S. merchant marine and national defense sealift capabilities. It is ironic that on May 5, President Trump signed a \$1.1 trillion spending bill (Consolidated Appropriations Act of 2017) passed by Congress that does just the opposite. See last month's *West Coast Sailors*.

Although alarming, the administration's budget proposal is just that – a proposal. Congress writes the budget, and recent discussions and developments provide sources of hope as members of Congress review the administration's request and develop the nation's spending blueprint for the next fiscal year.

Line items in the administration's budget proposal would result in severe reductions in cargo for U.S.-flagged ships operating in international trade and would, if enacted, undoubtedly prompt an exodus of ships from U.S. registry and another crippling contraction in the job base for American merchant mariners. Funding reductions, or outright elimination, proposed in the

administration's budget include Food for Peace, the Maritime Security Program and the U.S. Export-Import Bank.

The SUP, in conjunction with others in the maritime industry, continues working on Capitol Hill to secure the authorization and funding for the programs and institutions critical to the U.S. merchant fleet and the job base for U.S. merchant mariners, who are needed to provide surge and sustainment sealift for the American Armed Forces during times of war and conflict.

### Food for Peace

The most damaging element of the administration's budget proposal is the complete elimination of Food for Peace, a program that provides for the purchase of domestically-sourced commodities for shipment to nations in need. Under U.S. cargo preference requirements, 50% of government-impelled food aid must be carried by U.S.-flagged vessels.

Following the release of the budget proposal, a discussion involving Congressman Robert Aderholt (R-Alabama), Chairman of the House Appropriations Committee's Subcommittee on Agriculture, and Secretary of Agriculture Sonny Perdue on May 24, provided a more hopeful

outlook for U.S. food-aid programs in fiscal year 2018.

The administration has endorsed the concept of 'Buy American, Hire American' in executive orders during the procurement process. "The Food for Peace program is a flagship example, in my opinion, of this idea," Aderholt said. "I have been saying this for years – there is nothing to be ashamed of by using American taxpayer dollars to buy American food and send it overseas on American ships, especially when we are trying to help those who are literally starving to death.

"However, the budget proposal runs entirely counter to the idea of buy American and hire American by proposing to move the Food for Peace program funding, which requires buying and hiring of American goods and people, to the international disaster account," he said. This transfer will convert this program to an all cash program. This is a repeat of the Obama administration process proposal in 2014 that went nowhere.

"I think there are lot of us who are disappointed and we would like to see more of this admin-

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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/General Fund

Abe Acosta.....	20.00
Melvin Armon.....	5000.00
Corey Burton.....	50.00
Leo Endris.....	50.00
Benjamin Garman .....	50.00
Norman Kurtz.....	50.00
Teofilo Rojas .....	100.00
Gonzalo Sarra.....	50.00

## Political Fund

Abe Acosta.....	20.00
Jeffer Baguio .....	50.00
Norm Christianson .....	25.00
Reynaldo Clores .....	10.00
Dave Connolly .....	100.00
Michael Dirksen .....	50.00
Matt Doyle.....	10.00
Leo Endris.....	25.00
Jack Forde .....	50.00
Joseph Gallo Jr.....	50.00
Norman Kurtz.....	50.00
David Larsen.....	100.00
Gunnar Lundeborg.....	50.00
Raoul Macalinao.....	50.00
Joe Mantanona .....	50.00
Mick McHenry .....	40.00
David Mercer.....	60.00
Camilo Moreno .....	30.00
Vince O'Halloran .....	200.00
John Perez .....	100.00
Tattoo Pete in memory of Seilusi Tufono.....	100.00
Arsenio Purganan.....	50.00
Paul Purugganan .....	50.00
Antonio Respicio.....	10.00
Teofilo Rojas .....	100.00
Gonzalo Sarra.....	50.00
Gregory Schauf.....	25.00
Carl Schou.....	50.00

## West Coast Sailors

Abe Acosta.....	20.00
Archie Aki.....	50.00
Zackary Altman .....	25.00
Robert Barbee.....	25.00
Corey Burton.....	50.00
Thomas Dougherty.....	25.00
Leo Endris.....	25.00
Joseph Gallo Jr.....	50.00
Richard Kingsbury in memory of Donald Baker and Johnny Suire.....	406.50
Thomas Larkin .....	100.00
John Perez .....	25.00
Teofilo Rojas .....	100.00
Warlito Sapin .....	50.00
Carl Schou.....	25.00
Virgil Valentine.....	100.00

## Dues-Paying Pensioners

Donald Cushing	Book #4777	Duane Nash	Book #2437
Romaine Dudley	Book #2593	John Perez	Book #3810
Diane Ferrari	Book #2251	Alex Romo	Book #3093
Gerald Ingemansson	Book #0379	James Savage	Book #7488
Kaj E. Kristensen	Book #3120	David Shands	Book #7483
Hannu Kurppa	Book #3162	Arthur Thanash	Book #3249
Dave Larsen	Book 19078		

## SUP Meetings

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

	Hdqs.	Branch
July	10	17
August	14	21
September	11	18
October	Tues. 10	16
November	Tues. 14	20
December	11	18

## Final Departures

**Henry Collaco**, Book No. 4453. Born in Hong Kong in 1924. Joined SUP in 1946. Died in Las Vegas, Nevada, June 2, 2017. (Pensioner)

**Franklin Haugen**, Book No. 5394. Born in Wisconsin in 1927. Joined SUP in 1944. Died in Vancouver, Washington, April 30, 2017. (Pensioner)

**Joseph McShane**, Book No. 6410. Born in Massachusetts in 1926. Joined SUP in 1951. Died in Roslindale, Massachusetts, April 7, 2017. (Pensioner)

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

**Vincent Sullivan**, Book No. 7487. Born in California in 1932. Joined SUP in 1975. Died in Napa, California, June 5, 2017. (Pensioner)

## Food Aid hearing

*continued from page 1*

in 2012 has helped facilitate a precipitous reduction in the internationally-trading U.S.-flag fleet as ships continue to flag out from the Stars and Stripes. The subsequent erosion of the mariner pool will continue to complicate the nation's ability to fulfill DOD sealift requirements. "Without them, we cannot defend this country," Schoeneman said. "It's that simple."

Schoeneman noted that as members of Congress begin to consider the next Farm Bill, "we urge the House Agriculture Committee to ignore the siren calls for 'greater flexibility' from the so-called 'food aid reform advocates' who would like to fundamentally change our international food aid programs from what they are today – reliable, time-tested, and transparent U.S. commodity donation programs – into yet more foreign cash giveaway programs that the American people do not support and will not continue to fund."

Farm advocates on the panel such as Ron Suppes, a wheat producer there on behalf of U.S. Wheat Associates, also praised Food Aid saying the program makes a significant impact on U.S. farmers and gives them something to be proud of. "These people aren't looking for hand-outs," he said. "They're looking to make a better life for themselves."

## Administration seeks to eliminate Food for Peace, roll back MSP

*continued from page 1*

istration support the nation's farmers, ranchers and maritime community, while also lending a hand to those who are truly needy," Aderholt said. "So can you tell me what the reasoning behind the proposal is and why a 60-year tradition involving American farmers and freighting to those overseas is being abandoned?"

Secretary Perdue responded: "Mr. Chairman, I think your comments are essentially irrefutable, and I think again, I would agree with you that we would love to have U.S.-produced commodities, U.S. processed commodities to provide jobs here, in order to fulfill our humanitarian missions, so again as we go forward in recognizing how we do that best and how we can use the bountiful resources of the U.S. to promote peace through food, hopefully we will be able to accomplish that."

The Consolidated Appropriations Act, 2017, which was signed into law on May 5, directly funds Food for Peace at \$1.466 billion for the current fiscal year.

### Maritime Security Program

The administration's budget proposal for 2018 would roll back funding for the Maritime Security Program (MSP) and its fleet of 60 U.S.-flagged vessels to the fiscal year 2016 level of \$210 million, despite the fact that the program is authorized at \$300 million and is funded at that level in the current fiscal year. If enacted, the stipend per ship would be reduced from the current \$5 million to \$3.5 million.

The MSP supports a fleet of militarily-useful U.S.-flagged ships, which are crewed by U.S. merchant mariners and operate in international commercial trades. The ships and their corresponding privately-owned intermodal cargo systems and networks are available to the Department of Defense for military sealift operations and in national security emergencies. The cost of the MSP amounts to a small fraction of the projected \$65 billion it would cost the government to replicate this sealift capacity and the intermodal infrastructure provided to the DOD by private-sector MSP participants. SUP-contacted American President Lines operates nine vessels enrolled in MSP.

In drafting the Consolidated Appropriations Act, 2017, Congress included full funding at the \$300 million level for the MSP in the current fiscal year, an appropriation that was signed into law in May. Congressional and military leaders continue to voice strong support for and recognition of the MSP's critical role in U.S. defense sealift capabilities.

### U.S. Export-Import Bank

The inactivity of the U.S. Export-Import Bank due to the lack of a quorum continues to be a problem for the U.S. merchant marine, as the bank's ongoing inability to engage in financing activities greater than \$10 million without a quorum has halted the flow of U.S. manufactured project cargoes for export that would be carried by U.S.-flagged vessels.

The administration's budget proposal could diminish future prospects for the bank's active participation in supporting U.S. businesses manufacturing goods for export overseas by eliminating \$165 million from the Export-Import Bank's Tied Aid Fund, as well as eliminating funding for the bank's administrative and operational costs.

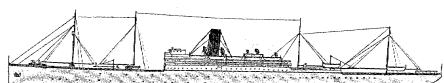
In broad strokes, the Tied Aid Fund is a tool that could under certain circumstances be used by the Ex-Im Bank to level the playing field by providing financial backing required by a nation sponsoring a project so that U.S. companies can competitively bid on capital projects in developing nations when the governments of competing industrial nations are also intervening to allow their companies to bid competitively on such projects.

In fiscal year 2016, capital projects accounted for none of Ex-Im Bank's activities, as there was a lapse in the bank's authorization from October 1 to December 4 that fiscal year, and a lack of a quorum on the Ex-Im Bank board for the remainder of the fiscal year, according to an analysis conducted by William Schubert, Maritime Administrator under President Bush. As recently as 2012, capital projects have accounted for as much as 35% of the bank's activities. In the last fiscal year in which the bank was fully operational (2015), capital projects accounted for 14% of the bank's activity.

U.S. manufactured goods for capital projects comprise the vast majority of cargo for U.S.-flagged commercial vessels generated through the activities of the U.S. Ex-Im Bank.

The Ex-Im Bank is self-sustaining, it does not cost U.S. taxpayers any money and it returns money to the U.S. treasury each year. According to the administration's budget proposal the bank's export credit support will generate estimated net revenue of \$587.7 million in fiscal year 2018 by assisting private-sector U.S. manufacturers competing in the global market.

The President has nominated two candidates for the board of the Export-Import Bank. If they are confirmed, a quorum on the institution's board will be restored and the Ex-Im Bank will be able to return to full operation. In December 2015, the Ex-Im Bank was reauthorized through fiscal year 2019.



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# APL's French parent has good first quarter

French ocean carrier CMA CGM (Compagnie Maritime d’Affrètement-Compagnie General Maritime) Group reported a net income of \$86 million for the first quarter of 2017, compared to a loss of \$100 million for last year’s first quarter, according to the company’s most recent financial statements.

Revenues totaled \$4.62 billion for the quarter, up 35.9% year-over-year. “The increase of average revenue per container carried led overall revenue to rise faster than volumes,” CMA CGM said of the strong revenue growth. During the quarter, CMA CGM transported 4.3 million TEUs, up 34.2% year-over-year.

**“For the first time and less than a year after its acquisition, APL has contributed positively to our group’s results,” CMA CGM Group CEO Rodolphe Saadé said. CMA CGM assumed control of Neptune Orient Lines and APL, its container shipping subsidiary, on June 10, 2016.**

During the first quarter of 2017, Jacques R. Saadé, founder of the CMA CGM Group, stepped down from his post as chief executive officer, naming his son, Rodolphe Saadé, as his successor; and CMA CGM signed a memorandum of understanding with the e-commerce marketplace Alibaba to build digital connections between the companies.

On April 25, Rodolphe Saadé signed a joint-venture agreement with the ADANI group to operate a new container terminal in Mundra, India.

CMA CGM was previously a member of the Ocean3 Alliance with United Arab Shipping Company, along with China Shipping Container Lines, which has since been combined into China COSCO Shipping.

However, since the beginning of last month when a new group of alliances set sail, CMA CGM has been operating as a member of the OCEAN Alliance, which also includes APL, Orient Overseas Container Line, China COSCO Shipping and Evergreen Line.

According to Ocean carrier schedule and capacity database BlueWater Reporting, the OCEAN Alliance deploys 143,922 TEUs per week from Asia to North America, surpassing the other two major east-west vessel sharing agreements, the 2M Alliance and “THE” Alliance; and 84,588 TEUs per week from Asia to North Europe, trailing behind the 2M Alliance, but still ahead of “THE” Alliance.

## L.A. Harbor Commissioners approve \$1.17 billion budget

The Los Angeles Board of Harbor Commissioners has approved a \$1.17 billion fiscal year 2017-18 annual budget for the Port of Los Angeles. The new budget closely links to the objectives set out in the Port’s Strategic Plan, which was created in 2012 and updated in 2014, focusing on infrastructure improvements, supply chain efficiency, strong financial performance and stakeholder engagement

“As we have consistently done over the last several years, this budget has been carefully aligned with the Port’s Strategic Plan objectives, which continue to serve as an important guide for our spending and investment decision-making,” said Vilma Martinez, Harbor Commission President. “This budget keeps us on track to assure that we reach our long-term vision and mission, and continue to be the economic engine that drives growth and jobs in the region.”

For fiscal year 2017-18, cargo volumes are expected to grow by 5.6% at the Port of Los Angeles, relative to the previous year’s adopted budget, an increase of 2.8% over fiscal year 2016-17 estimates.

During the 2016 calendar year, the Port of Los Angeles reported cargo volumes totaling 8,856,782 TEUs, which set a Western Hemisphere record. For the first quarter of 2017, cargo has increased 10% compared to 2016.

“Our unprecedented cargo volumes over the last 15 months are evidence that our focus on supply chain efficiency and cargo handling improvements are paying off,” said Port of Los Angeles Executive Director Gene Seroke. “We continue to earn the confidence of shippers and are encouraged by the strength of our supply chain partners. This budget will help us stay laser-focused on targeted infrastructure improvements, technology solutions and strategic resource use to ensure that we are meeting the needs of our marine terminal customers and the

carriers they serve.”

This year’s adopted budget’s operating receipts, the principal mechanism for funding day-to-day port operations, are projected to total \$475.4 million, an increase driven largely by shipping service revenue growth and other cargo-related activities. Shipping service revenues are expected to comprise approximately 83.4% of operating receipts.

The fiscal year 2017-18 Capital Improvement Program (CIP) budget of \$97.7 million is lower than in prior years, due to less spending on major terminal and transportation related projects that have been largely completed, including improvements at the TraPac and Yusen (YTI) terminals.

Among the terminal improvements slated for the 2017-18 fiscal year, which will represent 42.6% of the CIP budget, will be an \$11.2 million World Cruise Center Alternative Maritime Power (AMP) upgrade; \$8.1 million for improvements at YTI, including a rail expansion of the terminal’s Intermodal Container Transfer Facility which will increase the terminal’s on-dock rail capacity by 25%; and \$2 million for environmental document preparation and the design of infrastructure improvements and terminal reconstruction at EverPort, among other smaller projects.

Public Waterfront and enhancement projects are budgeted at \$18.2 million, or 19% of the CIP budget, and will include such projects as the Harbor Boulevard Roadway Improvement Project and design of the Wilmington Waterfront Promenade in the vicinity of Banning’s Landing.

The port said that its fiscal year 2017-18 operating expenses are expected to be \$256.5 million, a 3% increase over the previous fiscal year, driven mostly by increases in salaries and benefits, as well as city services.



*The SUP gang in the APL Guam last month. From left: Bosun Jay Loe, Christopher Go, Kelly Eggers, Preston Lau, Janelle Terry, and Valu Loe. The Guam calls Pusan, Yokohama, Saipan and Guam.*

## Port of Long Beach posts busiest May in history

The Port of Long Beach announced that new vessel-sharing alliances and increased use of terminals pushed the number of containers flowing through the port in May to a record high for the month.

A total of 648,287 TEUs moved through the Port of Long Beach in May, an increase of 1.2% compared to the same month a year ago, which was the second-highest May in the port’s history behind May 2006.

Last month, Long Beach longshore workers handled 336,594 import containers, a 1.8% increase. Export containers were down 14.3% to 118,786 TEUs, while empties rose 12.6% to 192,908. Overall,

May represented the best month for the Port of Long Beach since September 2015.

“Last May was a great month, so we’re encouraged that we did even better this year,” said Port of Long Beach Executive Director Mario Cordero. “Our strong belief is that if we continue to build the most modern facilities of any port in the United States and provide the best service, the customers will come.”

The National Retail Federation has forecasted steady growth in imports during the next few months as the peak season begins. For the calendar year to date, cargo traffic has risen 4.1% at the Port of Long Beach.

## Tennessee lawmaker pushing anti-Union bill

Efforts to disempower Unions were relaunched recently with the re-introduction of a bill, the so-called “Employee Rights Act.” Introduced by Congressman Phil Roe (R-Tennessee), and co-sponsored by 31 Republicans so far, HR 2723 would require federally monitored secret ballot votes for all workplaces that call for organizing elections. At the same time, the bill would require Unions to win the majority of all employees, including those who don’t vote, before they can be certified as the collective bargaining representative. Under the legislation, any votes not cast would be counted as a “no” on the voting ballot. It would also require periodic Union re-certification elections.

**“If political elections were held in this fashion, virtually no one would have been elected, because the number of people who stay home, leave ballot sections blank or vote for someone else outstrips the number of votes officeholders receive,” the AFL-CIO stated.**

The bill would phase out card check recognition of Unions, require written consent before worker dues could be used in collective bargaining and make strikes subject to a majority vote by the Union members monitored by a neutral organization chosen at the time of agreement between both the labor Union and the employer. Congressman Roe characterized the bill as pro-worker. “The rights of American workers were under attack during the Obama presidency, and it is time to restore those rights and work to foster a pro-growth, pro-employee environment,” he said. “This legislation will ensure individuals’ rights are upheld when considering whether or not they wish to join a Union.” [Editor’s Note: False facts from Roe.]

In related anti-labor developments, “Right-to-Work” backed groups are again making overtures to push a case before the Supreme Court challenging the legitimacy of public sector Unions to collect fees as a condition of employment. The high court handled a similar case in 2016 deadlocking 4-4 in *Friedrichs v. California Teachers Association* that took place shortly after the death of Justice Antonin Scalia. That tie vote left intact 1977’s *Abod v. Detroit Board of Education* that ruled that non-Union members should pay their fair share for the wages, benefits and protections negotiated on their behalf in a collectively bargained contract. Now that another conservative judge has been added to the court, corporate special interests are making another stab at weakening Unions. Union opponents are hoping the court will take up *Janus v. AFSCME* and rule that an Illinois state government employee should not have to pay a Union “security fee.” Yet another similar case, *Yohn v. California Teachers Association*, could also be entertained by the Supreme Court as early as 2018. That case challenges the fees as contrary to First Amendment rights and also takes issue with the ‘burdensome’ opt-out process for dissenting non-members.



# 150 workers die each day from hazardous work conditions

About 150 workers each day died as a result of hazardous working conditions in 2015, according to a new labor analysis.

The AFL-CIO study released April 26, found 4,836 workers died after suffering workplace injuries in 2015, the most recent year data is available from the Bureau of Labor Statistics.

In addition to the employees who died from workplace injuries, the AFL-CIO pointed to an estimate from the National Institute for Occupational Safety and Health (NIOSH) that another 50,000 workers died from illnesses and occupational diseases contracted at work.

The AFL-CIO combined the figures to determine that 150 employees are killed each day from either injuries or illnesses suffered at the workplace.

“Corporate negligence and weak safety laws have resulted in tragedy for an astonishing and unacceptable number of working families,” said AFL-CIO President Richard Trumka. “Instead of working for stronger protections, too many Republican politicians in Washington,

including the Trump administration, are trying to roll back commonsense regulations that enable workers to return home safely to their families,” he added.

The AFL-CIO claims older Americans and immigrant workers are among the most vulnerable people in the workplace.

One-third of the workers who died from workplace injuries were over the age of 55. The fatality rates of workers over 65 and Latinos are notably above average as well.

And the number of immigrant workers killed on the job – 943 – climbed to the highest level in 10 years. This figure partially overlaps with the number of Latinos killed on the job,

Construction workers are more likely than those in other industries to be killed on the job with 937 dying from workplace injuries they suffered in 2015.

Arkansas, Kentucky, Louisiana, Oklahoma, Mississippi, Montana, Nebraska, North Dakota, West Virginia, and Wyoming are the most dangerous states to work, according to the AFL-CIO.



USNS YANO was activated to temporary Full Operating Status this month in Violet, Louisiana. From left SUP members: Lisa Stelpstra, John Ross, Herminio Huavas - Bosun, Ben Linn, Lucy Bishop, “Popeye” Doyle, Michael Klann, Saul Townsend III. The Yano is operated by SUP-contracted Patriot Contract Services for the Military Sealift Command.

# Costa Concordia captain’s appeal rejected; begins prison sentence

An appeals court on May 31, in Florence, Italy, has upheld the 16-year jail term for Francesco Schettino, the captain of the *Costa Concordia* cruise ship, which sank off Italy in 2012 leaving 32 people dead.

Schettino was sentenced in February 2015 to 16 years and one month in prison after a judge ruled that his recklessness was to blame for the fate of the giant ship, which struck underwater rocks off the Tuscan island of Giglio.

He was convicted of multiple manslaughter, causing a maritime accident and abandoning ship before all passengers and crew had been evacuated, earning himself the nickname “Captain Coward” in the press.

The violation of the ancient code of the sea which states a captain must be the last man off a sinking ship only accounted for one year of the sentence handed down by a three-judge panel in the Tuscan town of Grosseto.

During the first trial, lasting 19 months, Schettino was accused of showing off when he steered the ship too close to the island while entertaining a female friend. The ship had been carrying more than 4,200 people, including 3,200 tourists. The bodies of two of the victims have never been found.

Schettino’s lawyers insisted the accident and its deadly consequences were primarily due to organizational failings for which the ship’s owner, Costa Crociere (a subsidiary of Carnival Cruise Line), its Indonesian helmsman and the Italian Coast Guard should have shared the blame.

Costa Crociere avoided potential criminal charges by accepting partial responsibility and agreeing to pay a \$1 million fine. Five of its employees received non-custodial sentences after concluding plea bargains early in the investigation. They included the ship’s Indonesian helmsman, who could have averted the disaster but did not understand an order given by Schettino to change course just before the collision. The ex-captain’s lawyer said he would have liked the man at the helm to be questioned further “but he cannot be found, he has disappeared into thin air”.

Survivors who rejected Costa’s initial compensation offer and became civil parties in the Schettino case were awarded an average of over \$33,000 each. Among those awarded a payout were Domnica Cemortan, the blonde Moldovan dancer with whom Schettino had dinner just before the ship hit the rocks.

On top of his original prison term, Schettino was banned from public office for life and from working as a ship captain for five years. Schettino began serving his sentence on May 31, in Rome’s Rebibba Prison.

# Soda is tied to brain aging

Drinking sugary beverages is associated with markers of accelerated aging and early signs of Alzheimer’s disease, a new study reports.

Researchers used data on more than 4,000 people over 30, examining their brains with M.R.I. and measuring memory with psychological tests. All completed well-validated food frequency questionnaires.

Sugary beverage intake is an indirect measure of how much sugar we get in our diets, which is difficult to measure precisely.

The study, in *Alzheimer’s & Dementia*, found that on average, the more sugary drinks consumed, the lower the total brain volume and the lower the scores on memory tests. Brain shrinkage is tied to an increased risk of Alzheimer’s disease.

Compared with those who drank no sugary drinks, those who drank one or two a day had a reduced brain volume equivalent to 1.6 years of normal aging, and lower memory scores equivalent to 5.8 years of aging. Those who drank more than two had decreased brain volume equivalent to two years of normal aging and lower memory scores by the equivalent of 11 years.

The researchers controlled for diabetes, blood pressure, cholesterol, smoking and many other health and behavioral characteristics.

“Although we can’t prove cause and effect, these data suggest that we should be cautious about drinking sugary beverages,” said the lead author, Matthew P. Pase, a senior research fellow at Boston University. “They’re empty calories that contribute to weight gain and metabolic disease.”

# Asia’s first fully-automated terminal operational in China

Qingdao New Qianwan Container Terminal in China has become Asia’s first fully automated container terminal after servicing the 13,386 TEU Cosco France on May 11. Locals refer to it as the “ghost port” after watching its machines and trucks operating day and night to unload the vessel without people in sight.

“It’s all controlled by artificial intelligence,” said technician Yang Jiemin. “Through laser scanning and positioning, the program is able to locate the four corners of each container. It then accurately grabs them and puts them onto the driverless trucks. That’s why it’s able to work in complete darkness. These smart autopilot trucks, driven by electricity, have their routes and tasks under digital control. They even know when it’s time to go for a recharge.

It used to take about 60 workers to unload a cargo ship, but the automated port requires only nine. The automation has also changed it from a blue collar task into a white collar one. Workers used to operate the machines in sky-high cranes, but now much of the work has been left to a computer in the office.

The 5.2 million TEU terminal now has two fully-automated berths across 660 meters of quay with seven STS cranes operated by remote control, 38 automated stacking cranes and 38 battery-powered automated guided vehicles.

The terminal took three years to build. Cheng Xinnong, president of the Qingdao Port Group said the three-year time-span significantly reduces the risk for investment, which makes it feasible to replicate in other cities. At present, China is building a similar terminal in Shanghai, and more are expected as a result of the China’s 21st Century Maritime Silk Road plans.

# Swedish town rejects plan to let workers take a sex break

When a politician in a small town in northern Sweden recently suggested that it subsidize one-hour sex breaks for local employees, Swedes –and people around the world– reacted with a mixture of astonishment, glee and derision.

The politician, Per-Erik Muskos, 42, a member of the center-left Social Democratic Party, said his proposal could help lift the town’s birthrate. Sexologists argued that state-funded sexual interludes could spice up marriages. As news of the idea spread, the scenic town of Overtornea was suddenly portrayed as the latest emblem of Scandinavia’s liberal values and generous welfare state.

Last month, however, the town’s 31-member council overwhelmingly rejected the proposal on the grounds that if sexual inter-course should be subsidized, then so should many other personal activities, such as gardening or cleaning. (The proposal had suggested that an hour of the workweek already devoted to fitness activities could be used by workers to go home and have sex with a spouse or partner instead.)

The issue of work-life balance is taken seriously in European countries. France, for example, which already has a 35-hour workweek, recently introduced legislation granting employees a “right to disconnect.” But critics of the Swedish proposal had argued that it was too intrusive and that it could have stigmatized some employees: those who were single, for example, or who did not feel like having sex.

# Aussie coroner rules that deaths aboard FOC ship were “foul play”

Two experienced Filipino mariners who died aboard a foreign-flagged ship within a six-week period met with “foul play”, a Coroner in Australia ruled.

The Chief Cook, Cesar Llanto, disappeared overboard from the coal carrier *MV Sage Sagittarius* on August 30, 2012, as it approached Australian waters in the Coral Sea en route to Newcastle. Two weeks later, the Chief Engineer Hector Collado, was killed while the ship was moored at Newcastle Harbor.

Following an inquest spanning more than 18 months, on May 31, Coroner Sharon Freund found both men were killed by an unknown person or persons.

A third man, Kosaku Monji, a Japanese superintendent, was crushed to death in a conveyer belt as the *Sage Sagittarius* docked in Japan in October 2012, however, his death did not fall under the Coroner’s jurisdiction. Mr. Monji had come aboard the ship on September 3, 2012, to investigate Llanto’s disappearance and to ensure the safety of the crew.

The vessel was operating under the Panamanian Flag, known as a “flag of convenience”, which allows the ships to operate under Panamanian rules.

**Outside the Coroner’s Court, Dean Summers, the National Coordinator for the International Transport Workers’ Federation (ITF), said the flag of convenience system makes workers vulnerable. “Today the Coroner has confirmed that on board the Sage Sagittarius, a flag of convenience ship, sailing to and from Australia, there has been a double murder”.**

**“This was a murder ship. The *Sage Sagittarius* – flag of convenience registered in Panama – was a murder ship, and two men have lost their lives, two families have lost their breadwinners, four children have lost their fathers,” Summers said. “This is a terrible indictment... of the flag-of-convenience system”.**

The inquest heard there was “intense conflict and mistrust amongst the crew” on board and some of the crew, including Llanto, were planning to report the captain, Venancio Salas, to authorities for alleged physical assaults and maltreatment. A culture of “silence and blacklisting” and “harassment and bullying” existed, particularly of messman Jessie Martinez because of his junior status and homosexuality. Martinez was assaulted by Captain Salas on three occasions.

Captain Salas also sold guns on board, collecting and sending thousands of dollars to the Philippines and taking a small commission.

**Coroner Freund said Llanto was either thrown overboard or killed and his body disposedf later. As his body has never been recovered, she made an open finding as to the cause of his death. Collado was struck over the head with a weapon or instrument and he was either thrown or fell to his death from the second to the fourth deck. The cause of death was multiple injuries.**

**The inquest was plagued with difficulties, including the reluctance of most of the crew to cooperate with authorities. Investigators found some of the crew were scared and intimidated by the three deaths and it was abundantly clear a number of them did not disclose everything they knew to authorities. Further, the Australian Federal Police had jurisdiction over Llanto’s disappearance while the New South Wales police had carriage of Collado’s death.**

The *Sage Sagittarius* carries coal between Australia and Japan and is operated by Japanese company NYK (Nippon Yusen Kaisha) Line, one of the biggest shipping companies in the world.

In her findings, Coroner Freund said a landmark report “Ships of Shame” was published following a Commonwealth parliamentary inquiry two decades ago, yet many of the issues remain. There are significant practical impediments to investigating suspected lawlessness on a foreign-flagged vessel, the report found, including crew members’ fear that speaking out will affect their ability to get work.

Coroner Freund made five recommendations, such as the establishment of a permanent standing group comprising New South Wales police, Australian Federal Police, Australian Maritime Safety Authority and Australian Transport Safety Bureau to deal with deaths on board international vessels bound for or in Australian waters.

# South Korea to upgrade ports

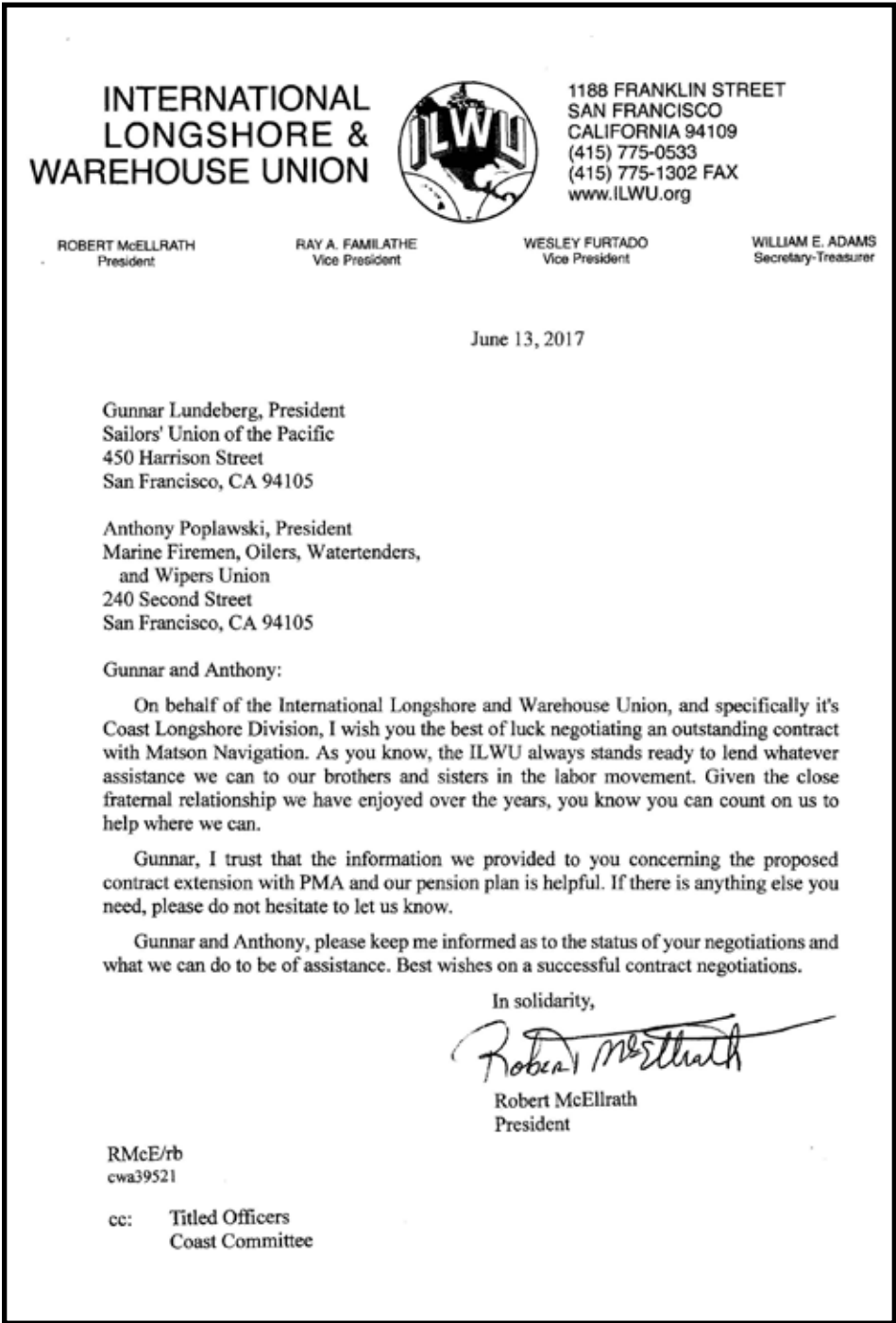
South Korea’s Ministry of Oceans and Fisheries has drawn up mid- to long-term development plans for the country’s 10 new ports, as part of a wider objective to revitalize the stagnant shipping and logistics sectors.

The Ministry announced that it will establish a “Basic Plan for New Port Construction” under Article 3 of the “New Harbor Construction Promotion Act” to strengthen the competitiveness of South Korean ports in response to changes in the shipping environment, such as increasing trade volume between countries.

The “new ports” were designated to revitalize imports and exports. The first of these developments was Busan New Port, which was conceptualized in 1996, followed by similar projects in Gwangyang, Incheon, Pohang, Pyeongtaek-Dangjin, Ulsan, Mokpo, and Saemangeum. Since then, expansion and upgrading works have been underway.

Although Busan New Port has become the world’s second-busiest transshipment hub, the Ministry said that it is necessary to develop South Korea’s other ports to revitalize the local shipping and logistics scene, which has suffered highly publicized financial woes. On February 17, Hanjin Shipping, once South Korea’s largest shipping line, was declared bankrupt after amassing more than \$5 billion of debt.

Beginning last month, the Ministry commenced full-scale efforts in studying the current status and challenges facing the 10 ports, and plan mid- to long-term development plans according to the needs of each port. Among others, the Ministry will examine the key traits and traffic sources of each port.



# MarAd commissions in-depth internal review

The U.S. Maritime Administration (MarAd) has announced that it has hired the National Academy of Public Administration (NAPA) to conduct an in-depth organizational review. The scope is comprehensive, including a look at MarAd’s core functions, its role within the U.S. Department of Transportation (DOT) and its “benefit to the nation.”

According to MarAd’s announcement, the study will evaluate the following issues:

1. How effectively and efficiently MarAd meets its statutory and presidentially-directed responsibilities;
2. How MarAd programs perform, their position within MarAd’s responsibilities, and how they can be more effectively managed;
3. How MarAd compares to successful maritime transport organizations; and
4. How MarAd’s missions and operations can support national defense and maritime transportation responsibilities and best fit within DOT.

The NAPA study team will work with a five person “Panel of Fellows” over a six-month time period to develop a report that examines the agency’s programs, management, resulting outcomes, and opportunities for improving efficiency. The report will provide recommendations to enhance its mission.

MarAd oversees several programs that are critical to the United States’ maritime industry, including the Maritime Security Program (MSP), which underwrites U.S.-flag deep sea shipping, and the United States Merchant Marine Academy (USMMA), one of the five federal service academies. It also administers the “mothball fleet” of decommissioned government vessels.

While the announcement did not mention any particular program, MarAd has come under fire in particular for its oversight and management of USMMA. Last year, an outside review panel for the Middle States Commission on Higher Education found that MarAd’s rigid hiring processes made it difficult for the academy to recruit administrative staff, complicating its efforts to reform internal management. And last year, academy alumni were infuriated when MarAd abruptly suspended the school’s long-standing “Sea Year” training program over concerns related to sexual assault, harassment and intimidation. In addition, MarAd and USMMA have come under congressional scrutiny for their handling of sexual assault and harassment on campus.





## World’s largest sailing ship launched

The world’s largest sailing ship was launched at the Brodosplit shipyard in Croatia this month. The *Flying Clipper* is a near replica of the *France II* ordered in 1911 at La Gironde shipyard Bordeaux.

The vessel has been under construction for two years for Monaco-based Star Clippers. *Flying Clipper* has a steel hull and will have teak decking. She is 532 feet long and 60 feet wide, with a deadweight of 2,000 tons. She will be square-rigged with five masts and have an overall sail surface of 68,300 square feet.

*Flying Clipper* has five decks, with accommodation for 450 persons, 300 passengers in 150 luxury cabins, and 74 crew cabins for 150 crew members.

The ship is intended exclusively for sailing, although she will have two fully independent electric engines. She will meet Safe Return to Port requirements with twin engine rooms and an additional bridge. The design will enable the vessel to return to port from around 2,000 nautical miles from shore.

*Flying Clipper* is designed to sail in all oceans including the Arctic and Antarctic and will be built to meet ice class requirements. She is expected to be capable of sailing at up to 20 knots under the favorable weather conditions and at around 16 knots under power. *Flying Clipper* will be the fourth sailing vessel for Star Clippers when she enters service in 2018.

## South Korea shipping firm raided in the wake of vessel sinking

The South Korean Coast Guard has raided the offices of Polaris Shipping, the operator of the *Stellar Daisy* which sank in the Atlantic Ocean with 24 crew members on board. Only two crewmembers were rescued, the rest are presumed dead. Missing are eight South Korean and 14 Filipino mariners.

The raid took place on May 25, and involved Polaris’ offices in Seoul and Busan. Investigators are looking to determine the cause of the sinking of the converted VLOC and the alleged “slow reaction” to the distress calls sent from the ship.

Initial findings indicate that the vessel, built in 1993, cracked and split in half. A few days after the March 31 incident, Polaris Shipping confirmed that another of its vessels, *Stellar Unicorn*, had a crack on the outer hull. Cracks have also been found on the Polaris-operated *Stellar Queen*, and the company has launched a fleet-wide inspection program. Polaris has reached a compensation agreement with most of the families of missing crew members.

*Stellar Daisy* was a single-deck capesize very large ore carrier (VLOC) with an overall length of 1,056 feet. Fully laden, the vessel drew 66 feet of water and had a deadweight tonnage of 266,141 tons. She had 10 cargo holds.

The IMO and Intercargo have both called for a thorough investigation so that future casualties can be prevented.

## Unpaid tanker crews head home

The crew of two oil tankers stranded for several months off India have disembarked without any assurances about the wages they are owed.

The 26 Indian sailors have been in a legal wrangle over unpaid wages, and one tried to jump overboard, saying he could not provide for his family. The men are reported to be owed around six months’ wages for their time on the tankers *Nautical Global XVI* and *Nautical Global VII*.

Another 12 seafarers, including the master and four Pakistanis, remain on board. “The man who wanted to jump was the first to go off board,” said Captain Suchittar Kumar Sharma. “Conditions at his home are pathetic, because he has had no money to send, and they (his family) have little food to eat. Now at least he will be home with his family.”

According to local media in the Middle East, the tankers were arrested on February 27, by an Indian high court order following a maritime claim for damages by Dubai-based chartering company Nautical Global Ship Management against ship-owners Gulf Shipping Services.

Nautical Global Ship Management has detailed damages due to faulty machinery and petitioned for the ships’ arrest on grounds that the owners would not pay for losses suffered, reports *The National*. The crew also filed a claim for their wages.

The vessels remain at anchor off Kandla Port on India’s west coast. When food ran low last week, a local charity provided the men with lentils, rice, bread, flour and eggs, but shortly after, the men gave up hope of assurances about their wages and chose to go home.

## Southeast Asian nations ramp up terrorism response force

Malaysia, Philippines and Indonesia met on June 19 to finalize the deployment of joint naval patrols as the region prepares for increasing terrorist activity.

The collaboration of the ASEAN (Association of Southeast Asian Nations) tripartite states comes after worsening armed conflict between Philippine soldiers and 300 to 500 ISIS-inspired militants from groups in Marawi City, Mindanao in the Southern Philippines.

Malaysian Defense Minister Hishammuddin Hussein spoke at a security summit in Singapore warning the war could overflow into the maritime environment. Hussein said the patrols will be backed up with air surveillance patrols to effectively locate the heavily armed pirates who have been victimizing sailors in their kidnap-for-ransom and terror activities.

The East ASEAN region, particularly the waters of Mindanao, has seen an increase in armed piracy with the recent abduction of several Malaysian, Indonesian and Vietnamese sailors. According to Asian media, the Abu Sayyaf group, who is often suspected to have masterminded these maritime attacks, has made \$12 million from kidnap-for-ransom activities since 2012. The frequency of the attacks has caused the Sulu Straits to be referred to as the “Somalia” of Southeast Asia.

Shipowners have been pressuring their respective governments to address the issue, and Hishammuddin said the three countries have initiated the joint patrol “to avoid being accused of doing nothing.” He said that Malaysia, Indonesia and Singapore conducted joint patrols in the Malacca Strait, and he wanted a similar initiative to be replicated in the Sulu Straits.

Philippine President Rodrigo Duterte has repeatedly announced that Southeast Asian militants who joined ISIS in Iraq and Syria will likely be defeated in Syria as a result of U.S.-led air strikes. Once ISIS loses territory there, militants from the Middle East could look to Mindanao as their next base.

According to Indonesian Defense Minister Ryamizard Ryacudu, 1,200 Islamic State operatives including 40 Indone-

sians are now present in the Philippines. Ryacudu described the militants as killing machines and has proposed full-scale regional cooperation to contain the threat.

The security patrols were recommended because of the proximity of Mindanao to Malaysia and Indonesia. One can move to any of these countries in less than 24 hours by sea, making the area conducive to the establishment of terror cell networks in the region.

There are three major armed major militants operating in the Philippines who recently pledged allegiance to ISIS. They are the Abu Sayyaf Group, Ansar Khalifa and the Maute Group, the Lanao-based militant group who is presently battling soldiers in Marawi in the Philippines.

The ongoing Marawi armed conflict has seen 120 terrorists, 36 soldiers and 19 civilians killed. While there are 3,000 residents trapped in the crossfire, more than 100,000 residents have fled out of Marawi to seek refuge in nearby cities and municipalities.

Maritime Analyst Catherine Zara Raymond in her study Maritime Terrorism in Southeast Asia: A Risk Assessment, forewarned in 2007 that “there are inherent weaknesses present in the maritime transport industry.” It also finds that there are terrorist groups in the region with maritime capabilities who possess the motives to target Western and economic interests. The study also argued that maritime terrorism is a threat to commercial ports and shipping, and the extent of the threat from maritime terrorism is increasing in Southeast Asia.

Thus, while ASEAN has become the world’s third largest economy behind China and India and one of the fastest growing region’s in the world in terms of GDP, the region also faces struggles with growing maritime terrorism that threatens the region’s maritime industry.

The Southern Philippines is presently under the state of Martial Law to allow military powers suppress terrorists, but lawmaker Tom Villarin is expected to challenge the Martial Law declaration in the higher court saying that Martial Law has only achieved what the extremists want – that is to create a climate of fear.

## Container ship windshield a success

Mitsui O.S.K. Lines (MOL) has completed an in-service test of a wind resistance-reducing windshield for container ships and determined that the device reduces emissions of CO2 by an average of two percent.

The windshield, co-developed by MOL, was installed on the bow of its operated container ship, *MOL Marvel*, for the test which involved sailing at 17 knots per hour during service on Asia-North America East Coast routes. Two sister ships were compared, one with and one without the windshield.

With today’s larger container ships, the height of the containers loaded on their decks has increased, subjecting the vessels to greater wind resistance. MOL recognized the need to address this issue in a cost-effective way. Development of the new device began with an examination of the bow’s aerodynamic form through wind tunnel testing.

This led to the adoption of a horseshoe-shaped design, which encloses the front line of the stacked containers to maximize the wind resistance-reducing effect while minimizing the weight of the main unit. The new windshield has enough design strength to meet the ClassNK rules concerning wave impact pressure. In addition, by obliquely setting the containers placed along the sides of the vessel behind the windshield, the sides of the vessel are more streamlined, further reducing wind resistance.

MOL continues efforts to confirm the windshield’s seaworthiness. The project is backed by the Joint R&D for Industry Program, in which Nippon Kaiji Kyokai promotes wide-ranging research activities in cooperation with industry, government and academia, and is conducted under the collaborative research of MOL, MOL Techno-Trade, Akishima Laboratories (Mitsui Zosen), Ouchi Ocean Consultant and Nippon Kaiji Kyokai.



## ESU Office Assignments

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



JUNE 2017

Official Publication of the Exxon Seamen's Union

# ESU files ULP charge against SeaRiver

On June 6, the Exxon Seaman's Union, acting through its attorney, Eric Nelson, filed an Unfair Labor Practice (ULP) charge with the National Labor Relations Board (NLRB) against SeaRiver Maritime, Inc. The Union charged that the Company since March 21, 2017 has refused to bargain collectively with the ESU by unilaterally implementing a change in working conditions by requiring all fleet personnel, including unlicensed mariners, to complete an Agility Test.

As reported in the past two editions of the ESU NEWS, SeaRiver Maritime Inc. wants to unilaterally implement a new Agility Test by adding this test under the Occupational Health Monitoring Program (OHMP) as a part of the Long Physical that takes place for all seagoing employees on a two-year basis (every other year). The OHMP has been in place for a very long time and was the result of bargaining in 1991 between Exxon Shipping Company and the ESU. The February 3, 1991 Contract MOU stipulated that the ESU and the Company would bargain the OHMP separately from Contract negotiations and an agreement (that remains in effect today) was reached later that year in December 1991. Now, many years later, management wants to add an Agility Test to a bargained program without bargaining under the guise that the Agility Test is somehow covered under part of a separate contract clause that refers to medical exams. The Union believes that management has a misinterpretation of this clause of the Contract and we consider it a huge leap to call this Agility Test a medical exam as per Article IV, Section 12, of our Collective Bargaining Agreement.

The Agility Test as explained by SeaRiver management also exceeds physical fitness standards as outlined under 46 CFR, United States Coast Guard NVIC 04-08 and physical form CG-719K. In a December 12, 1991 letter to the ESU, then Labor Head, Tim Titus, documents the understanding that was reached between the ESU and management regarding the Occupational Health Monitoring Program. Part of that letter states, "It is the intention of the parties that the Occupation Health Monitoring Program conforms to these standards and not exceed, contradict or violate them." It is the opinion of the ESU that present day management has little regard for past agreements between the Company and the Union.

The Union has also filed a grievance under the terms of the Collective Bargaining Agreement and moved the process along to the SeaRiver President step after the grievance was denied by management at the third step. If the grievance is denied at the President's step the ESU will also request arbitration.

Additional information on this important issue will be forthcoming as we push forward through the process.



## Three ESU members retire

The Union has been notified that three longtime ESU members have retired recently from SeaRiver Maritime.

Able Seamen Philip Spinaio retired on June 1, with over 20 years of Company service. Phil began his service with the SeaRiver Maritime on October 26, 1996 with his first assignment as Maintenance Seamen aboard the *SR Charleston*. Phil came to the Company with previous seagoing service in the Deck Department with Arco and moved up the ranks to Able Seamen after joining SeaRiver.

Phil's last vessel assignment was on the *Eagle Bay* where the crew honored his accomplishment and contributions with a traditional shipboard retirement ceremony. Phil makes his retirement home in Payson, Arizona, and looks forward to sharpening his archery skills for competitive events.

Able Seaman Domingos Dalomba also retired on June 1, with over 26 years of Company service. Dom began his service with Exxon Shipping Company on October 3, 1991, with his first assignment as Maintenance Seamen aboard the *Exxon Galveston*.



Dom's retires after being out on disability for an extended period. His last vessel assignment was aboard the *S/R American Progress* in May of 2016. Dom retires to his home in Pawtucket, Rhode Island.

QMED-Oiler Janusl Sowul retired on May 16, with over 27 years of Company service. Janusl began his service with Exxon Shipping Company on May 9, 1990 with his first assignment as Oiler aboard the *Exxon Benicia*. Jansul came to the Company with previous Engine Department experience and was quickly promoted to the position of Oiler and eventually QMED-Oiler.

Janusl's last vessel assignment was aboard the *S/R American Progress* in January 2017. Janusl makes his retirement home in Hudson, Florida, and has travel plans in the near future. He also has a couple of boats of the smaller variety and plans to frequent the waters near his home area.

On behalf of the membership, the ESU wishes Phil, Domingos and Janusl fair winds and following seas and the best of luck in their retirement years. We thank them for their many contributions and support of the ESU and wish them all the very best as they begin a new chapter in their lives.

## Ship reports

### S/R American Progress

ESU board officer Leo DeCastro visited the vessel at anchor in Long Beach, California, on June 15. Before arriving in Long Beach, the vessel transited the Panama Canal after loading in Baytown, Texas, at the end of May. Next stop for the *Progress* after crossing the Pacific, is Taiwan for cargo delivery in early July. After that the vessel will cleanup for rafting inspections and the shipyard repair period in Singapore. Regular Ship Representative AB Michael Harrison aboard and reports everything going well.

### Eagle Bay

ESU board officer John Straley visited the vessel at anchor in Port Angeles, Washington, on June 20. The vessel had a little slack in the schedule which afforded an opportunity to call on Port Angeles for regularly scheduled (UWILD) under water inspections, propeller polishing, etc. After Port Angeles, the vessel sailed south for Long Beach for full discharge at Tesoro. Regular Ship Rep. AB Thor Floreen aboard and in frequent communication with the ESU office and reports everything is running smooth.

### Liberty Bay

ESU board officer John Straley visited the vessel at anchor in Port Angeles, Washington, on June 21. The *Liberty* also had some slack in her schedule that provided a few days at anchor to take care of routine maintenance. After departing Port Angeles, the vessel will also sail for Long Beach for the first part of a split discharge with the remainder slated for delivery to the San Francisco Bay Area. Pumpman Bob Ross filling in with the Ship Rep. duties and reports everything going well.

## Peter Skerys promoted Able Seaman

Effective June 15, Peter Skerys was promoted to the position of Able Seamen. Peter was hired in December 2016 and compared to previous time periods for promotion, moved up at warp speed.

There are now 36 names on the AB seniority list which is the requisite number as per the 2.0 manning factor specified in our contract. It is expected that there will be more promotions to AB as well as other ratings in the not too distant future because of anticipated retirements.

Promotions are most welcome by the ESU group but with promotions come the need to hire additional Maintenance Seamen to replenish the ranks. After a slow start, SeaRiver management has been aggressively hiring over the past few months to fill the void created by an increased number of retirements. It is the Union's understanding that up to another seven unlicensed will be hired in the latter part of July. Management also has plans for more hiring as the need develops.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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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.





SUP Brothers Tom Larkin, Duane Nash and Grant “Eli” Wegger on Maritime Day last month at San Pedro’s Amrican Merchant Marine Veteran’s Memorial.

## China extracts combustibile methane hydrate (ice) from the sea floor

China has successfully extracted combustibile ice, also known as methane hydrate, from the sea floor in the South China Sea.

Chinese news agency, Xinhua, reported that the fuel was successfully mined by a drilling rig operating with the Chinese Minister of Land and Resources saying the resource had the potential for a global energy revolution.

The mining was reportedly undertaken in an area of the South China Sea southeast of Hong Kong that is not heavily contested by neighboring countries. Engineers extracted gas trapped in ice crystals and converted it to natural gas in a single, continuous operation on a floating production platform, reported the Minister.

Methane hydrate is a cage-like lattice of ice inside of which are trapped molecules of methane, the chief constituent of natural gas. When brought to the earth’s surface, one cubic meter of gas hydrate releases 164 cubic meters of natural gas. Hydrate deposits may be several hundred meters thick, they have been found around the world, including inside Arctic permafrost and beneath Antarctic ice. Along with China and Japan, the U.S. and India also have research underway on the fuel.

Japan said earlier this month it had successfully produced natural gas from methane hydrate off its Pacific coast and plans to conduct continuous ship-board production for three to four weeks, reports the BBC.

Gas hydrate activity in the United States has focused on the Gulf of Mexico. A 2009 drilling program provided initial confirmation of gas hydrate resources in the basin. The Department of Energy is now partnering with the University of Texas, Austin to confirm resource potential.

Estimates of worldwide reserves range from 280 trillion cubic meters (10,000 trillion cubic feet) up to 2,800 trillion cubic meters (100,000 trillion cubic feet), according to the U.S. Energy Information Administration. The figures indicate that methane hydrate reserves could meet global gas demands for 80 to 800 years at current consumption rates.

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

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450 Harrison Street  
San Francisco CA 94105**

## Welfare Notes June 2017

### Open Enrollment

Open Enrollment is the time to make changes to your enrollment. If you have dependents that were not enrolled when you first enrolled in a plan, open enrollment is the time to add the dependents. You can also change your enrollment to another plan.

Newborn dependents should be added to your coverage within 30 days of the birth. A copy of the birth certificate should be sent to the plan office along with the dependent add form. Do not delay the addition of the dependent if you are waiting for the birth certificate. Enroll the newborn and advise us you will send the birth certificate copy when you have it. Contact the SUP Welfare Plan office for dependent add forms.

Kaiser Northern California and Kaiser Southern California-Open Enrollment is in June and effective July 1.

Kaiser Hawaii, Health Net, Kaiser Washington state (formally Group Health)-Open Enrollment is in July effective August 1.

Kaiser Oregon-Open Enrollment is in December effective January 1.

### HMO Dental Plans

You can change your HMO dentist by contacting your HMO Dental Plan. Since you are covered only for services by your assigned HMO dentist, be sure your Plan is aware of the change you want to make. Most dental plans require an enrollment of at least 6 months before covering major work. Be sure all major work and high dollar services are approved by your plan so that you are not charged beyond your normal copayment amounts.

Copayments for medical and dental services to active members can be submitted to the SUP Welfare Plan for reimbursement. Kaiser members must submit prescription information that will support the prescription received is for the member as the patient. If the Kaiser receipt does not indicate the patient name, additional information may be necessary.

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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

## Somali pirates hijack Iranian fishing vessel to attack bigger ships

Somali pirates hijacked an Iranian fishing vessel on May 23, to use as a base to attack bigger, more valuable ships, the mayor of a Somali town said, part of an upsurge in attacks following years of relative calm.

Crews have let security procedures slip in recent years and travel far closer to pirate-infested shores than authorities recommend, shipping sources say. The pirate gangs launch small, fast skiffs from bases on shore to try hijack vessels.

“A group of Somali pirates captured an Iranian fishing vessel and are using it as a mother ship in order to hijack (other) ships,” Ali Shire, the mayor of Haabo in the northern semi-autonomous region of Puntland, told *Reuters*. “The Iranian fishing vessel does not have a license (to fish) in Puntland,” he added.

Local fishermen have been angered by the return of unlicensed international fishing vessels to Somali waters, blaming them for reducing the local catch. The region is also suffering a severe drought that threatens to tip the Horn of Africa nation back into famine. So far this year, there has been three hijackings, one attempted hijacking – foiled when the crew locked themselves inside a reinforced room – and two vessels fired on off the Somali coast, the London-based International Maritime Bureau said. Last year only two ships reported being fired on off the Somali coast all year.

In their heyday in 2011, Somali pirates launched 237 attacks off the coast of Somalia and held hundreds of hostages, the Bureau said.

That year, the Ocean’s Beyond Piracy aid group estimated the global cost of piracy at about \$7 billion. The shipping industry bore roughly 80% of those costs, the group said.

## Membership and Ratings Committee

The Committee met on June 1, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

<u>Name and Membership Number</u>	<u>Seatime</u>	<u>Rating</u>	<u>Seniority</u>
Kace Ugles #19514	1 Year	O.S.	B
Joshua Dickey #19515	1 Year	O.S.	B
Dennis Solijon #19516	1 Year	A.B.	B
Ian Donohu #19517	1 Year	O.S.	B
Kevin Craigie #19518	1 Year	A.B.	B
DeAnthony Cole #C2682	30 Days	A.B.	C
Reynaldo Simon #C2683	30 Days	O.S.	C
Antonio Harris #C2684	30 Days	A.B.	C
Zenon LaBudda #C2685	30 Days	O.S.	C

Bosun Stamp - None

Membership and Ratings Committee: Sam Worth #19320, Yvette Cavan #19222, and Graham Sharpe #C2530.



# A Maritime Career: Partnering with industry to assist veterans

by **Berit Eriksson, Workforce Development Director**  
**Sailors’ Union of the Pacific, Andrew Furuseth School of Seamanship**  
**Zoe Goss, Director, Marine Development, Crowley Maritime Corporation**

The U.S. Maritime Administration (MARAD) estimates that the maritime industry will need an additional 74,000 licensed and unlicensed mariners over the next 10 years, which may create maritime national security workforce shortages, especially in terms of sustaining national strategic sealift capability. In short, this is a national security issue.

Although the maritime academies will graduate 9,000 officers over the next 10 years, two-thirds of the crew on sealift and merchant vessels are entry-level mariners – positions maritime academy graduates don’t fill.

**The Transition**

The military to mariner program (M2M) is an industry-wide initiative that hopes to address issues associated with workforce gaps by making it easier for military service members who plan to transition to the private sector to obtain merchant mariner credentials.

The initiative involves evaluating military education, training, and assessments for equivalencies meeting the provisions of the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, as amended, as well as national mariner certifications required to obtain a merchant mariner credential. The initiative is not without its challenges, as many military qualifications do not meet the majority of these requirements. This is particularly true among the military unlicensed ratings trying to obtain their third mate/engineer endorsements.

So, at present, many Navy, Army, and Coast Guard members with appropriate sea service experience can only obtain an entry-level merchant mariner credential (MMC), even though they have service records verifying that they have the required sea service and training for a higher endorsement. This means they have to take classes and spend time and money after separation from the service to acquire the credential the U.S. Coast Guard determines their sea service qualifies them for. This can create challenges and hardships for many veterans who wish to enter the civilian maritime industry at the level they were qualified for in the service.

**The Crosswalk**

Fortunately, the Merchant Personnel Advisory Committee (MERPAC) agreed to work on this initiative. The MERPAC group is working on ways to identify the equivalences of various qualifications/competencies as well as ways to assist service members with their application process. The MERPAC group has been working on this issue for over 15 years. The initiative really took off when three Coast Guard master chief petty officers and several staff members from the Army Transportation School joined the effort, lending their expertise, dedication, and insight.

This effort has many parts (identifying the equivalences, identifying the gaps, obtaining course/programs approval, etc.) that must be completed before veterans can get their credential, but most essentially, the foundation of the whole process is identifying the equivalences. This requires creating a “crosswalk” between military qualifications and civilian competency requirements. Under the auspices of MERPAC, a group of industry experts (from training institutions, various industry sectors, and mariners) comes together with military training personnel to develop each crosswalk. To date, the joint effort has led to the development of 57 crosswalks for the Army, Navy, and Coast Guard.

When the crosswalk is complete, the identified military qualifications will be used to package the course/program for submission to the Coast Guard National Maritime Center (NMC) for approval. One of the additional benefits of this process is that the industry representatives have shared their experience with the military agencies to facilitate the approval of the courses/programs.

Currently, the Coast Guard and Navy have numerous course approval requests pending evaluation for NMC approval. Of course there may be gaps where there are no equivalent military qualifications for a credential that the service person is applying for, but they would be able to fill this gap at a maritime training school.

**Credentialing Specialist**

MERPAC has also recommended that the Navy and Coast Guard identify credentialing specialists who can assist military personnel in compiling the documentation and records required for a merchant mariner credential application. The model for this is provided by the credentialing specialists at the Army Transportation School at Ft. Eustis, Va.

For example, a credentialing specialist could assist in:

- identifying military rating, designators, and occupation specialties that are equivalent to the deck and engine endorsements;
- requesting sea service records to verify sea time and qualifications;
- determining which military training has been approved as equivalent through cross-walked course approvals;
- identifying gaps where military training does not fully meet the standards;
- identifying educational organizations common to all branches of the military (or within an individual military service) that already assess military education for STCW and national certifications;
- identifying military academy and service school curricula that meet STCW and national certifications; and
- navigating Department of Defense credentialing opportunities websites.

**Recent Momentum**

The U.S. domestic maritime industry has held multiple M2M events throughout the country since 2013, including career fairs connecting veterans and active military with maritime industry representatives.

On March 1, 2016, leadership from the U.S. Maritime Administration, Coast Guard, MERPAC, Navy, Military Sealift Command, industry, and congressional staffers met to discuss the challenges veterans face to obtain an MMC and to identify job opportunities in the maritime industry.

This panel explored:

- the current shortage of qualified mariners,
- the difficulty for surface warfare officers to get credit for military service and training toward obtaining an MMC,
- how to bridge the gaps in training between military and maritime experience,
- whether there is a need to modify course curricula, and
- the overall significance and need to employ our transitioning veterans.

Congress has focused on this issue for some time, and, as a result, scheduled a follow-on listening session on September 22, 2016. 5 At this listening session, representatives from the Department of Defense, Navy, Coast Guard, MARAD, MERPAC, and industry stakeholders discussed ways to improve coordination among stakeholders and simplify the process for veterans to obtain their MMCs while on active duty or when they leave service. Stakeholders also focused on how documentation – including sea time and applicable training – could be maintained in a manner that alleviates delays in obtaining an MMC.

Rep. Duncan Hunter, chair of the House Coast Guard and Transportation Subcommittee, made several requests from those attending, including requesting that the Navy provide the appropriate persons to work on the military to mariner crosswalk, and that MERPAC identify the top three qualifications needing immediate attention to develop military to mariner credentialing crosswalks.

In response to the request, MERPAC reported the three top positions needing immediate attention for developing military to mariner credentialing crosswalks: engineering officers (licensed), engineer ratings (unlicensed), and deck officers (licensed).

Since writing this article, MERPAC has held a number of intercessional meetings to continue the momentum. 7 Furthermore, congressional listening sessions and meetings between the stakeholders were also held to monitor the initiative. While there is a sense of momentum, a lot of work remains to be done.

**About the authors:**

Ms. Berit Eriksson sailed as an able seaman for 15 years with the Alaska Marine Highway and the Sailors’ Union of the Pacific, and has been the workforce development director for the Sailor’s Union of the Pacific for the last eight years. Ms. Eriksson is also a MERPAC member representing unlicensed deck ratings and is chair of the Task Statement #30 subcommittee.

Ms. Zoe Goss is the director of marine development for Crowley Maritime Corporation. She sailed as an unlimited tonnage deck officer for six years and served in civilian federal service for eight years for the Maritime Administration and the Coast Guard. She is a commander in the Navy reserve with 17 years of experience.

**Guidance**

The Blueprint to Mariner guide contains detailed information regarding Coast Guard licensure, including veteran funding options. Contents include:

- the Navy COOL four-step process,
- the NMC six-step process,
- the TWIC five-step process,
- the MMD seven-step process.

Download it from [www.cool.navy.mil/usn/pubs/blueprint2mariner.pdf](http://www.cool.navy.mil/usn/pubs/blueprint2mariner.pdf).

Find Coast Guard National Maritime Center military service requirements at [www.uscg.mil/nmc/professional\\_qualifications/default.asp?tab=1#TabbedPanels1](http://www.uscg.mil/nmc/professional_qualifications/default.asp?tab=1#TabbedPanels1).

Military to Mariner in Practice

One example of the challenges involved in acquiring a merchant mariner credential (MMC) that has endorsements equivalent to military qualifications is reflected in the case of Jordan Kareklas. He sailed as a bosun mate with the U.S. Navy for six years and used the GI bill to attend a local maritime school after his separation from the Navy.

**The GI Bill**

He was able to get his able seaman endorsement on his MMC and started with Crowley Maritime on the Puerto Rico services. He has since transferred to the Crowley Petroleum articulated tug and barge service, where he is working toward his tanker-man PIC endorsement. However, once a service member accesses GI bill benefits, these benefits must be used within a certain period of time. Because of this, military members are reluctant to use their GI bill benefits for maritime training.

**On the Job Guidance**

Another example is Sean Brooks, who sailed as a U.S. Navy submarine officer for six years. Crowley Marine recruiters met him at a veterans’ industry expo. He obtained a basic ordinary seaman endorsement on his own, but did not have the required basic safety training course. He experienced other struggles and frustrations, as he had taken electronic chart display and information system, radar, and other relevant courses through the Navy that were not transferable. Crowley guided him on how to properly complete the application process for the deck utility rating, then hired him as a utility for the trailer bridge service. He now works as a deck utility for Crowley Puerto Rico Services.

*Editor’s note; This article was originally published in the January-April 2017 U.S. Coast Guard magazine Proceedings.*





# SUP President's Report

June 13, 2017

## MATSON NAVIGATION COMPANY

### Negotiations

In accordance with Article XVII of the SUP Constitution, a Negotiating Committee shall be elected at today's Headquarters meeting to bargain with Matson.

The Committee will turn-to on Friday, June 16, to review General Rules and Work Rules proposals submitted by the membership in preparation for caucusing with the MFOW and SIU-Marine Cooks Negotiating Committees on Monday, June 19.

The Unions and the company have agreed to begin bargaining on Tuesday, June 19, and continue on a daily basis until June 30. The current Agreement expires at midnight on that date.

### AQUA Lane

Matson notified the Union on June 6, that restriction-to-ship claims for those held hostage by the company's participation in Customs & Border Protection's AQUA Lane program in Long Beach are in the process of being paid.

For those affected and still employed in the *Maunawili*, *R.J. Pfeiffer*, *Mokihana* and *Manulani* will receive checks aboard ship. For those members who are off these vessels, checks will be mailed to either the Honolulu or Wilmington Branch, depending on from which port a member was dispatched.

### Fleet Status

Company publications confirm previously reported information that the first Aloha-Class containership, *Daniel K. Inouye*, will go into service in August of next year while the second vessel, *Kaimana Hila* (which means Diamond Head in Hawaiian), will be placed in service during the first quarter of 2019.

The two Kanaloa-Class container-roll-on/roll-off (Con-Ro) vessels, *Lurline* and *Matsonia*, are scheduled for delivery in the fourth quarter of 2019 and the second quarter of 2020.

As the Aloha and Kanaloa-Class vessels go into service, the company plans to scrap its remaining steamships: *Kauai*, *Lihue*, *Matsonia*, *Maui*, plus the *Matson Consumer* and *Matson Producer* which were acquired when Matson bought Horizon Lines. As the membership knows, the *Lurline* is being scrapped in Port Arthur, Texas, and the *Matson Navigator*—the subject of last year's arbitration— is also headed to the breakers.

### Increased Competition?

Matson is the dominant carrier in the West Coast to Hawai'i trade with over 70% of market share. Pasha Hawai'i, which bought Horizon Lines Hawai'i service has the remainder of the trade.

But on June 11, Philly Shipyard Inc., which is building Matson's Aloha-Class vessels, announced that it plans to build four more vessels based on the Aloha-Class design with the intention of starting a new service to compete with Matson and Pasha. The Philly shipyard projects planned delivery dates for the first two vessels in 2020 and the second two in 2021.

While it is difficult and expensive to start up a new ocean carrier, it is not impossible. However, it could be speculated that the Philly yard plans to build the vessels in the hope that Matson and/or Pasha will buy them. Pasha's fleet current consists of two roll-on/roll-off vessels built in 2007 and 2015 (*Jean Anne* and *Marjorie C*) and four 37-year-old container ships purchased from Horizon Lines (Enterprise, Pacific, Reliance, and Spirit).

In any event, be assured that during bargaining Matson will be crying crocodile tears over perceived "competition."

### Guam

Competition is certainly something Matson doesn't like, whether it be Hawai'i or any place else. As the membership knows, Matson is attempting to knock APL out of the Guam trade. This was reported extensively in the April *West Coast Sailors*. On June 9, your secretary sent the following letter to Matt Cox, Chairman & CEO of Matson Inc.; Ron Forest, President of Matson Inc.,

and Jack Sullivan, Vice President of Vessel Operations & Engineering:

**"Gentlemen:**

**Apparently, Matson persists in its legislative effort to amend the Maritime Security Program to drive American President Lines out of the Guam trade.**

**Again, let me reiterate what I wrote to you on April 7: This effort is an attack on the livelihoods of Sailors' Union of the Pacific members—all of whom are residents of Hawai'i— as well as all other mariners employed in the APL Guam and APL Saipan and will not be tolerated.**

**Your insatiable, avaricious quest to regain your monopoly in the Guam trade is detrimental to the U.S. Merchant Marine, the Maritime Security Program and is fodder for enemies of the Jones Act.**

**Cease and desist."**

This issue will be at the top of the Union agenda during bargaining.

## AMERICAN SHIP MANAGEMENT

The SUP, MFOW and SIU-Marine Cooks and presumably the MEBA and MM&P are still discussing the terms and conditions with American Ship Management (ASM) regarding terms and conditions covering the operation of integrated tug and barge *Moku Pahu*.

ASM informed the Unions that Schuyler Line Navigation Company, the owner of the vessel, has given ASM a June 15 deadline to come to terms with the Unions.

## SEATTLE BRANCH

The Seattle office has moved. The new address is:

**4005 20th Ave West, Suite 115**  
**Seattle WA 98199.**

The telephone number has not changed.

## HOLIDAYS

### Independence Day

All SUP halls will be closed on Tuesday, 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 Wednesday, July 5. Details of the observance will be published in the June *West Coast Sailors*.

## Bloody Thursday events - July 5

**Seattle:** The annual family picnic sponsored by ILWU Locals 19, 52 and 98, will be held at 3560 West Lake Sammamish. Gates open at 10:00 A.M. Food served 11:00 to 2:00 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 Harbor Sports Center (across the street from Harbor College), 1221 N. Figueroa Place, Wilmington, from 10:00 A.M. - 6:00 P.M.

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 elect a Negotiating Committee for the upcoming Matson negotiations. Elected are: Paul Fuentes, Izzy Idris, Noel Itsumaru, Mike Worth, and Anthony Wylie. Carried unanimously.

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

Gunnar Lundeberg

## Japan's 'Big 3' to operate as Ocean Network Express

Japan's three major shipping companies —Kawasaki Kisen Kaisha, Ltd. ("K" Line), Mitsui O.S.K. Lines, Ltd. (MOL), and Nippon Yusen Kabushiki Kaisha (NYK)—will operate their joint venture under the trade name "Ocean Network Express," the carriers announced last month.

The new joint venture will integrate the three companies' container shipping businesses. This will include worldwide terminal operations businesses, excluding those in Japan.

The service commencement date for the Ocean Network Express, which some analysts and media outlets are already calling "ONE" for short, is April 1, 2018, and the establishment of the new joint venture will officially be announced after all anti-trust reviews are finalized.

The three carriers announced their intentions to integrate their container shipping businesses on October 31, 2016.

The establishment of a holding company is planned in Japan, while an operating company is planned to be incorporated in Singapore. Regional headquarters of the operating company will be set up in Singapore; Hong Kong; London; Richmond, Virginia; and Sao Paulo, Brazil. NYK's container business is currently based in Singapore, while "K" Line's U.S. headquarters is in Richmond, Virginia.

"K" Line, MOL and NYK have already established a new website for their joint venture.

All three carriers are members of "THE" Alliance, a vessel sharing agreement on major east-west trades that also includes Hapag-Lloyd of Germany, which finalized its merger with United Arab Shipping Company (UASC), and Yang Ming of Taiwan.

According to ocean carrier schedule and capacity database BlueWater Reporting's Carrier Ranking Report, based on operating fleet capacity, NYK is the eighth largest carrier in the world with 594,699 TEUs, while MOL comes in at 11th with 540,942 TEUs and "K" Line takes 14th place with 353,220 TEUs.



# Hokule'a back to O'ahu after epic three-year global voyage

No modern navigation instrumentation guided a Polynesian voyaging canoe as it followed the horizon during a three-year journey around the globe.

About a dozen crew members for each leg of the voyage relied only on their understanding of nature's cues—ocean swells, stars, wind, birds—and their own naau, or gut, to sail across about 40,000 nautical miles to 19 countries, spreading a message of malama honua: Caring for the Earth.

On June 17, thousands welcomed double-hulled canoe *Hokule'a* home to Hawai'i when it entered a channel off the island O'ahu and tied up to a floating dock with Diamond Head in the distance.

The voyage perpetuated the traditional way-finding that brought the first Polynesians several thousand miles to Hawai'i hundreds of years ago. The trip also helped train a new generation of young navigators.

*Hokule'a* means star of gladness. The canoe was built and launched in the 1970s, when there were no Polynesian navigators left. So the Voyaging Society looked beyond Polynesia to find one.

Mau Piailug, from a small island called Satawal in Micronesia, was among the last half-dozen people in the world to practice the art of traditional navigation and agreed to guide *Hokule'a* to Tahiti in 1976.

"Without him, our voyaging would never have taken place," the Polynesian Voyaging Society said on the website for *Hokule'a*. "Mau was the only traditional navigator who was willing and able to reach beyond his culture to ours."

The epic round-the-world voyage that started in 2014 shows how far *Hokule'a* has gone since its first voyage from Hawai'i to Tahiti in 1976.

Disaster befell another voyage in 1978 when the canoe capsized off the Hawaiian island of Molokai in a blinding storm. Eddie Aikau, a revered Hawaiian surfer and lifeguard on the crew, grabbed his surfboard and paddled for help, but was never seen again. The rest of the crew members were rescued.

Crew members hope the success of the latest journey will inspire other indigenous cultures to rediscover and revive traditions. Thompson said he also hopes indigenous cultures can help with solutions to modern-day problems such as climate change.

Native Hawaiian ancestors were not only skilled navigators but good stewards of the islands who farmed and fished sustainably.

"They figured it out—how to live well on these islands," Thompson said. "And I think that is the challenge of the time for planet earth and all of humanity."

*Hokule'a* will next embark on an eight-month trip sailing throughout the Hawaiian islands.

## Vice President's Report

June 2017

The United States Transportation Command has once again ordered the Military Sealift Command (MSC) and the Maritime Administration to conduct a simulated activation of the 63 U.S. based military reserve ships known as the "surge sealift vessels." This large-scale synthetic exercise is mainly a manning test for Union crews and will take place over the course of 5 days beginning on July 10. The SUP will go through its normal crewing process using our hiring halls and mariners that have valid seagoing credentials who are not currently employed elsewhere are encouraged to participate. Note: this is not a real activation and there are no jobs associated with the exercise. The SUP must nevertheless maintain its stellar record in the demonstration of both real and synthetic readiness in all conditions. Contact your branch agent for more information and to sign up for this important national service.

In addition to the routine duties of the front office, I prepared for and participated in the negotiations with Matson Navigation Company and checked the following ships:

**Manulani:** John Drolla, delegate. Twenty-four SUP sailors in four Matson ships that were restricted to ship—American sailors in U.S.-flag ships detained by U.S. shipping company in Long Beach, California—were compensated this month for the unlawful detention. Related to the so-called Aqua Lane accelerated cargo clearance program and facilitated by U.S. Customs, the contract violation was called out and overcome through the work of SUP President Gunnar Lundeborg. He demanded that the Company not only pay the claim but also pay the political price for elevating the impor-

tance of cargo over crew. Never has SUP political action yielded such equitable, speedy and tangible results. Support the SUP Political Fund!

**Manukai:** Randy Runyan, delegate. Clarification on trip off. Under Shipping Rule No. 56 the trip off is mandatory and sailors on ships of 35 day voyages must either take the minimum 30 day trip off on completion of the fourth voyage or depart the ship.

**APL Gulf Express:** Lesnek Jeziorski, delegate. Disputed time taken up with management. Very fast tempo of operations in this Gulf shuttle run. Gangway security watchstanding clarification. Delayed sailing and shift ship clarification. Disputed time still in process with management.

**APL Korea:** Paul Harsany, delegate. Delegate noted the importance of both strong performance of the delegate duties listed in May West Coast Sailors as well as the commitment of sailors to national service.

**APL Thailand:** Bill De Benedictis, delegate. Investigation of a termination and a harassment claim underway. Documented inability to steer is usually sufficient grounds for termination.

**USNS Charlton:** Dennis Sumague, bosun. Standing by for job orders for activation crew. Expected to get underway from New Jersey yard in July.

**USNS Gilliland:** Ben Linn, delegate. Successful activation from Newport News to New Jersey shipyard. Ken Johns took over as bosun after activation.

**USNS Watson:** Lee Bolden, delegate. Tom Cook relieved by Sebastian Navarro-Delaney as bosun after ship activated with yet another full crew for Philadelphia shipyard. Honolulu Branch responded with several qualified sailors stepping up to the task.

**USNS Shughart:** Hal Thomas, delegate. Activated again on short notice for MSC readiness inspection. All training and physicals required. Despite the full requirements and tight window members and agents responded to the call. They did this once again not because it is a choice job but because US merchant mariners turn to when the United States government needs us.

**USNS Yano:** Saul Townsend, delegate. Activated with full crew and all the training/clearances at the same time as Shughart for the same reasons. Crew retained for possible weather sortie.

**USNS Pomeroy:** Brian McCarthy, delegate. Clarification on holidays.

**USNS Waters:** Zach Yanak, delegate. Tim Benton relieved Michael Jean as bosun. Expected to remain in Florida homeport. Running smooth.

**Mississippi Voyager:** Brian Dixon, delegate. On the El Segundo-Richmond run with the occasional diversion to a berth in San Pedro or Selby. Robert Turner relieved Scott Oliphant as bosun. Ace SUP machinist Orlando Van Sickle has the deck machinery singing in tune.

**Oregon Voyager:** Terry Black, delegate. Clarification on meridian day compensation returning from Singapore shipyard. New signed agreements are finally available. Sending to all ships.

**San Francisco Bar Pilots:** Mike Koller, delegate. New station boat and run boat schedules OK.

**Foss Maritime Company:** JD Rymel, delegate. Investigating reinstatement of previous drug screen policy required by a customer of Foss employees. SUP engineer Mel Jackson departed the waterfront after many years of solid service. The SUP wishes him all the best in retirement.

Dave Connolly

## Titanic relics sail toward auction

The *Titanic* may be under 2.5 miles of water, but wreckage from the doomed ship could fetch close to \$220 million at an auction this year.

Premier Exhibitions Inc. proposed the sale in a May 18 filing in U.S. Bankruptcy Court in Jacksonville, Florida. The Atlanta-based company and its RMS Titanic Inc. unit filed for Chapter 11 protection in June, amid a fight over artifacts it recovered from the vessel with the help of the French government.

More than 1,500 people died after the *Titanic*, the biggest passenger liner of its day, hit an iceberg and sank on its maiden voyage from Southampton to New York in April 1912. The wreck wasn't located until 1985.

In a 2008 article in *National Geographic News*, oceanographer Robert Ballard described

how he found the ship while helping the U.S. Navy investigate sunken submarines. Starting in 1987, Premier Exhibitions worked with the French government on dozens of dives to recover artifacts including jewelry, clothing and dinnerware from the ship's watery grave.

Premier resumed the hunt in 1993 without French involvement, and was subsequently named the "salvor-in-possession" of the site, according to a regulatory filing. The company and the French government continued to squabble over rights to the items until a bankruptcy judge last year rejected France's efforts to establish its interest.

Last year, Premier exhibited a selection of artifacts in Las Vegas, among them a pair of blue and white striped men's pajamas, a traveling receipt for

"one canary in a cage" and a pair of never-worn white gloves.

The combined collection of 5,500 artifacts has an estimated market value of \$218 million, according to a 2014 appraisal included in the docket.

Artifacts from the *Titanic* have been the subject of intense interest in the past. A fur coat worn by a first-class stewardess fleeing the shipwreck went for the equivalent of \$235,000 this year in the U.K., and items as small as a cracker from the lifeboat survival kit have sold for the equivalent of \$23,000, according to the auction house Henry Aldridge & Son.

Premier said in court papers that, with creditor approval, it will market the *Titanic* relics and seek to line up an opening bidder for the auction, tentatively set for November.



SUP members John Ross & Bob McDougall aboard the USNS Shughart—*"train like you give a damn"*



# SUP Branch Reports

## Seattle

May 15, 2017

Shipping for the period: 3 Boatwain slots shipped to navy bottoms and filled with B seniority. 18 Able Seaman jobs shipped that went to 3 A, 5 B, 3 C, and 7 D cards. 2 to Manoa, 1 return and one steady. 16 to navy bottoms with 8 going on activations and 8 to steady jobs. 4 Ordinary Seaman jobs taken by 3 C cards and 1 D, all to navy bottoms with 1 to an activation, for a total of 26 seagoing jobs shipped.

Registration: 6 A cards for a total of 7; 10 B cards for a total of 23; 5 C cards for a total of 10 and 6 D cards for a total of 13.

I represented the SUP at the following meetings: Met with Seattle City Council member Sharma Sawant’s Chief of Staff Jonathan Rosenblum and ILWU Local 19 Vice President John Persak on Port Labor Issues; Propeller Club Maritime Forecast; met with Brooks Salazar, candidate for POS Commissioner; Federal Briefing hosted by Coalition on Gateways and Trade Corridors for Northwest Seaport Alliance; Puget Sound Ports Council, Maritime Trades Department AFL-CIO meeting; Alaska Way Viaduct Replacement Program, Tunnel Break-through event (SUP is a stakeholder in this project); upon invitation, addressed Seattle Maritime Academy student body on unlicensed maritime employment opportunities in the maritime industry; met with Sara Nelson, candidate for city council; Labor Council Executive Board; Washington State 34th Legislative District endorsement meeting; POS Commissioner Stephanie Bowman event.

On May 5, SUP member Kace Ugles, Dave Thompson of MFOW, and I attended Senator Patty Murray’s 22nd Annual Golden Tennis Shoe Awards. Senator Murray is a staunch supporter of the Jones Act, Maritime Trades, and labor in general. We are grateful to Senator Murray for this invitation to an event that is so important to her.

Thanks to all the members for stepping up to fill the activations. All of you who shipped on these billets recognize the importance of filling these jobs at a moment’s notice. These jobs are what secures our future and garner support from government agencies so we can project our military and disaster relief in a timely manner. Well done!

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

Brendan Bohannon  
Acting Branch Agent

ATTEND  
YOUR  
MONTHLY  
SUP UNION  
MEETINGS!

## Wilmington

May 15, 2017

Shipping: Bosun: 2, AB: 14, AB Maint: 6, OS/STOS: 4, Standby: 53. Total Jobs Shipped: 79.

Registrations: A:20; B:31; C:15; D:13

Ships Checked

*Manulani*, Manny Roxas, bosun; John Drolla, delegate; no problems. *APL China*, Dan McDonald, bosun; Michael Henderson, delegate; running smooth. *Maunawili*, Juan Magana, bosun; Denny Silva, delegate. *APL Belgium*, *Maunalei*, *APL Korea*, Paul Harsany stepping up as bosun, Jinan Johair, delegate disputed overtime. *Mokihana*, Billy Sullivan, bosun; Chris Bujnowski, delegate; running smooth. *APL Singapore*, Dale Gibson, bosun; and Steve Meyer, delegate; food is better. *Manukai*, Julian Torre returns as bosun; Patrick Tite, delegate; running smooth.

Shipping at a steady pace in L.A. with Matson and APL making regular calls.

Patriot Contract Services calling for crewing changes and numerous activations, these job’s must be filled in a timely manner to ensure continued support for Patriot, MSC, as well as providing jobs for our Union members.

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

This is your Union, participate come to meeting’s, make your voice heard.

Leighton Gandy  
Branch Agent

## Fiber may help knee arthritis

Researchers have found yet another benefit of a high-fiber diet: it is associated with a reduced risk for arthritis of the knee.

Knee osteoarthritis, which is common in aging populations, can be both painful and debilitating.

Researchers used data from two long-term observational studies, one with 4,796 subjects and the other with 1,268. The new analysis is in *Annals of the Rheumatic Diseases*.

As fiber intake increased, the prevalence of arthritis decreased. In the larger study, those who ate the most fiber were 30% less likely to have knee osteoarthritis than those who ate the least, and in the smaller study, they were 61% less likely.

The associations persisted even after controlling for age, sex, race, education, smoking, total calorie intake, physical activity, the intake of polyunsaturated fat and other dietary factors.

The mechanism is unclear, but fiber may reduce inflammation and help control weight. The average intake of fiber in the study was 15 grams a day, but the recommended level is 25 to 30 grams a day for most people.

“Increasing dietary fiber is one of the most economical ways to reduce the pain of knee osteoarthritis,” said the lead author, Zhaoli Dai, a postdoctoral fellow at Boston University. “And there are a lot of other benefits as well,” including reduced weight, cardiovascular risk and diabetes risk.

## Honolulu

May 15, 2017

Shipped the following jobs in the month of May: 1 Bosun relief, 2 AB Day return, 3 AB Watch steady and 3 AB Watch relief. The shipping jobs were filled by 4 A cards, and 5 B cards. Shipped 29 standby jobs. The standby jobs were filled by 5 A cards, 13 B cards, and 11 C cards.

Registered in May: 7 A cards; 5 B cards; 4 C cards and 1 D cards.

To date totaled registered: 11 A cards; 14 B cards; 12 C cards and 8 D cards.

Ships checked

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

*APL Guam*- no major beefs.

*APL Saipan*- dryer has been fixed.

I represented the SUP at the Hawaii Maritime Port Council meeting, the Dave Lyman Memorial Scholarship dinner, and the AFL-CIO Executive Board meeting.

As we go into negotiations with Matson I urge all members to attend the SUP-monthly meetings because after we come to a final agreement with Matson we will be voting to ratify the new agreement at July’s meeting.

And as always, check you papers and anything with less than six months needs to be renewed. Mahalo,

Michael Dirksen  
Branch Agent

## SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 178:

**Wilson Abanto**, 66, Book No. 19274. Joined SUP in 2007, 5 years seetime.

**David Hoffman**, 65, Book No. 19111. Joined SUP in 2003, 5 years seetime.

**Melvin Jackson**, 67, Book No. 4320. Joined SUP in 1980, 36 years seetime.

## Dispatcher's Report

Headquarters—May 2017

Deck	
Bosun.....	1
Carpenter.....	0
MM.....	6
AB.....	12
OS.....	5
Standby.....	30
Total Deck Jobs Shipped.....	54
Total Deck B, C, D Shipped.....	45
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.....	54
Total B, C, D Shipped-All Depts.....	45
Total Registered “A”.....	24
Total Registered “B”.....	43
Total Registered “C”.....	18
Total Registered “D”.....	32

## Business Agent’s Report

June 13, 2017

**Florida Voyager**- In at S.F. Pier 80. Getting repair work while waiting on berth. Scuttlebutt has Chevron adding a vessel to its fleet. Bosun Mike Fox, Rey Gabarra, Delegate.

**Oregon Voyager and California Voyager**- No beefs.

**Matsonia**- In and out Oakland 62. On a steady run Honolulu-Oakland for the last six months. Now sails for China to the shipyard. The schedule has the ship in the yard for 42 days. Isnin Idris, Delegate, Sam Scott, Bosun.

**Maui**- In at Oakland 62. Had an issue with one of our own Johnny-come-lately C-card needs to learn Sailors jurisdiction. Mind his business and learn his job. You know the saying if it smells like a rat it is! This industry is small – your reputation follows you. Dave Eriksen, Delegate. In good hands with Brian Yost, Bosun.

**Manoa**- In and out Oakland 62. Straight out of the shipyard back in service on the triangle run L.A., Oakland, Seattle. The schedule has the ship on this run through September, subject to change. No beefs with Gerry Marshall, Delegate and Quentin Brown, Bosun.

**Kauai**- In temporary lay-up at Oakland 68 Howard Terminal since the end of May. The gang heard the crew will be called back in the middle of June. Arsenio Purganan, Delegate, Frank Portanier, Bosun.

**Mahimahi**- In and out Oakland 62. Routine with the gang on the steady Northwest triangle. Rumor has her going into the shipyard some time in August subject to change. Sailed with no beefs. Mike Soper, Delegate, Remoni Tufono, Bosun.

**APL Thailand**- In at Oakland 58, went aboard to speak with the Delegate about one our own that was having issues with following Bosun’s directions. Not able to steer the ship and on top of that dropped a job in L.A. and had the option to bring the job back to San Francisco. Bill DeBenedictis, Delegate, Dimitri Seleznev, Bosun.

**APL Belguim**- In at Oakland 58. Nick Hoogendam’s time is up as Bosun. No qualified men in the hall so promoted Aaron Wiebe for the remaining of his time and called a steady AB. Sailed with no beefs. Still to elect a Delegate, Aaron Wiebe, Bosun.

**APL Philippines, APL Korea, APL Singapore**- Checked in with these ship’s with little or no beefs.

**Cape Henry**- Dispatched Jim Linderman as Bosun.

**Cape Orlando**- In great hands with Noel Itsumaru as Bosun.

**Admiral Callaghan**- Running smoothly with Mark Pfaff as Bosun.

**Cape Hudson**- Running like clock work with Mike Worth as Bosun.

**Cape Horn**- Routine with the gang running smoothly with Paul Fuentes, Bosun.

Dues must be current in order to register or be dispatched. It’s your responsibility to keep your documents current, not the Union’s.

Roy Tufono