



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, May 22, 2015

Legislation submitted to increase MSP funding

Congressman Duncan Hunter (R-California) Chairman of the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation, this month, introduced an amendment to defense authorization legislation that would provide a much-needed increase in funding for the Maritime Security Program (MSP). Appropriations for the program have remained unchanged—at \$3.1 million per ship, or \$186 million a year for the 60-ship fleet—since Fiscal Year 2012.

MSP is scheduled to continue at that funding level until Fiscal Year 2019, when the program would receive a \$24 million increase. Congressman Hunter's amendment would boost funding for the program in Fiscal Year 2016. If it is included, a part of the defense bill that is signed into law would increase MSP's funding level by \$24 million beginning October 1, of this year. The increase would translate into a total of \$3.5 million per vessel per year.

SUP-contracted American President Lines has nine vessels enrolled in the Maritime Security Program.

In introducing his amendment, Congressman Hunter stated that, "The drop in the number of U.S.-flag commercial vessels that are available to supplement military transport adds to the strain of an already reduced and undersized naval fleet. With emerging threats requiring the full attention of naval resources and the shifting of America's defense strategy to the Pacific, the support provided through the Maritime Security Program is absolutely essential. Congress must look ahead and consider policies that support the growth of the U.S. international flag fleet to alleviate pressure on limited naval resources."

"On May 22, the nation observed National Maritime Day," Hunter said. "Not only is this a time to observe our history, it's also an opportunity to recommit to America's maritime industry. In the process, preserving what works—such as the Maritime Security Program and the Jones Act—will go a long way, but it's equally important that we explore new avenues such as short sea shipping, the liquefied-natural-gas trade and an improved ship-financing program, all of which can be accomplished through a national maritime strategy."

SUP President's Report

Matson plays corporate shell game in purchase of Horizon Lines' Alaska trade route

Just when the SUP and MFOW anticipated crewing three vessels plus one reserve vessel in the Alaska trade that Matson Navigation Company is in the process of buying from Horizon Lines, Matson threw a spanner in the spokes by stating that since the transaction was a "merger" the company would honor Horizon's existing collective bargaining agreements.

From the date the purchase of Horizon by Matson was announced last November (see the November 21, 2014 issue of the *West Coast Sailors*) until May 4, it was clear—and not disputed by Matson—that the SUP and MFOW would be aboard the vessels.

However, on May 4, Jack Sullivan, Matson's Vice President of Vessel Operations and Labor Relations, informed your secretary that it was Matson's position that since it is buying Horizon Lines' assets—stock, debt, two container cranes in Dutch Harbor, over 6,500 containers, over 2,000 chassis plus five other vessels that are near the end of

their economic life—that Horizon will become a subsidiary of Matson and that Matson will honor Horizon's seagoing labor contracts, which don't include the SUP and MFOW.

As a follow-up to the discussion with Sullivan, the SUP and MFOW met with Matson on May 15, at the company's corporate office in Oakland. Representing the Unions were MFOW President Anthony Poplawski, SUP Vice President Dave Connolly, Union attorney Peter Saltzman and your secretary. In attendance for the company were Dale Macgillivray, Manager of Offshore Labor Relations & Contract Administration; Danny Defanti, Manager of Offshore Labor Relations & Contract Analysis; company attorney Martin ("The Butcher") Oppenheimer; and Sullivan

Sullivan again stated that Horizon Lines would become a subsidiary of Matson that the company had a legal obligation to honor Horizon's existing collective bargaining agreements with MM&P, MEBA and SIU-

the SIU-Atlantic, Gulf & Inland Waters District which represents the unlicensed deck department, unlicensed engine department as well as the steward department.

The SUP and MFOW countered that under Section 1 of the General Rules of the 2013-2017 SIU Pacific District (SUP, MFOW, SIU) Agreement with Matson, the company recognizes the three Unions "... as the **exclusive representative for the purpose of collective bargaining of all its unlicensed seagoing employees** ..." and that under Section 3: "**This Agreement covers the unlicensed employees represented by the SIU Pacific District employed on oceangoing U.S.-flag vessels, owned, operated or bareboat chartered (both at present or at any time during the life of this Agreement) by the Company signatory hereto, or any of its subsidiaries or affiliates (whether so at present or at any time during the life**

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The arrogance of Senator Corker

by Tony Munoz, Editor-in-Chief, Maritime Executive

Senator Bob Corker (R-Tennessee), Chairman of the Senate Foreign Relations Committee, presided over a hearing last month on the subject of "American Food Aid: Why Reform Matters." During the hearing he remarked that the U.S. Merchant Marine's participation in the U.S. Agency for International Development (USAID) PL 480 (Food for Peace) was a "national disgrace" and a "total hoax." He opined that he was very tired and hadn't been able to sleep because the corporate welfare going to U.S.-flag lines was causing thousands of people to starve and die around the world.

He also said that the cargo pref-

erence for food aid was impacting U.S. strategic interests in Syria and other regions in conflict and limiting the government's ability to engage foreign governments. He went on to say the redistribution of food aid appropriations would save USAID \$440 million in corporate welfare costs, which could feed up to 12 million more people. He concluded by saying that food aid reform would reduce farm income by a negligible 1.1% and agricultural exports by less than 1%.

The Manipulation of Information

That Senate hearing on April 15, was nothing more than a parade of "reform" proponent

testimonies. The stacked deck included Dina Esposito, the USAID Director of the Office of Food for Peace, David Ray of CARE USA, a non-governmental organization, Dr. Vincent Smith of Montana State University and Dr. Stephanie Mercier of the Farm Journal Foundation.

Esposito testified that 10 million Syrians have been displaced due to the country's internal war and that four million are now refugees in neighboring Lebanon and Jordan. She said that debit cards given to the refugees not only provide them dignity but also create local jobs and stimulate local economies. She stumbled through most of her statement and could hardly look at Corker during the Q&A

session. Perhaps she had already read the October 2014 United Nations' internal audit on the World Food Program's Cash Voucher program. The report details the diversion of millions of dollars in food vouchers that were sold by Syrian refugees to middlemen in Lebanon and Jordan.

About \$230 million of the \$317 million given to Syrian refugees was in cash vouchers, and the agency did not have the systems in place to even identify recipients. Furthermore, United Nations Secretary General Ban Ki-moon acknowledged that nearly a million people in Syria were denied access to relief convoys because of the inefficiencies

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SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED MARCH 31, 2015

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 13, 2015, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$1,705,215.08
Political Fund	\$7,529.73
Strike Fund	\$1,293,730.99
Total Cash and Investments 1st Qtr. 2015	\$3,006,475.80

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$133,759.65
Interest	13,919.39
Donations - <i>West Coast Sailors</i>	1,730.00
Tanker & Joint Committee, Hiring Hall.....	117,894.58
Advertising & Promotion	935.00
Miscellaneous Income, Reimbursements, Fines.....	15.00
Reimbursed Administrative Expenses.....	22,871.34
Contributions - General Fund	1,328.00
Total Income:	\$292,452.96

Expense:

Auto & Travel	\$236.00
Rent.....	14,768.47
Postage, Printing & Office	3,371.74
Telephone & Telegraph.....	4,646.27
<i>West Coast Sailors</i> Publishing Expense	15,980.25
Contributions	1,630.00
Per Capita	17,448.00
Salaries & Payroll Taxes.....	203,488.46
Office Workers Pension.....	8,852.90
Insurance.....	50,851.06
Field Expense.....	79.13
Committee & Neg., Conference & Conv.....	3,506.13
Investment Expense.....	1,547.87
Officials Pension.....	1,638.05
Subscriptions.....	3,767.99

Legal.....	750.00
Total Expense:.....	\$332,562.32

BUILDING CORPORATION

Income:	
Rents	\$181,940.45
Bldg. Util. & Service Reim.	1,200.00
Total Income:	\$183,140.45

Expense:

Building Services & Utilities	\$32,152.11
Repairs & Maintenance	1,070.63
Insurance.....	6,791.04
Salaries & Payroll Taxes.....	15,895.46
Pension	685.24
Office	2,762.28
Total Expense:	\$59,356.76

POLITICAL FUND

Income:	
Contributions	\$3,808.00
Total Income	\$3,808.00

Expense:

Contributions	\$3,750.00
Total Expense:.....	\$3,750.00

Net Income 1st Qtr.....	\$83,732.33
Net Income YTD:.....	\$83,732.33

/s/ Romaine Dudley

/s/ John A. Perez

/s/ Arthur Thanash

/s/ Noel Isumaru

/s/ Frank Portanier

/s/ Mike Worth

ACTION BY THE MEMBERSHIP May 11, 2015. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Mariners abandoned and broke living on rice and ketchup

Singapore-based 7Seas Shipmanagement has gone out of business, leaving the crews it employed on the two tankers it had on bareboat charter stranded in Indonesia and India with diminishing hope that they will ever get paid or sent home.

Seven months after receiving their last pay check, the crews of the 9,000-dwt products tankers *Titan Glory* and *Titan Vision* are now waiting to see whether head charterer Oceanic Shipping will live up to its promise to pay them their outstanding wages and air tickets home if 7Seas is unable to do so.

Creditors of shipmanager 7Seas said that the company's office in Singapore has been closed down. Its phone line has been disconnected, as have the mobile numbers of its senior managers.

7Seas had taken the *Titan Glory* and *Titan Vision* on bareboat charter from Oceanic Shipping last year. The two crews enlisted the help of the International Transport Workers' Federation (ITF) late last year, claiming 7Seas had not paid them for several months and that they were subsisting on rice and ketchup, and living in squalid conditions onboard the *Titan Glory* in the Indonesian port of Batam and the *Titan Vision* in the Indian port of Karaikal.

In February, after numerous failed promises from 7Seas, John Wood, the ITF's Indonesia-based inspector, traveled to Singapore to try to resolve the ongoing saga. He received a pledge from Oceanic that if 7Seas again broke its promises of payment, Oceanic would step in to cover the costs of wages and repatriation for the crews, which at the time totaled in the region of \$500,000.

Oceanic has so far failed to provide the cash as promised, claiming it is still trying to secure funding to cover the amount.

Wood said this month that the captains onboard the ships reported the crews are running out of patience and, in the case of the *Titan Vision*, have mutinied and are threatening to have the ship arrested.

"We are trying to convince them not to do so," Wood said. "Ship arrests in India take years to resolve. In our experience with vessel arrests there, it takes a minimum of two to three years for the case to proceed to the point where the ship is sold at auction. But, ultimately, it is up to the crew to decide what they want to do. We can only advise them."

The two *Titan* crews are not the only vessel personnel left stranded and unpaid by 7Seas. Another crew remains marooned onboard the Mongolian-flag, 47,000-dwt tanker *Surya Kuber* at Arab Shipbuilding & Repair Yard in Bahrain. They claim they have also been unpaid for many months and are able to survive only because the yard is providing them with meals.

The exact ownership of the *Surya Kuber* remains something of a mystery. It previously traded as *Pratibha Koyana* for India's Pratibha Shipping but appears to have been sold in October 2013. While the IHS International Ships Register lists the owner as unknown, documentation onboard the vessel is said to indicate that it is 7Seas.

ITF Inspector Wood says the crew have been offered repatriation but are refusing to leave the ship until they receive their wages. He notes that Bahrain is not a jurisdiction where it would be easy for the crew to have the ship arrested and sold.

USCG warning: Smoke marijuana after you retire!

American Maritime Safety, Inc., a maritime trade association established in 1988 to facilitate the U.S.-flag maritime industry's compliance with the Department of Transportation and USCG drug and alcohol testing regulations, now incorporates this dire warning into every training session: care about your maritime career, smoke marijuana *after* you retire.

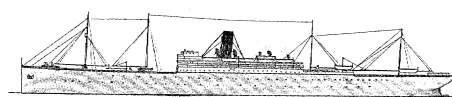
Marijuana use poses a particularly acute danger to a mariner's career to the length of time that its metabolites linger in the human body. Toxicological studies

indicate that metabolites from a single marijuana cigarette can linger in the body at detectable levels for up to five days. Heavy marijuana use can yield positive test results for weeks after the mariner has ceased use.

Not everyone has gotten the message. In fact marijuana positive rates in the maritime industry have doubled in the last few years.

Final Departure

Gerald Pearce, Book #3120, Born in California in 1923. Joined SUP in 1943. Died in Oregon March 24, 2015. (Pensioner)



SUP Meetings

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

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

West Coast Sailors

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Neptune Orient volumes and revenue tumble in first quarter

Neptune Orient Lines (NOL) recorded an \$11 million net loss in the first quarter as both revenue and container volumes carried by its liner division, APL, declined sharply, accompanied by falling revenue per box.

The group revenue dropped 13% compared to the first quarter of last year, reaching \$1.98 billion in the three-month period, a result of freight rate erosion, planned capacity cuts and the impact of U.S. West Coast port congestion. Almost 40% of APL's revenue exposure is on the TransPacific and the carrier was hit hard by the congestion that created huge bottlenecks and delays. The port complex of Los Angeles-Long Beach continues to deal with the aftermath months after labor Unions and the terminals reached an agreement.

"The group's container shipping business continued to operate in a challenging environment. Nonetheless, APL has reduced its losses through capacity management, and improved cost and operational efficiencies," said NOL Group president and CEO Ng Vat Chung. "While congestion in the West Coast is easing, the liner industry continues to face persistent over-capacity and uncertain global economic prospects," he added.

But it was in the container volume area where the biggest surprises lay. APL carried 118,000 fewer 40-foot containers in the first quarter compared to the same period in 2014. It was a stunning year-over-year decline of 15%.

After a string of losses, the carrier has been focused heavily on cost savings and an indication of its success on that front was evident in the results, said APL President Kenneth Glenn. "APL eliminated unprofitable capacity for better yield in the first quarter of 2015. We extracted cost savings from lower bunker cost and through more efficient land and terminal operations as well as vessel and voyage operations. These efforts help mitigated the impact of lower volumes and freight rates that we saw in the first quarter," Glenn said in a statement. He added that APL would continue to improve profitability by managing capacity, network design and cargo selection. "Network design will help to reduce complexity in our business, lower slot cost and improve reliability; and better cargo selection will improve round-trip profitability in our key trades."

NOL does not give the net profit of each of its units, but reported APL's core earnings before income tax of \$13 million, a huge improvement on the first quarter of last year when the carrier recorded a core EBIT (Earning Before Interest, Taxes and Non-Recurring Items) loss of \$82 million. Another example of the cost management is that the earnings improvement was achieved even with cost of sales per FEU falling 8% year-over-year.

The group's supply chain management business, APL Logistics, achieved a stable first quarter result, with revenue of \$406 million and core EBIT of \$18 almost the same as the first three months of last year. This came despite strong headwinds generated by a strong U.S. dollar, as most of the logistics unit's business is transacted in non-U.S. dollar currencies.

"Despite a challenging environment, APL Logistics maintained a high level of business activity in the first quarter of 2015," said APL Logistics president Beat Simon. "We remain focused on seeking growth opportunities through the verticals of automotive, consumer, industrials and retail in high growth markets."

This could be one of the last times APL Logistics will be included in the financial results of the NOL Group. NOL shareholders approved the sale of APL Logistics to Kintetsu World Express on April 15, and subject to regulatory approval, the sale will go through by mid-2015.

U.S. House passes bill to review seaport cybersecurity

New legislation passed by the House of Representatives last month could launch a federal review of the cybersecurity protocols at the nation's seaports, giving the most at-risk ports an idea of how they're vulnerable and how they can strengthen their defenses.

While there has never been a high-profile cyber attack on U.S. ports, hackers have infiltrated the Port of Antwerp and at least one container line in the past five years.

The House voted 307-116 to pass the Protecting Cyber Networks Act, a bill designed to lay the framework for private companies to share data about known cyber attacks with federal investigators. Proponents of the bill argue that a fluid system for sharing information will allow the government to crackdown on the tools and techniques hackers use to exploit, disrupt and destroy data.

An amendment to the bill, introduced by Congresswoman Janice Hahn (D-California), would also require the Department of Homeland Security to produce a review, pinpointing the cybersecurity vulnerabilities of the top 10 most at-risk U.S. ports and provide recommendations to mitigate such vulnerabilities. The federal agency would have five years after the president signs the bill to draft a full report and present that information to Congress. "The threat of a cyber attack on the networks that manage the flow of U.S. commerce at our ports is real," Hahn said in a statement following the bill's passage. "I know that a significant disruption at our ports cripples our economy."

In February, President Obama signed an executive order urging private companies to share potential network threats amongst each other and with the federal government. That order, though, came with no requirements or obligations.



The SUP gang on USNS Waters in April. From the left: Derick Glenn, Alex Yekimenko, Korey Sterner, Saher Ali, Brian Eaton and Paul Parisi. The vessel is operated by SUP-contracted Patriot Contract Services for the Military Sealift Command

Matson's profits soar

SUP-contracted Matson reported a net income of \$25 million for the quarter ended March 31. That figure was more than seven times the \$3.4 million the company earned during the same quarter a year ago. The company's consolidated revenue for the first quarter 2015 was \$398.2 million, compared with \$392.5 million reported for the first quarter 2014.

"As expected, Matson carried strong momentum into the first quarter of 2015," said Matt Cox, Matson's President and Chief Executive Officer. "Performance improved across all lines of business, led by continued levels of exceptional demand for our expedited China service, modest yield improvements in Hawai'i and Guam, and further improvements in Logistics operations and SSAT."

"In addition, lower bunker fuel prices positively impacted our results, primarily due to timing differences as fuel surcharge collections outpaced fuel expenditures," Cox continued. "Our businesses are performing well and continue to generate substantial cash flow that, combined with our strong balance sheet, provides ample capacity to close our pending Alaska acquisition, fund new vessel construction commitments, and comfortably sustain our dividend."

The company said that it expects to close the pending transaction with Horizon Lines, Inc. by the end of the second quarter. However, the closing remains dependent upon a number of conditions, including the closing of Pasha's acquisition of Horizon's Hawai'i business.

"We continue to be encouraged by our

prospects in Hawai'i, and in a strengthening broader economy that will produce volume growth in our Jones Act markets and in logistics," said Cox. "However, with new vessel capacity expected to enter our core Hawai'i market in the second quarter of this year, we expect our Hawai'i container volume for the year to be relatively flat with 2014."

Matson said that it was able to continue to realize significantly higher freight rates in its China trade, reflecting the high demand for its expedited TransPacific service, which was amplified by cargo availability delays experienced by other ocean carriers associated with port congestion on the U.S. West Coast. International vessel overcapacity is expected to continue in 2015 with vessel deliveries outpacing demand growth. The company expects strong demand for its expedited service to continue in 2015 resulting in high vessel utilization levels and premium freight rates.

In 2015, the company expects market growth in Guam to result in flat to modestly higher container volume compared to 2014, assuming no new competitors enter the market.

Matson said that its ocean transportation revenue increased \$10.9 million, or 3.7%, during the first quarter 2015 compared with the same time period a year ago. The company attributed the increase primarily to higher freight rates in the company's expedited China service and container yield improvements in Hawai'i and Guam, partially offset by lower fuel surcharge revenue and lower automobile volume.

DOT designates three Marine Highway Route projects

Department of Transportation (DOT) Secretary Anthony Foxx has announced the designation of three new Marine Highway Route projects.

The Mississippi and Illinois rivers, previously designated as the M-55 and M-35, connecting Chicago and Minneapolis to New Orleans, will serve as the primary routes for a new container-on-barge service being developed by communities along the rivers.

The M-495 Potomac River Commuter Ferry Project will connect work and residential centers located along the Potomac, Occoquan, and Anacostia rivers, providing a waterborne alternative for moving passengers and freight within the region and increase the resiliency of existing regional transit system.

The third service is a proposed route that will provide access to origins and destinations east of the Hudson River for freight arriving and departing the Port Newark Container Terminal, further enhancing New York Harbor's cross harbor freight network.

The designation of a Marine Highway Route provides new modal choices to shippers of cargo, reduces transportation costs, and provides public benefits including reduced air emissions, reduced road maintenance costs, and improved safety and resiliency impacts.

The arrogance of Senator Corker

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of regional charities and nongovernmental organizations.

Corker and Esposito also portrayed USAID's 2010 Haitian earthquake relief effort as a complete success, saying millions of displaced people got aid immediately. Corker took the opportunity to characterize the U.S. Merchant Marines' participation in the relief effort as a "hoax." In fact, he used the word "hoax" numerous times during the hearings to characterize the participation of U.S. farmers and deepwater mariners in the PL 480 Food for Peace Program.

The HBO series "VICE" took a different view. Its episode on April 24 characterized the \$10 billion in foreign relief for the Haitian earthquake as a dismal failure. Five years later, displaced Haitians in Port au Prince, which was the area hardest hit by the quake, are still living in the makeshift encampments built in the aftermath of the quake. Port au Prince itself remains a shambles of broken buildings, and thousands of flimsy structures made of USAID plastic and food bags still exist along the mountainsides around the capital city.

Meanwhile, USAID spent more than \$230 million of aid funds to build an industrial park, community center and soccer field in the northern part of the country while starvation and a cholera outbreak plague Port au Prince.

And the Band Played On

Vincent Smith, the Montana State professor, testified that the domestic intercoastal "cargo preference" trade (Jones Act) would absorb the 450 deepwater mariners who would lose their jobs as a result of food aid reform. It is unfortunate that Smith knows nothing about the STCW credentials required by the International Maritime Organization (IMO) to sail ships in deepwater international trades.

If the U.S. military has another drawdown of any significance, the fact is there will not be enough licensed U.S. seamen to sail supply vessels, and foreign companies will have to move the cargoes for the military and that will be a national travesty.

During the Q&A with Corker, Smith dismissed the U.S. Merchant Marine as totally insignificant to national security, which allowed Corker to call it a total "hoax" of corporate greed again. Their exchange was the height of hypocrisy and misinformation.

The testimonies of David Ray of CARE USA and Stephanie Mercier of the Farm Journal Foundation continued to parrot the reform consensus for the Congressional Record and are not worth commenting on.

The Ignorance of Leaders

Since the Marshall Plan after WWII, which rebuilt Europe, the U.S. Merchant Marine along with American farmers has helped feed the world. In the 50 years of Food for Peace, the U.S. has transported more than 110 million metric tons of food aid around the world, nourishing billions of people. U.S. ships are essentially a moving conveyor belt of logistics delivering food to strategically located USAID warehouses and directly into areas of devastation, continuously.

While Corker used the hearing to call American farmers and the U.S. Merchant Marine a hoax of corporate greed, he should remember that companies like Boeing get 137 government subsidies and \$13.2 billion each year. Alcoa gets \$5.6 billion, Intel gets \$3.5 billion, and General Motors gets \$3.5 billion. Even Berkshire Hathaway, with \$485 billion in assets, gets \$1.1 billion in annual subsidies.

Corker should be advised that it was U.S. Merchant Marine patriots who fought the most powerful navy in the world on the high seas in 1776. They've been on the battlefields with the U.S. military ever since. During the Persian Gulf War, the U.S. Merchant Marine transported four times the supplies they did during the Normandy Invasion.

During the hearing, Corker made a sideshow of calling the U.S. Merchant Marine a hoax. Would he have the audacity to say the same thing about the U.S. Navy, Army, Coast Guard, Marines or Air Force? Yet he did it so casually about the Merchant Marine.

The U.S. Merchant Marine deserves more respect from the U.S. Congress, and it's unbelievable that Corker is Chairman of the Senate Foreign Relations Committee. This nation deserves better.

[Editor's Note: This opinion piece originally appeared online April 29, at www.maritime-executive.com/editorials.]

More large ships calling the Port of Oakland accelerates improvements

The Port of Oakland said it is seeing more large ships call the port and is planning improvements to accelerate land-side operations, including weekend gates at container terminals and after-hour off-dock locations for cargo pick-up or delivery.

While vessels holding between 6,500 TEUs and 8,500 TEUs remain the norm in Oakland, the number of big ships calling the port is growing and will test marine terminals' ability to load and unload vessels. Sixteen ships with capacity of 10,000 TEUs or more have called at Oakland terminal in the past 30 days, according to the port. "We have prepared for these ships and they're here to stay," said Port of Oakland Maritime Director

John Driscoll. Two Oakland arrivals last month, the *MSC Regulus* and the *CMA CGM Margrit*, hold up to 13,000 TEUs each, and in 2013 the *MSC Beatrice*, which has capacity for 14,000 TEUs, became the largest vessel to call the port.

Oakland prepared for big ships by dredging approaches and berths to 50-foot depths over the last decade. The port also raised crane heights to reach over the mountains of containers stacked above vessel decks and continues to refine marine terminal operations to improve land-side, cargo-handling speed. According to recent port data, the big containerships spend 40-to-45 hours in Oakland discharging or loading cargo. Smaller ships usually depart in 35-to-39 hours.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

- Anonymous25.00
- Joseph Carson25.00
- Jay Dillon20.00
- Dave Frizzi100.00
- Maea Loe in memory of
Larry Loe100.00

Political Fund

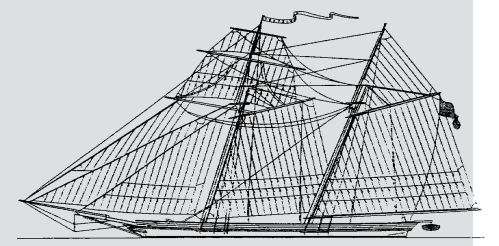
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Charlie Brown 100.00
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- Diomedes Rebosura 40.00
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- Tulilo Tautala 20.00
- William Williamson 100.00
- Nicole Withers 50.00

West Coast Sailors

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Gene VanKlinken50.00
- Richard Kingsbury in memory
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- John Perez25.00
- Bruce Thompson in memory of
"Tex" Steffens and
Jimmy Dimatratos50.00

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- Romaine Dudley Book #2593
- Diane Ferrari Book #2251
- Kaj E. Kristensen Book #3120
- Hannu Kurppa Book #3162
- Dave Larsen Book 19078
- Duane Nash Book #2437
- John Perez Book #3810
- Alex Romo Book #3193
- Francisco Salvatierra Book #7498
- James Savage Book #7488
- Ralph Senter Book #7323
- David Shands Book #7483
- Arthur Thanash Book #3249



Stomach bug norovirus sickens passengers and crew on foreign-flag cruise ship

More than 150 people on the cruise ship *Star Princess* were sickened by the gastrointestinal bug norovirus, the U.S. Centers for Disease Control and Prevention's Vessel Sanitation Program said on May 12. At least 138 of the ship's 2,597 passengers were ill, along with 18 of the ship's 1,094 crew members, and rapid testing conducted on board the ship confirmed norovirus as the cause.

Norovirus is a highly contagious stomach virus that leads to stomach pain, nausea, vomiting and diarrhea. It can be passed from person to person or through contaminated food or surfaces, according to the Center for Disease Control (CDC). Although the outbreaks of the virus are known to occur on cruise ships, it is also a common cause of illness among the general population that accounts for 19 million to 21 million sick cases in the United States every year.

Princess Cruises, which operates *Star Princess*, increased disinfection and cleaning procedures on board the ship in response to the outbreak, the CDC said. They also collected specimens from passengers to send to the CDC for testing.

The *Star Princess* is one of nine cruise ships in 2015 to have reported outbreaks of gastrointestinal illnesses to the CDC. Of those, six, including the *Star Princess*, were caused by norovirus. One other ship operated by Princess Cruises, *Coral Princess*, had an outbreak of norovirus in April that sickened more than 100 passengers and crew members. The nine outbreaks on cruise ships so far this year equals the number of outbreaks reported during all of last year.

Approximately 1.7 million passengers board the 18 cruise ships operated by Princess cruises every year. "No matter where Princess ships sail, passengers enjoy warm and gracious service in an atmosphere of comfortable elegance," the company's website says. "Princess crew members are dedicated to providing exceptional service to ensure guests can escape the everyday with an unforgettable vacation."

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

Korean captain found guilty of homicide

The captain of the South Korean ferry, *Sewol*, that sank last year, killing 304 people, was found guilty of homicide by an appeals court on April 28, and sentenced to life in prison, overturning an earlier conviction for negligence.

Prosecutors who had originally sought a homicide conviction for ferry captain Lee Joon-seok appealed against a decision by a lower court in November that found him guilty of negligence and sentenced him to 36 years in jail.

Defense lawyers for Lee had also lodged an appeal against the severity of that earlier sentence but their appeal was rejected by the Gwangju High Court, which upheld the prosecutors' demand and imposed the harsher verdict and sentence.

The Gwangju High Court also overturned a homicide conviction against the chief engineer of the *Sewol*, finding him guilty instead of negligence. His sentence of 30 years in jail was reduced to 10 years.

Video footage of the crew abandoning the *Sewol* after instructing passengers to remain in their cabins had caused outrage and calls for harsh punishment. Most of the passengers were teenagers on a school field trip. Only 172 of the ferry's 476 passengers and crew were rescued. Of the 304 confirmed dead or still listed as missing, 250 were school children.

Lee apologized to the victims' families during the lower court trial and said he did not intend to kill anyone. The prosecutors had argued that failing to exercise his duty to evacuate passengers was akin to homicide.

The crew members, who were given prison terms ranging from five to 36 years, had pleaded for leniency and said they had never received proper training on passenger evacuation. The appeals court reduced the prison terms for the 14 other crew members to between 18 months and 12 years, the appeals court said.

The overloaded *Sewol* capsized while making a turn on a routine journey on April 16 last year. The vessel was later found to be structurally defective.

Before launching the appeals, a prosecutor involved in the case said in November the decisions against the 15 crew members, including the chief engineer, were "disappointing," especially the verdict that the captain was not guilty of homicide.

MarAd awards grants to conserve historic vessels

The Maritime Administration (MarAd) and the National Park Service have announced \$2.61 million-worth of grants to help maritime heritage projects.

The winners of the grants will use the money to help fund projects focused on restoration or preservation of historic maritime assets, or teaching the public about maritime history.

"Since our nation's very beginning, seafarers have helped build, defend and provide for our way of life in the United States, and the National Maritime Heritage Grant Program preserves and promotes that proud maritime legacy," said Maritime Administrator Paul Jaenichen.

Among the winners are Connecticut's Mystic Seaport Museum, which is aiming to use its nearly \$200,000 grant to fund restoration of the *Sabino*, America's oldest wooden, coal-fired steamboat still in

continuous operation. The vessel, built in 1908, is undergoing major restoration in the Henry B duPont Preservation Shipyard in the museum grounds. It is a National Historic Landmark.

Another winner was the Northwest Seaport, which is preserving the 1889-built tugboat *Arthur Foss*, another vessel that has been declared a National Historic Landmark.

"The projects were so worthwhile in providing education and preservation of our maritime heritage assets that MarAd provided more than \$800,000 over the original funding amount to support additional projects that were highly recommended by the federal review panel," said Jaenichen.

The agencies use proceeds from recycling government vessels to fund the grants.

Expanded Panama Canal's final lock gate installed

The last of 16 giant rolling gates for the new locks of the expanded Panama Canal was installed into place on April 23, marking a major milestone in the construction project.

The gate, weighing about 4,200 tons, was slid into place in concrete wall of the new locks on the Pacific side using self-propelled motorized wheel transporters. The gate measures 189-feet long, 33-feet wide and 108-feet tall.

The Panama Canal Authority says that with the installation of the final gate, the expansion project is now 88% complete. Flooding of the new locks is expected in the next couple months.

The installation of the gates for the new locks began in December 2014 on the Atlantic side, followed by the Pacific side gates beginning in January 2015.

The two new lock complexes – on the Pacific and Atlantic sides of the canal – have a total of 16 gates, eight on each side, which were delivered from Italy in shipments of four beginning in August 2013. All 16 gates are the same length – 189 feet – but vary in height, width and weight depending on their location in the locks.

The Panama Canal expansion consists on the construction of a third lane of traffic allowing the passage of larger vessels, which will effectively double the Canal's capacity. The third set of locks are expected to become operational in 2016.



AB Charlie Sheldon, Bosun Jordan Polon, and OS Roger Timoteo in USNS Gilliland in ROS in Baltimore, in April. SUP-contracted Patriot Contract Services operates the vessel for the Military Sealift Command.

TransPacific liner companies seek hefty rate hikes

The 15 container carriers (APL, China Shipping, CMA CGM, COSCO, Evergreen, Hanjin, Hapag-Lloyd, Hyundai, "K" Line, Maersk, MSC, NYK, OOCL, Yang Ming, and ZIM) that belong to the TransPacific Stabilization Agreement (TSA) and move nearly all the container traffic between the Far East and the United States, are recommending \$600 per 40-foot container (FEU) general rate increases on both June 1 and July 1, as well as a peak season surcharge (PSS) of \$400 per FEU that would take effect on July 1.

The increases are intended to counter recent erosion in market rates, while the PSS will help cover contingencies from seasonal cargo surges, according to a statement from TSA.

If the carriers are capable of raising rates by the full \$1,600, it would represent a nearly 90% increase in rates from the Far East to the U.S. West Coast.

A panel of carriers and forwarders who estimate spot freight rates for the Shanghai Shipping Exchange's Shanghai Containerized Freight Index last week pegged the spot rate from Shanghai to the U.S. West Coast at \$1,783 per FEU and to the U.S. East Coast at \$3,605 per FEU.

TSA said its members are reporting 3% year-on-year first quarter cargo growth from Asia to the U.S., and "foresee an even stronger second quarter and a continuing need to improve revenue and restore service levels as the West Coast congestion situation eases."

"The entire transportation and logistics sector is still digging out from a very difficult period, and all parties are eager to return to a more stable, predictable environment in moving goods to market," said TSA Executive Administrator Brian Conrad. "We're fortunate that the U.S. consumer remains strong, port

throughput is improving, and operational chokepoints have eased. But it must be remembered that baseline service levels come at a cost."

Conrad emphasized that while overcapacity in the market will likely remain a consideration through 2016, it will not represent a major challenge.

Responding to recently reported analyst forecasts predicting more than 20% overcapacity on U.S. East Coast services and downward pressure on freight rates, Conrad pointed out that in several aspects the underlying capacity analyses were based on faulty assumptions. These analyses, according to Conrad, used the nominal shipyard-rated capacity of new vessels entering the trade and not the effective capacity after adjusting for vessel loading, berth and terminal capacity and other factors; double-counted services launched as much as a year ago as new, including services carrying significant cargo from the Indian Subcontinent or other out-of-scope cargo; overlooked the longer-term shift in demand to East Coast and Gulf Coast services, particularly via Suez; and assumed that most traditional West Coast traffic will return to West Coast ports once the current congestion situation ends.

"Our carriers see a very different set of facts on the ground," he said, "with perhaps a 15% net capacity increase in a market segment that grew by 10% last year and by an annualized 22% in the first quarter – nearly half of that the result of organic growth, not congestion-related cargo diversion." Conrad added that East/Gulf Coast vessel utilization remains in the 95-100% range as of mid-April, and that lingering uncertainty over how much discretionary cargo shippers will resume moving via the West Coast makes it essential that carrier be prepared for contingencies going forward.

How to revive the American Dream

By Elizabeth Warren and Bill deBlasio

Elizabeth Warren, a Democrat, represents Massachusetts in the Senate.

Bill deBlasio, a Democrat, is Mayor of New York.

In this land of big dreams, there was never a dream bigger or more important than the one so deeply rooted in our values that it became known as the American Dream. Across generations, Americans shared the belief that hard work would bring opportunity and a better life. America wasn't perfect, but we invested in our kids and put in place policies to build a strong middle class.

We don't do that anymore, and the result is clear: The rich get richer, while everyone else falls behind. The game is rigged, and the people who rigged it want it to stay that way. They claim that if we act to improve the economic well-being of hard-working Americans – whether by increasing the minimum wage, reining in lawbreakers on Wall Street or doing practically anything else – we will threaten economic growth.

They are wrong.

That thinking is backward. A growing body of research – including work done by Nobel Prize-winning economist Joseph Stiglitz and the Roosevelt Institute – shows clearly that an increasing disparity between rich and poor, cronyism and an economic system that works only for those at the top are bad for the middle class and bad for our economy.

When the economy works for everyone, consumers have money to spend at businesses, and when businesses have more customers, they build more factories, hire more workers and sell more products – and the economy grows. For decades, our economy was built around this core understanding. We made big investments in the things that would create opportunities for everyone: public schools and universities; roads and bridges and power grids; research that spurred new industries, technologies – and jobs – here in the United States. We supported strong Unions that pushed for better wages and working conditions, seeing those Unions improve lives both for their members and for workers everywhere.

And it worked. From the 1930s to the late 1970s, as gross domestic product went up, wages increased more or less across the board. As the economic pie got bigger, pretty much everyone was getting a little more. That was how the United States built a great middle class.

Then in the early 1980s, a new theory swept the country. Its disciples claimed that if government policies took care of the rich and powerful, wealth would trickle down for everyone else. Trickle-down believers cut taxes sharply for those at the top and pushed for “deregulation” that hobbled the cops on Wall Street and let the most powerful corporations far too often do as they pleased.

Trickle-down economics failed disastrously. The rich and powerful have become richer and more powerful. In the past 35 years, the top 10% got *all* the growth in income. The rest of America – 90% of Americans – got nothing. Zip. Zero.

Government policies matter and can make a difference. Strengthening the American Dream is about the basics:

- **Make work pay by increasing the minimum wage, empowering Unions to bargain collectively, ending abusive scheduling practices for hourly workers, getting people the overtime pay they deserve, ensuring equal pay for equal work and making sure employers follow the law and respect the rights of workers.**
- End the squeeze on working parents by passing a paid family leave requirement and investing in child care, after-school programs and extended learning days. Let families with children have a chance to balance careers with quality time together.
- **Ensure everyone can get a great education without drowning in debt. Rein in the cost of college and allow families to refinance student loans at lower rates. Give every child access to full-day prekindergarten. Education is still the best ticket to the middle class.**
- Focus on research and innovation needed to develop the technologies of the future. Investments in medical and scientific research let us build whole new industries and give us the chance to create good jobs right here in America.
- **Invest in infrastructure – in roads, bridges, rail, water, power and broadband. Businesses can't grow if the foundation crumbles beneath them. A 21st-century economy needs 21st-century infrastructure.**
- **Strengthen and expand Social Security, not just for today's seniors but also for today's young people. Work is changing. A strong Social Security system will ensure that all workers, no matter the number of jobs they piece together during their careers, can count on a secure retirement.**
- Strengthen the rules of the marketplace. We don't build a future by turning the biggest banks loose to do whatever they want, and markets don't create value when corporations can cheat people or roll over their upstart competition.
- **Promote fair trade by embracing only those trade policies that strengthen our economy, create good jobs with good wages and establish fair rules of the road for companies around the world. Our trade agreements shouldn't help multinational companies gut environmental, health and safety standards here and abroad under the guise of promoting commerce.**
- Reform the tax code by ending the billions in tax breaks for corporations shipping jobs overseas and big oil companies, while leveling the playing field so that millionaires and billionaires pay their fair share.

Rebuilding our middle class won't be easy, but real change rarely is. It's time to be bold. The American Dream depends on it.

[Editor's Note: This opinion piece was published in the *Washington Post* on May 6.]

Vancouver, B.C. to build new container terminal

Port Metro Vancouver has submitted an Environmental Impact Statement for a new container terminal at Roberts Bank in Delta, British Columbia on Canada's west coast.

Forecasts show demand for containerized cargo is growing, and it is expected container terminals on B.C.'s coast will be at capacity by the early 2020s. The new Roberts Bank Terminal 2, along with expansion of the Port of Prince Rupert and other container terminals in Vancouver, will provide much needed space for this growth, says the port.

“The region is running out of room to manage growing Canadian trade with Asia,” said Robin Silvester, President and Chief Executive Officer of Port Metro Vancouver. “The Roberts Bank Terminal 2 Project will ensure demand can be met while providing important economic benefits to B.C. and Canada. We look forward to the upcoming review of our environmental assessment by an independent panel.”

The Roberts Bank Terminal 2 project would provide 2.4 million twenty-foot equivalent units (TEUs) of container capacity to meet forecasted growth in Canadian export and import trade.

The project includes three main components: The development of land and construction of a deep-sea marine terminal adjacent to the existing Roberts Bank terminals; widening of the existing

Roberts Bank causeway to accommodate road and rail infrastructure and expansion of the existing Roberts Bank tug basin to accommodate the existing and an additional tug boat contractor.

Subject to environmental permits and approvals and a final investment decision, construction could begin in 2018 and would take approximately five-and-a-half years to complete. The project would be funded entirely by Port Metro Vancouver and the private sector, so would not require any tax dollars. The construction phase will create 12,700 person-years of employment, and its operation would support approximately 12,400 full-time jobs on an ongoing basis.

Port Metro Vancouver is Canada's largest port and the fourth largest tonnage port in North America, responsible for Canada's trade with more than 160 world economies. Enabling the trade of approximately \$187 billion in goods annually, the port generates an estimated 100,000 jobs, \$6.1 billion in wages, and \$9.7 billion in GDP across Canada.

Statistics released for 2014 year-end indicate the port's second consecutive year of record-breaking cargo volumes. The year was marked by best-ever volumes in the bulk and container sectors, resulting in a record overall year in tonnage. The port's terminals handled 140 million tons of cargo in 2014, up 3% from 2013. Import cargo rose 4.1% to 29 million tons, and exports rose 3.3% to 111 million tons.

Seafarers' welfare poor in Asia Pacific

Record keeping and labor conditions remain deficient in the Asia Pacific, according to the Tokyo MOU's latest annual report. The report, released on May 12, noted that while port state detentions have gone down in the region over the past three years, inspections have shown that labor conditions still have room for improvement.

The total number of under-performing ships identified and the number of individual ships involved in 2014 has decreased by 40% and 30% respectively, compared with the numbers from 2012.

The Tokyo MOU, a regional body that establishes effective Port State Control (PSC), said the figures show its measures that target under-performing ships for the past four years are proving to be correct and effective.

The concentrated inspection campaign (CIC) on STCW Hours of Rest was carried out from September 1, to November 30, 2014. During the three-month CIC period, a total of 8,182 PSC inspections were conducted by the member authorities, of which 6,392 were related to a CIC inspection. There were a total of 206 detentions recorded during the CIC inspections, among which 16 or 7.8% of them were detained as the direct results of the CIC.

A total of 1,589 CIC related deficiencies were recorded. The most significant deficiencies found during the campaign were related to documentation and labor conditions, including records of seafarers daily hours of work/rest (997 or 63%), manning specified by the minimum safe manning document (241 or 15%), and shipboard working arrangements (232 or 15%).

The Tokyo MOU's report said, “The overall results of the CIC demonstrate that considerable room for improvement exists in the areas of record keeping and labor conditions.”

The list of deficiencies showed 74 deficiencies were noted in the area of minimum requirements for seafarers; 363 deficiencies for employment conditions; 1,017 deficiencies in accommodation, recreational facilities, food, and catering; and 983 deficiencies in health protection, medical care, and social security.

Ships are detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions. Detentions ensure that the ship cannot sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment.

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

ESU Office Assignments

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

ESU NEWS

MAY 2015

Official Publication of the Exxon Seamen's Union

Crewtoo releases first seafarer happiness report

In early May, Crewtoo, a leading maritime social media site released the results of their first "Happiness Index" survey intended to track satisfaction trends of seafarer's living and working conditions at sea. Data for the first report is based on surveys conducted in the first three months of 2015. Subsequent reports will be published approximately every three months based on surveys conducted on an ongoing basis. Crewtoo, founded in 2011, is part of KVH Media Group and KVH Industries, Inc.

Since the start of 2015, Crewtoo has been asking its approximately 110,000 seafarer members how happy they feel with their life at sea via ten key questions. The results of the first quarter have been collected, collated and analyzed, and crews' reactions to connectivity and internet usage on board, healthy eating, access to welfare facilities, and increasing workloads were measured on a scale of 1-10 with a score of 10 being the most content. The inaugural report shows a seafarer satisfaction level of 6.42 on a scale of 1 to 10.

The Crewtoo Seafarers Happiness Index is designed to be part of an ongoing campaign to raise awareness about crews' opinions and to assist with the continual improvement of conditions onboard to retain and recruit seafarers. Quantifying and qualifying how happy people are with the various elements of their working life at sea helps to build a picture of the industry and of the successes, but also the issues and problems to be addressed. The Crewtoo Seafarers Happiness Index data includes responses from globally based crews including crews from the United States.

The issues that concerned seafarers the most, as detailed in the first report, included the need for onboard Internet access, the risk of stress and fatigue from increasing workloads. For example, seafarers mentioned that Internet access onboard "makes life at sea easier" and a number of respondents expressed the concern that "if connectivity does not become common on vessels, the industry might be unable to attract any new seafarers in the future."

ESU members have experienced changes in recent years to address some of the happiness issues at SeaRiver and progress has been made. Internet access has been available for a few years aboard ship and although the service was unreliable pretty much unusable in the early years, it has gotten much better recently with the addition of new ships and equipment. Access to Satellite TV also has been aboard SeaRiver ships for a few years now and recently small TVs have been installed in all crew staterooms but the current arrangement of limited SAT TV boxes provides no control over the program you may be watching in your room. Imagine being in the middle of a big game and then the controller of box changes the channel. The obvious solution is to put SAT TV boxes in everyone's room and hopefully this is the direction that SeaRiver will ultimately go.

For a copy of the Crewtoo Seafarers Happiness Index report, please visit <http://survey.crewtoo.com/happiness>. It is all well and good to talk about seafarers and the realities of life at sea, but until now there has been very little confirmation as to how seafarers actually feel about their jobs. Hopefully, the ongoing surveys at Crewtoo will measure improvements for seafarers and bring about positive change for the future to combat the loneliness and isolation of a seagoing career.

Liberty Bay passes health inspection



On May 6, while in Long Beach, the *Liberty Bay* passed its first US Public Health Inspection. Pictured from left to right are Captain Greg Saupe, FDA inspector Michael Garcia and Fleet Chef Randy Rockel. Kudos to Randy and Cook Curtis Dixon for all their hard work and dedication in the area of food safety. Congratulations! Photo provided by Steward Department training instructor Jim Mann.

SeaRiver crew says farewell to the *Sierra*



The picture above was taken after the last Barbecue aboard the *Sierra*. The ship entered layup in late April and is supposed to be transferred to a new owner in a few weeks. With the entry of SeaRiver's second new ship (*Eagle Bay*) into ANS service, the plan has always been to retire the *Sierra* from the fleet. Pictured standing from left to right: Ray Parchmon, Jim Byrd, Kevin Arndt, Kurt Gillespie, Barry Briggs, Bob Burns, Penny Joule, Justin Genest, Edgar Labastida, Lucas Juon, Carl Quirion, Joe Butler, Jonnie Wright, David Pope, Dave Franklin, Captain Matt Reynolds, and Rey Palisoc. Kneeling left to right: Didar Baizhanov, Wilbert Jackson, Jeff Harris, Ed Stoeckel, Joe Sena and Oliver Garthwaite. Last but not least Carolyn Oxsen.

Ship reports

S/R American Progress

ESU Board officer John Straley visited the vessel on May 7, at the City Dock in Galveston, TX. The vessel was at Galveston for less than a day for discharge of the slop tanks before proceeding to the Panama Canal for transit to the West Coast. The ship is due in Long Beach around the third week of May for stores, bunkers and crew reliefs. After Long Beach the *Progress* will then depart on a transpacific crossing for her scheduled shipyard period in Singapore. QMED-Oiler Don Bacon is filling in with the Ship Rep. duties and reports everything is going well.

Eagle Bay

ESU Board officer John Straley visited the vessel while loading its first cargo in Freeport, TX, on April 21. After departing Freeport, the ship called on Corpus Christi, TX, to load a second cargo parcel for delivery to the LOOP. The first load and discharge went very smoothly and after leaving the LOOP, the *Eagle* anchored in St. Eustatius for additional bunkers for the long sea passage to the West Coast. The vessel departed St. Eustatius on May 9, for Long Beach, CA, and is tentatively scheduled to arrive in mid-June. ESU Ship Rep. Thor Floreen is aboard and reported via e-mail that the crew is doing well and is looking forward to the trip around South America to the West Coast. After Long Beach the ship will load her first ANS cargo in Valdez in the latter part of June.

Liberty Bay

The vessel continues loading in Valdez, AK, and discharging in Long Beach, CA. A trip into San Francisco is slated during the month of June. ESU Board officer Leo DeCastro departed the ship in early May in Long Beach after a round trip voyage to Valdez. During his trip he was able to evaluate crew operations and safe working practices while aboard. Ship Rep. Joe Buffington aboard and held an ESU meeting with the membership there before Leo departed.

Sierra

The vessel arrived at the Columbia River on April 21 for layup at the Port of Vancouver, WA. Most of the unlicensed crew departed the *Sierra* by the end of April and currently there are no unlicensed crew assigned. It is anticipated the vessel will be turned over to a new owner within a few weeks.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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

Blue whales play dead for ships

They could easily swim away; they could easily dive below; but instead it seems that blue whales play dead when a ship approaches, and in doing so, they leave themselves vulnerable to ship strike.

Stanford University researcher Dr. Jeremy Goldbogen claims the first direct observations of blue whales attempting to avoid cargo ships. "It's not part of their evolutionary history to have cargo ships killing them, so they haven't developed behavioral responses to this threat," said Goldbogen.

Ship strike is a major threat to whales, says Goldbogen, and poses a significant threat to the recovery of some endangered populations.

Goldbogen and colleagues from several academic institutions studied whales at Long Beach, California, home of one of the busiest shipping ports in the world and also a hotspot for blue whales. Just a few miles offshore, the continental shelf drops off and there is a huge upwelling of nutrients that attract krill, a favorite food of blue whales.

The scientists used suction cups to adhere GPS and dive-logging units to blue whales, and then tracked their movements for 24-hour periods. The scientists then cross-referenced this data with ship traffic, including the tonnage and speeds of ships passing through the area.

The researchers observed 20 ship passages with nine individual whales, at distances ranging from 180 feet to more than two miles. In each of these instances, the whales exhibited behavior similar to the "startle response" that scientists observe during the tagging process, in which the whales essentially "play dead."

"Blue whales have a subtle and not very convincing ability to get out of the way of oncoming ships," said Goldbogen. "Instead of diving, where the animal kicks tail up and goes down vertically, they just sink horizontally. This results in a slow dive and leaves them susceptible to ship strikes."

A whale must dive 90 feet below the surface to escape the suction created by a ship's propeller. In the study, the whales sank at about two feet per second and showed no evidence for swimming laterally to avoid the ship. In most cases, this was barely fast enough to get out of the ship's way.

Efforts to reduce collisions have mostly involved placing speed limits on ships passing through busy whale habitats or rerouting shipping channels around these areas altogether, but New Zealand research indicates that thermal imaging could be used instead.

A study led by Martin Stanley from Ocean Life Survey and Ports of Auckland, has been trialling the use of thermal imaging to detect surfacing whales in the Hauraki Gulf. The research evaluated whether the technology could detect a Bryde's whale in enough time to allow a commercial vessel to avoid a strike. Ship strike is a significant cause of death for these whales, and 15 are known to have been killed by commercial shipping in the Hauraki Gulf between 2006 and 2012. Stanley was able to demonstrate that whales can be detected by the heat of their bodies and breath and hopes that a practical tool can be developed for shipping.

While many researchers believe ship strike to be a significant threat to the whales, a recent research study from Washington indicates a contrary view, reports *National Geographic*. The U.S. eastern North Pacific blue whale population has rebounded since being hammered by commercial whaling, and ship strikes, long feared a major obstacle to the recovery in blue whale numbers, aren't likely to be a major threat, says Cole Monnahan, a doctoral student at the University of Washington.

Monnahan and his colleagues used a computer model to compare eastern North Pacific blue whale population before and after commercial whaling to examine whether the population was more affected by ship strikes or environmental conditions. The team found that "there's no immediate population threat to these whales from ship strikes." Rather, the reason the blue whale population in the eastern North Pacific hasn't increased, Monnahan says, is that the ocean off the west coast of North America can't support any more.

The researchers drew criticism about their methods and conclusions from other researchers and point out that they looked at only the eastern North Pacific blue whale populations. Their results in no way reflect a global recovery of blue whales, and *National Geographic* highlights a 2013 study which estimated blue whale population numbers in the waters around Antarctica to be nearly 300,000, although there may only be about 2,000 left now.

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$45 per year international.

Receive the *West Coast Sailors* via First Class Mail

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____



U.S. \$25; International \$45 per year
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes May 2015

Active Participants Enrolled in the California Dental Plans

The United Health Care/Pacific Union Dental Plan is changing the policy number and name of the plan effective June 1, 2015. The new policy number will be #9052151 and the plan will no longer be called Pacific Union Dental. The name will be United Health Care Direct Compensation Plan.

Members who have been enrolled in Pacific Union Dental will be moved into the new plan and not be required to do anything regarding the change. New ID cards and information will be sent to you.

The Delta Care Dental Plan changed its policy number to 71096-00001. If you have an old ID card it may still list the old policy number. The information phone numbers have not changed, however, you may want to note the group number change if you need to call Delta Care. You can also request a new ID card by calling Delta Care (800-422-4234).

All participants, regardless of their plan, should get an estimate from their dentist before services are started on major dental work. Such work must be approved by your plan. If dental work is approved by your plan, you will know in advance what your payment obligations will be.

Dental work that is not approved by your plan will not be paid by your plan or the SUP Welfare Plan.

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Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

A strong grip is a good sign

Grip strength may be a good predictor of the risk for cardiovascular disease. Researchers studied 13,991 people, ages 35 to 70, in 17 high, middle and low-income countries. They gathered data on height, weight, blood pressure, physical activity, dietary intake and other health factors.

Adjusted for age and height, average male grip ranged from about 67 to 84 pounds; for woman, it ranged from 54 to 62 pounds. The study is in *The Lancet* of Britain.

Over the next four years, 3,379 people died. After controlling for other variable, the scientists calculated that each 11-pound decrease in grip strength was associated with a 17% increased risk of cardiovascular death, a 7% increased risk of heart attack and a 9% increased risk of stroke. There was no association of grip strength with diabetes, pneumonia, falls or fractures, but it was a stronger predictor of all-cause death and of cardiovascular death than systolic blood pressure.

The lead author, Dr. Darryl P. Leong, an assistant professor of medicine at McMaster University in Ontario, said that it was unclear if grip strength is just a marker of good health or if increasing it by training would lower cardiovascular disease risk. But, he added, "As physicians, we recommend exercising most days a week, and this sort of study says we should be including resistance training as part of it."

Membership and Ratings Committee

The Committee met on May 7, 2015, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seetime	Rating	Seniority
Raoul Macalino #6539	6 Years	A.B.	A
Ceferino Galeon B19384	1 Year	A.B.	B
Neil Zapatos B19385	1 Year	A.B.	B
Elexir Ponce B19386	1 Year	A.B.	B
Cirilo Sajonia B19387	1 Year	A.B.	B
Douglas Boe B19388	1 Year	O.S.	B
Gonzalo Sarra C-2499	30 Days	O.S.	C
Ean Anderson C-2501	30 Days	A.B.	C
Joshua Davis C-2502	30 Days	O.S.	C
Jonathan Fletcher C-2503	30 Days	O.S.	C
Michael Weber C-2504	30 Days	O.S.	C
Jeromie Webster C-2505	30 Days	A.B.	C
Keith Gomer C-2506	30 Days	O.S.	C
Mike Harris C-2507	30 Days	A.B.	C
Salvador DelRosario C-2508	30 Days	O.S.	C

Rating Stamps - Dave Frizzie #2255 Bosun

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Thomas Koppel #3169, Chris Halberg #19281 and Lorenzo Otis #19363.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$36,743 as of July 31, 2014, compared to \$(166,746) as of August 1, 2013. During the plan year, the plan experienced an increase in its net assets of \$203,489. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$9,657,702, which included employer contributions of \$9,655,944, realized losses from the sale of assets of \$10, earnings from investments of \$540 and other income of \$1,228. Plan expenses were \$9,454,213. These expenses included \$301,376 in administrative expenses and \$9,152,837 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$3.75 for the full annual report, or \$0.25 per page for any part thereof.

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

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

Hong Kong officials face trial after ferry disaster

Two Hong Kong officials will be the latest facing trial over a 2012 ferry collision that killed 39 people, including eight children. The maritime officers were charged in March of this year and will go to trial on May 26.

The collision of the high speed ferry *Sea Smooth* and the pleasure boat *Lamma IV* was the deadliest Hong Kong maritime accident in forty years. The incident occurred October 12, 2012, while Hong Kong waters were filled by vessels celebrating China's National Day. In addition to the 39 deaths in the incident, 92 injuries were also reported.

Wong Kam-ching, a retired senior ship inspector is facing charges of perjury and So Ping-chi, assistant marine director is facing charges of misconduct in a public office. Local news sources are reporting that around the time of the incident Ping-chi instructed his staff to ignore rules regarding life-jackets on registered vessels.

Several convictions have already been handed down for the tragedy. In April 2014, 17 officials from the Marine Department were found to be at fault for the collision. Earlier this year, the two vessel captains were sentenced. The *Sea Smooth* ferry captain received eight years in jail following a February conviction on 39 counts of manslaughter and the captain of the *Lamma IV* was sentenced to nine months in prison for endangering the safety of others at sea, dodging a manslaughter conviction.

The quantity of officials implicated in the collision raised safety questions in the Hong Kong maritime community since the city is home to one of the world's busiest ports. An official inquiry cited the abundance of errors made leading up to the disaster.

**ATTEND YOUR MONTHLY
SUP UNION MEETINGS!**

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS' MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2014. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(155,407) as of June 30, 2014, compared to \$(38,798) as of July 1, 2013. During the plan year, the plan experienced a decrease in its net assets of \$(116,609). During the plan year, the plan had total income of \$545,976, including employer contributions of \$541,832, earnings from investments of \$73 and other income of \$4,071.

Plan expenses were \$662,585. These expenses included \$184,658 in administrative expenses and \$447,927 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.25 for the full annual report or \$.25 per page for any part thereof.

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

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

Norwegian shipowner indicted for environmental crimes

A federal grand jury this month indicted a Norwegian-based shipping company and four employees on charges of obstruction of justice and environmental crimes.

According to a Mobile, Alabama court, DSD Shipping and four engineering officers used a bypass pipe- also known as a magic pipe- to circumvent pollution prevention equipment aboard the oil tanker *M/T Stavanger Blossom* back in 2014. Additionally, they are accused of concealing the discharge of oil and oil-contaminated waste water from the vessel into the sea and of discarding the oil-filled plastic bags overboard. International and U.S. law requires that vessels use pollution prevention equipment to preclude the discharge of oil and chemicals.

Prior to an inspection by the U.S. Coast Guard, Xiaobing Chen one of the engineers onboard ordered crew members to remove the bypass pipe and hide all evidence of illegal waste discharge. DSD shipping also maintained a fictitious oil record book that failed to report any records of oil disposal and which also contained false entries stating that pollution prevention equipment had been used when it had not been. This type of log is regularly inspected by the U.S. Coast Guard to check for overboard discharges.

DSD Shipping faces fines of up to \$500,000 for each of the seven counts listed in the indictment, and the engineering officers implicated in the crimes may each face sentences up to 20 years in prison.

Crane collapses at Port of Bremerhaven killing operator

A crane operator has died on May 14, after plunging around 164 feet into the hold of the container vessel, *Maersk Karachi*.

The accident occurred as the 52-year old crane operator was loading and unloading cargo at the Port of Bremerhaven. According to local police, the container crane boom collapsed dropping the crane cabin and its operator onto the ship below.

Authorities were initially unsure if the man had died in the accident, but after several hours of delicate maneuvering they recovered the body of the operator. The recovery efforts took a day and required heightened caution due to the ship's instability. Some portions of the vessel and a container bridge are still at risk of collapse.

In February 2014, the *Maersk Laberinto* allided with the docked *Maersk Missouri* in an area at the Port of Bremerhaven in close proximity to the accident reported today. Both vessels only sustained minor damage, but three container bridges were heavily damaged, with one left on the verge of collapse.



SUP President's Report

May 11, 2015

continued from page 1

of this Agreement) as an owner, operator or bareboat charterer. The term "subsidiary" or "affiliate" shall be deemed to include any business entity whether corporate, partnership, trust, individual or otherwise, which is effectively controlled by or effectively controls the Company either directly or indirectly."

Based on the meeting with Matson, it is clear that the company will effectively control its Horizon Lines subsidiary.

Matson made a feeble attempt to frame the dispute as a jurisdictional problem between the SUP and MFOW and the SIU-A&G and that the company would remain "neutral." The SUP and MFOW responded that the beef was with Matson for violating the Agreement, not with the SIU-A&G.

It was clear that Matson was not persuaded by the Union argument, so the Unions requested and the company agreed to take the issue to arbitration under the Grievance Procedure. But Matson indicated that it would likely refer this issue to the National Labor Relations Board to rule on the jurisdictional issue. Until the legal process is completed or the unlikely chance that Matson has a change of heart, the SIU-A&G will remain aboard the three Alaska vessels when the company completes its purchase of Horizon in June.

The SUP and MFOW are committed to protecting our rights under the Agreement and to stop this corporate shell game.

Will keep all hands fully informed.

STCW Medical Certificates

On April 29, Matson informed the Union that effective July 1, the company will require a current STCW Medical Certificate at sign-on.

The company stated that it is working toward voluntary compliance with the Maritime Labor Convention of 2006. It further noted that the American Bureau of Shipping will begin auditing Matson vessels after August 1, to issue a certification of compliance.

The Maritime Labor Convention entered into force on August 20, 2013. Although the United States has not ratified the Convention, the Convention contains a "no more favorable treatment" clause that requires ratifying governments to impose Convention requirements on all vessels when calling their ports. U.S. vessels that cannot demonstrate compliance with the convention may be at risk of action by Port State Control, including detention when operating in the waters of a ratifying nation. The U.S. Coast Guard-issued, two-year Medical Certificates meet the requirements of the Convention.

It should be noted that if a mariner's STCW Medical Certificate expires during a voyage, it will remain valid until the next U.S. port-of-call, provided that the period after expiration does not exceed 90 days.

All members that intend to sail with either Matson or APL must check the expiration date on their STCW Medical Certificate and make plans to renew if necessary.

CHEVRON SHIPPING COMPANY

As reported in July of last year (see the July 25, 2014 issue of the *West Coast Sailors*), the SUP is at loggerheads with Chevron over the company's unilateral imposition of the one-man watch system in some vessels at the whim of the captain.

As the membership knows, the Union has negotiated the one-man watch system with APL and Matson, but not with Chevron. And in fact, during the last round of bargaining in 2012, the company never made a proposal concerning it. Now, however, Chevron believes it has that right under the Agreement to do so which the SUP disputes.

The arrogance of the company in trashing a fundamental part of the Agreement has caused confusion aboard company vessels as the sailors not only perform routine seagoing duties, but unlike dry cargo vessels, load and discharge cargo in port.

After several futile efforts to settle the issue by negotiation, the Union filed unfair labor practice charges with the National Labor Relations Board (NLRB) on July 11, 2014. The NLRB on September 9, 2014, decided that the issue should be arbitrated under the grievance procedures of the SUP/Chevron 2012-2017 Agreement which the company agreed to.

The Union then requested a list of arbitrators from the Federal Mediation and Conciliation Service which was sent to Headquarters on October 24, 2014. SUP attorney Peter Saltzman of the San Francisco law firm of Leonard Carder then conferred with Chevron's attorneys and agreed to an arbitrator. However, Chevron delayed the process by asserting that its legal team could not meet the dates scheduled by the arbitrator. Hence a new arbitrator had to be selected and the dates of April 29, and April 30, were agreed to. But a few days before the hearing, Chevron again canceled claiming their lead attorney was on the binnacle list.

The arbitration hearing has now been rescheduled for June 4 and 5, before Arbitrator Andrea Knapp.

Arbitration is a crap shoot which the SUP has historically avoided, if possible. It is your secretary's firm belief, as well as that of my predecessors, that disputes should be resolved by negotiation. Unfortunately, Chevron left us no other option but to arbitrate.

MARITIME ADMINISTRATION

Starting tomorrow (May 12), the Maritime Administration (MarAd) will conduct a 10-day simulated Command Post Table Top Exercise which involves "activating" all of the agency's Ready Reserve Force (RRF) vessels plus the Military Sealift Command's

Surge Sealift Fleet. The exercise is designed to test vessel readiness status and the ability of the seafaring labor pool to crew the vessels.

As in previous years, the Union will request members on the beach to be "dispatched" to the following vessels operated by SUP-contracted Patriot Contract Services: *Cape Henry, Cape Orlando, Admiral Callaghan, USNS Gordon, USNS Gilliland* and *USNS Shughart*.

SUP ELECTION INFORMATION

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

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

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

The Committee will convene at Headquarters on Monday, June 22, at 9:00 A.M., to review the resolutions submitted and report back to the membership at the July meetings. If a proposed Constitution or Shipping Rule amendment or a substitution thereof is endorsed by a majority vote of the membership at the July meetings, it shall be placed on the 2015-2016 referendum ballot.

HOLIDAYS

Memorial Day: All SUP halls will be closed on Monday, May 25, in observance of Memorial Day, a holiday under all SUP contracts.

Kamehameha Day: All SUP halls will also be closed on Thursday, June 11, in observance of Kamehameha Day. In accordance with the Matson Agreement, Kamehameha Day is a paid holiday for all company vessels (except the *Moku Pahu*) at sea or in port and all members employed under the Maintenance and Extra Maintenance Agreements. If the *Moku Pahu* is in an Hawai'i port, the holiday is observed as per the ILWU Local 142 Agreement.

ACTION TAKEN

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

Gunnar Lundeberg

Sailor overboard off OZ possibly eaten by sharks, says coroner

A coroner in Australia has ruled that a Chinese seafarer could have been murdered, thrown off a ship and then eaten by sharks.

Sun Peng, had a fight with another crew member on board the bulk carrier *Great Talent* in March last year as it sat off Australia's northern coast near Weipa, Queensland. The ship was waiting to load bauxite about 14 miles from the coast in waters reputed to be infested with sharks.

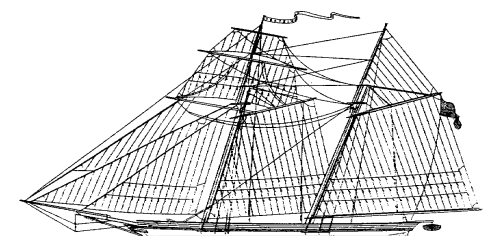
Australian news reported that the Queensland coroner Jane Bentley has agreed with police reports that it is likely his body was thrown overboard and eaten by sharks. "It is clear that if Peng was alive when he left the vessel, he would not have survived for any length of time in the water around the vessel, and, if he was not alive, his body would have been disposed of very quickly by the predatory

marine life in the area," she said. She listed the cause of death as "undetermined but suspicious".

At the inquest in the Cairns Coroners Court, the court was told that Peng had been involved in a drunken argument with another crew member, Sun Wendong. There was pushing and smashing of glassware involved in the altercation, and Peng cut his hand.

The following morning blood was found around the ship, and Peng was missing. The *Brisbane Times* reports that blood was found on the upper deck, A deck, B deck, all four tiers within the engine room and on the main deck, but there was no evidence of pooling which would have indicated heavy bleeding.

Wendong has denied stabbing Peng and throwing him overboard, and Bentley found there was not enough evidence for any charges to be laid.



SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 227:

Timothy Thomas, 66, Book No. 8932, joined SUP in 1990, 8 years seetime.

Thomas Faraola, 66, Book No. 2238, joined SUP in 1983, 28 years seetime.

Marshall Griggs, 65, Book No. 3025, joined SUP in 1992, 15 years seetime.

Douglas Olney, 71, Book No. 1578, joined SUP in 2000, 8 years seetime.

U.S. port economic impacts report released

U.S.-based Martin Associates, a leading provider of economic and strategic assessments of the world's transportation systems, has released the results of its latest economic impact study of U.S. seaports.

In the seven years since Martin Associates' last nationwide ports economic impact study, the contributions of America's seaports to the nation's economy have risen dramatically. From 2007 to 2014, the total economic value that U.S. coastal ports provide in terms of revenue to businesses, personal income and economic output by exporters and importers rose 43% to \$4.6 trillion. This accounted for 26% of the nation's \$17.4 trillion economy in 2014, up from 20% of its \$16.1 trillion economy in 2007.

Other notable gains since 2007 in Martin Associates' new report include:

- Federal, state and local tax revenues generated by port-sector and importer/exporter revenues rose 51% to \$321.1 billion;
- Jobs generated by port-related activity jumped 74% to 23.1 million; and,
- Personal wages and local consumption related to the port-sector increased to \$1.1 trillion, with the average annual salary of those directly employed by port-related businesses equating to \$53,723.

"The growth in jobs and economic importance of America's seaports reflects the fact that the value of international cargo handled at these ports increased by \$400 billion since 2007, reaching about \$1.8 trillion in 2014," said Dr. John Martin, President of Martin Associates. "It's important to emphasize that the key growth in our international trade was in U.S. exports, which saw a 60% increase in value over the past seven years."

Martin noted that each dollar increase in the value of export cargo supports significantly more jobs in the United States than does a dollar value of growth in imports. He also emphasized that the robust growth in the economic impact value from U.S. ports occurred despite the economic recession that severely hampered marine cargo activity between 2008 and 2012.

"The growth in the contributions of our ports to the nation's economy underscores the need to invest in infrastructure and technology to support and foster good jobs, national security, international trade and our standard of living," said Martin.

In agreement with Martin's assessment is American Association of Ports Authorities' (AAPA) President and CEO Kurt Nagle, who said that particularly with the economic contributions of America's seaports growing rapidly, there's a significant and urgent need for more federal investment in enhancing the connections with those ports. He added, "On the land-side alone, AAPA's U.S. member ports have identified at least \$28.9 billion in needed investments by 2025. These necessary road, rail, bridge and tunnel improvements are crucial to enable our seaports to efficiently handle their expected cargo volumes, continue providing dramatic economic and jobs impacts, and enhance America's international competitiveness."

Sea levels rising faster – climate change study says

Global sea levels are rising faster than previously thought, though seawaters haven't climbed as high as scientists estimated, according to a new study.

The research, published this month in the journal *Nature Climate Change*, helps resolve an enigma related to an earlier study that indicated the rate of the sea-level rise had slowed, despite the greater quantity of water entering the oceans from melting in Greenland and West Antarctica over the past decade.

The new measurements, which used relatively new satellite technology, suggest a small acceleration in the rate of the sea-level rise in the most recent decade compared with the previous one.

"The acceleration is particularly striking because it is exactly in line with what we expect" from commonly accepted projections of sea-level change, said Christopher Watson of the University of Tasmania and lead author of the study.

Sea levels were more or less static in recent millennia. But there has been a significant rise in the 20th century, which is widely accepted to be one of the most pronounced effects of climate change. Scientists warn that if the planet continues to warm and seas continue to rise, low-lying islands and coastal areas would be especially vulnerable to floods, storms and surges.

The previous study suggested that the average global sea level rose by about 3.2 millimeters a year since 1993. It also concluded that the rise was slower in the second half of that period than the first. But other data showed more water was entering the oceans from increased polar melting.

Trying to resolve the contradiction, Dr. Watson and his colleagues used sea-level data from three joint satellite missions launched by the French space agency and the National Aeronautics and Space Administration. They combined that with data from a network of tide gauges measuring water levels.

The researchers used satellites to get measurements of the land movement, which gave them a better fix on local sea level measurements as obtained by tide gauges. They also accounted for a slight discrepancy in the satellite measurements related to the electronics.

The revised estimates showed that the average global sea level had increased by 2.6-2.9 millimeters a year between 1993 and 2014 – less than the previous estimates. But they also showed the level rising fastest in the last 10 years.

The findings are consistent with the projections of future sea-level rise estimated by the Intergovernmental Panel on Climate Change, a United Nations body, which represents a consensus estimate among scientists.

Vice President's Report

May 2015

In addition to the routine duties of the front office including grievance handling and preparations for negotiations and an arbitration checked the following ships:

APL Korea: James Linderman, delegate. Lodging rate (a.k.a. room allowance) is set by Section 16 of the General Rules at \$40.00 per night.

APL Belgium: Teo Rojas, bosun. Question on short-handed rate: not payable when generated by sailors getting off for family emergencies. Clarification on frequency and thickness of steak: Thursdays and Sunday and ¾ inches as set by Appendix C "Minimum Storing List." Notified management that failure to comply with Appendix C is unacceptable.

USNS Yano: James Stimage, delegate. In good shape downriver from New Orleans.

USNS Martin: Ean Anderson, delegate. Activated in New Jersey shipyard for East Coast homeport.

USNS Gilliland: Charlie Sheldon, delegate. Clarification on sick and personal leave. On board renewal of TB clearance required for the first time.

USNS Sisler: Joe Carson, delegate. Load out at East Coast base complete. Proceeding to repair availability status in shipyard layup. Problem with mates delegating work resolved onboard.

USNS Pomeroy: Dennis Sumague, delegate. Email from the delegate indicates the ship is in good shape in a distant tropical paradise. Reliefs underway.

Maunawili: Dave Kaupiko, delegate. Clarification on STCW rest hours. Section 35 of the General Rules says that "with the understanding that the hours of work and rest standards in both the MLC and STCW 2010 Manila Amendments were intended in substantial part to address the problem of maritime fatigue, the Company will use its best efforts and the Union will cooperate in this effort in order to schedule work so as to minimize the loss of established mandatory overtime as otherwise required by the Agreement." This language was agreed to in our last bargaining session with Matson in the context of Company agreement to pay sailors who were knocked off mandatory all hands work, such as the washdown, due to STCW rest hour compliance issues. Matson ships have complied with that intent since 2013 but sometimes new mates need help in understanding that reality.

Manukai: Paul Farillas, delegate. As per long-standing tradition, the delegate gets to choose his or her watch and does not rotate provided he/she remains the delegate. Delegates are elected by the members of the SUP gang on board.

Matsonia: Allen Gonzalez relieved by Cory Edgil as delegate. Email from the delegate enroute Long Beach indicates the ship may make another China run before layup. Clarification of Shipping Rules: B, C, and D members have the right to return the ship to port of engagement even if over 90 days as long as that port is still in the projected run.

Dave Connolly

Defense bill creates path from Navy, Coast Guard to maritime industry jobs

The House of Representatives passed National Defense Authorization Act creates a simpler path from a career in the Navy or Coast Guard to a career in the commercial maritime industry.

Congressman Mark Takai (D-Hawai'i) proposed an amendment that was accepted by the House Armed Services Committee that would help those who served primarily as mariners to take their skills to private industry.

Several efforts have emerged over the past few years to help military medics become EMTs, or military vehicle drivers obtain a commercial driver's license, without having to start at the beginning of the training and certification process. Takai's amendment would apply this principle to the maritime industry, which is struggling to find qualified workers.

The amendment states that "to the greatest extent practicable ... members of the armed forces whose duties are primarily as a mariner receive training opportunities necessary to meet the requirements for licenses, certificates of registry, and merchant mariners' documents." For those in shipboard engineering positions, the Navy and Coast Guard would create a "designated path to meet the requirements for such licenses, documents, and endorsement commensurate with their positional responsibilities."

Under the provisions of the legislation the Navy and Coast Guard would be responsible for developing a plan to streamline their training with commercial licensing requirements to ensure men and women leaving the two services have a clear and simple path to a job in commercial shipping.

The amendment received support from HASC leadership as well as from the transportation and homeland security committees and from a variety of industry organizations and seagoing Unions, including the SUP.

This measure was included in the final version of the bill the House passed on Friday and would be signed into law if the Senate agrees to it.

**SUPPORT FOOD FOR PEACE BY
SUPPORTING THE
SUP POLITICAL FUND**

SUP Branch Reports

Seattle

April 20, 2015

Shipped during the period: 2 Boat-swains shipped and filled with 2 B seniority members to Navy bottoms; 4 Able Seaman jobs shipped and filled with 1 A-card and 3 B members to Navy bottoms; 2 Ordinary Seamen to 1 C member and 1 registrant and 15 standbys to 7 A-cards and 4 B's and 1 C.

Registration: 7 A cards for a total of 19; 7 B cards for a total of 21; and 8 C cards for a total of 13.

Ships Checked

Matson vessels *MV Manoa* and *SS Maui* and *SS Kauai* called in Seattle with little or no problems. The *APL Belgium* and *APL Cyprine* and the Patriot vessels *USNS Waters*, *USNS Soderman*, *USNS Watson* all called for SUP/MFOW crew members.

I represented the SUP/MFOW at the following meetings: the Puget Sound Harbor Safety Committee meeting. The Puget Sound Maritime Trades Department AFL-CIO meeting.

The SUP/MFOW provided testimony during a Port of Seattle commission hearing regarding Terminal 5 lease to Foss. There is great media attention in this matter and labor is invested in getting our story out that we extract, transport and refine oil. We do not apologize for our work but do so with Union agreements in the safest manner possible.

Along with past MFOW Seattle Agent Sandy Beavers; IBU National Treasurer

Terri Mast and Puget Sound Regional Director Peter Hart; Training Director Berit Eriksson, I attended a fund raiser with Senator Patty Murray. Senator Murray is a strong defender of the Jones Act.

Vince O'Halloran
Branch Agent

Wilmington

April 20, 2015

Shipping: Bosun: 2, AB: 12, AB Maint: 4, OS: 1, and standby: 50. Total jobs Shipped: 69.

Registrations: A: 28 B: 32 C: 11 D: 25

Ships Checked

APL China, *Maunalei*, *APL Singapore* (Cheers to Steward Department who upheld the contract even though the trip was 11 days longer than normal.); *Mokihana*, *Manukai*, *Matsonia*, *Mokihana*, *Kauai*, *Mahimahi*, *APL Thailand*.

Meetings attended: March 16, Delegate Eli Wegger and I attended L.A. County Federation of Labor Delegates meeting. On April 9, went to the MTD meeting and Harbor Labor Coalition meeting.

Thanks to Leon Gandy for relieving me so I could attend my father-in-law's funeral in Wisconsin and again for a much needed vacation at the end of March.

United Steel Workers are back to work.

Check those dates, not the one with your wives or girlfriends, but the ones on your documents.

Mark Hurley
Branch Agent

Honolulu

April 20, 2015

Shipped the following jobs in the month of April: 1 Bosun Return, 3 AB Watch steady, 1 AB Watch relief, 3 AB Watch return, 2 AB Day steady, 1 AB Day relief, 2 AB Day return, and 1 OS. The shipping jobs were filled by 7 A cards, 4 B cards, and 3 C cards.

Shipped 25 standby jobs. The standby jobs were filled by 1 A card, 13 B cards, 4 C cards, and 7 D cards.

Registered in April: 11 A cards, 4 B cards, 1 C cards, and 1 D cards. To date totaled registered: 14 A cards, 15 B cards, 4 C cards and 7 D cards.

Ships Checked

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

I represented the SUP at the Hawai'i Ports Maritime Council meeting and various fundraisers.

We had the pleasure of having President Gunnar Lundeberg attend this month's meeting. Gunnar answered many questions about various topics concerning the SUP.

I want to wish everyone a Happy National Maritime Day (May 22).

Aloha,
Michael Dirksen
Branch Agent

Johnsson as Bosun, Jerry Komoto as Delegate.

Mahimahi: In and out with no beefs. Remoni Tufono as Bosun, Haz Idris as Delegate.

Mokihana: In and out of Oakland. John Hamann as Bosun, Lymwel Gabor, Delegate.

APL China: In at Oakland with no beefs. Ernest Lecarnaque as Bosun, Janan Johair as Delegate. Ship sailed for the shipyard.

APL Thailand, Singapore and Korea: Checked in with little or no beefs.

Cape Henry, Cape Orlando, Admiral Callaghan: All running smoothly in the Grey fleet.

San Francisco Bar Pilots: Change day *PV San Francisco* outbound. Running smoothly with Leo Moore as Bosun.

Also dispatched and worked in the front office.

Another reminder to all you modern-day sailors: Keep your documents up to date.

Roy Tufono

Dispatcher's Report

Headquarters—April 2015

Deck	
Bosun.....	5
Carpenter.....	0
MM.....	3
AB.....	13
OS.....	3
Standby.....	17
Total Deck Jobs Shipped.....	41
Total Deck B, C, D Shipped.....	25
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.....	41
Total Registered "A".....	24
Total Registered "B".....	26
Total Registered "C".....	15
Total Registered "D".....	37

What's the best color to paint a ship?

In his well reviewed 2007 book, *The Tankship Tromedy*, former Massachusetts Institute of Technology Naval Architecture professor and shipowner Jack Devanney has strong opinions on the best color to paint tankers: white!

"The most effective way of controlling deck dribs and drabs is simple: white decks and topsides. Most tanker owners paint their decks a dark color, usually a brownish red. This does an excellent job of hiding rust, dirt and oil. That is its purpose. If the decks are wet, even the rustiest, dirtiest red deck can look beautiful from a distance. A common trick when a tanker is going to have her picture taken is to wet down the decks. The topsides are usually black; that way you cannot see the omni-present streaks of oil running from the scuppers to the water," Devanney says..

"In the mid-80's we switched all our decks to a very light gray. Our crews were not the least bit happy about this, but the quality of the deck maintenance improved markedly. Now the smallest bit of rust or oil was clearly and embarrassingly visible. They had to do something about it NOW. And the decks were noticeably cooler.

"Keeping the tank steel below the coating's Glass Transition Temperature is critical to coating life in the top of the ballast tanks. The single most important means of doing this is hull color. Reflectance is the percentage of the incoming solar energy that is not absorbed by the surface. A black surface will absorb almost all the sun's radiation. A favorite tanker deck color is dark red. Such a deck will absorb at least 60% of the solar energy. Even a very light grey will reflect only about 50% of the energy. But a pure white deck will reflect over 80% of the radiation. Red decks absorb more than four times as much solar energy as white decks.

"The difference in deck steel temperature can be quite dramatic. When we bought the *Hellespont Enterprise*, she was laid up in Brunei Bay, latitude about 5o. She had a standard red deck. I regularly measured deck temperatures in the high 50oC's occasionally low sixties. Early in the afternoon, the steel would burn your hand if you left it on the surface for more than a couple of seconds. When we switched our decks to light grey in the late 80's, peak deck temperatures dropped to the low fifties, not as much as I had hoped. But when we went with pure white on the V-Plus, the peak deck temperatures dropped dramatically. In ten ship-years of operation, we never measured a deck steel temperature over 44C on the V-Plus. On the hottest day in the Persian Gulf, the deck would be cool to the touch.

"The steel temperature on the underside of the deck is essentially the same as the temperature on the top side. White decks and topsides ensure that the tank coating will always be below the Glass Transition Temperature. This means the tank will hardly breath, avoiding atmospheric pollution and reducing the chances of getting air into the tank. Aside from the glare, working on deck during the day is much more comfortable. And, at night, it is much safer. Of course, it also means you must issue sun glasses to the entire crew.

"White is the only right color for tankers."

Business Agent's Report

May 11, 2015

Oregon Voyager, Mississippi Voyager, California Voyager: All checked in with the same problems with food budget and with the one-man watch.

Kauai: In at Oakland from the shipyard with the *Maui* laid-up, the *Kauai* will run steady. Ship sailed for Honolulu. Chris Bunheirao as Bosun, Mark Pfaff as Delegate.

Manoa: In and out of Oakland. Peter



Work crew preparing *San Pedro's Merchant Marine Memorial* for Maritime Day. Left to Right, Randy Runyan (SUP), Lane Victory Chaplain, Erik Cline, Cedric Joseph (MFOW), AMMVMC President John Pitts, Bob Bugarin (MFOW Retired, and Memorial Maintenance Man, Alex Barkhordar (SUP) and, Manny Granados (MFOW). Not pictured, but also cleaned, painted, weeded, etc. MFOW Agent Sonny Gage, Bosun Gary Gelfgren (SUP), Eli Wegger (SUP), Kate Healey (SUP), and from the *Lane Victory*, Art, and Susan Morrison. Photo by Mark Hurley.