SUP President’s Report

Misinformation prompts pervasive attack on the Jones Act – Unions and members of Congress set the record straight

Every time a natural disaster requires the assistance of U.S.-flag shipping, the rats who shift for foreign interests swarm out of the sewers to call for the waiver or repeal of the Jones Act.

In this instance it is the catastrophic devastation and humanitarian crisis caused by Hurricane Maria to Puerto Rico.

Major news outlets nationwide had picked up quickly on a fraudulent narrative that said the Jones Act was impeding the rescue, recovery and reconstruction efforts in Puerto Rico, where most residents remained without electricity, food and clean water, fuel for cars, trucks and generators, medicines and other necessary supplies and equipment.

This deliberately misleading and demonstrably false assertion was reported routinely as fact and commented upon in riled tones that inspired a narrow Congressional call for a one-year waiver of Jones Act jurisdiction in Puerto Rico – even as U.S.-flag carriers TOTE and Crowley vessels were on the scene, discharging several thousand containers of relief cargoes in accessible ports.

This shameless attack against the Jones Act by those who would crudely use the human suffering in Puerto Rico to try and move a senseless ideological agenda is truly disgustingly.

The Jones Act has served an indispensable role promoting our nation’s economic and national security since 1920. The law requires that vessels carrying passengers or cargo between any two points in the United States must be U.S.-flagged, U.S.-crewed, U.S.-built and U.S.-owned. These requirements ensure that the United States retains a core of skills and capabilities in both the ship operating and shipbuilding industries, vital for the success of our domestic, commercial and military shipbuilding industries.

This solid care fostered by the Jones Act guarantees that the United States will not fall victim to the whims and dictates of foreign governments, or foreign shipping companies when we need these services most, such as in times of pressing national security concerns or natural disasters.

Anti-Jones Act ideologues are currently using the dire situation in Puerto Rico to attack the Jones Act with the goal of eliminating the law permanently.

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The Government Accountability Office (GAO) noted in a 2011 report, that two-thirds of all ships serving Puerto Rico are foreign-flag ships. All fuel delivered to the island is brought on foreign ships, and the GAO stated that 55 different foreign shipping companies provided important cargo directly to Puerto Rico in a single month during their study.

In addition, the GAO study listed a number of potential harms that could befall the island if the Jones Act were eliminated. The GAO found that domestic shipping companies are responsible for some of the largest capital investments on the island, employ hundreds of Puerto Rican-American citizens, and ensure a reliable, efficient flow of goods to the territory. Without these benefits of the Jones Act, the long-term recovery of the Puerto Rican economy would be severely jeopardized.

On September 28, the Trump Administration issued a 10-day blanket waiver of the Jones Act for Puerto Rico. In a press conference, Homeland Security Advisor Tom Bossert explained the Puerto Rico’s Governor Ricardo Rossello had called him the night before and requested the waiver although there was no shortage of Jones Act qualified vessels.

The waiver was issued only because the governor requested it to ensure all ships that could be taken had been taken to bring relief to Puerto Rico.

On October 5, David Lapan, a Homeland Security Department spokesman, said the department did not believe an extension of the 10-day waiver was needed to support relief efforts for the hurricane-ravaged island, according to a Reuters report. Lapan said the department had not received any requests from commercial interests to waive the Jones Act and the Defense Department had not requested an extension.

There is an ample supply of

Coast Guard releases final report on the causes of the El Faro sinking

The Coast Guard Marine Board of Investigation (MBI) has released its final report into the sinking of the container ship El Faro on October 1, 2015. The 200-page document outlines the timeline of the vessel’s final voyage, outlines the causal factors behind her loss and gives recommendations for preventing future casualties.

In a statement before the report’s release, Captain Jason Neubauer, the Chairman of the MBI, emphasized the investigation’s ultimate purpose. “The most important thing to remember is that 33 people lost their lives in this tragedy. If adopted, we believe the safety recommendations in our report will improve safety of life at sea,” he said.

The Board’s conclusions draw on the extensive evidence presented in factual reports, audio transcripts, hearing testimony and other documents that have already been published. The Board found that the El Faro’s operator, TOTE, did not ensure the safety of marine operations for the vessel and did not identify the risks posed by Hurricane Joaquin before her final voyage.

The MBI also found that the El Faro’s master was partly responsible for the tragedy, and alleged that he “failed to carry out his responsibilities and duties as Captain of the vessel.”

The report also addresses broader concerns of compliance and maintenance standards. Based on the inspection records of the El Faro and her sister ship, the El Yunque, the Board expanded the scope of its inquiry to cover the Alternate Compliance Program (ACP), under which six class societies are authorized to inspect commercial vessels on behalf of the Coast Guard.

The Board found a pattern of deficiencies among a subset of ACP vessels, and it asserted that a “seminal change in the overall management and execution of the [ACP] is urgently needed to ensure safe conditions are sustained on the enrolled U.S. commercial vessels.”

The National Transportation Safety Board (NTSB) is conducting its own, parallel review of the El Faro tragedy in cooperation with the Coast Guard. NTSB plans to meet on December 12, to vote on its conclusions.

The MBI report’s executive summary and conclusions and recommendations are presented below. The full document, including recommendations, continues on page 9
SUP Honor Roll
Voluntary contributions from the membership to the following funds:

**Organization/ General Fund**

Abe Acosta .............. 20.00
Joseph Carson .............. 100.00
Geoffrey Knight .............. 50.00
Nicholas Marovich .............. 100.00
John Perez .............. 50.00

**Political Fund**

Abe Acosta .............. 20.00
Quentin Brown .............. 50.00
Jan Bularz .............. 10.00
Joseph Carson .............. 100.00
Jonah Cross .............. 40.00
Mike Dirksen .............. 50.00
Justin Foster .............. 20.00
Joe Ginez .............. 20.00
Gunnar Lundeberg .............. 50.00
Raoul Macalino .............. 10.00
Michael O’Boyle .............. 40.00
Steven Swinson .............. 25.00
Louis Urbano .............. 50.00
Richard Watkins .............. 50.00

**West Coast Sailors**

Abe Acosta .............. 20.00
Lee Cherry .............. 25.00
Jeff Curtis .............. 25.00
Rex Harper .............. 25.00
Anthony Ingegneri .............. 50.00

John Linderman in memory of Knud Andersen and Romaine Dudley .............. 50.00

Nick Mansessiotis in memory of Henry Lavea .............. 50.00
dave munroe .............. 25.00
John Perez .............. 50.00
Richard Watkins .............. 50.00

**Dues-Paying Pensioners**

Norm Christianson Book #4770
Donald Cushing Book #4777
Diane Ferrari Book #2251
Gerald Ingemansson Book #0379
Kaj E. Kristensen Book #3120
Hannah Karpka Book #3162
Tom Larkin Book #6405
Dave Larsen Book #19078
Duane Nash Book #2437
John Perez Book #3810
Alex Romo Book #3093
James Savage Book #7485
David Shands Book #7483
Artie Thanas Book #3249

**Final Departures**


“Today, after two centuries, our merchant marine is every bit as important and every bit as vital to the commerce and defense of our nation as it has ever been.

We simply cannot overstress the vital contributions of our U.S. Merchant Marine. Our national security depends on its vitality.”

General John Shalikashvili, Chairman of the Joint Chief of Staff, 1998
AFL-CIO sets the record straight on the Jones Act

Majority think Unions key to more benefits on the job

Employers propose contract extension to East Coast ILA
Seattle appoints new seaport director

The Port of Seattle’s director of environmental and planning programs, Stephanie Jones Stebbins, has been named the new managing director of the port’s maritime division. Jones Stebbins will be responsible for directing the operations of the port’s cruise, commercial fishing, merchant marine and recreational marine business lines, plus its marine maintenance and industrial properties. The port—which forms one-half of the Northwest Seaport Alliance, along with Port of Tacoma—has two cruise ship terminals, a large fishing terminal for the North Pacific fleet, a grain terminal, a public cargo terminal and four public marinas.

“Stephanie Jones Stebbins has proven herself a strategic and agile leader in moving policy priorities forward here at the Port of Seattle,” said Interim Executive Director Dave Rutledge. “She will bring new qualities to her new role as Maritime Director.”

At the Port, Jones Stebbins has been the director of environmental and planning programs for six years, was the director of seaport environmental for four years, and manager of seaport strategic and facility planning for five years. She spent three years in the Peace Corps and oversees consulting in addition to several years of work in the United States before coming to the Port of Seattle. Jones Stebbins holds a bachelor’s degree from Duke University and a master’s degree from the University of North Carolina.

At a meeting on October 10, the port’s commissioners approved an ambitious new five-year strategic plan for Seattle’s airport and seaport operations. Its goals include growing container volume to six million TEU, doubling the value of Seattle’s fishing and maritime cluster, doubling the value of cruise tourism in Washington State, and meeting all increased energy needs through conservation and renewable sources. The container volume target aligns with the Northwest Seaport Alliance’s goal of six million TEU by 2025, up from 3.6 million TEU in 2016, and it reflects the anticipated volume from a soon-to-be-built terminal for ultra large container ships.

Prison for pirates for tanker hijacking

On September 22, a court in Malaysia sentenced 11 Indonesian pirates to 16 years in prison for an attempt to hijack the Thai tanker MGT 1. Six of them were also sentenced to five lashes of the cane.

On the night of September 6, 13 pirates boarded the MGT 1 at a location off Pulau Bidong, a small island near Malaysia's border with Thailand. According to RICCAAP (Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Shipping), the attackers arrived in two boats and were carrying arms. They forced the crew of the MGT 1 to come alongside a pirate “mother ship” and transfer over about 265,000 gallons of fuel.

The crew of the MGT 1 activated the tanker’s silent alarm, and the Malaysian Maritime Enforcement Agency (MMEA) dispatched a helicopter and two response vessels to respond. An MMEA boarding team rescued the tanker at 0600 hours on September 7, and arrested 10 pirates. Three more escaped on a boat and are still at large. Police later arrested an 11th man, Heinrick Piterson Parera, who is accused of helping the pirates.

Less than two weeks after the hijacking attempt, the court found the 10 captured pirates guilty and pronounced their sentences. Parera pled guilty to aiding and abetting the hijacking attempt.

Sea turtles may be making a comeback

Sea turtles are lumbering back from the brink of extinction, a new study says.

Scientists found more populations of the large turtles improving than declining when they looked at nearly 60 regions the large turtles improving than declining over the past three decades. They found that the turtle populations improved the most in regions where there were “no-take” areas, sanctuaries, or there wasn’t enough data.

Kemp’s ridley sea turtles, which were in trouble 40 years ago, as a story of success. Maybe too much success.

“They have more turtles than they know what to do with,” said Roderic Mast, a sea turtle advisory group co-chairman at the International Union for Conservation of Nature, which determines the global list of endangered species.

Tourists seeking to observe sea turtles create traffic problems, and fishermen complain the creatures get in the way, said Mast, who runs a non-profit, and is president of the Oceanic Society, an advocacy group. He added: “It’s a good problem to have.”

Mazarras and colleagues looked at 299 sets of turtle populations over different lengths of time around the globe, finding that 95 of them had increased while 35 had gone down. The rest didn’t change or there wasn’t enough data.

There were increases in North and South America on the Atlantic coast but setbacks in the Asia Pacific region.

Mast pointed to Kemp’s ridley sea turtles as a good example of what’s happening. In the 1940s, there were about 40,000 of them, mostly in the southern United States and Mexico. By the 1970s, there were only 1,200 left.

Through the 1990s the U.S. and Mexican governments changed laws and fishing practices and set aside dark, quiet areas for turtles to nest. That population is increasing by about 10% to 15% annually, Mast said. It’s a good, but he said they remain critically endangered.

“Sea turtles are bellwethers. They’re flags that we use to tell the story of what’s going on in the ocean,” he said. “And that’s why people should care about turtles.”

Patriot Contract Services

Waston-Class LMSRs

Full Operating Status (FOS)

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FOS Supplemental Benefits: fifteen (15) days for each thirty (30) worked or pro rata thereof.

Pacific District Pension Plan: $20.00 per day (FOS and ROS)

Reduced Operating Status (ROS)

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ROS Supplemental Benefits: one and one-half (1½) days for each thirty (30) days worked or pro rata thereof.

MT PAX - Effective October 1, 2017

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Pacific District Pension Plan: $20.00 per day (FOS and ROS)

Reduced Operating Status (ROS)

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United Nations places global ban on four rogue ships

The United Nations has placed a global port ban on four ships with North Korea, including one that was caught smuggling 30,000 North Korean-made rocket-propelled grenades in 2016.

The United Nations has enacted the UN Security Council Resolution 2375, which was passed last month after North Korea test-fired a missile that overflew Japan. It is the first time the United Nations Security Council 1718 Committee, which oversees sanctions imposed by the Security Council on North Korea, has designated ships for port bans.

The UN said the four ships were the Jie Shun, a ship caught smuggling grenades; the Hao Fan 6, the Petrel 8 and the Tong San 2.

The Hao Fan 6 is registered in St. Kitts and Nevis, where the Jie Shun is a cargo ship registered in the Comoros islands, off the coast of East Africa; according to MarineTraffic.com. The Jie Shun is registered in Cambodia, while the Tong San 2 is under the North Korean flag.

No-fee passports become available for mariners

U.S. citizen seamen working on board a U.S.-flag vessel are eligible to receive a no-fee U.S. passport. The regular fee to obtain a passport is $110. This no-fee passport must be obtained from the Special Issuance Agency. You must have any questions, you may contact the Special Issuance Agency at 202-485-8200.

No-fee passports may only be used for travel related to your job as a merchant mariner on a U.S.-flag vessel. If you travel overseas for personal reasons, you will still need a regular passport.

A no-fee passport must be obtained from the Special Issuance Agency. You must have any questions, you may contact the Special Issuance Agency at 202-485-8200.
Philippine forces hunt terrorists at sea

As fighting between terrorists and government forces in Mindanao continues, the Philippine government has rolled out countermeasures to prevent the escape of members of the ISIS-inspired Maute group via maritime routes. Manila has announced two major maritime security initiatives to prevent ISIS-inspired militants from fleeing to neighboring islands. A joint naval collaboration with Indonesian and Vietnamese forces has been established to prevent terrorists from entering the Philippines from the seaborne angle.

Making its first move, the Philippine government signed a maritime security agreement with Indonesia and Malaysia to hold joint trilateral naval patrols in the Philippine-Malaysia-Indonesia maritime border area.

Under the joint naval collaboration program, called Indomaphil, the three nations agreed that their naval assets will be allowed to enter any of the three countries’ maritime territory when pursuing terrorist suspects. In a joint statement, the three nations said that “the collaboration is to prevent extremists from making Southeast Asia or any country a base for their operations.”

The Philippine military says that the terrorists in Marawi are not only Filipinos. Some of them were reported to be nationals from Malaysia, Indonesia and the Middle East. Defense officials say that one of the challenges of fighting terrorism in Southeast Asia is that the terrorists can move to three different countries in less than 24 hours.

Aside from the ASEAN collaboration, the Philippine government is also intensifying security measures in Philippine ports to thwart terrorist attacks from the local terrorist group.

TOTE secures Honolulu terminal for planned Hawai’i service

TOTE Maritime has secured use of a terminal for its planned West Coast-Hawai’i service following an agreement that will reallocate terminal space used by the market’s two main existing carriers, Pasha Hawaii and Matson.

Hawai’i officials said the state will make improvements that will allow TOTE to operate at Piers 1 and 2 in Honolulu and on 45 adjacent acres, beginning in 2020. Pasha will operate one vessel at Piers 1 and 2 and from Pier 31A to the new Kapalama terminal.

When TOTE announced in July that it would enter the Hawaii market with four new ships, the carrier said securing terminal space in Honolulu was crucial to its plans. TOTE said it would open the Hawai’i terminal as soon as possible and a new terminal at Piers 1 and 2 will be completed in 2022.

Analysts have warned that the Hawai’i market cannot support three carriers, and that TOTE’s entry could overcapacity and lower rates. Before TOTE confirmed its orders for four new ships, Matson CEO Matt Cox warned that the Jones Act market had all the capacity it needed.

TOTE offers competitive rates to gain market share in the Hawai’i market. The vessel operator. Pasha expanded its competition with Matson with its acquisition of Horizon Lines’ service, which is responsible for 15% of U.S. agriculture exports. The carrier announced that its new terminal will be able to accommodate all of Matson’s operations. It creates new space with Pasha, and with TOTE coming onboard, it will provide more capability to unload containers in Piers 1 and 2,” Ige said.

The new modernization plan allows us to consolidate consumers.” In a local television interview, Ige said the new terminal and reassignment of space will improve efficiency. “The new modernization plan allows us to consolidate all of Matson’s operations. It creates new space with Pasha, and with TOTE coming in, provides more capability to unload containers in Piers 1 and 2,” Ige said.

CMA CGM to acquire South Pacific carrier Sofrana Unilines

CMA CGM, the parent company of American President Lines, will purchase Pacific Island-based shipping line Sofrana (Societe Francaise de NAVigation) Uniliners via CMA CGM’s subsidiary, ANL Lines (Australia National Lines), the company announced this month.

Sofrana Unilines operates in the Oceania and Pacific Islands regions, with a fleet of 10 vessels, said CMA CGM (Compagnie Maritime d’Affrètement-Compagnie Générale Maritime). According to ocean liner schedule and capacity database BlueWater Shipping Report, Sofrana is the sole operator of two services, with Denmark’s Maersk Line and New Zealand’s PDL (Pacific Direct Line) purchasing slots. The shipping line purchases slots on three other services to New Zealand and Australia, with PDL as the vessel operator.

“With successful operations in the South Pacific region for almost 50 years, SOFRANA will provide enhanced port coverage to ANL and CMA CGM in this area,” said CMA CGM in its announcement.

“ANL’s extensive reach across Asia, ISC and North America coupled with SOFRANA’s in-depth knowledge of the Pacific islands will provide customers with a new level of service and routing options, all supported by the financial and operational strength of the CMA CGM Group,” the announcement noted.

CMA CGM will combine the two regional groups into SOFRANA ANL. The acquisition is expected to be completed within the month, CMA CGM stated.

After nearly four decades aboard Chevron tankers, Mike Fox retires as Bosun of the Oregon Voyager. Fox has a long record as a first class SUP sailor, a leader, and a good shipmate.

Senators introduce bill to increase funding for agriculture export programs

Four U.S. Senators introduced legislation September 19, to increase funding for agriculture export programs.

The Cultivating Revitalization by Expanding American Agricultural Trade and Exports (CREAA TE) Act (S.3839) was introduced by Senate Appropriations Committee chairman, Senator Stabenow (D-Maine), with Sens. Jeff Merkley (D-Oregon), Sherrod Brown (D-Ohio), and Chuck Grassley (R-Iowa).

MAP allows agricultural trade associations, other foreign market, non-profit trade groups and small business to apply for either generic or brand-specific promotion funds to support exporting efforts, the Senators explained. Generic commodity funds are issues with a 10% minimum matching fund, and brand-specific funds require a minimum funding match of 50%.

FMDP is largely used for the promotion of bulk commodities and also includes a funding match requirement.

The two programs are collectively responsible for 15% of U.S. agriculture export revenues, according to the National Corn Growers Association (NCGA).

Over the next five years, the CREAA TE Act would gradually increase annual MAP funding from $200 million to $400 million, and annual FMDP funding from $34.5 million to $69 million, the NCGA explained.

Funding for the two programs “has not kept pace with inflation, administrative costs, the growth of the global marketplace, or the investments other countries have made in their own export promotion,” the NCGA said, also noting how the FMDP is under threat to lose its baseline funding once the farm bill expires in 2018.

“Export promotion programs like MAP and FMDP have a proven track record of helping American farm products reach foreign markets, opening up new opportunities and adding billions of dollars to our nation’s agricultural industry,” Senator King said. “However, recent funding levels for these programs do not reflect their importance to American exports.”

In addition to the NCGA, the legislation has gained strong support from various other agricultural associations across the nation, including Blue Diamond Growers, the American Soybean Association and the National Association of Wheat Growers.

A companion bill, H.R. 2321, was introduced May 3, by Representatives Elise Newhouse (R-Washington) and Chellie Pingree (D-Maine).
Changes to the Jones Act could undermine Puerto Rico and its hurricane recovery efforts

The following briefing was published October 2, by the American Maritime Partnership, a coalition of which the Sailors’ Institute for Maritime Affairs member. The Government Accountability Office in 2013 released a comparative study, Puerto Rico: Characteristics of the Island’s Maritime Trade and Potential Effects of Modifying the Jones Act.

GAO has found that “the [Jones Act] has helped to ensure reliable, regular service between the United States and Puerto Rico – service that is important to Puerto Rico’s economy.” Changes to the Jones Act in Puerto Rico, particularly during the recovery effort, could be highly disruptive and not just temporarily.

Changing the Jones Act in the middle of the recovery effort would disrupt a stable, reliable element of ocean transportation in Puerto Rico at the worst possible time.

The American maritime industry is working closely with stakeholders in Puerto Rico as part of hurricane recovery efforts, and, by all accounts, the ocean shipping industry has been highly successful.

Gao has found that “the [Jones Act] has helped to ensure reliable, regular service between the United States and Puerto Rico – service that is important to Puerto Rico’s economy.” Changes to the Jones Act in Puerto Rico, particularly during the recovery effort, could be highly disruptive and not just temporarily.

The primary issue has been distribution transportation in Puerto Rico at the worst possible time.

The American maritime industry is working closely with stakeholders in Puerto Rico as part of hurricane recovery efforts, and, by all accounts, the ocean shipping industry has been highly successful.

The American maritime industry is working closely with stakeholders in Puerto Rico as part of hurricane recovery efforts, and, by all accounts, the ocean shipping industry has been highly successful. Homeland Security Advisor Tom Bossert has publicly said that American shipping capacity is a key part of the recovery in Puerto Rico. While Jones Act capacity issues.

Domestic American companies have deployed 23 Jones Act vessels with multiple sailings each week to Puerto Rico. At least 11,000 containers and millions of pounds of relief supplies have already been delivered to Puerto Rico on American vessels.

The next two weeks alone, Jones Act vessels will deliver more than 9,000 containers to Puerto Rico, including at least 3,300 FEMA loads full of food, clothes, medicines, and other relief cargoes. Because American carriers serve Puerto Rico even in non-emergency situations, they have the infrastructure, employees, vessels, specialized equipment, and systems in place to quickly adapt to a crisis.

Congress should not change a state, reliable element of Puerto Rico’s ocean transportation system in the middle of a crisis.任何政策改变都可能影响服务。Do not change Congress, Bossert and others have said that ocean cargo deliveries are not the issue.

The primary issue has been distribution of these supplies once they arrive on the island. Government officials and others are working to solve the landside distribution issues.

GAO has found that the Jones Act provides important benefits to Puerto Rico and changing the Jones Act there could be harmful to the local economy and national security readiness.

The definitive study of the Jones Act in Puerto Rico is the U.S. Government Accountability Office (GAO), a rare unbiased, non-partisan analysis of this subject. GAO’s study found that changing the Jones Act would not be able to ensure reliable, regular service between the United States and Puerto Rico – service that is important to Puerto Rican economy.

The Jones Act in Puerto Rico would have an uncertain effects and may result in difficult trade-offs. Similarly, the U.S. Maritime Administration said that a change in the Jones Act with a rapid service format would reduce their ability to ensure that maritime transportation serves the Puerto Rico economy.” GAO particularly highlighted the potential negative effects of changes on Puerto Rico’s northbound shipping service to the mainland United States, citing the possibility of “sporadic service and higher rates.”

The Atlantic, the agency said that changes in Puerto Rico would have negative national security because “the military strategy of the United States relies on the use of commercial U.S.-flag ships and crews and the availability of a shipyard industrial base to support national defense needs.”

Given those findings and others like them, at the very least, any proposed long-term changes should be carefully reviewed by Congress given the potential for unintended consequences.

A long-term waiver of the Jones Act could undermine Puerto Rican shipping companies and American jobs, including Puerto Rican jobs, to foreign interests.

A long-term Jones Act waiver is nothing more than a scheme to replace American companies and workers with foreign companies and workers in the Puerto Rican shipping trades. It seems unlikely that a Jones Act evasive response such as this could work.

In addition, a change in the law in one major Jones Act trade could have widespread ripple effects in shipbuilding and other downstream shipping trades throughout the United States, making America more vulnerable without a compensating benefit.

The supposed “cost” of Jones Act shipping in Puerto Rico has been wildly exaggerated.

It appears that the primary argument against the Jones Act in Puerto Rico is that it adds to transportation costs by requiring American companies and workers.

Some have gone so far as to say that the Jones Act doubles the cost of consumer goods in Puerto Rico, a preposterous statement that is simply false. The “cost” argument ignores the basic fact that Jones Act vessels must compete every day against foreign ships for customers in the Puerto Rican marketplace; in fact, two domestic American vessels serving Puerto Rico are foreign.

Even GAO has rejected the so-called “cost” findings. According to publicly available data, this summer a can of soup on the shelf of a big-box store in Jacksonville, Florida, sold for $1.00 and the exact same can of soup cost $1.81 in Puerto Rico. The Jones Act shipping cost to move that soup can from the U.S. mainland to Puerto Rico was a small fraction of the 81-cent differential. Also, GAO said, one of the benefits that Jones Act companies provide is “just in time” delivery, which helps to minimize inventory storage costs, which are expensive in Puerto Rico.

Of course, a business in any sector in Puerto Rico could likely reduce its expenses if it could operate exclusively within domestic commerce and yet be exempt from all U.S. tax, employment, workplace, safety, and other laws, which is what most foreign companies and other Jones Act repeal are proposing – to allow foreign shipping companies and workers to operate in purely domestic trade between the United States and Puerto Rico, yet eliminate being required to comply with U.S. laws.

America has the Jones Act for a reason.

The Jones Act and the American domestic fleet provide economic, national, and homeland security benefits across the United States. The domestic maritime industry contributes to approximately 500,000 American jobs, including jobs in Puerto Rico, and an estimated $7 billion to the U.S. economy, according to the Government Accountability Office. U.S. military leaders and homeland security officials cite the strength of the Jones Act and the importance of the Jones Act because it makes our nation more secure. In addition, the Jones Act reduces massive federal costs that would be necessary if there was no strong American fleet to help monitor the U.S. maritime border, support the domestic shipping industry, and provide a pool of trained mariners that is called on to support America’s sealift capacity requirements.


Panama Canal’s big bet pays off

Panama’s $5 billion investment to expand its century-old canal is paying off as shipping lines send more U.S.-bound cargos through the passage instead of the Suez Canal.

Ships nearly three times as large as the ones crossing before the expanded locks opened in June 2016 are bringing tens of millions of additional dollars in tolls and a trading boom to U.S. East Coast ports, allaying some fears that investments to cater to the bigger vessels wouldn’t see enough returns.

Since the start of the year, transiting tonnage at the Panama Canal has increased by nearly 23%, canal executives say. This month marked the 2,000th transit of a ship that wouldn’t have fit through the old locks.

Traffic is no longer unprecedented driven by the expanded East Coast and U.S. Gulf ports that have been preparing for the new locks, said Manuel Benitez, the Panama Canal Authority’s deputy administrator.

The widened waterway means importers as far inland as Tennessee could find it worth bringing goods to the port of Savannah, Georgia, Charleston, South Carolina, rather than move them by rail and truck from West Coast ports, which handle about two-thirds of Asia-to-America trade.

The Panama Canal is also helping U.S. exporters of natural gas send bigger loads to Asian markets.

“We are very big users of the Panama Canal,” said Anatol Feygin, Chief Commercial Officer of Cheniere Energy Inc., a major U.S. LNG exporter. “It’s a tool in our arsenal that improves the efficiency of our deliveries from the Atlantic to the Pacific basin.”

Houston-based Cheniere began exporting liquefied natural gas in February from its Sabine Pass terminal in Louisiana. Before the opening of the new Panama locks, its tankers had to go around the tip of South America to deliver gas to South Korean, Chinese and Japanese clients. It now sends around 42% of Sabine Pass cargoes through the Panama Canal, with the remainder going to other markets.

The new locks took nine years and cost $5.4 billion, paid for with government-backed bank loans.

The locks allow vessels moving up to 14,800 containers to cross, while the old locks, which still operate, can only handle ships carrying up to 5,000 containers.

Before the opening of the locks, the isthmus handled a weekly average volume of 53,000 containers, according to maritime data provider PR New Service, which is GAO followed by the Panama Canal Authority. Much of the increase was from ship diversions from the Suez in Egypt, where weekly capacity from Asia to the U.S. East Coast fell by nearly 18% in September since the locks opened to about 30,400 containers.

The weekly average of 53,000 containers on the Panama Canal route is expected to be up 29% at the end of October since the start of the year, because of increasing traffic through Panama and the Suez, according to PR New Service.

Officials at the Suez Canal didn’t respond to requests for comment.

Savannah-the East Coast’s No. 2 container gateway after New York-expects to handle around 10% more cargo this year, double the average growth rate in previous years. Much of the gains have come from bigger ships crossing the Panama Canal, officials said. The ports of New York, Baltimore, Charleston, Virginia, and Georgia also have seen a boost in container traffic.

Officials are pumping $1 billion into dredging and other work around Savannah’s port. The South Carolina Ports Authority is putting $2 billion to upgrade the Charleston port, where container volume rose 10% in the fiscal year ended June from the previous year.

New York spent more than $4 billion for expansion works including raising the Bayonne Bridge to make it the biggest bridge in the world, while the Virginia-based Port of Virginia recently disclosed plans to dredge a channel deeper than the Port of Los Angeles, the busiest in the nation.

Maersk Line, the world’s biggest container operator, is using Panama for three out of four weekly services between Asia and the U.S. East Coast, with the fourth crossing the Suez. Before the new Panama locks, Maersk, a unit of Danish conglomerate A.P. Moller-Maersk A/S, operated two weekly services, both of which went through the Suez.

“With the new locks, Panama is preferable for sailings from Shanghai and further north like Korea to ports south of New York,” said Anders Boeenset, head of Maersk Line’s U.S. West Coast Group and Port of Los Angeles, Virgina. “It’s up to 12 weeks for a round voyage through Panama, one week less than through the Suez.”

The widened waterway could shift as much as 10% of Asian container imports to the East Coast from the West Coast by 2020, according to a 2015 study by the Boston Consulting Group and the Alabama Maritime Association.

That doesn’t mean ports like Los Angeles and Long Beach, California, the nation’s two biggest gateways, will shrivel anytime soon. Western ports are deep enough and bridges high enough to allow behemoths moving more than 18,000 containers to cross along with crude tankers – too big even for the new Panama Canal.

Panama Canal Authority, PR News Service
**ExxonMobil Healthcare Plans and open enrollment for 2018**

Although the costs of the ExxonMobil Medical Plan have continued to increase at a rate below national levels, contribution increases will again be needed for 2018. The participant contribution will increase between $4 and $50 per month for most classes of coverage, depending on the plan option and level of coverage selected.

The annual open enrollment for ExxonMobil Medical, Dental, Vision and Pre-Tax Spending Plans begins on October 23, 2017 and runs through November 30, 2017. All employees will receive their 2018 Benefits Open Enrollment booklets and forms from benefits administration that contain options specific to each employee.

Employees who completed an online Personal Health Assessment (PHA) and submitted their Health Numbers (biometric screening) to Healthyroads by August 31, 2017, will be eligible for the CoH Rate savings in 2018. CoH rate monthly reductions remain unchanged at $30 for single coverage, $60 for intermediate coverage, and $90 for family coverage.

Copay and deductible amounts are increasing for some options within the EMMPP, reflecting that while the average cost for these services has steadily increased over time, copayments and deductibles have remained constant for several years. Prescription drug changes are further increasing the focus on the links between costs and employee cost share.

The following monthly contributions will be in effect for participants in the POS II “A” and POS II “B” options as shown below:

### POS II “A” Option - Monthly Employee Contributions - Effective January 2018

<table>
<thead>
<tr>
<th>Class of Coverage</th>
<th>Monthly Employee Contribution</th>
<th>New Monthly Employee Contribution</th>
<th>Annual Employee Contribution</th>
<th>New Annual Employee Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>COH RATE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Participant Only</td>
<td>$60</td>
<td>$64</td>
<td>$644</td>
<td>$7,728</td>
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<tr>
<td>Intermediate</td>
<td>$163</td>
<td>$163</td>
<td>$1,956</td>
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<tr>
<td>Family</td>
<td>$244</td>
<td>$244</td>
<td>$2,928</td>
<td></td>
</tr>
<tr>
<td>BASE RATE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Participant Only</td>
<td>$90</td>
<td>$94</td>
<td>$994</td>
<td>$11,128</td>
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<tr>
<td>Intermediate</td>
<td>$223</td>
<td>$223</td>
<td>$2,676</td>
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<tr>
<td>Family</td>
<td>$334</td>
<td>$334</td>
<td>$4,008</td>
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</table>

### POS II “B” Option - Monthly Employee Contributions - Effective January 2018

<table>
<thead>
<tr>
<th>Class of Coverage</th>
<th>Monthly Employee Contribution</th>
<th>New Monthly Employee Contribution</th>
<th>Annual Employee Contribution</th>
<th>New Annual Employee Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>COH RATE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Participant Only</td>
<td>$117</td>
<td>$124</td>
<td>$1,488</td>
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<tr>
<td>Intermediate</td>
<td>$272</td>
<td>$272</td>
<td>$3,264</td>
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<tr>
<td>Family</td>
<td>$444</td>
<td>$454</td>
<td>$5,448</td>
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</tr>
</tbody>
</table>

### HMO Options

Several HMO options for specific areas are being discontinued in 2018 due to low participation and cost effectiveness. Participants affected by these changes will be able to enroll in another medical plan option during annual enrollment. Aetna Select and Cigna Houston HMOs incurred the largest increases for 2018. All HMO rates can be found online by visiting the Annual Enrollment site, available October 23, at [go to Annual Enrollment ExxonMobil Dental Plan – Effective January 1, 2018](#).

#### The following monthly contributions will be in effect for employees in the Dental plan.

<table>
<thead>
<tr>
<th>Class of Coverage</th>
<th>Monthly Employee Contribution</th>
<th>New Monthly Employee Contribution</th>
<th>Annual Employee Contribution</th>
<th>New Annual Employee Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participant Only</td>
<td>$27</td>
<td>$27</td>
<td>$324</td>
<td></td>
</tr>
<tr>
<td>Participant + 1</td>
<td>$47</td>
<td>$47</td>
<td>$54</td>
<td></td>
</tr>
<tr>
<td>Participant + 2 or more</td>
<td>$77</td>
<td>$77</td>
<td>$81</td>
<td></td>
</tr>
</tbody>
</table>

ExxonMobil Vision Plan – Effective January 1, 2018

Employee premium contributions and coverage will not change next year.

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**2017 election of ESU officers underway**

Ballots for the 2017 ESU election of Union officials were mailed to the membership in early October. Positions up for election this fall are the President/Secretary, both Board Member at Large positions, and the Ship Representative positions for the Eagle Bay and S/R American Progress. The voting period began on October 6, and will conclude on December 4, when the ballots are due at the American Arbitration Association office in New York.

On the official ballot, all candidates are listed in alphabetical order as per the ESU Constitution and Bylaws:

- President Secretary - John Straley and Stuart Wood
- Ship Representative S/R American Progress – Larry Miles and Waverly Moore
- S/R American Progress - Don Picou and Mike Harrison

This year Don Picou and Mike Harrison ran unopposed for Board Member at Large and Thor Floreen ran unopposed for the Ship Representative on the Eagle Bay.

Ballots were addressed individually to each eligible voter and should arrive to you aboard the vessel or at your home address.

The ESU thanks all the candidates involved for their support and willingness to serve the membership. All ESU members are encouraged to participate in the elective process and strive for 100% voter participation in this election. PLEASE VOTE!
**Hair drug testing is not accurate**

Imagine being denied work — not because of your qualifications or work history, but because a drug test required for employment came back positive for a drug you never used. Now imagine learning that the test result could have been influenced by the color and texture of your hair.

Sadly, this isn’t a plot for a sci-fi movie. Over the past two decades, several Boston Police officers have been terminated or denied employment because of false positives on department-required hair drug tests. In 2013, the Massachusetts Civil Service Commission reinstated six of those officers after determining that the hair testing method used was unreliable. In 2014 a panel of federal judges determined that this hair testing method had a discriminatory impact on African Americans.

Hair tests can lead to false positive results because certain drugs — like cocaine — which are found on common surfaces, including dollar bills, can be absorbed into hair. There is currently no way to fully cleanse hair of these drugs. Furthermore, cocaine binds to African-American hair at greater rates than it does to fine, light-colored hair. Damage to hair caused by treatments like straightening and perming, and certain cosmetic products can further facilitate drug absorption. Hair drug testing methods are currently incapable of distinguishing whether drugs found in the hair come from environmental contamination or from ingestion.

Despite these known flaws, some trucking companies have not been dissuaded from using hair samples to drug test employees. In order to cut drug-testing costs, large trucking companies are seeking permission from regulators at the Department of Transportation (DOT) to use hair samples in place of urine samples in federal drug tests. Granting this request would not only expose tens of thousands of truck drivers to an unreliable and biased testing method, but it would also set a threatening precedent for millions of other workers in the transportation industry and across the national economy.

**Welfare Notes**

**October 2017**

**Major Dental Work For Active Participants**

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

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

**Major Dental Work For Pensioners**

Pensioners who need major dental work should also get an estimate from their dentist before beginning the treatment. Your dentist should be able to advise you of the projected cost so you can decide if you want to proceed with the services. You may need medical or vision services during the fiscal year so you will want to decide where the $1,000.00 maximum will benefit you the most.

**Flu Season**

October is usually the beginning of the Flu season. Your health plans provide flu shots with no payment due from you in most cases. Be sure to check with your doctor to see if any other immunizations are recommended or you need updates on previous inoculations.

Michelle Chang, Administrator mcoupsiupjd@sbcglobal.net

Virginia Briggs Claims vbriggs880@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Erickson 206-551-1870
beritrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107

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

Fax: 415-778-5495

SIU-PD Pension 415-764-6997

SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

**The SUP Welfare Plan Committee from the left: Frank Walker, Saher Ali, and Robert Tomas. Photo: Roy Yufono.**

**Membership and Ratings Committee**

The Committee met on October 5, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

<table>
<thead>
<tr>
<th>Name and Membership Number</th>
<th>Seating</th>
<th>Rating</th>
<th>Seniority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frank Martin, III 19529</td>
<td>1 Year</td>
<td>O.S.</td>
<td>B</td>
</tr>
<tr>
<td>Mike Bay 19530</td>
<td>1 Year</td>
<td>A.B.</td>
<td>B</td>
</tr>
<tr>
<td>Rudolph Martinez C2697</td>
<td>30 Days</td>
<td>O.S.</td>
<td>C</td>
</tr>
<tr>
<td>Juan Gonzales C2698</td>
<td>30 Days</td>
<td>O.S.</td>
<td>C</td>
</tr>
<tr>
<td>Christian DeMesa C2699</td>
<td>30 Days</td>
<td>A.B.</td>
<td>C</td>
</tr>
<tr>
<td>Glenn Mills C2700</td>
<td>30 Days</td>
<td>O.S.</td>
<td>C</td>
</tr>
<tr>
<td>Igor Likhterman C2701</td>
<td>30 Days</td>
<td>A.B.</td>
<td>C</td>
</tr>
<tr>
<td>Brent Wells, II C2702</td>
<td>30 Days</td>
<td>A.B.</td>
<td>C</td>
</tr>
<tr>
<td>Rahsahn Briggs C2703</td>
<td>30 Days</td>
<td>A.B.</td>
<td>C</td>
</tr>
<tr>
<td>Bosun Stamp - None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Membership and Ratings Committee’s Report: M/S to concur in the Committee’s report. Carried unanimously. Membership and Ratings Committee: Saher Ali #19348, Robert Tomas #19350, and Frank Walker #19520.
Coast Guard releases final report on *El Faro* sinking

**Conclusions – Events and System Failures**

The cargo ship *El Faro*, along with its 33 member crew, ranks as one of the worst maritime disas-
sers in U.S. history, and resulted in the highest death toll from a U.S. commercial ship accident in
reality. The vessel was identified in one of the vessel’s large tanks to fixed ballast, severely limited
the vessel’s ability to improve stability at sea in the event of heavy weather or flooding.

9.1.5. Event #5: The National Hurricane Center (NHC) strengthened to a Category 3 storm.

9.1.1.7. The National Hurricane Center (NHC) created the Bon Voyage System (BVS) weather

9.1.1.1. TOTE and the Master did not ensure the safety of marine operations and failed to provide
to the bridge. The practice of sailing with open cargo hold ventilation system fire dampers in accordance with SOLAS II-2, Regulation 20 and U.S. regulations created a downflooding vulnerability which is not adequately considered in the purposes of intact and damage stability, nor for the definitions of seaworthiness and watertight closures for the purpose of the applicable Load Line Convention.

9.1.3. Event #3: El Faro experienced a reduction in propulsion.

9.1.4. Event #4: El Faro Incurred a Severe Port List and Lost Propulsion

9.1.4.2. The port list, combined with the emergent nature of the situation caused the ship to lose its ability to hold out against the forces of Hurricane Joaquin.

9.1.1.4.1. At 5:54 A.M. on October 1, the *El Faro* made a sharp turn to the west in an企图 to induce a port list and enable the C/M to shift the vessel’s list to port, in order to vector the vessel’s last known position towards the strengthening hurricane. As various weather updates were received onboard *El Faro*, the Master directed the ship southward of the direct course to San Juan, which was the normal route.

9.1.5. TOTE did not identify heavy weather as a risk in the Safety Management System (SMS) and the Coast Guard had not exercised its flag state authority to require identification of specific risks.

9.1.2.6. The crew’s complacency, lack of awareness and preparedness, and the design contributed to the crew’s failure to assess whether the vessel’s watertight integrity was compromised.

9.1.2.5. The crew’s complacency, lack of awareness and preparedness, and the design contributed to the crew’s failure to assess whether the vessel’s watertight integrity was compromised.

9.1.1.1.2. The cumulative effects of the vessel was converted outboard ballast tanks to fixed ballast, severely limited the vessel’s ability to improve stability at sea in the event of heavy weather flooding.

9.1.2.8. The practice of sailing with open cargo hold ventilation system fire dampers in accordance with SOLAS II-2, Regulation 20 and U.S. regulations created a downflooding vulnerability which is not adequately considered in the purposes of intact and damage stability, nor for the definitions of seaworthiness and watertight closures for the purpose of the applicable Load Line Convention.

9.1.2.9. The Coast Guard practice of verbally passing deficiency information to the ACS surveyor without written documentation contributed to the loss of propulsion. The practice of sailing with open cargo hold ventilation system fire dampers in accordance with SOLAS II-2, Regulation 20 and U.S. regulations created a downflooding vulnerability which is not adequately considered in the purposes of intact and damage stability, nor for the definitions of seaworthiness and watertight closures for the purpose of the applicable Load Line Convention.

9.1.2.2. The port list, combined with the emergent nature of the situation caused the ship to lose its ability to hold out against the forces of Hurricane Joaquin.

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9.1.2.3. The increasing of *El Faro’s* lube oil sump level of 24.6", which was below the Machinery Operating Manual recommended operating level of 27", reduced the crew’s ability to maintain lube oil suction for the main propulsion plant.

9.1.1.1.3. The National Hurricane Center (NHC) created the Bon Voyage System (BVS) weather

9.1.2.3. The increasing of *El Faro’s* lube oil sump level of 24.6", which was below the Machinery Operating Manual recommended operating level of 27", reduced the crew’s ability to maintain lube oil suction for the main propulsion plant.

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9.1.1.1.1. TOTE did not ensure that stewards and longshoremen secured cargo in accordance with the Cargo Securing Manual, which contributed to RO/RO cargo breaking free.

9.1.2.1. *El Faro* developed a sustained list to starboard after making a turn to the west in an attempt to induce a port list and enable the C/M to shift the vessel’s list to port, in order to vector the vessel’s last known position towards the strengthening hurricane. As various weather updates were received onboard *El Faro*, the Master directed the ship southward of the direct course to San Juan, which was the normal route.

9.1.2.9. The Coast Guard practice of verbally passing deficiency information to the ACS surveyor without written documentation contributed to the loss of propulsion. The practice of sailing with open cargo hold ventilation system fire dampers in accordance with SOLAS II-2, Regulation 20 and U.S. regulations created a downflooding vulnerability which is not adequately considered in the purposes of intact and damage stability, nor for the definitions of seaworthiness and watertight closures for the purpose of the applicable Load Line Convention.

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Setting the record straight

Last August (see the August 2016 West Coast Sailors), reported that Patriot Maritime had won the two "lots" of Large, Medium-Speed, Roll-On/Roll-Off (LMSR) vessels in surge sealift status.

Lot 1 consists of the USNS Benavidez, USNS Bob Hope, USNS Brittin, USNS Fisher, USNS Mendonca, USNS Pililaau and USNS Seay.

On September 18, the Defense Department announced that U.S. Marine Management, a subsidiary of McRae's, was awarded the vessels.

Lot 2 consists of vessels currently operated and maintained by Patriot Maritime and USNS Seay, which is part of the Reduced Operating Status (ROS); USNS Gilliland, USNS Gordon, USNS Shughart and USNS Yano. Unfortunately, the winning bid was submitted by Ocean Ships Inc. However, Pacific Gulf Marine, Inc., is challenging the award. If the challenge to sustained the bidding process could begin again or if the challenge is rejected, the turnover of the vessels to Ocean Ships could begin in December or early January.

Pending Allocation

At the last month’s convention meetings, the membership approved a proposal to allocate funds from the wage increases due for Waton-CLass LMSRs (USNS Chariton, USNS Dahl, USNS Pomeroy, USNS Red Cloud, USNS Sigrid, USNS Southerlen, USNS Watson) and the shallow-draft tanker SLNC PAX to the SIU-Pacific District Pension Plan to match the additional $10 per manday contribution negotiated with Matson in June.

President Dave Connolly and your secretary determined that the allocation could be made and still implement the 2% Total Labor Cost increase for the Waton-Class and the 3% increase for the PAX pertaining to wages, overtime, Supplemental Benefits and contributions to the Medicaid Waiver Program. To increase the contribution to the Pension Plan from $10 to $20 per manday, funds were shifted from the SFP Money Purchase Pension Plan and the Training Plan in the Waton-Class vessels and from the Money Purchase Pension Plan in the PAX. The Money Purchase Pension Daily Rate for all ratings in the Waton-Class is now $20 and in the PAX $20.69, with $20 per manday going to the Sea Pacific District Pension Plan.

New wage rates, etc., for the Waton-Class and the PAX will be published in the months’ West Coast Sailors.

APL MARINE SERVICES

The Union was notified on September 25, by John Driskill, APL’s Director of Labor Relations, that the company’s C-11 Class vessels (APL China, APL Korea, APL Philippines, APL Singapore, APL Thailand) will be replaced with other vessels beginning in May of next year. The company stated that it will maintain nine vessels enrolled in the Maritime Security Program.

SIU CONVENTION

Along with SUP Delegates Dave Connolly and Bert Eriksson, attended the 27th Convention of the Seafarers International Union of North America on September 26, and 27, at the Paul Hall Center for Maritime Training and Education, Piney Point, Maryland. Prior to the Convention, attended a meeting of the International’s Executive Board at the same location.

Several guest speakers addressed the Convention, including remarks by Secretary of Transportation Elaine Chao and Maritime Administrator Mark Buzby. Secretary Chao is a strong supporter of the Jones Act, the Maritime Security Program and the Jones Act wage and payroll preference. However, on the day following her speech, September 28, the president waived the Jones Act for vessels calling Puerto Rico.

Secretary Chao and Buzby are the best representatives of the U.S. Merchant Marine. It is hoped their voices are heard in the White House.

The Convention also acted on various resolutions related to maritime issues, some of which will be published in the West Coast Sailors, subject to space.

Prior to the conclusion of the Convention, Mike Sacco was re-elected the President of the International and MFW President Anthony Poplawski and your secretary were re-elected Vice Presidents, which for the information of the membership, are not paid jobs.

The SIU was organized by the SUP in 1938, and is comprised of autonomous affiliates, the largest being continued on next page

continued from page 1
QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today’s Headquarters meeting to review the finances of the Union for the third quarter of 2017, and report back to the membership at the November coastwise meetings. In the event the Committee cannot be elected today, recommend that when the quarterly audit of the Unions funds is completed, which will be in about three weeks, necessary committee members will be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will turn-to on Tuesday, November 14, at 8:00 A.M.

HOLIDAYS

Veteran’s Day: Since the holiday falls on a Saturday, it will be observed on Monday, November 13. All SUP halls will be closed on that date.

Due to the holiday, the Headquarters’ meeting will be held on Tuesday, November 14.

Thanksgiving Day: All SUP halls will be closed on Thursday, November 23.

ACTION TAKEN

M/S to elect a Quarterly Finance Committee: Elected: Paul Fuentes, Vern Haik, Gabe Sipin, Mike Worth, and Sam Worth.

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

Gunnar Lundeberg

There are an estimated 40 million slaves in the world. Where are they?

Slavery is not a thing of the past. A new report by the U.N.-affiliated International Labor Office (ILO) and the Walk Free Foundation estimates that there were 40.3 million people in some form of modern slavery around the world on any given day last year. But by its very nature, the accuracy of that figure is hard to gauge. Slavery tends to be a hidden, illegal practice – one in which the victim’s ability to speak out is limited.

The authors of the Global Estimates of Modern Slavery study admit there are gaps in the available information: Although extensive United Nations data has been used in the study, some countries and sub-national regions are missing.

“It’s difficult or even impossible to do research in areas of high conflict,” said Fiona David, Walk Free Foundation’s Executive Director of Global Research, pointing to areas such as Syria or northern Nigeria that had to be excluded from the study. Because of this, David said, the estimate of 40.3 million is probably conservative.

Walk Free hopes that disconcerting detail could prompt global action. “This is truly a challenge,” said Andrew Forrest, an Australian mining magnate and founder of the anti-slavery nonprofit organization. “We know we’re dealing with a major problem.”

The Global Estimates of Modern Slavery study found that slavery occurs in every region – and probably every country – of the world. In terms of sheer numbers, the majority of modern slaves probably live in Asia and the Pacific region. Meanwhile, slavery as a practice is thought to be most prevalent in Africa. The report cautions, however, that with more accurate data, these rankings could well change.

Notably, the study does not break down its figures country by country, like the separate Global Slavery Index published annually since 2013 by Walk Free. Some experts, such as prominent human trafficking scholar Anne Gallagher, have criticized the methodology of Walk Free’s indexes, while noting that the aim of providing an accurate estimate of modern slavery is a noble one.

Two officers arrested for freighting grendering

The Swedish Coast Guard has taken the master and chief mate of the coastal freighter Atlantic into custody after their vessel went aground off Oskarshamn, a small port on the east coast of Sweden. The men may face charges related to the accident.

At 0200 hours on Saturday, the Atlantic was under way on a voyage from Visby to Oskarshamn. At 0430, the Swedish Coast Guard JRCC rescue center received a report that Atlantic had gone aground, and at 0500 a vessel found her at a position about half a mile off her course. Coast Guard officials boarded her to investigate at 0640, and they allege that they found the officer on watch and the master of the ship to be intoxicated. Blood samples allegedly confirm that the master had a blood-alcohol level in excess of the legal maximum.

The vessel is hard aground in very shallow water – as little as three feet – and local media report that she is touching bottom in only three locations. She is carrying about 11,500 gallons of diesel, and responders believe that the vessel’s fuel tanks will have to be pumped off before she can be refloated.

The water around the freighter is so shallow that emptying her tanks may be a challenge. “We cannot get close enough to the ship with large boats to handle the fuel. So the diesel must be pumped and transported on land with smaller boats. So it will take longer,” said Mattias Lindholm, Communications Officer with the Swedish Coast Guard, speaking to local media. In the interim, responders have deployed a boom around the vessel as a preventive measure. No pollution or injuries have been reported.

Wreck of SS Macumba found off Aussie Coast

Researchers from Australian research organization CSIRO (Commonwealth Scientific and Industrial Research Organization) have solved a 74-year-old mystery with the discovery of the wreck of the SS Macumba, an Australian merchant ship sunk by Japanese air attack during World War II. The discovery was made early on October 4, morning during a targeted survey in the Arafura Sea off the coast of Arnhem Land, Australia.

Macumba was a 2,500 ton steel merchant ship that was sunk on August 6, 1943, when two Japanese aircraft attacked at low level and scored a direct hit on the ship’s engine room. Three of the Macumba’s crew were killed in the attack, with one body never being recovered. Survivors from the attack were taken aboard an escort ship, HMAS Coombundra, and the Macumba was left to sink. The Macumba was crewed by civilians and staffed by Army medical staff when it was attacked.

Advanced multibeam sonar systems on the research vessel Investigator were used to locate and map the wreck which was found in 130 feet of water, and appears to be upright and relatively intact. Data collected by Investigator will now help inform the management of Macumba as a protected historic shipwreck. The search for Macumba was a collaborative effort between the CSIRO Marine National Facility and the Northern Territory Government.

Vice President’s Report

October 2017

Along with President Gunnar Lundeberg and Berit Eriksson, I attended in September the Quinquennial Convention of the Seafarers’ International Union of North America in Piney Pt, Maryland. (See President’s Report). It was a pleasure to help make the report to the assembled delegates that the SUP is strong, stable and solvent. As he did at the October membership meeting at Headquarters, Gun- nar recounted in amazing detail the truly remarkable role the SUP has played in formation of this the second seamen’s international and in maritime labor history in general. At the same time, the report acknowledged the very specific sacrifices of the regular Union working men and women who signed on the El Faro for her final voyage. As the heirs to both that treasure and tragedy, we know the job ahead and recognize the responsibility to work a little harder to see to it that a shaft of light falls upon the mid-ocean.

Cape Vincent: Gerry Givan, bosun. Clarification on meals in ROS on week-ends not required and subsistence not payable if not actually called out to work.

Moku Pahu: Jill Hollemann, delegate. Loading humanitarian cargo in Houston for Puerto Rico and Africa after transit from Turkish yard and COI in Gibraltar. Cargo rates no longer apply. Cleaning cargo holds and sumps is necessary work. If sailors are unwilling or unfit to do the work then they must get off the ship. Suddenly short-handed and just before sailing AB Terrin Dowdell stepped up to the task for a classic pierhead jump on a weekend sail.

USNS Duhl: Jesus Hermosillo, delegate. In good shape in East Coast port. Expected to transit to the yard in early to mid-November. Saul Townsend, serang.

USNS Sisler: Adam Tassin, delegate. Operations delayed some reliefs. In good shape with Devisonne Griffin as bosun. Traveling to and from this ship is an exercise in endurance which also a skill in seamanship. Delegate advising Union on member issues and ensuring a fair shake.

APL Gulf Express: Michael Burpee, delegate. After months of haranguing management, the icemaker cometh at last. MFOW reefer and electrician quick-ly installed the long pending machine as bosun. Traveling to and from this ship is an exercise in endurance which also a skill in seamanship. Delegate advising Union on member issues and ensuring a fair shake.

Texas Voyager: Terry Black, delegate. After many years of expert sea- manship, flawless service and good hu-mor, bosun Mike Fox packed his bag and departed the ship. See photo on page 5.

APL Avenger: David Fadoul, delegate. Call from the delegate indicates most things okay in this new ship. Dis-colored water and potential painting under investigation. Along with the Oregon in Port Everglades, this ship in Tampa was the first to re-supply South Florida with much needed fuel after Hurricane Irma.

San Francisco Bar Pilots: Mike Koller, delegate. License renewal can come with Coast Guard surprises; urge all hands to start early.

Foss Maritime Company: JD Rymel, delegate. Newly crewed SUP boat adding to work for members in the Bay. Our thoughts and support are with those who lost their homes in the recent wildfires.

David Connolly
Shipped during the period: 2 Boat1
swaps jobs filled with B-cards, both to 
Navy bottoms. 9 AB's shipped, 2 Matson 
reliefs to A-cards, 7 to Navy being 
hurricane activations going to 2 A, 1 B, 1 
C, and 3 D-cards. 3 Ordinary Seaman 
taken by 2 B's and 1 D, 1 steady, 2 to 
avtivations. 14 standby AB's to 4 A, 6 B, 2 
C, and 2 D-cards.

Registrations: 6 A cards for a total of 
10; 6 B cards for a total of 20; 5 C cards 
for a total of 12; 5 D cards for a total of 11

In response to an unprecedented and 
vicious attack on the Jones Act in the wake 
of the Puerto Rico disaster, your President/ 
Secretary-Treasurer and Agents have 
been reaching out to representatives and 
industry leaders, working to unwind the 
negative reporting campaign that has 
begun. This is the first time I have witnessed 
the general public weighing in, and with 
such conviction, an anti-Jones Act senti-
ment. Of course, this is the result of little 
knowledge and understanding of how vast 
and complex this law is, or how it touches 
virtually all Americans in some way.

All members need to step forward to 
educate the people of your communities 
and districts. This has now come to a 
global roots grass style assault that we need to 
rebut at the same level, beginning with your 
neighbors and those outside our indus-
try. Naturally, contact your Congress-
ional District Representatives as well to 
convoy your opposition of any efforts to 
repeal this law or any provisions in it. 
If you have questions about the law and 
it's impacts, please see your Agents. We have 
in some parts of the Jones Act, literature on 
government studies, and statements from 
Labor Organizations that many people 
may not realize benefit from this law.

This is a continuous ringing of the 
General Alarm, and All Hands are needed on 
deck!

Members, when you make the hall 
bring all your documents with you. 
Let's go through them to be sure you are 
on deck!

Check your documents are up to date, don't wait 
on issues that affect us all.

As always, check you papers and 
make sure your documents are in order, 
and that is that Trev was always "a good 
mate". May he have following seas 
and fair winds.

Respectfully,

Vince O'Halloran, Book #2463

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Vemesite

September 18, 2017

Shipped: Bosun: 4, AB: 16, AB/D:1, 
OS: STOS: 2, GVA/GUDE: 1, and stand-by: 
49, for a total of 73 jobs shipped. 
Registrations: A: 20 B: 28 C: 10 D: 19

Ships checked:

APL China: Bob Burns, Bosun and 
Michael Hernandez, delegate. Running 
smoothly.

Mokihana: Billy Sullivan, Bosun and 
Brandon Keopuhiwa, delegate: Good 
game.

Manukai: Nestor Guzman, Bosun and 
Abe Acosta, delegate. Running smoothly.

APL Belgium: Noel Isitumaru, Bosun 
and James Salera, delegate. No problems.

Manulani: Bert Gensta, Bosun and Leo 
Martinez, delegate: No disputes.

APL Korea: Nestor Alarcon, Bosun, 
Paul Harsany, delegate. Running smoothly.

Manawili: Mike Ruan, Bosun relief, 
Denny Silva, delegate. Dispute to wash 
down carpentry deck.

Lihue: Teo Rosas, Bosun and Albert 
Russi, delegate. No problems.

Shipping has slowed for junior mem-
bers as far as steady jobs, but due to 
Hurricane season and recent activations by 
Patriot Contract Services short term jobs 
have helped fill the slack. Members must 
be ready to fill these jobs when called.

This is your Union and a Union is only 
as strong as its members, participate by 
showing up at the Union meeting to vote 
on issues that affect us all.

We need a quorum to be able 

It is your responsibility to make sure 
your document is in order, to date, don’t wait 
till job call to find out.

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

Leighton Gondy
Branch Agent

Long Beach

September 18, 2017

Shipped: 2 Bosun relieffs, 3 AB Day 
steady, 6 AB Watch steady, and 1 AB Watch 
relief. The shipping jobs were filled by 
3 A cards, 6 B cards, and 2 C cards.

Shipped 27 standby jobs. The standby 
jobs were filled by 10 B cards, 7 C cards, 
and 10 D cards.

Registered: 14 A cards, 13 B cards, 7 
C cards and 6 D cards.

Ships checked:

I visited the R.J. Pfieffer, Manukai, 
Manawili, Manulani, Manulue, Ma-
ona, Mokihana, Kauai, Maui, Matsonia, 
Matsnia, and the Parec and Rigging gang.

All are running with few or minor 
issues. P.A.L. Guam: No major beefs.

APL Saipan: No major beefs.

USNS Charleston: Re-crewed on Octo-
ber 6.

I represented the SUP at the Hawaii's 
Maritime Port Council meeting, and the 
AFL-CIO executive board meeting.

And as always, check you papers and 
anything with less than six months left 
should you start the renewal process, 
especially your passport, if you are planning 
on sailing for APL.

Mahalo,

Michael Dirksen 
Branch Agent

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Business Agent's Report

October 10, 2017

Florida Voyager: In at Richmond 
September 18, back on the West Coast. 
Ship's been shuttling between Pascagou-
la and Houston for the past three months. 
Ship sailed for Houston to pick up a load 
of reusable diesel for the Long Wharf. 
In good hands with Scott Oliphant, 
Bosun and with Jonath Cross, delegate.

Oregon Voyager, California Voyager: 
Checked in with these ships running on 
the East Coast with little or no beefs.

Maui: In at Oakland #62. Still ongoing 
issues with the stores crane, storage 
issues with the steward department. 
Scut-
tile butt has this ship running until the end 
of the year. Newly elected delegate Wil 
Ward takes over the sheets with 
Brian Yost as Serang.

Manoe: In and out Oakland #62. 
Call-up standbys always help out the gang 
when we come into port maxed out on 
STCW hours with voyage and engine 
room stores to load. In good hands with 
the "Maltese Falcon" Frank Portarion, 
Bosun and Allen Gonzales, delegate.

Matsnia: In and out lay-up.

Lihue: Running out of Los Angeles.

APL Philippines: In at Oakland #56.

In on a week day off schedule due to 
issues with the clerks union in L.A. 
sailed with no beefs. In good hands 
with Brian Burns, Bosun, with Scott 
Hudson, delegate.

APL Belgium: In and out Oakland 
#55. Sailed with little or no beefs. 
Ben Ashton, delegate, Noel Isitumaru, 
Bosun.

APL Thailand: In and out of Oakland 
#56. Sailed with no beefs with Relief 
Bosun Remoni Tafono, Joe McDonald, 
delegate.

APL Gulf Express: On the Middle 
East shuttle. Slowly bringing her up to 
SUP standards. Running smooth with 
Marc Calato, Bosun with Mike Burpee, 
delegate.

Cape Orlando: Joel Schor, Bosun.

Cape Henry: Jim Linderman, 
Bosun.

Cape Command: Mark Pflieh, 
Bosun.

Cape Hudson: Routine with the gang. 
Paul Fuentes, Bosun.

Roy Tafono