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Matson orders two vessels for Hawai'i trade

SUP-contracted Matson Navigation Company announced on August 25, that it had signed an agreement with San Diego's General Dynamics NASSCO to build two new combined container and roll-on/roll-off (Con-Ro) vessels for its Hawai'i fleet at a contact price of \$511 million for both vessels with deliveries scheduled for the end of 2019 and mid-year 2020.

Matson is calling the vessels the Kanaloa Class in honor of the Hawaiian ocean deity. The first vessel will be named *Lurline*, the sixth Matson vessel to carry that name, while the second vessel will be its fifth named *Matsonia*.

The Kanaloa-Class vessels will be capable of carrying 3,500 TEU's. Both will be over 869 feet long, 115 feet wide, with a deep draft of 38 feet and enclosed garage space for up to 800 vehicles. In addition, the new vessels will have state-of-the-art green technology features, including a fuel efficient hull design, environmentally safe double hull fuel tanks, fresh water ballast systems and dual-fuel engines, meaning that they will be able to operate at speeds up to 23 knots on either conventional fuel oils or liquefied natural gas (LNG) with some adaptation for

LNG. These advancements are important to Hawai'i as a means to reduce fuel consumption, and will result in significant emissions reductions over time.

The two Kanaloa-Class ships will replace three diesel-powered vessels in active service (*Mahimahi*, *Manoa* and *Mokihana*), which will be moved to reserve status.

Matson is also having Aker Philadelphia Shipyard construct two 3,600 TEU Aloha-Class container ships at a cost of \$418 million. The first vessel is expected to be delivered in the third quarter of 2018 and will be named after the late Hawai'i Senator Daniel K. Inouye. The second vessel is slated for delivery in the fourth quarter of 2018.

With the delivery of the Aloha-Class ships followed by the Kanaloa-Class vessels, Matson will have completed the renewal of its Hawai'i fleet which means that it will retire/scrap seven steamships (*Kauai*, *Lihue*, *Lurline*, *Matsonia*, *Maui*, *Matson Navigator* and *Matson Producer*) that will no longer comply with environmental regulations without substantial modification.

The new Kanaloa-Class vessels *Lurline* and *Matsonia* will be



Artist rendering of a Matson Kanaloa-Class vessel. Courtesy General Dynamics NASSCO.

replacing ships currently with the same names.

The *Lurline*, which has been in idle status for several years in Seattle, was built by Sun Shipbuilding and Drydock Company in Chester, Pennsylvania at a cost of \$30.6 million in 1973. Her maiden voyage that year from Los Angeles to Honolulu inaugurated the first roll-on, roll-off service to Hawai'i. In 1980 she headed back to Sun Shipyard to have a 126.5 foot mid-body

section installed. Her cargo capacity after the retrofit was 1,175 containers and trailers, 179 autos and 204 reefer containers.

The *Matsonia*, which is currently on a regular run from Oakland to Honolulu, was also built by Sun Shipbuilding in 1973 for \$31 million. She was laid up from 1981 to 1984, then Matson decided to reconstruct her as a "lift-off/roll-off" vessel by removing a midsection of 291.5 feet x 92 feet and installing

a new mid-body of 351.5 feet x 105.5 feet at Todd Shipyard in Los Angeles. After she was redelivered to the company in 1987, the *Matsonia* could carry 1,300 containers, 422 autos and 3,200 tons of molasses.

The names *Lurline* and *Matsonia* have a long history with Matson.

The Brigantine *Lurline* sailed for Hilo on June 16, 1887. Sold by Matson to Charles Nelson

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Bankruptcy filing by Korean carrier roils global trade

South Korea's Hanjin Shipping Company, world's seventh largest shipping lines, stopped taking new cargo and U.S. ports began turning away its ships after it filed for bankruptcy protection on August 31.

The move, coming at a critical time for U.S. retailers stocking up for the holidays, roiled global trade and caused U.S. shippers to brace for steep rate increases on routes to and from Asia.

Hanjin is a major container carrier and the world's seventh-largest shipping line by capacity. Asia-based freight brokers estimate about 25,000-containers are crossing the Pa-

cific each day on Hanjin ships.

The repercussions of Hanjin's filing in Seoul were nearly instantaneous. Three of its ships that were scheduled to berth at the ports of Los Angeles and Long Beach, California, drifted off the coast, their contents—bound for retail shelves, factories and warehouses—marooned indefinitely. Uncertainty about Hanjin's future raised concerns that its ships could be subject to seizure by creditors, clogging the ports.

Meanwhile, port terminals from New York to Georgia to California said they would turn away outbound containers destined for Hanjin ships, sending U.S. exporters scrambling to

rebook, truck, reload and repack their cargo into other carriers' containers.

Shippers and truckers fretted about rising costs and shrinking capacity.

The filing with the Seoul Central District Court came just a day after the company's creditors cut off a lifeline, as financial assistance of more than one trillion won (\$896 million) failed to keep it afloat. It is the latest domino to fall as shipping companies worldwide grapple with overcapacity amid a slump in global trade. Hanjin accounts for 3.1% of global container capacity, according to maritime data provider Alphaliner.

The South Korean court will soon determine whether Hanjin, the country's largest container operator by capacity, should be liquidated or given a chance to survive after restructuring, the company said.

On September 4, a U.S. bankruptcy judge granted Hanjin protection from creditors that it has under receivership in South Korea. Two days later, Hanjin's parent company put up 100 billion won (\$90 million) to help Hanjin get its ships, loaded with \$14 billion in cargo, unloaded.

As the *West Coast Sailors* went to press, Hanjin had 74 containerships and 15 bulk carriers stranded at sea.

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

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Long Beach takes ownership of 125 acres of former naval complex

Representatives from the United States Navy, Maritime Administration (MarAd) the California Environmental Protection Agency joined officials from the Port of Long Beach on August 30, to commemorate the approval to transfer ownership of 125 acres of the former Naval Complex to the City of Long Beach.

The property transfer commemoration highlighted the economic success of a thriving shipping terminal and other operations at the former Navy facility. The Pier T container terminal is one of the Port of Long Beach’s busiest, able to accommodate megaships and handling billions of dollars’ worth of trade.

The acreage was part of the former Long Beach Naval Station and Naval Shipyard on Terminal Island that the Navy agreed to transfer to the Harbor Department as part of the ongoing defense base closures that started with the collapse of the Soviet Union and the end of the Cold War in the late 1980s.

Navy and City of Long Beach officials first worked out a lease agreement for the Harbor Department to take control of the 500-acre complex on Terminal Island in 1998, allowing the Port to break ground on the new container terminal. The official transfer of ownership is taking place in stages, as environmental issues are resolved.

In 2001, the Navy deeded more than half the property to the City of Long Beach. After the current transfer of 125 acres, there are only two smaller parcels left to be transferred in the next few years. MarAd, which works to complete the transfer of surplus federal property for the development of seaports, is facilitating the process for this site under its Port Conveyance Program.

“The Navy Base Realignment and Clo-

sure team is proud to have played a key role ensuring this 125 acres was environmentally suitable for transfer and continued port-related reuse. Any effort of this magnitude takes a great deal of teamwork; the Navy and the Port of Long Beach, along with state and federal regulatory agencies, have worked diligently to develop and implement cost-effective cleanup solutions to facilitate this property transfer,” said Kim Ostrowski, the Director of the Navy Base Realignment and Closure Program Management Office West.

“It’s a proven fact that investments in port infrastructure foster long-term job creation, encourage economic redevelopment, and ensure the availability of adequate port capacity to meet the nation’s future trade and defense needs,” said Maritime Administrator Paul Jaenichen.

The land transfer process is being done in steps to allow for environmental cleanup of the property as needed. Depending on the condition of the land, the process has allowed for most of the property to be safely developed and used as soil and sediment investigations are being completed.

In addition to the Total Terminals International container shipping terminal on Pier T, the former Navy property is also home to Energia Logistics United States, which operates Sea Launch, a satellite-launching company. It is also home to a dock for the Maritime Administration’s Ready Reserve Force. “This property transfer is a symbol of the successful partnership between the Navy, MarAd and the City of Long Beach that turned the closure of a major Navy facility into a thriving commercial terminal,” said Port of Long Beach Harbor Commissioner Tracy Egoscue. “The transformation of the Naval Complex into a shipping terminal has been a major step forward.”

Coast Guard eases final rule on TWIC readers

The United States Coast Guard (USCG) issued a final rule last month that 525 marine terminals which are deemed as high risk by the Coast Guard have two years to install electronic machines that can read Transportation Worker Identification Credential (TWIC) cards, which are used to gain authorized, unescorted access to secure areas of ports.

The rule, which has been more than a decade in the making, had been postponed several times due to technical challenges with the technology.

Under the Maritime Transportation Security Act of 2002, the USCG and Transportation Security Administration (TSA) began a process a decade ago of conducting background checks on port workers and those conducting legitimate business at port facilities, as well as commercial truck drivers that haul hazardous material, and issuing credentials to those that passed the screening. Marine facilities are required to authenticate the document at the access point.

The requirement for automated card readers was removed from the 2007 final rule in favor of conducting a pilot program to test the various technologies within the

marine environment. The TWIC reader requirements have gone through several regulatory reviews since 2009.

The TWIC card is currently being used as a visual identity badge on many vessels and facilities. Security guards examine the hologram and watermark embedded on the surface of the credential, check the expiration date and compare the photograph to the person presenting the credential.

The automated system is designed to make use of the biometric features of the card by comparing the entrants fingerprint with the template stored on the TWIC card, and verifying that the person has an up-to-date credential.

The process is designed to eliminates the risk of unauthorized people gaining access to a facility because of forged credentials, photo recognition mistakes or disqualifying offenses that security officers would not be aware of.

The final rule provides more flexibility with regard to the purchase, installation and use of electronic readers than the proposed rule so that new systems can be integrated into existing security and access control systems.

Growing older, and happier

Older people tend to be happier than younger people, and their happiness increases with age, a study in *The Journal of Clinical Psychiatry* reports.

Researchers contacted 1,546 people aged 21 to 99 via random telephone calls and found that older age was, not surprisingly, tied to declines in physical and cognitive function. But it was also associated with more satisfaction, happiness and well-being, and less anxiety, depression and stress. The older the person, the study found, the better his or her mental health tended to be.

Other studies have found similar results linking advancing age and higher levels

of happiness.

The reasons for the effect remain unclear, but the senior author, Dr. Dilip V. Jeste, a professor of psychiatry at the University of California, San Diego, had some suggestions.

“Brain studies show that the amygdala in older people responds less to stressful or negative images than in a younger person,” he said. “We become wise. Peer pressure loses its sting. Better decision-making, more control of emotions, doing things that are not just for yourself, knowing oneself better, being more studious and yet more decisive.

“This is good news for young people, too,” he added. “You have something to look forward to.”

Timely Reminder

4th quarter 2016

dues are due

and payable now!

SUP Constitution

ARTICLE VI

DUES AND INITIATION FEE

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

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

SUP Meetings

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

	Hdq.	Branch
October	Tues. 11	17
November	14	21
December	12	19

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Donald Trump, Union buster

by Julie Gutman Dickinson

Union busting is never pretty. But in the case of Donald Trump, it’s especially ugly.

The Republican presidential nominee has campaigned on promises to make America great again by bringing back good jobs. But in Las Vegas a company he owns with casino mogul Phillip Ruffin has worked methodically to keep hundreds of its own employees from achieving the American Dream.

For the past 18 months, the Trump International Hotel has waged an anti-Union campaign in response to an organizing drive by workers. The effort to quash the Union has led the National Labor Relations Board (NLRB) to issue a complaint against the Trump Hotel, alleging that the hotel fired Union supporters and interrogated and intimidated employees.

In late July, the NLRB denied a final appeal by the hotel challenging last December’s vote by workers to be represented by the Culinary & Bartenders Union. More than a month later, the company is still refusing to recognize the Union and negotiate a contract.

When Trump unveiled his economic plan, he promised that “no one will gain more from these proposals than low-and-middle income Americans.” Nowhere in the plan did he mention the right of workers to organize, or the crucial role that Unions played in building the great American middle class that he pledges to restore.

While Trump may have been silent about his attitude toward Unions, the actions of his company in Las Vegas speak volumes about how a President Trump would deal with workers who exercise their right to organize. If Trump has no qualms about sanctioning a Union-bashing campaign conducted under the intense national glare of a presidential campaign, imagine how he would act as Chief Executive when confronted with decisions about the basic rights of workers.

In fact, there is no need to imagine — Trump’s record speaks for itself. In the last decade, Trump’s companies were cited for two dozen violations of the Fair Labor Standards Act. According to the *International Business Times*, the Trump Organization paid almost half a million dollars to “settle a claim with nearly 300 Los Angeles golf club employees in a class-action suit alleging unpaid wages and age discrimination, among other offenses.”

Meanwhile, according to an investigation by the *USA Today Network*, “at least 60 lawsuits, along with hundreds of liens, judgments, and other government filings... document people who have accused Trump and his businesses of failing to pay them for their work.”

Then there is Trump’s practice of bringing in foreign workers, as he did at Trump Plaza in the 1980s, displacing American construction workers. Trump’s rhetoric distorts the reality that when given the opportunity to shave a few bucks, he will also take the low road of low-wage Union avoidance and contracting out to foreign interests.

The anti-Union campaign in Las Vegas was preceded by a similar effort in Chicago, where the Trump International Hotel and Tower vigorously fought an organizing drive by the hotel workers Union. During the presidential race, Trump has spoken favorably of right-wing “right-to-work” laws, which weaken the best job security protections workers have – a Union contract – by preventing employers and employees from negotiating an agreement that requires all workers who receive the benefits of a collective bargaining agreement to pay their share of the costs of representing them. “Right-to-work” laws force Unions to represent every eligible employee, whether or not he or she pays dues or fees, thereby allowing workers to pay nothing and still get all the benefits of Union membership.

Trump doubled down on his anti-labor stance by picking Mike Pence as his running mate. As reported in the *American Prospect*, Pence has been an opponent of minimum wage increases, prevailing wages and even the right of local governments to offer more generous wages or benefits than those provided by the state.

All of this should give pause to working- and middle-class voters thinking about casting a ballot for the Trump/Pence ticket in November. Trump may talk a good game when it comes to the economic woes facing tens of millions of Americans, but actions speak louder than words. A vote for Trump would be a vote for the privileged class in which he has spent his entire life. What’s happening in Vegas at the Trump Hotel would surely not stay in Vegas.

Congressmen pen letter in support of the Jones Act

The chairmen and ranking members of two United States House of Representatives’ subcommittees outlined the reasons the Jones Act must not be altered to fellow House members serving on the bipartisan Congressional Task Force on Economic Growth in Puerto Rico.

In a letter dated August 15, Representatives Duncan Hunter (R-California), Chairman of the Subcommittee on Coast Guard and Transportation; John Garamendi (D-California), Ranking Member of the Subcommittee on Coast Guard and Transportation; J. Randy Forbes (R-Virginia), Chairman of the Subcommittee on Seapower and Projection Forces; and Joe Courtney (D-Connecticut), Ranking Member of the Subcommittee on Seapower and Projections Forces, stated, “We do not believe a review of the Jones Act by the Task Force, on which neither of our Committees nor our Subcommittees are represented, is necessary.”

The task force was created within legislation passed earlier this summer dealing with the recent economic crisis involving the commonwealth of Puerto Rico. Its membership includes both senators and representatives assigned to seek ways to boost the economic situation on the island. The August 15 letter is addressed to fellow House members serving on the task force: Sean Duffy (R-Wisconsin), Tom MacArthur (R-New Jersey), Nydia M. Velazquez (D-New York) and Pedro Pierluisi (D-Puerto Rico).

APL’s new owner posts net loss

France-based ocean carrier CMA CGM (Campagnie Maritime d’Affretement-Compagnie Generale Maritime) Group reported a net loss of \$128 million for the second quarter of 2016, compared to a net gain of \$156 million for the second quarter of 2015.

Excluding the contribution from Singapore’s Neptune Orient Lines (NOL), the parent company of APL, CMA CGM’s net loss stood at \$109 million for the second quarter of this year.

NOL’s contribution has been included in the consolidation scope since June 14, 2016. By June 30, CMA CGM’s total stake in NOL rose to nearly 93%. Since then, a compulsory acquisition process has been initiated, which will result in CMA CGM owning all of the company’s outstanding shares, resulting in NOL being delisted from the Main Board of the Singapore Exchange.

CMA CGM’s revenue for the quarter totaled \$3.5 billion (\$3.3 billion excluding NOL), compared to \$4.1 billion for the second quarter of 2015, as the persistent pressure on freight rates drove down average revenue per TEU.

Meanwhile, the group said it kept a tight rein on costs during the quarter, helping to drive a 10.7% decline in unit costs thanks to the combined impact of lower bunker prices and disciplined expense management.

“We are experiencing a market environment that remains difficult, with excessively low freight rates weighing on our revenue and margins,” CMA CGM Vice Chairman Rodolphe Saadé said. “In an environment shaped by a lack of visibility, CMA CGM has the advantage of a strong liquidity position. The strategic relevance of NOL, fully financed, is reinforced. We are working to improve operating performance, notably via the launch of the Agility plan, which includes a program to reduce costs by \$1 billion over the next 18 months, and in addition to the post-acquisition synergies with NOL.”

As part of the NOL integration process, CMA CGM concluded that only two brands should be used on each trade. APL will serve as the core brand alongside CMA CGM on the TransPacific, TransAtlantic and Asia-Gulf lines, while NOL will be repositioned on the Asia-Oceania trade.

Greek shipping companies, engineers convicted of pollution

The Justice Department announced this month, that a federal jury in Greenville, North Carolina, has convicted Oceanic Illsabe Limited, Oceanfleet Shipping Limited and two of their employees of violating the Act to Prevent Pollution from Ships (APPS), obstruction of justice, false statements, witness tampering and conspiracy.

Greek based Oceanic Illsabe Limited is the owner of the *MN Ocean Hope*, a large cargo vessel that was responsible for dumping tons of oily waste into the Pacific Ocean last year. Oceanfleet Shipping Limited, which also operated out of Greece, was the managing operator of the vessel. Two senior engineering officers who worked aboard the vessel, Rustico Ignacio, the ship’s chief engineer and Cassius Samson, the vessel’s second engineer, were also convicted on each of the nine counts in the indictment.

International and U.S. law require that these vessels use pollution prevention equipment, known as an oil-water separator, to preclude the discharge of these materials. Should any overboard discharges occur, they must be documented in an oil record book, a log that is regularly inspected by the U.S. Coast Guard. The evidence presented to the jury showed that in June 2015, the vessel discharged around ten metric tons of sludge into the ocean. The vessel was also regularly pumping contaminated water directly overboard. None of these discharges were disclosed as required.

“While the vast majority of vessel owners, operators, and crews who do business in the United States follow our environmental laws, every year, a few unscrupulous commercial mariners obstruct justice in an attempt to hide from the Coast Guard the intentional discharge of large quantities of pollutants into the oceans,” said Rear Admiral Meredith Austin, commander of the Fifth Coast Guard District. “Coast Guard Marine Inspectors and the Coast Guard Investigative Service, in concert with the Department of Justice, will continue to aggressively investigate and prosecute those who do this.”

According to the Justice Department, the evidence presented during the nine-day trial demonstrated that the companies were aware that the ship had not offloaded any oil sludge from the vessel since September 2014, and that the ship rarely used its oil-water separator. Instead, Samson ordered crewmembers to connect what is known in the industry as a “magic pipe” to bypass the vessel’s oil-water separator and pump oil sludge overboard. In addition, crewmembers were ordered to pump oily water from the vessel’s bilges directly into the ocean up to several times per week. The dumping occurred with the knowledge and approval of Ignacio. Finally, the engineers used a tank designated for oily wastes to store diesel fuel for sale on the black market.

Upon arriving at the Port of Wilmington, North Carolina, the parties attempted to hide these discharges by presenting a false and fictitious oil record book to U.S. Coast Guard inspectors. When inspectors uncovered evidence of dumping, the defendants ordered lower-level crewmembers to lie to Coast Guard personnel. Samson also made several false statements to a Coast Guard inspector regarding the bypass of the oil-water separator.

At the conclusion of trial, defendants Oceanic and Oceanfleet were convicted of one count of conspiracy, one count of violating APPS, two counts of obstruction of justice, one count of false statements and four counts of witness tampering. Ignacio was convicted of one count of conspiracy, one count of violating APPS, one count of obstruction of justice and two counts of witness tampering. Samson was convicted of one count of conspiracy, one count of violating APPS, two counts of obstruction of justice, one count of false statements and three counts of witness tampering. The companies could be fined up to \$500,000 per count, in addition to other possible penalties. Ignacio and Samson face a maximum penalty of 20 years in prison for the obstruction of justice charges.

Forensic analysis of pigtails to help identify original mutineers of H.M.S. Bounty

Ten pigtails of hair thought to be from seven mutineers of “Mutiny on the Bounty” fame and three of their female Polynesian companions will be analyzed in a new collaboration between the Pitcairn Islands Study Center at Pacific Union College in California and the forensic DNA group at King’s College London.

The forensic DNA group at King’s College has been sent hair strands from the ten pigtails, which are currently on display in the California-based center, to help establish as much information as possible on their origins.

As the pigtails purportedly date back to the pre-1800s, the King’s team will first attempt to extract DNA from the historical hair samples after cleaning the outside and then digesting the hair matrix using a chemical process. Nuclear DNA is not found in hair shafts, only the roots which are not available here; however, mitochondrial DNA may be present. If sufficient mitochondrial DNA can be collected, the first step will be to investigate the ancestral origins of the owners of the pigtails.

Unlike nuclear DNA, mitochondrial DNA does not discriminate between all individuals as people sharing a common maternal ancestor will also share a similar profile. However, this type of DNA can provide some indication of maternal geographic origin e.g. whether someone is likely to be of European descent, so the team will aim to establish whether the hair samples do indeed come from seven Europeans and three Polynesian individuals, as the documentation accompanying the samples suggests.

Further, more detailed identification will require genealogical methods to trace the ancestors of the pigtail owners, to be able to link samples to names from historical records and other sources of information. A lot has been written about the possible descendants of the mutineers but this information will not be helpful with regards to the male mutineers; instead, their maternal line will need be traced. The study will therefore try to identify their maternal ancestors, such as their respective mothers and maternal grandmothers, and research other direct female descendants down to individuals living today.

Dr. Denise Syndercombe-Court, project lead from the Analytical and Environmental Sciences Division at King’s College, said: “First, we will have to determine whether we can recover mitochondrial DNA of appropriate quality to be analyzed. The hairs, if from the mutineers, are over two hundred years old and we have no idea what environments they might have been exposed to in the intervening time.”

“Potentially as problematic will be the genealogical research as civil registration in the UK did not start until 1837, some 50 years after the mutiny and so, at best, the death of the mother may be listed in these records but other processes would need to be used to gather more information. Because of the patrilineal transmission of surnames we would not even expect to find someone who believes they may be linked to the mutineers and so we will have to depend on this research and hope for the agreed consent from any identified living descendant to act as a modern day reference. We do not anticipate that this will be easy and it will require other interested parties to get involved in this part of the study.”

Herbert Ford, Director of the Pitcairn Islands Study Center, said: “This hair is a gift from Joy Allward, wife of the late Maurice Allward of Hatfield, UK, who successfully bid for the hair at a Sotheby’s auction in London in 2000.”

“If the tests and genealogical studies of this hair authenticates that it is of seven of the nine mutineers who hid out from British justice on Pitcairn Island in 1790, it will be the only tangible physical evidence of their having existed. There is only one known mutineer grave on Pitcairn, that of John Adams. Of the whereabouts of the remains of the eight others, we can only speculate.”

The pigtails on display in the United States were housed in a nineteenth-century cylindrical tobacco tin. Also with the locks of hair was a handkerchief said to have belonged to Sarah, the daughter of William McCoy, one of the *Bounty* mutineers.

A worn, faded label with the pigtails notes that it is attached to the hair of William McCoy. The mutineer McCoy died on Pitcairn Island in 1800. Notes written on the label also state that the pigtails are of seven of the mutineers of *H.M.S. Bounty* and “also that of three of the Tahitian women,” who accompanied the mutineers to Pitcairn in 1789.

Further information on the label notes that “The holders of the hair have been: 1) Teio, wife of McCoy; 2) Mrs. Sarah Christian; 3) F. G. Mitchell. Given to F. G. Mitchell, June 22, 1849 (Jubilee Day) by Mrs. Sarah Nobbs.”

The story of the mutiny that took place on the ship *H.M.S. Bounty* in the South Pacific Ocean in 1789 was made famous by the publication of a trilogy of books published in the 1930s. Following the publication of the books, a number of Hollywood motion pictures about the *Bounty* mutiny were shown worldwide over the next four decades.

Matson raises \$200 million for new ship construction

Matson reported on September 15, the issuance of \$200 million in privately placed 15-year final maturity senior unsecured notes. The notes will have a weighted average life of approximately 8.5 years and will bear interest at a rate of 3.14%, payable semi-annually. Joel Wine, Matson’s Senior Vice President and Chief Financial Officer commented, “We are pleased to complete this attractive fixed rate financing that will pay down our revolving credit facility and strengthen our balance sheet as we progress with our four vessel Hawai’i fleet renewal program. We expect to fund the construction of these vessels primarily through the strong cash flows generated by our core businesses, available capacity under our \$400 million revolving credit facility, and additional debt financings, which could include Title XI U.S. Government guaranteed vessel finance bonds.”

Matson has two 850-foot-long, 3,600 TEU Aloha-Class containerships under construction at Philly Shipyard and last month ordered two 870-foot-long, 3,500 TEU, LNG-ready, Kanaloa-Class ConRo ships at General Dynamics NASSCO.

Coast Guard review of first hearings into *El Faro* disaster is complete

The U.S. Coast Guard announced on September 7, that its Marine Board of Investigation (MBI) has completed its review of the transcripts from February’s first round of hearings into the sinking of the *El Faro*. The *El Faro* went down off the Bahamas on October 1, 2015, with the loss of all 33 crew members after being caught in Hurricane Joaquin.

So far the MBI has held two hearings in Jacksonville, Florida, the port city from which the *El Faro* departed on its ill-fated journey delivering mostly cars to San Juan, Puerto Rico.

The ship’s wreckage was found on the ocean floor in November, its voyage data recorder (VDR) was located in April this year and that VDR was recovered in August.

February’s hearing considered *El Faro*’s history of pre-accident events, crew members’ duties and qualifications, and the USCG’s search and rescue efforts.

May’s second round of hearings focused on shipboard operations, cargo loading, lashing and stowage, the vessel’s stability, weather forecasts and actual weather conditions at the time of the disaster.

A third and final hearing, expected to be held this winter, will examine additional elements of the investigation including information gleaned from the VDR.

That, says USCG, will end MBI’s fact-finding phase, after which it will move on to the analysis phase. At that point it will be working independently from the National Transportation Safety Board’s (NTSB) concurrent investigation. After that analysis MBI will compile a report of its investigation which will be submitted to the Commandant of the Coast Guard who will then make a decision on safety recommendations.

Sailors’ Snug Harbor still assisting retired mariners

A charity with more than 200 years of experience in serving retired mariners is still committed to that goal, and now aims to help even more men and women by using a fresh approach.

The Trustees of the Sailors’ Snug Harbor (SSH) was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a wealthy New York merchant. It was Captain Randall’s desire to have his estate utilized to assist “aged, decrepit and worn out seamen.”

While in the past SSH operated retirement facilities for mariners in Sea Level, North Carolina, and Staten Island, New York, today they assist mariners in their home communities where they are more likely to be near family and friends.

The SSH is one of the oldest secular charities in the country, whose mission is to financially aid retired career mariners with a proven need of assistance. More than 16,500 mariners have been assisted since its inception.

While the SSH helps many mariners every day, even more eligible mariners may be unaware of the possible financial assistance available. Previously exclusive to deep sea mariners, SSH has recently added inland mariners to their eligibility criteria.

In order to qualify for financial assistance from SSH, a retired mariner must be able to demonstrate they have a need for financial assistance and meet the following requirements:

- 2,555 days of deep sea time, at least five years on U.S.-flagged ships or 14 years working on inland waters
- 65 years of age or older or on disability (some exceptions may be made)
- Proven need for financial assistance
- An individual with at least \$50,000 in assets will not be eligible (primary residence excluded)
- All public benefits available to a mariner must be accessed (if eligible) before any subsidy from SSH is approved; for example, VA benefits, Medicaid, food stamps etc.

Each interested mariner must complete an application that requires detailed information about present living arrangements, financial history, and more. The application can be found online at www.thesailorssnugharbor.org or by calling SSH at 1-888-257-5456.

Cargo thefts grows by 18% during 2nd quarter

The amount of reported cargo thefts in Europe, the Middle East and Africa (EMEA) jumped 18% during the second quarter of 2016 on a year-over-year basis, according to statistics published by Freight Watch International Supply Chain Intelligence Center (FWI SCIC).

The FWI SCIC’s EMEA Cargo Crime Intelligence Update for the second quarter revealed the top five countries in the region with the largest number of reported cargo thefts for the quarter were the United Kingdom with 129 reported incidents, followed by Germany (67), Italy (39), Sweden (20) and The Netherlands (17).

During the second quarter, the most commonly stolen product type was auto and parts with 61 reported incidents, followed by miscellaneous items with 58 reported incidents. Electronics, food and drinks, and building and industrial products all came in third with 28 reported incidents.

The most common form of theft was pilferage (theft from a truck/trailer) with 220 reported incidents. The majority of these thefts occurred at unsecured truck stops or motorway service stations via curtain-slashing or breaking in, mostly at night when drivers were asleep in their cabins.

Meanwhile, theft from facilities was the second most common form of theft, accounting for 55 of the reported incidents during the quarter, mainly from the United Kingdom, followed by Italy and Germany.

Hijacking was the third most common form of theft with 17 reported incidents. South Africa was the most common target for this form of theft, followed by Italy and Russia.



Bosun Saher Ali, AB Manuel Davis, AB Ronildo Dimatulac, AB Edgar Juluat, in Oakland aboard the Moku Pahu. The Moku Pahu is operated by SUP-contracted Patriot Contract Services. Photo by Roy Tufono.

NOAA outlines plans for future navigational charts

The National Oceanic and Atmospheric Administration (NOAA) has outlined the future of its navigation efforts in testimony before the U.S. Subcommittees on Coast Guard and Maritime Transportation and Water Resources and Environment.

NOAA is tasked with surveying and producing over 1,000 nautical charts covering 95,000 miles of shoreline and 3.4 million square nautical miles of waters. Rear Admiral Shephard Smith, Director, Office of Coast Survey, NOAA, outlined two major shifts are underway that are changing the paradigm of how NOAA produces and delivers nautical charts during his testimony on September 7.

First, NOAA’s Coast Survey has nearly completed the transition to a new charting system that uses one central database to produce all NOAA chart products. This system speeds new data and updates to all chart versions of the same charted areas and removes inconsistencies.

“We will complete this transition in time for the IMO’s 2018 requirement to carry electronic navigational charts as the primary chart on the bridge of large international commercial vessels,” said Smith.

Second, since NOAA privatized all chart printing and transitioned to full print-on-demand in 2014. “We can now support faster digital updates that are synchronized across all products rather than the delayed publications made necessary by the old paper chart system. Our charts can now reflect real world features that change monthly, such as updating an ocean inlet changed by winter storms in time for the summer boating season.”

Further, NOAA plans to identify areas needing more detailed chart coverage, and reorganize its electronic navigation charts (ENCs) to provide seamless electronic coverage for U.S. coasts and the Great Lakes.

“We will prioritize new data acquisition based on reported chart discrepancies, new traffic patterns, and coastal changeability,” said Smith. “New techniques using satellite imagery to estimate water depth and crowdsourced depth data from volunteer boats will allow us to more

efficiently target our survey resources to areas that will have the most impact. “Unlike existing paper and digital charts, we are prototyping new high-resolution charts for ports that provide the level of detail needed to optimize the management of risk/return in ship movements from the sea buoy to the berth. Working with commercial partners, these hi-res ENCs will support integration with real-time observations and rapid model forecasts to allow mariners to sail using dynamic depths representing the safe depth of water at the actual time of transit under the bottom of the vessel.”

The Port of Long Beach provides a tangible example of the potential benefits, says Smith. By using its new under keel clearance decision support system that is fueled by several kinds of NOAA data, the port will save an estimated \$10 million per year by eliminating the need to offload cargo from vessels offshore before they enter the port. It is a model for future collaborations in other seaports, says Smith, where NOAA can work with others to address challenging navigation safety margins by integrating high resolution data and products, and where feasible, leverage private investment.

“We are also working with industry partners and app developers for mobile devices to deliver data in a unified, intuitive fashion to the mariner. This will provide mariners with accurate, real-time information that is simultaneously collected, integrated, analyzed and delivered electronically to the user in a harmonized fashion to ensure their safety, the security of their vessel, and the protection of the marine environment.

This summer, NOAA plans to acquire 275 square nautical miles of Arctic hydrographic survey data in the Etolin Strait east of Nunivak Island and off the North Coast of Unalaska Island. In addition, the NOAA ship *Fairweather* will conduct a fisheries habitat survey in Bristol Bay to optimize data quality for habitat mapping; any usable hydrographic survey data that meets NOAA charting requirements will be applied to nautical charts.

U.S. Senate passes Water Resources Development Act

The U.S. Senate passed the Water Resources Development Act (WRDA) of 2016 by a vote of 95 to three on September 15. The bill now goes to the House.

The American Association of Port Authorities (AAPA) welcomed the progress, as the bill maintains many AAPA requests, including modernizing the cost-share formula for channel deepening projects, from 45 feet to 50 feet, which hasn’t been updated in 30 years, even though there have been seven generations of container ships deployed during this period (with ship sizes increasing from 3,000 to 18,000 twenty-foot equivalent units, or TEUs). Modernizing the channel deepening cost-share formula would make it similar to the maintenance cost-share formula.

The Senate bill also addresses an AAPA request to extend the authorization to provide funds to Harbor Maintenance Trust Fund donors and energy transfer ports, which Nagle cited as “an important equity issue.”

Additionally, it includes revisions to streamline and expedite existing projects, as well as authorize eight new navigation developments.

AAPA President and CEO Kurt Nagle said: “Americans needs this crucial legislation to pass in order to fortify our freight transportation infrastructure, create good-paying U.S. jobs, grow our economy and enhance our international competitiveness.”

Nagle noted that Congress passed the last water resources reauthorization bill in 2014 after a seven-year hiatus. Passing it again this year would put it back, as intended, on an every-two-year cycle, which hasn’t happened since 2000.

“More than a quarter of America’s economy is based on the value of goods that transit in and out of our ports. In order to keep our economic recovery progressing, we must ensure these goods can move efficiently, without avoidable and costly delays caused by inadequate or poorly maintained infrastructure,” he said.

Nagle says: “America’s public ports – which create jobs for more than 23 million U.S. residents and handle 99 percent of our nation’s overseas trade – together with their private-sector partners are investing about \$31 billion annually in marine terminal infrastructure. We look forward to the House soon passing its version of WRDA, with a final bill to result in the federal government upholding its end of this partnership by authorizing badly needed investments to waterside connections with seaports.”

Edward Wytkind, President of the Transportation Trades Department (TTD), a coalition of 32 member Unions, of which the SUP is a member, said: “For our nation’s seaports and the men and women who depend on them for good jobs, this legislation could not come at a better time. Megaships will soon become the norm in our maritime shipping sector leaving many U.S. ports at a competitive disadvantage due to chronic delays in much needed channel deepening projects. These delays are harming our economy, threatening port jobs and undermining America’s ability to accommodate export growth.

“Specifically, WRDA helps accelerate spending out of the Harbor Maintenance Trust Fund (HMTF) on port improvement and modernization projects which will make our shipping industry more competitive in an increasingly cutthroat global market. We believe this represents a step forward in our long-standing campaign to ensure that all Trust Fund money is spent on ports and harbors. For that reason, we hope that when the Senate and House get to a Conference, lawmakers will ensure that all HMTF money is delivered to ports as intended by Congress, and not left unspent or redirected to other congressional priorities.”

Port of Los Angeles reports busiest month since 2006; Long Beach down

Although the Port of Los Angeles experienced a very strong month for container throughput in August, the Port of Long Beach reported a year-over-year decline in box volumes for the month.

The Port of Los Angeles handled 798,932 TEUs of containerized cargo in August, its strongest month since October 2006 when it handled 800,063 TEUs, the port said.

For the first eight months of 2016, the port handled 5.62 million TEUs, a 4.3% increase from the first eight months of 2015.

“Strong numbers on both our import and export cargo during the industry’s peak season indicates confidence in our ability to meet supply chain expectations,” said Gene Seroka, the Executive Director of the port. “While our industry is currently facing many challenges, the Port of Los Angeles remains committed to handling the nation’s cargo with speed, efficiency and first-class service.”

In August, loaded imports totaled 411,366 TEUs and loaded exports reached 153,005 TEUs, year-over-year increases of 0.9% and 6.3%, respectively. Combined, total loaded volumes during the month grew 2.3% from August 2015, to 564,271 TEUs.

With a slight increase in empty containers of 0.2%, overall August volumes totaled 798,932 TEUs, an increase of 1.6% compared to August 2015.

Meanwhile, the Port of Long Beach reported its terminals moved 641,029 TEUs in August, an 8.9% decline from August 2015.

Although imports for the month fell 10.2% year-over-year to 321,625 TEUs, exports increased 14.8% year-over-year to 159,247 TEUs. Empties accounted for 160,157 TEUs, a 22.5% decline from August 2015.

“Currently, shipping lines are continuing to consolidate service routes to optimize vessel utilization during the holiday peak season and in anticipation of the new, planned ocean carrier alliances,” the Port of Long Beach said. “Other factors impacting port container volumes are domestic retail inventories that remain high even as strong consumer spending continues to power the nation’s economy.”

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

Matson vessels for Hawai'i trade continued from page 1

Company in 1914, she left Eureka, California on November 14, and became disabled off the coast of Mexico on January 11, 1915. She was being towed by the vessel *Panaman* but was let go due to heavy seas. As a derelict, she went aground near Fernandex Danderos, Straits of Magellan in 1917.

The second *Lurline* was built in 1907 at Newport News and christened by Captain William Matson's daughter, Lurline. She was the first vessel constructed by Matson at a cost of \$645,000. After being in the West Coast-Hawai'i trade, she was taken over the U.S. Shipping Board during World War I. She was returned to Matson and the Hawai'i trade in 1919, then was sold to the Alaska Packers in 1928. In World War II she was assigned to the Army Transport Service, then sold to Yugoslav Line in 1947, and renamed *Radnik*, then scrapped in 1953.

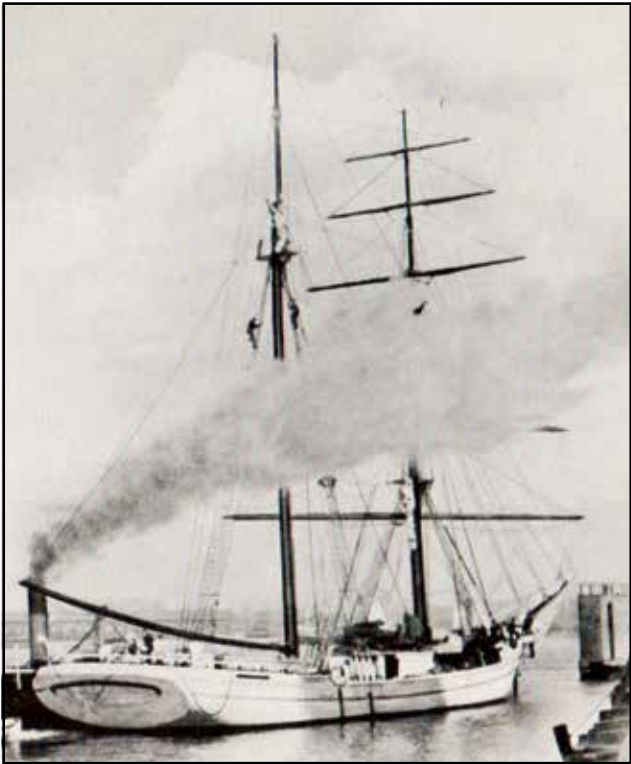
The third *Lurline* was built by Bethlehem Shipyard in Quincy, Massachusetts, in 1932 for \$8 million. This two-stacker carried 715 passengers and a crew of 359 and was on the San Francisco, Los Angeles and Honolulu run until chartered by the U.S. Marine Corps in World War II and used as a troop transport. She was returned to Matson in 1946 and after a retrofit resumed sailing to Hawai'i in 1948. This *Lurline* was sold to the Greeks in 1963 and renamed *Ellinis*.

The fourth *Lurline* was built for the Oceanic Steamship Company in Bethlehem's Massachusetts shipyard in 1931 for \$8 million and originally named *Monterey*. Chartered to the Marine Corps during World War II, she was returned to Oceanic in 1946. Reconversion to luxury liner status started at United Engineering Works in Alameda but due to financial problems, work stopped in mid 1947. The ship was sold to the Marine Corps in 1952 and became part of the Suisun Bay reserve fleet. Matson bought her in 1956 and after a retrofit was christened *Matsonia*. In 1963 she was renamed *Lurline*. She too was sold to the Greeks in 1970 and was renamed *Britanis*.

The first *Matsonia* was built at Newport News for \$1.5 million in 1913 and sailed between the West Coast and Hawai'i carrying cargo and 242 passengers. Her crew totaled 132. In 1917 she was taken over by the shipping board and used as a troop transport during World War I. The *Matsonia* was returned to the company in 1919, making her last voyage with passengers in 1932. After carrying cargo only, she was sold in 1937 to the Alaska Packers and renamed *Etolin*. She was finally scrapped in 1957.

The second *Matsonia* was originally the *Malolo*. Built in Philadelphia in 1926 for the American-Hawaiian Steamship Company she could carry 450 passengers with a crew of 403. The following year she was purchased by Matson for \$6 million. Her original hull paint was brown but in 1930 it was changed to white with a blue band from bow to stern just below the main deck line. Renamed *Matsonia* in 1937. In 1941 she was assigned to the Navy as a troop transport and returned to the company in 1946, but laid up in 1948. That year she was sold to the Greeks and was eventually scrapped in 1979.

The third *Matsonia*, as previously noted, was first the *Monterey*, then the *Matsonia* and then *Lurline* (#4).



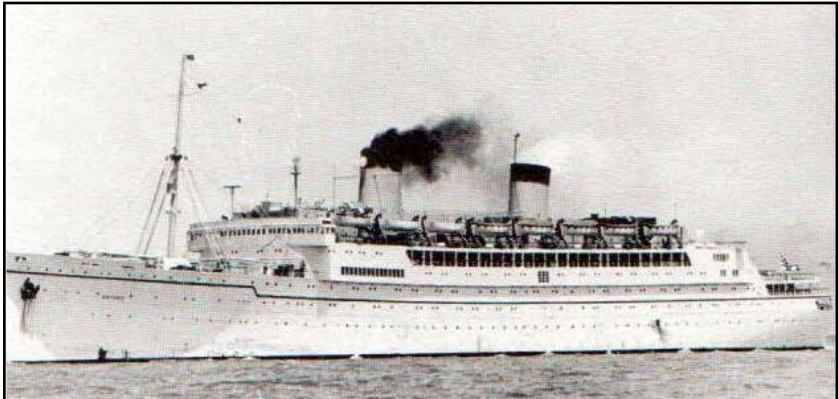
Lurline #1



Lurline #2



Lurline #3



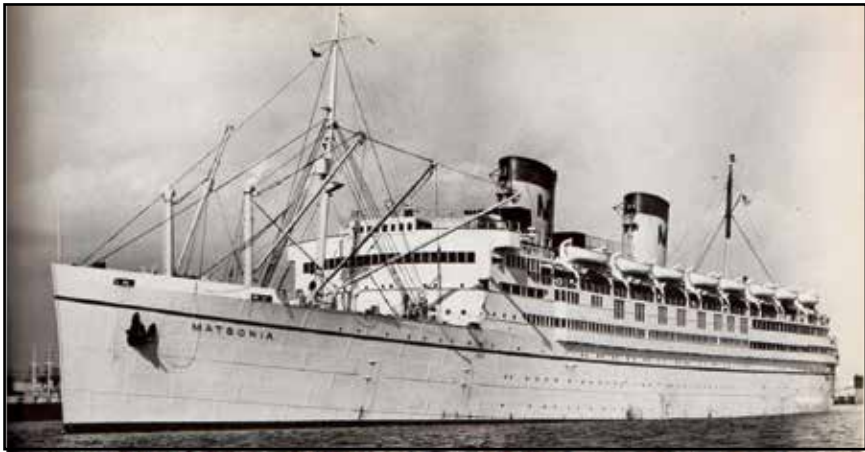
Lurline #4 (Ex-Matsonia #3)



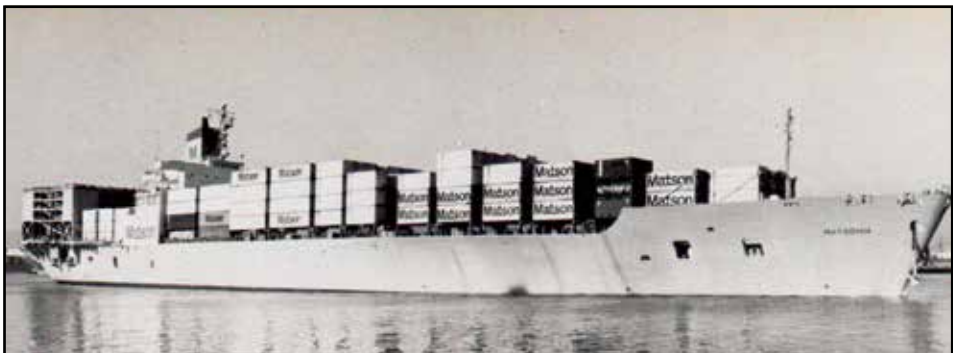
Lurline #5



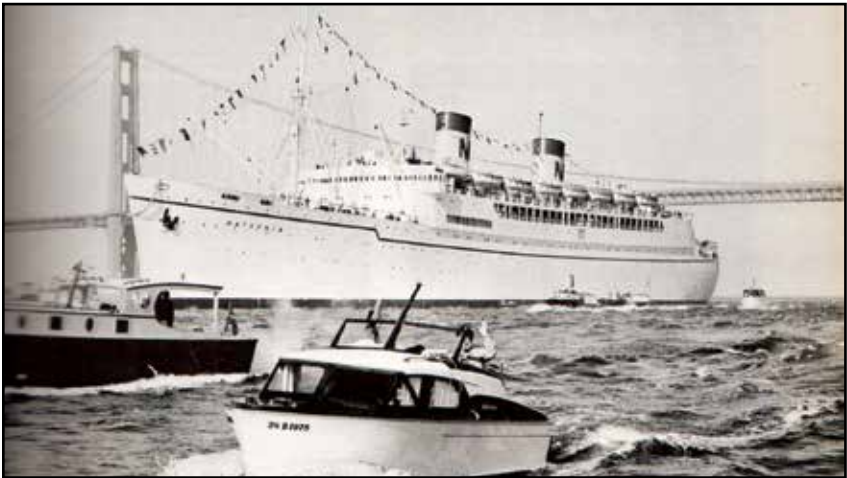
Matsonia #1 (Ex-Monterey)



Matsonia #2



Matsonia #4



Matsonia #3

ESU Office Assignments

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



SEPTEMBER 2016

Official Publication of the Exxon Seamen’s Union

Reminder: 2016 ESU Officers election

In the fall of this year several ESU Executive Board and Ship Representative positions are up for election. On December 31, 2016, the term of office for the Vice President/Treasurer, Deck, Engine, Steward’s Department Trustees, Ship Representative positions on the *S/R American Progress* and *Liberty Bay* come to an end. Therefore, in accordance with our Constitution and By-Laws a general election for these positions will be held from mid-October through mid-December, 2016.

To be eligible for an Executive Board position including Trustee, a candidate must be a member in good standing and have at least two years of continuous service with the company. He/She must be a qualified driver possessing a valid driver’s license and have been a member of the ESU for at least one year.

A “Candidate Intent Form” (CIF) for the particular office is due to the ESU office no later than October 1, 2016.

The ESU is a modern operation that is

equipped with the same office equipment found in any office environment today. Computer use and document control comprise a major part of the everyday work routine. It is important that the Vice President/ Treasurer be familiar with or be able to learn how to use computer accounting software and become familiar with Tax filing regulations with state and federal agencies. The volume of communication documents generated is significant and therefore at least a basic level of computer skill is needed to perform the necessary duties. Verbal and written communication skills are essential as well. Executive Board Officers use written communication through email and formal business letters almost every day. The ability to write is also necessary for the production of this *ESU News* which is written monthly by the Executive Board member in office.

Job descriptions for all officers are described in Article IV of the ESU Constitution and By-Laws.

Eight decades of seagoing experience to retire



Aboard the *S/R American Progress* from left to right: AB Ed Stoeckel, AB Jerzy Romaniuk and AB Kevin Conroy taking a break and reflecting upon the many good times over the years. This will be their last tour before heading home to a well-deserved retirement. It’s very rare to have three ESU members retire during the same tour. God speed fellows!

ExxonMobil Seminar last dates for 2016 (Late Career Pre-Retirement Planning Course)

If you are eligible, or soon to be eligible to retire from the Company, you should consider attending a pre-retirement planning seminar that is offered by ExxonMobil. Eligibility normally means within three years of the minimum age to retire for the unlicensed group (50) with a minimum 15 years of service at the time you elect to retire. The classes tend to fill up quickly; some may be filled up by the time we go to print. If you are interested in attending and know the session you wish to attend, you should then notify Helen Wright at 832-624-7759 for enrollment. Limited space is available per each class so plan ahead. Below is the last dates and locations for the remainder of 2016.

Date	Location
October 19-20	Baton Rouge, LA
October 26-27	Beaumont Civic Center, TX
December 7-8	Houston Campus, TX (Catalyst Building)

TWIC “OneVisit” now available everywhere

TWIC cards can now be mailed directly to your home, or other location, instead of returning to an enrollment center to pick up your card. This applies to new or renewed enrollment cards, Extended Expiration Date (EED) TWICs, or replacements for lost, stolen, or damaged cards. If you choose to receive your card by mail you will only be required to make one visit to an enrollment center to complete the enrollment process. When you receive your card it will be activated and ready to use. A mailer with the card’s preset Personal Identification Number (PIN) will be sent to you separately. You may also choose to pick up your card at an enrollment center. If you pick up your card at an enrollment center you can select your PIN. If you receive your card by mail

and want to change your preset PIN you can visit any enrollment center to have it set to your selected PIN at no cost.

Also enrollment centers now provide services for TWIC as well as TSA’s (TSA Pre) and Hazardous Material Endorsement (HME) programs. Instead of looking for a “TWIC Enrollment Center” sign look for a “Universal Enrollment Services” or “UES” sign. When you need to apply for or renew your TWIC be sure to check the website to find the nearest UES center <https://universalenroll.dhs.gov/locator>. All TWIC services are available at UES enrollment centers to walk-ins as well as those with appointments. Those with appointments receive priority service at their appointment time, but walk-ins are served in the order they arrive.

Contract Corner

Licensed doing unlicensed work

Over the past few months within the officer’s ranks we have seen many new faces in the SeaRiver Fleet as a result sometimes these young officers may feel like going the extra steps of doing some things like helping with lines or gangways–this should not be happening for two reasons: 1) is safety, the officers’ job is to be present during any operation to supervise, direct and be the extra safety set of eyes to keep the mariner out of harm’s way; and 2) also important, is protecting our jobs and traditional areas of work done by the mariners. Without the full knowledge of our Collective Bargaining Agreement, there is a possibility that someone new may not realize the full scope of what unlicensed work means. Should a situation arise where there is any confusion please refer to Article XII, Section 19 of the CBA as outlined below:

“In the event that a licensed officer or cadet chips, scales, or scrapes for the purpose of preparing surfaces for painting, paints, polishes bright work, handles lines, mucks tanks, shifts tank washing machines or hoses, cleans grease extractors, cleans boiler burners, cleans automatic fuel oil strainers, performs cleanup work in the Engine Department or performs other maintenance-type duties customarily required only of unlicensed personnel including handling lines, wires, or pilot ladders, and there are available other unassigned qualified unlicensed personnel willing to do such work, such unassigned unlicensed personnel will be paid at the applicable overtime rates for such work as would have been performed by such licensed personnel. Provided, however, no overtime shall be paid for such work performed by licensed personnel or cadet which:

- A. Involves supervision, instruction, direction, training of unlicensed personnel, or
- B. Is necessary to handle or prevent emergencies.”

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

Ship reports

S/R American Progress

ESU Board officer Leo DeCastro visited the vessel at ExxonMobil Beaumont Refinery, TX, on September 12. The vessel was loading gasoline and diesel cargoes for discharge at Port Everglades and Tampa, FL. Ed Stoeckel was relieved by regular Ship Representative Mike Harrison and reports everything is going well. The next load port is slated for ExxonMobil Baton Rouge, LA, towards the end of the month.

Eagle Bay

Board officer Leo DeCastro visited the vessel at anchor in Long Beach, CA, on September 2. The ship was waiting for berth availability to discharge at Tesoro 121. PM Jim Byrd is filling in as temporary Ship Representative and reports all is well. Next trip is also back to Long Beach, CA.

Liberty Bay

While alongside Tesoro 121 in Long Beach, CA, Leo DeCastro visited the ship on September 1. Regular Ship Rep. Joe Buffington aboard and reports all is going well but a few questions about junior officers are jumping in during mooring operations and handling lines. This was addressed ship board and resolved. The vessel was discharging a partial cargo then departed for San Francisco to discharge the remainder. Also, much needed Deck department reliefs reported aboard while in port.

EXXON SEAMEN’S UNION

Founded March 28, 1941

Affiliated with the Sailors’ Union of the Pacific

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Vice President/Treasurer Leo DeCastro
Board Member at Large Don Picou
Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris
Engine Trustee William Ackley
Steward Trustee Joel Mitchell

Researchers to visit ‘Battle of the Atlantic’ wreckage off North Carolina

Researchers from the U.S. National Oceanic and Atmospheric Administration (NOAA) and its partners are set to visit what remains of two ships –a German U-boat and a Nicaraguan freighter– which sank off Cape Hatteras during World War II’s “Battle of the Atlantic,” which pitted the U-boats of the German navy against combined Canadian, British, and American forces defending Allied merchant ships.

By July 1942, the United States had been in World War II for less than a year, but the fight was coming to the nation’s shores. On July 15, 1942, off Cape Hatteras, North Carolina, the German U-boat *U-576* sank the Nicaraguan-flagged freighter *SS Bluefields*. But it came at a steep price – the merchant ship convoy and its U.S. military escorts fought back, sinking the U-boat within minutes as U.S. Navy air cover bombed the sub while the merchant ship *Unicoi* attacked it with its deck gun.

NOAA discovered the two sunken vessels in 2014, 35 miles offshore and approximately 700 feet underwater just 240 yards apart. Archaeologists aboard NOAA research vessel *SRVX Sand Tiger* located the ships during an autonomous underwater vehicle survey, using a sophisticated high resolution sonar. Last year, both ships were placed on the National Register of Historic Places.

Using manned submersibles, the researchers will collect data to visualize and virtually recreate an underwater battlefield that has remained undisturbed for 74 years. Project Baseline, a global conservation non-profit, is supplying the GlobalSubDive assets including the research vessel *Baseline Explorer*, and two manned submersibles.

Underwater robots and advanced remote sensing technology, provided by 2G Robotics and SRI International, will generate bathymetric data and detailed acoustical models of the wrecks and surrounding seafloor. University of North Carolina’s Coastal Studies Institute will provide three-dimensional modeling of the wrecks.

“This discovery is the only known location in U.S. waters that contains archaeologically preserved remains of a convoy battle where both sides are so close together,” said Joe Hoyt, Monitor National Marine Sanctuary archaeologist and chief scientist for the expedition. “By studying this site for the first time, we hope to learn more about the battle, as well as the natural habitats surrounding the shipwrecks.”

The expedition, which runs through September 6, builds on previous work by NOAA and its partners to document nationally significant shipwrecks in the “Graveyard of the Atlantic” off North Carolina’s Outer Banks. During the expedition, NOAA will also visit several other World War I, World War II and Civil War vessels including the *USS Monitor*.

NOAA is currently considering an expansion of Monitor National Marine Sanctuary’s boundaries to increase the protections to the *Bluefields*, *U-576* and other historic shipwrecks. Although the crew of *Bluefields* evacuated and did not suffer any casualties, the site is a war grave for the crew of *U-576*.

“The significance of these sites cannot be overstated,” said David Alberg, superintendent of Monitor National Marine Sanctuary. “This area off North Carolina is the best representation of a World War II battlefield off the East Coast. Now, working with our partners, we have an opportunity to study it, characterize it, and, like other historic battlefields in this country, hopefully protect it.”

Additional funding to support the mission was provided through a grant from NOAA’s Office of Ocean Exploration and Research and the Bureau of Ocean Energy Management.

European maritime Union calls for radical review of lifeboat systems

Nautilus International, a Union of British, Dutch and Swiss licensed mariners, has called for a “radical” rethinking of lifeboat systems and drills following the latest fatal accident involving the inadvertent drop of a boat into the water.

On September 13, one sailor was killed and four others injured on the cruise ship *Harmony of the Seas* in Marseilles harbor. The men were participating in a boat drill when their lifeboat fell 30 feet into the water below. The cause of the accident is under investigation.

“The dangers associated with lifeboat drills are well known, and there is now extensive evidence to show the scale of fatalities arising from accidents. In the light of this, Nautilus has consistently advised members not to be in lifeboats when they are being raised or lowered, unless strops are in place,” said Nautilus General Secretary Mark Dickinson. “This is an issue that we have raised directly with companies and at the International Maritime Organization, and we believe there is a need for much more concerted action to address issues and design shortcomings,” he said. “It is appalling that the industry seems incapable of solving this problem [and] it is high time that we had some radical thinking about the whole concept of lifeboats and to examine the potential of alternative evacuation systems.”

In a reflection of the tragic continuation of lifeboat drill casualties, Dickinson’s words of condolence for those affected echoed those that Nautilus issued in the wake of another accident, years ago – the death of five seafarers on the cruise ship *Thompson Majesty* in 2013. In that incident, a fall wire reportedly failed, sending the lifeboat falling 50 feet down into the sea below.

In Marseilles, prosecutor Xavier Tarabeux said that investigators are focusing on human error as the probable cause of the *Harmony of the Seas* accident and have not detected any signs of hardware failure. Royal Caribbean told French media that two of the four injured men have been released from the hospital. Two others were said to have been critically injured in the fall.

The newly built *Harmony of the Seas* is the world’s largest cruise ship at more than 200,000 gross tons and capacity for 5,500 passengers. Her size (and the size of her sister ships) necessitated the development of record-setting 44-ton lifeboats, each capable of accommodating 370 passengers.

Welfare Notes

September 2016

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.

Maintenance Prescriptions

If you are planning on shipping be sure to have the necessary prescriptions for your voyage. Plan Mail orders can be helpful to you and are less expensive. This can be true even when you are not shipping. Have a list of your prescriptions available in case of emergencies.

Medical plans issue ID cards for all members and dependents enrolled in their plans. Dental Plans normally issue only one ID card for the family. You can photocopy your dental ID for your family and in some cases go on line to print an ID card.

Eligibility

If you are not planning on shipping for an extended period of time check with the SUP Welfare Plan about your eligibility and when you will need to ship again to avoid a lapse in eligibility and coverage. Check with the Plan office whenever you finish a voyage to find out where your eligibility stands.

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Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net Michael Jacyna Eligibility mjacyna67@sbcglobal.net Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net

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

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

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

Name and Membership Number	Seatime	Rating	Seniority
Cliff Alexis 19464	1 Year	A.B.	B
Brian Eaton 19465	1 Year	O.S.	B
Javier Rosales 19466	1 Year	O.S.	B
Blake Dunn 19467	1 Year	O.S.	B
Dario Pratt C-2623	30 Days	O.S.	C
Robert Lundy C-2624	30 Days	O.S.	C
Michael Shimojo C-2625	30 Days	O.S.	C
Stoy Robinson C-2626	30 Days	A.B.	C
Eric Sheldon C-2627	30 Days	A.B.	C
Venerando Ramos C-2628	30 Days	A.B.	C
Ian Donahue C-2629	30 Days	O.S.	C
Abdulaziz Ghaleb C-2630	30 Days	O.S.	C
Manuel Davis C-2631	30 Days	A.B.	C
Leah Ibale C-2632	30 Days	O.S.	C
Bosun Stamp - None			

Membership and Ratings Committee: Apelinario Aguirre #3814, Knut Rasmussen #3175, and Paul Davis #19376.

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

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APL MSP Wage and Overtime Rates

Maritime Security Program Vessels

APL Agate, APL Belgium, APL China, APL Coral, APL Guam, APL Korea, APL Philippines, APL Singapore, APL Thailand

Effective October 1, 2016

	Wages		Supp. Benefit Base		Supp. Benefit	Money Purchase Pension Plan
	Monthly	Daily	Monthly	Daily	Monthly	Daily
Bosun	\$5,592.42	\$186.41	\$5,763.30	\$108.87	\$3,266.06	\$25.00
A.B.	\$3,944.09	\$131.47	\$4,309.40	\$81.37	\$2,440.98	\$25.00
AB Watchstander/						
Daystander	\$3,944.09	\$131.47	\$4,309.40	\$81.36	\$2,440.98	\$25.00
O.S.	\$3,025.20	\$100.84	\$3,380.75	\$63.86	\$1,915.87	\$18.51

OVERTIME RATES

The hourly overtime rate for all ratings except the Ordinary Seaman.....	\$32.19	Money Purchase Pension Plan
Ordinary Seamen	\$24.16	Daily

CARGO RATES

The hourly cargo rate for all ratings:	
Straight Time Hours	\$24.16
Overtime Hours	\$39.77

SHORTHANDED (Section 7 SUP Work Rules)

Bosun.....	\$54.95
A.B.	\$41.41
STOS	\$31.06

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$30.73	\$25.00
Overtime Hours	\$50.53	
A.B.		
Straight Time Hours	\$29.45	\$25.00
Overtime Hours	\$48.53	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$27.21	\$25.00
Overtime Hours	\$45.27	
A.B.		
Straight Time Hours	\$25.68	\$25.00
Overtime Hours	\$43.28	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun		
Straight Time Hours	\$36.64	
Overtime Hours	\$54.97	
A.B. and STOS		
Straight Time Hours	\$27.59	
Overtime Hours	\$41.40	

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings	\$19.66
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Maintenance Agreement Rates

Rating		Money Purchase Pension Plan
Rigging-Splicer and Sail Maker		
Straight Time	\$36.03	\$25.00
Overtime.....	\$59.77	
Rigging-Wire Splicer’s Helper		
Straight Time	\$33.11	\$25.00
Overtime.....	\$55.51	
Rigging-General Maintenance Work		
Straight Time	\$31.67	\$25.00
Overtime.....	\$53.27	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time	\$34.45	\$25.00
Overtime.....	\$57.43	
Storekeeper-General Maintenance		
Straight Time	\$33.43	\$25.00
Overtime.....	\$55.77	
Bosun		
Straight Time	\$38.56	\$25.00
Overtime.....	\$63.21	
Bosun’s Mate or Leaderman		
Straight Time	\$36.04	\$25.00
Overtime.....	\$59.77	
Carpenter		
Straight Time	\$35.26	\$25.00
Overtime.....	\$58.78	
Spraying, Sandblasting enclosed spaces additional per hour.....	\$1.65	
EXTRA MAINTENANCE AGREEMENT RATES		
Bosun		
Straight Time	\$38.50	\$25.00
Overtime.....	\$63.21	
A.B. (Rigging-General Maintenance Work)		
Straight Time	\$31.62	\$25.00
Overtime.....	\$53.27	

Patriot Contract Services Watson-Class LMSRs

Effective October 1, 2016

Full Operating Status (FOS)

	Wages			Supp. Benefit Base	Supp. Benefit	Supp. Benefit	Money Purchase Pension Plan
	(56 hr. week)		OT				
Rating	Monthly	Daily	Hourly	Monthly	Monthly	Daily	Plan
Bosun	\$7,630.91	\$254.37	\$32.14	\$5,401.94	\$2,700.97	\$90.03	\$27.82
AB	\$6,036.05	\$201.20	\$24.76	\$4,179.03	\$2,089.51	\$69.66	\$20.60
OS	\$4,308.24	\$143.61	\$19.65	\$2,945.30	\$1,472.65	\$49.09	\$27.82

*Supplemental Benefits: Fifteen (15) days for each Thirty (30) worked or pro rata thereof.

Reduced Operating Status (ROS)

Rating	Weekly Wage	Daily Wage	OvertimeRate
Bosun	\$1,447.43	\$206.77	\$32.14
AB	\$1,134.91	\$162.13	\$24.76
OS	\$869.06	\$124.15	\$19.65

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

MT PAX - effective October 1, 2016

Full Operating Status (FOS)

	Monthly Base Wage	Daily Base Wage	Hourly Overtime Rate	Monthly Benefit Base	Monthly Supple. Benefit	Daily Supple. Benefit	Daily Money Purchase Plan
AB							
Watchstander	3,655.15	121.84	17.76	3,655.15	1,705.73	56.86	29.50

Reduced Operating Status (ROS)

	Weekly Base Wage	Daily Base Wage	Hourly Overtime Rate
AB			
Watchstander	1,134.03	162.01	17.76

USNS Waters - effective October 1, 2016

	Base Wages		Supp. Benefit	Hourly OT	Money Purchase Pension Plan
Rating	Monthly	Daily	Daily	Rate	Daily
Bosun	\$4,754.20	\$158.49	\$40.13	\$29.65	\$11.95
A.B.	\$3,623.08	\$120.77	\$30.59	\$22.86	\$11.95
O.S.	\$2,772.73	\$92.42	\$22.93	\$17.75	\$11.95

ATTEND YOUR MONTHLY SUP UNION MEETINGS!

SUP Officers’ Wages

In accordance with Article XV, Section 3, of the SUP Constitution: “Every time the new wage scale is printed in the *West Coast Sailors* showing the sea-going [dry cargo-offshore] members and standby gang wage scale, the benefits and wage scale of the Union officials shall be printed right along with, and in the same issue, of the *West Coast Sailors*.”

Weekly Wages for SUP officers effective October 1, 2016:

President/Secretary-Treasurer	\$1,744.32
Vice President/Assistant Secretary-Treasurer	\$1,520.36
Branch Agent.....	\$1,520.36
Business Agent.....	\$1,493.12

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, participation in the SIU-Pacific District Pension Plan and a \$100 per week auto allowance. SUP officials can contribute to the SUP 401(k) Plan. No contributions are made for SUP officials to the SUP Money Purchase Pension Plan.



SUP President's Report

September 12, 2016

MATSON NAVIGATION COMPANY

New Ships

As reported last month, Matson in its August 2 conference call with industry analysts, indicated that it was likely to build two roll-on, roll-off container ships in addition to the two Aloha-Class container ships currently being constructed in Philadelphia, which are expected to be delivered by the end of 2018 or early 2019.

On August 25, Matson made it official by announcing that it had signed an agreement with San Diego's General Dynamics NASSCO to build two roll-on, roll-off container ships to be delivered by the end of 2019 and mid-year 2020.

These 3,500 TEU Kanaloa-Class vessels will be named *Lurline* and *Matsonia*.

When the Aloha-Class and the Kanaloa-Class vessels go into service, Matson will retire and scrap the seven steamships it owns – *Kauai*, *Lihue*, *Lurline*, *Matsonia*, *Maui*, *Matson Navigator* and *Matson Producer*. The diesel-powered ships currently in operation – *Mahimahi*, *Manoa* and *Mokihana* will then go into reserve status.

Inclusion of the Kanaloa-Class ships in the collective bargaining agreement will be a top priority when the SUP, MFOW and SIU-Marine Cooks begin negotiations next summer, as will the status of Matson's Alaska fleet which includes the *Matson Producer*. The current Agreement expires on June 30, 2017. More information on the Kanaloa-Class vessels will be published in this month's *West Coast Sailors*.

Arbitration

Last month reported that the post-hearing briefs from the Unions (SUP and MFOW) and the company in the *Matson Navigator* arbitration were scheduled to be submitted to Arbitrator Frank Silver on August 18. However, a few days before the deadline, Matson's attorney, Martin "The Butcher" Oppenheimer, made a lame plea to extend the deadline until August 23. Although MFOW President Anthony Poplawski and your secretary were opposed to the request, Union legal counsel Eleanor Morton of the Leonard Carder law firm advised to grant the extension.

After the Union and company briefs were submitted to the Arbitrator, Matson attempted to get two bites of the apple by sending the Arbitrator a letter dated September 8, filled with bogus "facts" aimed at contradicting the testimony given by the Unions at the June 9 arbitration and the legal brief submitted by the Union. This unethical violation of due process was responded to the following day, September 9, by Ms. Morton. In her letter, Ms. Morton advised Arbitrator Silver to reject Matson's improper submission and "to the extent the Arbitrator considers Matson's letter at all, it should be construed against Matson to show that the properly-submitted record proves that Matson violated its contracts with the MFOW and SUP."

It is assumed that the Arbitrator will make his decision this month, until that time the *Matson Navigator* continues to operate between Long Beach and Honolulu without the SUP and MFOW.

APL MARINE SERVICES

Wage Increase

In accordance with the 2015-2018 collective bargaining agreement between the SUP, MFOW, SIU-Marine Cooks, and APL Marine Services, Ltd., a 2.5% increase in wages and wage-related items (overtime, Supplemental Benefits, etc.) becomes effective October 1. The agreement and the wage increase covers the nine company vessels enrolled in the Maritime Security Program (MSP): *APL Agate*, *APL China*, *APL Coral*, *APL Guam*, *APL Korea*, *APL Pearl*, *APL Philippines*, *APL Singapore* and *APL Thailand*. Those employed under the SUP/APL Maintenance Agreements shall also receive a 2.5% increase.

Recommend that the wage increase be applied to wages and wage-related items. New wage rates, etc., will be published in the September *West Coast Sailors*.

Also effective October 1, all APL contributions to the SUP Welfare Plan shall be increased by the percentage increase of the Medical Care Services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers) during the previous 12-month period for which such index has been calculated by the Bureau of Labor Statistics.

Marine Terminals

The *Wall Street Journal* reported on September 6, that CMA-CGM – which has completed its purchase of Neptune Orient Lines/American President Lines – plans to put up for sale the Global Gateway South Terminal in Los Angeles and a terminal in Dutch Harbor, Alaska, in order to reduce CMA-CGM's adjusted net debt of \$8.2 billion. The *Journal's* source indicated that the sale process could begin by late September or early October.

APL informed MFOW President Anthony Poplawski that the company plans to continue to operate out of Global Gateway South when and if the terminal is sold.

PATRIOT CONTRACT SERVICES

In accordance with the various Agreements with Patriot Contract Services, covering government vessels, Total Labor Cost increases in wages, overtime, Supplemental Benefits and contributions to the SUP Welfare Plan shall be effective October 1, for the following vessels:

- Watson-Class LMSRs – *USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins*, *USNS Watson*: 2% increase.
- *USNS Waters*: 2% increase
- *MT SNLC PAX*: 3% increase

New wage scales will be published in this month's *West Coast Sailors*.

EXERCISE BREAKOUT 2016

As reported last month, the SUP and all other seagoing Unions were notified that a simulated "breakout" exercise of all Maritime Administration Ready Reserve Force and Military Sealift Command vessels in Reduced Operating Status (ROS) to test the manpower readiness of the U.S. Merchant Marine.

The balloon went up on August 15, and the SUP met the challenge in short order. Organized and coordinated by Vice President Dave Connolly, Seattle Branch Agent Vince O'Halloran, Wilmington Branch Agent Bob Burns, Honolulu Branch Agent Mike Dirksen, San Francisco Business Agent Roy Tufono and Headquarters Dispatcher Martha Vizcarra were able to fill all 76 billets in the three RRF vessels operated by Matson: *Cape Henry*, *Cape Horn* and *Cape Hudson*; the seven RRF vessels operated by Patriot: *Admiral Callaghan*, *Cape Orlando*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*. In addition full crews were "dispatched" to the four surge sealift LMSR vessels operated by Patriot for MSC: *USNS Gilliland*, *USNS Gordon*, *USNS Shughart*, *USNS Yano* as well as the *USNS Watson*.

A tip of the Stetson to the members who volunteered for the exercise and the Union officers and staff who made it happen successfully.

MILITARY SEALIFT COMMAND

At the invitation of General Darren McDew (USAF), Commander of the United States Transportation Command (USTRANSCOM), and Admiral Phillip Davidson, United States Navy Commander of the U.S. Fleet Forces Command, attended a change of command ceremony for the Military Sealift Command on August 25, aboard the *USNS Lewis Puller* at Norfolk, Virginia.

At the ceremony incumbent MSC Commander Rear Admiral Thomas Shannon was relieved by Rear Admiral Dee Mewbourne. Admiral Mewbourne is a naval aviator, but with extensive experience as Executive Officer aboard the *USS Carl Vinson*, *USS Abraham Lincoln*, and *USS George Washington*. Prior to being promoted

to MSC Commander, Admiral Mewbourne was Director of Maritime Operations for the U.S. Fleet Forces Command.

In his farewell address, Admiral Shannon strongly and forcefully emphasized the importance of the U.S. Merchant Marine and the statutes that keep it afloat in the domestic and international trades: the Jones Act and the Maritime Security Program.

SUP-contracted Patriot Contract Services operates and maintains 13 vessels for the Military Sealift Command.

WILMINGTON BRANCH

At the August 15, Wilmington Branch Union meeting, a motion was made, seconded and passed unanimously that in the event Wilmington Branch Agent Bob Burns resigned the job, to recommend Brother Leighton "Leon" Gandy replace him.

On August 22, received a letter from Agent Burns stating that he was in fact going to resign effective September 12.

Therefore, in accordance with Article XIII, Section 3 of the SUP Constitution, recommend that Leighton Gandy be elected Wilmington Branch Agent to fill out the remainder of the 2016-2019 term of office.

Brother Gandy, Book No. 3021, has been a member of the Union since 1988, is well respected by his shipmates and has assisted both Agent Burns and former Agent Mark Hurley.

SUP OFFICERS' WAGES

Article XV, Section 1(a) of the SUP Constitution states: "The salaries and supplemental pay [of Union officers] shall be adjusted automatically on the same percentage basis whenever the membership has a percentage adjustment in wage and vacation pay for the offshore agreements."

On July 1, members working aboard Matson Navigation Company vessels and those employed under the SUP/Matson Maintenance and Extra Maintenance Agreements received a 2.5% increase in wages and wage-related items. And as reported earlier, effective October 1, members employed aboard APL Marine Services' nine vessels enrolled in the Maritime Security Program (MSP) and working under the SUP/APL Maintenance Agreements will receive a 2.5% increase in wages and wage-related items.

Therefore, recommend, consistent with the Constitution, that officers of the Union receive a 2.5% increase in wages and vacation pay effective October 1.

COLUMBUS DAY

All SUP halls will be closed for Columbus Day, Monday, October 10, a holiday under all SUP agreements. Due to the holiday, the Headquarters membership meeting will be held on Tuesday, October 11.

ACTION TAKEN

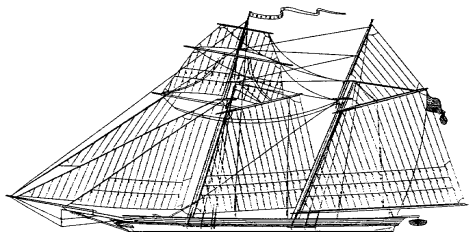
M/S to allocate a 2.5% wage increase to APL wages and wage-related items. Carried unanimously.

M/S to elect Leighton "Leon" Gandy to Wilmington Branch Agent. Carried unanimously.

M/S to increase the officers' wages by 2.5%. Carried unanimously.

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

Gunnar Lundeberg



With freight rates down, more mariners abandoned

Unpaid, underfed, and thousands of miles from home on a rusting tanker, Captain Munir Hasan says he is a victim of a shipowner who has slashed costs in the face of an eight-year shipping downturn.

Marooned on the medium-sized tanker *Amba Bhakti* that is moored close to Shanghai and is in urgent need of repair, Hasan claims he and his crew of four from India and Bangladesh have not received their wages from the owner, Varun Shipping, since February and are now owed tens of thousands of dollars.

Hasan said the crew has had to rely on handouts of basic food, such as rice and noodles, from V.Ships, a company that had operated the ship prior to July. “In the last 29 years of my sea career, I have never faced such a situation,” said Hasan, a 50-year-old sea captain from Bangladesh.

Varun has not responded to repeated queries from *Reuters* via email, and it declined to comment when reached by phone. When a *Reuters* reporter went to its offices in Mumbai, India, on August 18, company officials declined to comment on the matter, saying that management was busy.

Scott Moffitt, a V.Ships representative based in Singapore, told *Reuters* via email on August 4, that it terminated three ship management contracts with Varun, including the one for the *Amba Bhakti*, “due to unpaid fees, including crew wages.” Moffitt said that V.Ships “became increasingly worried about their (the crew’s) plight” and that “legal arrangements are under way to secure the back wages.”

The crew’s predicament underscores the desperate time faced by an increasing number of seafarers working on so-called “sweatships” around the world, as the shipping industry faces its worst downturn in 30 years. Slack demand at a time when the size of the fleet of ships was increasing, drove dry cargo charter rates for products like coal and iron ore to historic lows earlier this year. It has led to the collapse of several shipping firms and has left many others fighting for survival.

The result is that crews and their support groups, such as the International Transport Workers’ Federation (ITF), are finding it difficult to force ship owners, many of whom cannot be easily located, to meet basic obligations. While “minimum working and living standards for all seafarers” were set in 2013 by the International Labor Organization, enforcing them isn’t easy.

Overall, shipping costs in the industry have come down by 20-30% from their peaks almost two years ago, shipping sources say. This has been achieved through savings in many areas, including fuel costs, reducing length of port stays, and cuts in provisions, crew travel costs and spending on equipment. But the overcapacity in the industry is so great that it isn’t enough. Charter rates for tankers or container ships often don’t cover operating expenses, and both shippers and the analysts who follow them largely agree there won’t be any real improvement until 2018-2020.

For example, the average payment for a capesize bulk carrier capable of carrying 170,000 tons of iron ore or coal has been \$5,393 per day so far this year, according to data from shipping services firm Clarkson. And yet, accountancy firm Moore Stephens pegs daily operating costs for a similar capesize ship at around \$7,300 per day.

Not all shippers have cut crew provisions drastically, though a number say

they have been reducing costs.

Duncan Telfer, commercial director at Swire Pacific Ltd’s Swire Pacific Offshore, which owns around 85 offshore support vessels, said his company was trying to trim costs where reasonable, without compromising crew safety.

“There are many ways of cutting costs. Bottled water is an example. Is it really necessary to have bottled water if you have potable water available on-board?” he asked.

The number of ships being seized and held by the authorities because they are unsafe is rising. For example, there were 202 ships detained last year by the U.S. Coast Guard for environmental or safety deficiencies, up from 143 in 2014, the USCG said in its 2015 annual report.

Rear Admiral Paul Thomas, assistant commandant for Prevention Policy at USCG, told *Reuters* that because of the low shipping rates and overcapacity, “vessel maintenance can take a back seat in order to minimize operating costs.”

Shipping executives contacted in Singapore and Hong Kong also said some shippers were cutting back on food and drink costs. They said crews had faced a shift from steak to cans of spam meat, and from fresh to canned fruit, among other cost reductions.

Jason Lam, inspector for the ITF in Hong Kong, says in the first seven months of the year he dealt with 115 ship safety cases, a faster pace than the 161 cases recorded in all of 2015 and 126 in the whole of 2014, usually involving unpaid crew wages or poor working conditions. He said it was clear that some shipping companies are “refusing to supply their ships” because of the weak shipping markets.

In one case, the *New Imperial Star* – a large passenger ship that was used for gambling cruises in the South China Sea – failed Hong Kong safety inspections and has been detained in port since November, according to Hong Kong Marine Department records.

The ship was sold to a buyer in an auction by the Hong Kong authorities on Tuesday and the proceeds will be partly used to pay outstanding wages. The identity of the new owner couldn’t immediately be ascertained. The telephone number of the ship’s previous owner, Hong Kong registered Skywill Management Limited, was not operable this week, and the company has differing addresses listed in Hong Kong company directories.

Back at the *Amba Bhakti*, the crew have turned to outside groups for help.

Reuters has viewed an email that Captain Hasan sent on August 2, to the Mission To Seafarers, an international crew support group, and the ITF, in which he said that they had been “held up on board ... without wages for six months,” adding: “We are requesting your immediate help to save our families.” In response, the ITF has been pressing the owners and organizing support for the crew.

The sailors have been employed on various contracts lasting from two to nine months to meet international rules governing minimum crew levels even though the ship has been languishing near Shanghai for three years. The main and auxiliary engines that would power generators and deck equipment need to be repaired.

Two crew members had already given up and gone home, including the ship’s chief engineer, Mohammed Abdul Mazid, according to Hasan. Hasan said Mazid left the ship in tears to return to Bangladesh in July despite being owed \$73,000 in back pay.

Vice President’s Report

September 2016

In addition to the routine work of the Front Office, I helped organize the “tabletop” breakout exercise (See President’s Report on page 10), facilitated some real dispatches, and checked the following ships:

APL Singapore: Scott Hudson, delegate. Clarification on penalty meals in Section 41(f) of the SUP Work Rules. APL has delivered to the Union new materials on safe crane operation. Anyone interested can contact AFSS instructor Dave Larsen for explanation and distribution.

APL Coral: Spencer Thompson, delegate. Clarification on time back (payable at voyage terminus). Port prep is all hands work. Pursuing red-lined OT with management. On the China/Singapore/Karachi shuttle run with all ports in between. Still no direct deposit feature a year after the Company agreed to it in bargaining in 2015.

APL Agate: Cezar Paeste, delegate. Faulty limit switches on stores crane caused damage to boom: operators are advised to “watch the top” in addition to everything else.

APL Philippines: Kris Skorodynski relieved Jenn Corner, delegate. Cooking food in staterooms is not just bad seamanship that puts the entire ship at risk, it runs counter to the historic and successful efforts of the Union to force shipowners to properly provision their ships and to serve food in sanitary conditions. Clarification on 2 hour minimum call-out and how it works with Section 11(o) with the watch on deck’s 1 hour minimum for tying up and letting go.

APL Korea: Dale Gibson, bosun. Removing lifeboat provisions for mate inspection and stowing of same is sailors work. In good shape with steady maintenance work.

APL Belgium: Christopher Go, delegate. Clarification on retained sailors as per Section 36(e).

USNS Gordon: Dale Lindquist relieved Jeff Titco as delegate. Activation delayed to return to Baltimore from Alabama yard period.

USNS Gilliland: Jack Forde relieved Jeff Martinez as bosun. Other reliefs underway.

USNS Yano: Geriod DeCleir, bosun. Bosun agreed to stay on until relief clears medical.

USNS Red Cloud: Gerry Gianan relieved Asad Al-Rasullullah as bosun. Back in Korean port.

USNS Shughart: Ralph Ruder, delegate. Hurricane sortie required full crew within 48 hours where Union notice was about 30 hours. All SUP agents combined to successfully crew this ship within the narrow window. See President’s Report

USNS Yano: Ken Barnhouse, delegate. Also activated with a full crew for hurricane sortie.

USNS Charlton: Sean Bane, delegate. Manned lowering of side launch lifeboats to test release gear is not a maritime safety best practice. Advised crew that although all other SUP employers board at the water from a launch, and although SOLAS was amended to discourage this and the USCG adopted those amendments in NVIC 04-07, it is technically non-binding guidance and so if ordered we’ll do the lowering phase on board. Advised management to review.

USNS Waters: John Penning, delegate. Running smooth in Florida. Reliefs underway.

California Voyager: Thor Erikson, bosun. Clarification on representation and the role of the delegate. Call from Tampa headed to Pascagoula.

Kauai: Izzy Idris, delegate. Clarification on penalty meals.

Dave Connolly

South Korea installs anti-fishing reefs

South Korea is emplacing a series of artificial reefs along its northwestern maritime boundary which are designed to foul the nets of trespassing Chinese fishing boats.

Photos show the emplacements are large rectangular steel structures with a conical tower on top. The South Korean government suggests that they weigh as much as 30 tons each.

The project has been planned since March, when the Ministry of Oceans and Fisheries announced its intention to place artificial reefs near the Northern Limit Line, the line of demarcation in the Yellow Sea between North and South Korea, which dates back to the Korean War. The original scope of work called for 16 reefs, but the government has increased the budget to allow for another 60 structures which are to be installed in September and November. The total cost is \$7 million.

North Korean state media has objected to the new structures. “The fish-breeding reef. . . is being set up in sensitive waters which witnessed three skirmishes in the past,” said the Korean Central News Agency. North Korea does not accept the validity of the Northern Limit Line; South Korean and North Korean patrol boats clashed at the line in 1999 and again in 2002, with fatalities on both sides.

However, in recent years, the conflict has centered on fishing rights: regular incursions by Chinese fishing boats have raised tensions with Korean fishermen, and catch numbers for lucrative species have been falling. South Korea’s Navy and Coast Guard have begun patrols in concert with the UN Command (the joint military command of U.S. and South Korean forces), and South Korea has lodged diplomatic protests with China seeking help curbing the influx of Chinese boats.

In June, South Korean fishermen took matters into their own hands and captured two Chinese vessels for authorities to retrieve.

The South Korean reefing program is not the only new, assertive means of combating the rising problem of illegal fishing in sovereign waters: Argentina has opened fire on Chinese fishing vessels in its EEZ, and Indonesia has taken to impounding and blowing up large numbers of trespassing boats.

SUP Branch Reports

Seattle

August 15, 2016

Shipped during the period: 1 Boatswain to a MarAd vessel shipped to a B seniority; 10 Able Seaman jobs shipped and filled with 6 B-cards; 1 C, and 3 D registrants. 5 Ordinary Seaman went to 3 C members and 2 registrants. 6 standbys to 6 A-cards.

Registered: 5 A cards for a total of 10; 10 B cards for a total of 26; and 1 C card for a total of 8.

Ships Checked

Matson vessels *MV Manoa* and *MV Mahimahi* called twice in Seattle with little or no problems. The Patriot vessels *USNS Soderman*; *USNS Charlton*; *USNS Pomoroy*; *USNS Red Cloud*; *USNS Yano* and *USNS Gordon* called for SUP/MFOW crew replacements. The *USNS Admiral Callahan* was in Portland for repairs and we received crew orders to sail her back to the Bay Area.

I represented the SUP at the following meeting: The Martin Luther King Central Labor Council Executive Board meeting.

In solidarity with the Teamsters Union Yellow Cab taxi driver's members that service the Seattle-Tacoma Airport, the SUP attended the Port of Seattle Commission hearing and testified strongly against the Commission's intentions to award an anti-Union taxi company the exclusive contract to the airport.

Vince O'Halloran, Branch Agent

Wilmington

August 15, 2016

Shipping: Bosun: 2, AB: 2, AB Maint:3, STOS: 1 and 46 standbys, for a total of 54 jobs shipped.

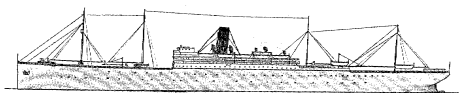
Registrations: A:27, B:21, C:20, D:13

Ships Checked

Maunalei, Mokihana, APL Belgium, APL Thailand, APL China, APL Singapore, Manulani, Manukai, R.J. Pfeiffer

I reported that on Friday, July 29, 2016 during the 10:00 Job Call my car was vandalized along with the vehicle next to it, which belongs to MFOW member, Jake Macias. Each vehicle sustained more than \$2,400 damage. A police report was made to the Los Angeles Port Police, the Long Beach Port Security Management Agency as well as the Long Beach Port Police. Evidence collected was reviewed on Closed Circuit Camera recovered from the MM&P building offices as well as from adjacent public structures and forensic analysis is in process. The case is currently under consideration by the D.A.'s office as "Felony Vandalism" due to the extensive cost of nearly \$5,000 to repair both vehicles.

Bob Burns
Branch Agent



Honolulu

August 15, 2016

Shipped the following jobs in the month of August: 1 Bosun, 1 AB Day steady, 2 AB Day relief, 1 AB Day return, 2 AB Watch steady, 2 AB Watch return, and 1 AB Maintenance steady. The shipping jobs were filled by 6 A cards, and 4 B cards. Shipped 38 standby jobs. The standby jobs were filled by 11 A cards, 19 B cards, 6 C cards, and 2 D cards.

Registered in August: 4 A cards, 6 B cards, 4 C card and 3 D card. To date totaled registered: 11 A cards, 17 B cards, 5 C cards and 5 D cards.

Ships checked

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

I represented the SUP at the AFL-CIO executive board meeting, which U.S. Senator Mazie Hirono was a surprise guest, and the Hawai'i Ports Maritime Council, which U.S. Senator Brian Schatz was a guest. Senator Hirono gave us a good idea of what is going on in Congress at this time, and Senator Schatz talked and listened with the port council for over an hour. We discussed the Hawai'i rail system, the Jones Act, Food for Peace act, the Maritime Security Program, and how we can get more members back to work.

Once again, I will ask the SUP membership to remember to vote this election. We do make a difference if we stick together and vote.

Mahalo,
Michael Dirksen, Branch Agent

Business Agent's Report

September 12, 2016

Matsonia – In and out of Oakland #62, on a steady Oakland/Honolulu run. Rumor has her running out of L.A. for two months starting in October (subject to change). Clarification on cleaning hatch dogs. Running smooth with Paul Fuentes, Bosun, Mick McHenry as Delegate.

Kauai – Sailed for Honolulu, with little or no beefs. Clarification on cow boards voyage stores. Yvette Cavan, Delegate, Robert Reed Bosun.

Mahimahi – In and out of Oakland #62. Still on the Northwest run with no beefs. Remoni Tufono, Bosun; Delegate Arsenio Purganan.

Manoa – In and out Oakland #62. Duke Maringer as delegate, Swede the Bosun.

APL Thailand – Oakland #56. Had a good trip; good gang. Bosun Rex Simbre's time is up; called a bosun and AB/D, Lez Jeziorski, Delegate.

APL Belgium – In at Oakland #56. Clarification on two-man watch. Got a call from the Delegate informing me that one of the ABs quit in China. Dennis Belmonte, Bosun and Ben Ashton, Delegate.

APL China, APL Singapore, APL Korea – Checked in with little or no beefs.

Florida Voyager – In at Richmond Long Wharf on L.A./Richmond run, with no beefs. Michael Fox as Bosun, David Fadoul, Delegate.

Oregon Voyager – Running Richmond Long Wharf, El Segundo.

California Voyager – Running between Fort Lauderdale and Pascagoula.

Mississippi Voyager – Headed to Singapore shipyard.

Reminder to our Chevron members: send in your proposals for the upcoming negotiations to Headquarters. The current Agreement expires on January 31, 2017.

Cape Orlando – There's a lot of kinks to work out on this ship. Noel Isumaru, Bosun.

Admiral Callaghan – After sea trials in August, still getting back into the routine. The Bosun and his gang did a bang-up job. This ship is one of the few gear ships we have. Phil Coulter, Bosun.

Cape Henry – These RRF ships are basically a stepping run for our new members. Getting them acclimated to routine of a moving ship. Train the newbies to become better sailors than you. Someone showed you the ropes. Gabriel Sipin, Bosun.

Cape Hudson – Bosun Mike Worth. Heavy lift training on 40-ton crane with O.S. Brad Cain.

Cape Horn - Routine run. Joel Schor, Bosun.

San Francisco Bar Pilots – Getting guys checked off and trained is vital to the gang for sick, vacation, reliefs. Big Mike Koller Delegate, Bosun Leo Moore.

Reminder for our Bar Pilot members: submit your proposals for the upcoming negotiations to Headquarters. Bargaining will begin at the end of November.

When upgrading, send copies only when completed with the process. We shred them.

Worked in the front office and dispatched.

Roy Tufono

USCG posts update relating to Merchant Mariner Credential exams

The U.S. Coast Guard's National Maritime Center (NMC) in late July announced that in order to comply with updated laws, the agency "will cease public disclosure of examination questions and other information related to exams."

Specifically, the NMC noted that the Coast Guard Authorization Act of 2015 "requires several actions regarding merchant mariner credentialing. The Coast Guard is actively engaged in these actions and will publish additional information as it becomes available."

In place of the exam questions, the NMC has posted an outline of merchant mariner examination topics along with sample questions.

Moreover, the agency reported that it "intends to remove the current back of examination questions and illustrations from the. National Maritime Center website on or about September 1, 2016".

Questions or feedback regarding the sample examinations may be made by email at IASKNMC@uscg.mil or by calling 1-888-IASKNMC (1-888- 427-5662), or by using the agency's online chat or ticketing system. The latter resources are linked in a July 28 post in the News section of the SIU website and are available on the NMC website: www.uscg.rnil/nmc.

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 209:

William Berry, 71, Book No. 5719, joined SUP in 1967, 28 years seetime.

Augustus Silva, 63, Book No. 7507, joined SUP in 1988, 25 years seetime.

Dispatcher's Report

Headquarters—Aug. 2016

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	12
AB.....	10
OS.....	1
Standby.....	31
Total Deck Jobs Shipped.....	57
Total Deck B, C, D Shipped.....	34
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.....	57
Total B, C, D Shipped-All Depts.....	34
Total Registered "A".....	20
Total Registered "B".....	30
Total Registered "C".....	24
Total Registered "D".....	33

A CLEAR CHOICE

PROTECT WHAT YOU HAVE EARNED

HILLARY CLINTON:

- Believes working people have the right to organize.
- Is committed to ensuring new manufacturing, clean energy and transportation jobs are good union jobs.
- Opposes right to work and other corporate attacks on workers' rights.

DONALD TRUMP:

- Refuses to recognize a union election at his hotel.
- Thinks wages are too high and corporations should actually lower wages.
- Wants to do without unions altogether and says he 100% supports right to work.