Why we need Medicare for all

By Senator Bernie Sanders (I-Vermont)

This is a pivotal moment in American history. Do we, as a nation, join the rest of the industrialized world and guarantee comprehensive health care to every person as a human right? Or do we maintain a system that is enormously expensive, wasteful and bureaucratic, and is designed to maximize profits for big insurance companies, the pharmaceutical industry, Wall Street and medical equipment suppliers?

We remain the only major country on earth that allows chief executives and stockholders in the health care industry to get incredibly rich, while tens of millions of people suffer because they can’t get the health care they need. This is not what the United States should be about.

All over this country, I have heard from Americans who have shared heartbreaking stories about our dysfunctional system. Doctors have told me about patients who died because they put off their medical visits until it was too late. These were people who had no insurance or could not afford out-of-pocket costs imposed by their insurance plans.

I have heard from older people who have been forced to split their pills in half because they couldn’t pay the outrageously high price of prescription drugs. Oncologists have told me about cancer patients who have been unable to acquire lifesaving treatments because they could not afford them. This should not be happening in the world’s wealthiest country.

Americans should not hesitate about going to the doctor because they do not have enough money. They should not worry that a hospital stay will bankrupt them or leave them deeply in debt. They should not have to worry that a hospital will bankrupt them or leave them deeply in debt. They should not worry that a hospital will bankrupt them or leave them deeply in debt.

The U.S. Government Accountability Office (GAO) in August highlighted growing concern over the alarming conditions of government-owned standby cargo ships intended for surge sealift service in national security emergencies.

In a report to the Department of Defense (DOD) and key Congressional committees, the GAO echoed widespread fears that the Maritime Administration’s (MarAd) Ready Reserve Force (RRF) and Marine Sealift Command’s (MSC) surge sealift fleet could soon be incapable of its wartime missions.

“MSC’s and MarAd’s reserve fleets are collectively referred to as the surge sealift fleet and are expected to be a ready source of shipping and provide millions of square feet of cargo carrying capacity to transport Army, Marine Corps and other force equipment and supplies,” the GAO report said. “However, the surge sealift fleet is aging, and some of its ships are more than 50 years old, raising questions about the fleet’s readiness to respond if it is called to support a major contingency.”

Addressing the ship age factor specifically, the GAO warned that the number of RRF and MSC surge sealift vessels withdrawn from service at the end of their “programmed service lives” in the next 10 years “will reduce sealift capacity by over 25%.”

Reserve fleet deficiencies cited in government report are threat to American sealift capabilities

Pasha Hawaii orders two more container ships

Pasha Hawaii has announced that two more ships will be joining its fleet, which provides service to Hawaii’s from the Mainland.

The two new liquefied natural gas (LNG) fueled container ships will be built at Brownsville, Texas-based Keppel AmFELS, a subsidiary of Keppel Offshore & Marine (Keppel O&M). Construction for the two vessels will begin immediately, with delivery of the first vessel expected during the first quarter of 2020, and the second vessel during the third quarter of 2020.

The new 774-foot vessels will carry 2,525 TEU, including a fully laden capacity of 500 45-foot containers, 400 refrigerated containers, and 300 40-foot dry containers, with a sailing speed of 23 knots. The ship’s hull has been fully optimized using computational fluid dynamics and will be one of the most hydrodynamically efficient hulls in the world. Two other ships with the same specifications are being built for Pasha by Keppel. The new vessels will operate fully on LNG from day one in service.

The new vessels will replace four 1970s vintage steamships Pasha acquired when it took over Horizon Lines’ Hawaii routes in 2015. Pasha also operates two newer vessels, the Jean Anne and the Marjorie C.

Will the Hawaii market be over-tonnaged?

TOTE, which operates in the Puerto Rico and Alaska domestic trades, last month announced plans to build four 3,700-TEU ships for a new Hawaii service that would compete with Matson and Pasha. Maritime analyst Alphaliner said the entry of TOTE would be “highly disruptive” to its two competitors, as Hawaiian volume hinges on the health of island construction and tourism. Matson had noted shrinking Hawaiian trade in the first half of this year.

Analysts and industry officials say that if all of the new capacity enters service, it will outstrip demand and produce rate wars.

“The trade is not large enough for three competitors. It would kill the market,” analyst Kevin Sterling of Seaport Global Securities told the Journal of Commerce.

Before TOTE’s announcement last month, Matson CEO Matt Cox warned that the market had all the capacity it needed and that additional ships would undermine rates.

Despite the recent flurry of announced ship orders, Sterling questioned whether the Hawaii trade would end up with three major competitors. “There could be some gamesmanship going on here,” he said. “TOTE is a good operator. They’re not crazy or naive enough to ruin this market.”

In a research note, Sterling suggested that TOTE may be trying to displace Pasha in the Hawaii market. He said Pasha is more highly leveraged than Matson but “will not go away easily” and that a price war could develop after the carriers deploy new ships around 2020.

How the competition plays out may hinge on the Kapalama Container Terminal, which the Hawaii Department of Transportation is building in Honolulu, across a channel from the Sand Island terminal where Matson and Pasha now operate. When it announced plans to build four ships at the Philly Shipyard for its planned Hawaii service, TOTE said that securing space at Kapalama would be “a critical step in making the new service a reality.”

“TOTE needs that terminal,” Sterling said. TOTE said it had entered discussions to operate the terminal. If the company succeeds, it would increase pressure on Pasha, which plans to move its Honolulu operations to Kapalama from Sand Island.

Matson, meanwhile, said it has ordered three new container cranes to replace older cranes at Sand Island, where the company is investing $60 million in improvements to prepare for new ships the carrier is building in an upgrade of its Hawaii fleet two Aloha-Class containerships and two Kanaloa-Class containerships.

Any new entrant to the Hawaii market will face “substantial” costs for capital investment in terminals as well as ships, Cox told analysts recently.

Matson expects to spend a total of $926 million for two 3,600-TEU (Aloha-Class) ships building at Philly Shipyard and two container roll-on, roll-off vessels (Kanaloa-Class) under construction at NASSCO in San Diego. Pasha’s new ships are expected to cost more than $400 million.

ESU News: Page 7  New APL Wge Rates: Page 9
**El Faro**


Died in Woodland Hills, California, August 23, 2017. (Pensioner)

Joe Mantanona .......... 50.00
Norm Christianson Book #4770
Donald Cushing Book #4777
Diane Ferrare Book #2251
Gerald Ingemansson Book #0379
Kaj E. Kristensen Book #0320
Hannu Kurppa Book #0316
Dave Larsen Book 19078

Norm Kurtz in memory of Romaine Dudley .......... 50.00
Michael Pfeeger .......... 50.00
Ronald Reed .......... 20.00

Dues-Paying Pensioners

Ronald Reed  ............. 20.00
Ricky Pangan .......... 100.00
Edward Ching .......... 25.00
Stanley Branch .......... 25.00
Brendan Bohannon .......... 50.00
Brian McCarthy .......... 25.00
Julie Ortiz ............. 100.00
Antonio Resisio .......... 10.00
Dennis Sumagge .......... 25.00
Bruce Thompson in memory of Romaine Dudley and Tommy Zee .......... 100.00
Peter Villanneva in memory of Romaine Dudley .......... 50.00
Patrick Weisbath .......... 50.00

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Brian McCarthy .......... 25.00
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Norman Kurtz in memory of Romaine Dudley .......... 50.00
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**PENSION PLAN OFFICE**

Gunnar Lundeberg, Policy Director/President/Secretary

807 Alakea St., Rm. 101
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(415) 777-5088
FAX: (415) 777-5089

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**SUP Constitution ARTICLE VI**

DUES AND INITIATION FEE

Section 1. The initiation fee shall be Six hundred and Fifty Dollars ($650.00) paid in full, but 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 the sixty (60) months following the month of part or full in such 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.

**Political Fund**

Abraham Acosta .......... 40.00
Wilfred Aquino ........ 30.00
David Garcia .......... 50.00
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Patrick Weisbath .......... 50.00

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Edward Ching .......... 25.00
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MarAd activates training ships for Hurricane Harvey relief effort

The Maritime Administration (MarAd) has activated two National Defense Reserve Fleet vessels for a prescribed Federal Emergency Management Agency (FEMA) mission to support relief efforts in Texas.

The State University of New York (SUNY) Maritime College’s training ship, Empire State V, and the Massachusetts Maritime Academy’s training ship, Kennedy, have responded to the request sent by FEMA in the wake of Hurricane Harvey.

For many years, the Kennedy has been used as a training vessel by the government. In 1977 she was converted to the training ship Virginia Rudder, which remained in service until 2001 when she was laid-up in Suisun Bay. But in 2001 she was converted to the training ship Enterprise. In 2009 she was renamed Kennedy in honor of the Kennedy family.

The General Rudder was built for the U.S. Navy and named USNS Contender in 1983. MarAd took her over in 1992 and transferred her to the U.S. Merchant Marine Academy where she served as the Kings Point’s trainer until 2012 when she was transferred to the Texas Maritime Academy and renamed General Rudder.

Matson signs contracts for three new cranes for Honolulu terminal

Matson Navigation Company, has signed contracts last month with Pacifico Corporation for the purchase of three new 65 long-ton capacity cranes and modifications to upgrade three existing cranes at its Sand Island Terminal in Honolulu Harbor. The investments are part of a broader $60 million terminal expansion and modernization program Matson is undertaking to prepare its operational hub in Hawaii for the arrival of four new ships.

The new cranes will be built by Mitsui Engineering & Shipbuilding (MES), delivered next year and installed at Matson’s Sand Island Terminal in early 2019. They will have greater lifting capacity, height and reach than Matson’s existing cranes, enabling full service of the company’s new larger vessels.

“Having just marked our 135th year in Hawaii, these latest investments in our fleet and terminal infrastructure underscore Matson’s long-standing commitment to serving our island communities with the most reliable, efficient and environmentally friendly company in the world,” said Matt Cox, Chairman and Chief Executive Officer.

Matson’s investments in these terminal improvements are a cornerstone of the State of Hawai’i’s Harbor Modernization Plan, which includes the reinforcement of berths in Honolulu Harbor to support the expansion of Matson’s Sand Island Terminal.

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Two of Matson’s largest ships and the largest container ships ever built in the United States. They will also be faster than any of Matson’s current vessels, designed to operate at speeds in excess of 25 knots, helping ensure timely delivery of goods in Hawaii.

Matson has also ordered two Canaalo-Class vessels from General Dynamics NASSCO in San Diego with deliveries scheduled for the end of 2019 and mid-year 2020. These ships will be combination Container and Roll-on/Roll-off (Con-Ro) vessels built on a 3,500 TEU vessel platform 870-feet long and 115-feet wide, with enclosed garage space for up to 800 vehicles.

In addition, all four new vessels will have state-of-the-art green technology features, including a fuel efficient hull design, environmentally safe double fuel tank, fresh water ballast systems and dual-fuel engines, meaning that they will be able to operate on either conventional fuel oils or liquefied natural gas (LNG) with some adaptation for LNG. These advancements are important to Hawaii’s as a means to reduce fuel consumption, and will result in significant emissions reductions over time.

The larger capacity of the Alaska- and Canaalo-Class vessels will allow Matson to return to an optimal nine-ship-fleet deployment in Hawaii, increasing efficiency and lowering operating costs, a key objective of the company’s infrastructure investments.

“With this additional deployment, I wish to commend to you the valor of the merchant seamen participating with us in the liberation of the Philippines. With us they have shared the heaviest enemy fire. On this island I have ordered them off their ships and wish them a good voyage. May the courage they displayed in their part of the invasion of the Philippines continued throughout the entire campaign in the southwest Pacific area. They have contributed tremendously to our success. I hold no branch in higher esteem than the Merchant Marine.”

Douglas MacArthur. General of the Army, on the U.S. Merchant Marine
Scientists discover new tsunami risk for Alaska

Scientists probing under the seafloor off Alaska have mapped a geologic structure that they say signals potential for a major tsunami in an area that normally would be considered benign.

They say the feature closely resembles one that produced the 2011 Tohoku tsunami off Japan, killing some 20,000 people and melting down three nuclear reactors. Seismologist Anne Bécel of Columbia University’s Lamont-Doherty Earth Observatory, who led the study, said: “The possibility that such features are widespread is of global significance.”

Tsunamis can occur as giant plates of ocean crust dive under adjoining continental plates, a process called subduction. Some plates get stuck for decades or centuries and tension builds, until they suddenly slip by each other. This produces a big earthquake, and the ocean floor may jump up or down like a released spring. That motion transfers to the overlying water, creating a tsunami wave.

The 2011 Japan tsunami was a surprise, because it came partly on a “creeping” segment of seafloor, where the plates move steadily, releasing tension in frequent small quakes that should prevent bigger ones. But researchers say now recognizing it may not always work that way.

Off Japan, part of the leading edge of the overriding continental plate had become somewhat detached from the main mass. When a relatively modest quake dislodged this detached wedge, it jumped, launching a tsunami wave up to 100 feet in places. The telltale sign of danger, in retrospect: a fault in the seafloor that demarcated the detached section’s boundary landward of the “trough,” the zone where the two plates initially meet. The fault had been known to exist, but no one had understood what it meant.

Researchers say a new study have now mapped a similar system in the Shumagin Gap, a creeping subduction zone near the end of the Alaska Peninsula some 600 miles from Anchorage. The segment is the western tip of a subduction zone spanning the peninsula and the Aleutian Islands.

In addition to Alaska, Bécel says, waves generated at the site could hit more southern parts of the Pacific. Sailing on a specially equipped research vessel, Marcus G. Langseth, the U.S. flagship vessel for acoustic research, the scientists used relatively new technology to penetrate deep into the seafloor with powerful sound pulses. By reading the echoes, they created CAT-scan-like maps of both the surface and what is underneath.

Marijuana and blood pressure

Marijuana use may be a cause of high blood pressure, a new study reports.

Researchers studied hypertension deaths among 1,213 people participating in a large health study, of whom 57% were marijuana users. They had used marijuana for an average of 12 years, and the longer they used it, the more likely they were to have hypertension. The study is in the European Journal of Preventive Cardiology.

After controlling for many health and behavioral variables, including a prior diagnosis of high blood pressure, they found that compared with non-users, marijuana users had more than three times the risk of death from hypertension-related causes.

In addition to being a risk for heart disease, marijuana use may be associated with kidney disease, heart failure and anemia.

The researchers acknowledge the difficulty of measuring frequency and quantities of marijuana use, and the likelihood that illegal use is underreported. The lead author, Barbara A. Yanek, an epidemiologist at Georgia State University, urged caution in interpreting what she called “an exploratory study.”

Still, she said, “People who use marijuana should have regular medical checkups to assess their cardiovascular health.”
New Arctic laser-ranging station in Norway to support GPS

The National Aeronautics and Space Administration (NASA) and the Norwegian Mapping Authority are partnering to develop a satellite laser ranging station 650 miles from the North Pole that will produce high-precision locations of orbiting satellites, improve the efficiency of marine transportation and help track changes in ice sheets.

The Arctic station will be the latest addition to a global network of space geodetic stations, which measure and monitor the size and shape of Earth, its orientation in space, the exact location of points on its surface and how these locations change over time.

Under the new agreement signed on August 7, Norway and NASA will build and install a satellite laser ranging facility in the scientific base of Ny-Alesund, Svalbard. The ground-based laser transmits ultrashort laser pulses aimed at satellites specially equipped with a retro-reflector, an array of special mirrors that bounce the pulses back. The system measures the time it takes for the light to travel back to its point of origin, which is used to determine the position of the satellite with respect to the ground station with an accuracy of around 0.04 inches.

The laser ranging observations will help refine the Global Geodetic Reference Frame, the basis for setting coordinates for all locations on Earth's surface. The reference frame is used to measure the position of objects in space with respect to the Earth, as well as to precisely monitor motions of Earth's crust, changes in sea level and to support satellite positioning technology like GPS.

The Norwegian geodetic station will be the northernmost of its kind and will be well positioned for tracking satellites that follow polar orbits, as many of NASA's Earth-observing missions do.

To make sure the laser ranging system is able to work in Arctic conditions, NASA will use a telescope dome strong enough to open and break the ice that might accumulate on top during Svalbard's frigid winters. The telescope will be mounted on a pointing gyroscope that can still move when exposed to very cold temperatures.

To be able to work during the Arctic summertime, when the constant sunlight makes it difficult to observe the stars needed to calibrate the telescope, NASA specified that this telescope has to be stable for months at a time.

The current goal is to have all systems in operation by 2022.

Australia bans bulk carrier over unpaid crew wages

The Australian Maritime Safety Authority (AMSA) has banned the Bahamas-flagged bulk carrier MV Rena from Australian ports for six months after the ship repeatedly failed to pay outstanding wages and maintain a safe workplace for its crew.

AMSA received a complaint from the International Transport Workers’ Federation (ITF) on June 30, alleging the crew had not been paid their wages for several months. AMSA conducted a port state control inspection when the ship arrived at Hay Point in Queensland on July 6, issuing a number of serious deficiencies including: failure of the emergency generator to start; failure of the life boat starting system; short comings in the safety management system (SMS); and failure to pay the crew the cash component of their wages which totalled about $57,000.

The emergency generator, lifeboat and safety management system deficiencies presented a clear risk to the health and safety of the crew, the ship and Australia’s maritime environment, says AMSA. Failure to pay crew their total wages is a clear breach of the Maritime Labor Convention 2006.

The deficiencies were serious enough to warrant immediate detention of the ship at Hay Point. The ship, owned and operated by Greece-based Trojan Maritime, had also been detained by AMSA earlier this year in February at Port Adelaide for a number of serious deficiencies, including crew working excess hours.

The 751-foot, 81,700dwt MV Rena remained detained at Hay Point for 29 days until the crew was paid their outstanding wages and maintained a safe workplace on August 3.

AMSA's General Manager of Operations, Allan Schwartz, said the behavior of the ship's owners gave AMSA considerable cause for concern but expressed appreciation to the crew of the MV Rena for taking an active role in resolving the issues.

In 2015, the bulk carrier was detained in the Port of Tacoma after U.S. Coast Guard port state control inspectors found multiple safety deficiencies including the improper pressurization of the crew’s self-contained breathing apparatuses, which would prevent the crew from safely responding to a fire aboard the vessel.

The MV Rena should not to be confused with the Greek-owned container vessel of the same name that ran aground off New Zealand in 2011.

Supervisors and workers call for a new Okinawa service

Matson has announced that the company’s China-Long Beach Express (CLX) service made its first port-of-call at Naha on September 2, with the Maunalei, after receiving all necessary permits and clearances.

Matson has added the new port-of-call to its CLX service, offering transit times from the U.S. West Coast up to four days faster than existing services in the market, according to the company.

The Naha, Okinawa call replaces the previous direct call at Xiamen, China in the CLX service, which is now to call Long Beach, Honolulu, Guam, Naha, Nibbio, Shanghai and Long Beach.

Westbound transit times to Naha are 17 days from Long Beach, 18 days from Oakland, 21 days from Seattle and 11 days from Honolulu. Eastbound transits from Naha are 14 days to Long Beach, 15 days to Oakland and 33 days to Seattle, according to Matson.

Matson operates its CLX service with five U.S.-flagged vessels (Manuaki, Manulani, Maunalei, Maunawili, R.J. Pfeiffer) carrying containerized and bulk cargo.

“Consistent with that commitment and Matson’s strategy to look for ways to leverage its superior Pacific network to offer new services, adding Naha allows us to provide the fastest service to an important local market for the U.S. government. The westbound transit time from Long Beach to Naha will save shippers up to four days on existing services in the market,” said John Lauer, Matson Chief Commercial Officer.
**Qatar opens big seaport**

Qatar, faced with dwindling supplies of essentials such as food, officially opened a major seaport, which will help the Gulf state secure imports after its Arab neighbors cut off trade routes in an intensifying diplomatic standoff.

The move is Qatar’s latest riposte to a blockade by its Arab neighbors and another sign of how a months long diplomatic spat is starting to alter the region’s trade flows in significant ways.

Saudi Arabia, the United Arab Emirates (U.A.E.), Bahrain and Egypt in June severed diplomatic ties and closed their air routes and land and sea borders with Qatar to protest its alleged support for regional extremist organizations and terrorist groups.

That month, imports fell nearly 40% year-to-year, according to government data. They recovered slightly in July but were still down about 35% on the year.

To cope with the transportation ban, Qatar has rapidly established alternative trade routes. It has used nearby Oman’s ports and Iranian airspace while turning to Iran and Turkey for food imports.

On September 5, Qatar’s ruler, Sheikh Tamim bin Hamad Al-Thani, inaugurated a $7.4 billion seaport that will allow Doha to further circumvent the blockade.

“We have proven beyond any doubt how much we are flexible but steadfast when it comes to facing challenges,” Transport Minister Jassim bin Saif al-Sulaiti said.

Hamad Port has helped secure Qatar’s vital supplies, he added.

“After just one year of operations, 27% of trade in the Middle East now passes through Hamad Port,” he added. “We have established direct shipping lines with major ports in several countries, including China, India and Pakistan, and plans are in place to open two new direct lines to Malaysia and Taiwan.”

Hamad Port can receive the world’s largest vessels, allowing container ships to go directly to Qatar, bypassing the U.A.E. where they traditionally stopped to refuel and to unload cargo. The port has three terminals with a combined annual capacity of 7.5 million containers.

Work on Hamad Port, named after the current emir’s father, began about a decade ago as part of efforts to diversify the economy beyond energy. It became fully operational late last year but a Qatari official said the port was never used to full capacity in the first months because of existing agreements between Doha and the U.A.E.’s Jebel Ali port through which its largest container ships went.

But after ties between the two countries were cut, those restrictions on Hamad Port were lifted and the port is using more of its capacity than initially planned for, he said.

**“No justice for the dead”**

An Australian newspaper carried this headline on August 31: “No Justice for the Dead.” The story reminds readers that five years have passed since three deaths occurred onboard the Panama-flag, bulk-carrier, Sage Sagittarius — dubbed the death ship.

The chief cook, Caesar Llanto, disappeared onboard in August 30, 2012, and chief engineer Hector Collado was killed while the ship was docking at the Port of Newcastle two weeks later. A third crew member, Kosaku Monji, died weeks later onboard the same ship while it was moored in Japan.

Handing down her findings, the New South Wales (NSW) Coroner, Sharon Freund, said Llanto, an experienced mariner, was either thrown overboard or killed and his chief engineer, Collado, was probably thrown overboard by a third crew member.

Collado was found to have plummeted 40 feet down an engineering shaft, and Freund says: “The injury that Mr. Collado sustained before he fell over the handrail is the primary injury that caused his death. It is a sign of how the crew was treated.”

DISCUSSION

**Port of Los Angeles approves Project Labor Agreement**

The Los Angeles Board of Harbor Commissioners this month approved a 10-year Project Labor Agreement (PLA) that ensures quality and timely construction of facilities and large-scale infrastructure projects at the Port of Los Angeles. The PLA is set to finalize by the Los Angeles City Council, and is expected to take effect within the next three to six months.

The PLA between the port and the Los Angeles/Orange Counties Building and Construction Trades Council also reinvests in the local economy.

“The men and women who clock in every day at the Port of Los Angeles are driving force in the global economy,” said Los Angeles Mayor Eric Garcetti. “This Project Labor Agreement will create new career opportunities that Angelenos deserve, and bring stability to operations as we invest billions in infrastructure that will define the future of the Port.”

“This PLA builds on the previous five-year agreement that benefited working families in the harbor area and helped Los Angeles remain one of the top ports in the world,” said Ron Miller, Executive Secretary of the Los Angeles/Orange Counties Building and Construction Trades Council, which represents more than 100,000 trade and craft workers. “I’m proud to say we are extending this agreement and doubling its term to 10 years. This is a huge vote of confidence in the men and women of our affiliated local Unions.”

The PLA is a blanket agreement that establishes wages, benefits and work rules for those hired to build designated port projects. The agreement ensures all workers earn prevailing wages set forth in the bargaining agreements of all participating Union locals. The PLA covers an initial list of 38 planned and proposed infrastructure projects representing an investment of about $780 million which includes port access road projects, rail expansions, and added highway improvements.

“Skilled workers and apprentices from our own communities provided approximately one third of labor to build these projects,” said Port of Los Angeles Executive Director Gene Stilp. “We’ve come to the conclusion that this is a very smart approach to sharing the wealth and helping our communities while powering the nation’s economy.”

**Engineers shore-up Lord Nelson’s flagship HMS Victory**

An 18-month program to re-support the famed warship HMS Victory is now underway. The Victory, Lord Nelson’s flagship at the Battle of Trafalgar, has been sitting in a drydock in Portsmouth, England, since 1922. She is supported by 22 steel cradles positioned about 20 feet apart.

The 252-year-old ship is creeping under her own weight, and following a detailed laser scan of 90 billion measurements and computer modeling, a new support system has been designed to mimic how the ship would sit in water.

Rather than the existing steel “blades” which are placing considerable strain on the hull structure, these will be replaced by 134 15-foot adjustable steel props fitted over two levels. Each prop is telescopic and features a cell monitoring the load around the clock. Each can be easily adjusted.

“Over the last 40 years, all the outer planking of the ship has been replaced. The outer planks held the ship in place but, like a corrugated, with its strings loosened, the hull is now moving and bulging,” said Andrew Baines, Project Director at The National Museum of the Royal Navy, which now owns and operates the ship. “The hull is moving at a rate of 0.6cm each year, so 20 centimeters over the last 40 years. This is untenable and must be remedied before irreversible damage is done. The new support system will cradle the ship much like she would be in water.”

“Victory is possibly the most famous ship in the world,” said Professor Dominic Tweddle, Director General of The National Museum of the Royal Navy. “She remains a commissioned ship and the flagship of the First Sea Lord. The dry dock, in which she sits, is also the oldest in the world, and this is the first time something like this has ever been done on a historic ship.”

The National Museum awarded the $3.8 million project to BAE Systems. The work to conserve HMS Victory began in 2011. The initial scope included removing the masts and yards before work to prevent water ingress and reduce rot, repairing the ship’s hull and refurbishing Hardy’s Cabin and the Great Cabin. A new walkway for visitors was also installed, enabling access to more of the ship, along with a new fire detection and fire suppression system.

The ship display, which has welcomed over 30 million visitors since it opened in 1928, will remain open in Portsmouth Historic Dockyard.

ATTEND YOUR MONTHLY SUP UNION MEETINGS!
Two ESU members retire

The Union has been notified that two longtime ESU members have retired recently from SeaRiver Maritime Inc.: Donal Bacon and Bob Ross.

QMED Donal Bacon retired on September 1, with over 16 years of Company service. Don began his SeaRiver service on March 1, 2001, with his first assignment aboard the S/R North Slope as Maintenance Seaman. Don’s previous seagoing experience enabled him to quickly move up the Engine Department ladder and was promoted to QMED during his first year of employment.

Don’s last vessel assignment was on the S/R American Progress where the crew honored his accomplishment and contributions with a traditional shipboard retirement ceremony. The ESU membership will miss Don’s good nature, always smile and optimistic about the future. Don’s retirement plans include riding his motorcycle, fishing, kayaking and spending well-deserved retirement plans included riding his motorcycle, fishing, kayaking and spending well-deserved quality time with his wife Denise and family.

Pumpman Bob Ross retired on September 1, with 40 years of Company service. Bob began his service with Exxon Marine and started his career on August 17, 1977, aboard the Exxon Chester. He primarily worked in the East Coast trade and entered the Pumpman training program in 1979 and completed it in 1981, where his first Pumpman assignment began on the Exxon Bangor. From there Bob started is long career in the specialty trade by sailing for over 20 years on the S/R Wilmington.

Bob was a staunch Union supporter and served as Ship Representative many times and also assisted the ESU during a couple grievances and arbitrations as a witness where he volunteered his own vacation and time by traveling to testify on behalf of the ESU.

Bob’s last vessel assignment was the Liberty Bay in July, where the crew honored his service and contributions with a backyard barbecue and traditional shipboard retirement ceremony.

Bob plans to enjoy retirement by remaining in New Jersey and spending time with his children while also doing some traveling. Bob says he plans to remain “gainfully unemployed” while restoring older houses. His current house has a Trout stream in the backyard and Bob plans to learn how to fly fish.

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

Reminder: 2017 ESU Officers election

On December 31, the term of office for the President/Secretary, two Board Member at Large positions and the Ship Representative position on the Eagle Bay come to an end. Additionally, the S/R American Progress position will be vacant on November 30, due to the upcoming Ship Retirement on the current vessel. Since the position has only been filled for 11 months of the three-year term, the ESU will add this position to the ballot. In accordance with our Constitution and By-Laws a general election for these positions will be held from mid-October through mid-December 2017. The terms for these positions, except the S/R American Progress will run from January 2018 through December 2020. The S/R American Progress will be for the remainder of the current term with an expiration date of December 2019.

To be eligible for an Executive Board position, 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, 2017.

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. 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 creation of formal business letters almost every day. The ability to write is also necessary for the performance of this ESU News which is written monthly by the Executive Board member in office. Job descriptions for all offices are described in Article IV of the ESU Constitution and By-Laws.

Agility test-Arbitration slated for 12/6

As previously reported, SeaRiver Maritime Inc. wants to implement a new Agility Test Protocol by adding this to the Company Long Physical program that takes place for all seagoing employees every two years. The ESU sees this as a violation of the collective bargaining agreement and labor law by unilateral implementing and changing contract language that has been in place for over 26 years.

On May 5, the ESU filed a third step grievance in accordance with our contract Article XVI, Section 1, and also filed an Unfair Labor Practice charge with the National Labor Relations Board. Moving forward after going through the 3rd and 4th step grievances and inadequate responses from the management, the ESU notified the Company on August 24, of our intentions to arbitrate the matter with the American Arbitration Association. At the recent hearing date of December 6, was settled on to arbitrate this issue in Houston. On August 17, ESU Vice President Leo DeCastro met with the Labor Board for an interview and affidavit in Houston, to move the charge forward.

Meanwhile we were informed that a couple of members have been required to do the Agility Test in Lafayette, LA. The ESU right away filed letters of protest to put the company on notice that neither the ESU nor affected members were waiving their rights under the current grievance in progress.

The last time the ESU had to arbitrate a grievance was back in 2005. During that time period, it was necessary to use the process to successfully address important differences between the Company and the Union. Since that time, the ESU and SeaRiver leadership have prospered by working together and accomplished great milestones. In 2016 SeaRiver Inc. received from ExxonMobil Refining & Supply President Jerry Wascom three Excellence Awards Personnel Safety, Environmental and Overall Excellence along with other industry related awards. Mariners in the fleet, both unlicensed and officers believe they are doing something right by operating at such levels, even though they face numerous distractions and obstacles, like no relief, long hours, etc. Now, new SeaRiver leadership compounds deteriorating morale by coming up with this Agility Test Protocol and chooses to change existing Contract language without bargaining with the ESU. The ESU hopes this issue and tactic by management is not a harbinger of more unwanted things to come and a return to the unproductive years of the past.

Up to now, SeaRiver Inc. managers nor the President have yet to provide the ESU or mariners a good explanation as to why they want to implement this test. It appears they just want to force it down our throats and expect us to say thank you. Let us be very clear again, the ESU will always support and encourage the mariners unlicensed or officer to be safe: NO ACCIDENTS, INJURIES OR SPILLS! But we will fight tooth and nail for what is right and just.
OSHA cuts down fatality reporting in the workplace

The Occupational Safety and Health Administration (OSHA) is reducing its reporting of fatalities in the United States, part of a series of moves by the agency to cut back the amount of information available to the public.

The U.S. Chamber of Commerce, which had long complained about the practice, asked OSHA to roll back some of the information in the fatality reporting and other initiatives when the Trump Administration took over.

The publication of the reports-listing the names, locations, employers and circumstances of people who were reported to OSHA as having died in apparent accidents at work-began early in the Obama administration. Before that, OSHA did compile some information about fatalities, according to former OSHA officials. But they said Obama administration officials made the reports more publicized and included additional information.

Last month, OSHA removed links to reports going back to 2009 from its website. Instead, the agency posted a more limited set of information about U.S. workplace fatalities that resulted in citations for companies dating to the beginning of the year. An OSHA spokeswoman said the new fatality-data listing respects the privacy of survivors and family members because they don’t give out the name of the worker who died.

OSHA’s weekly reports were, for some, an important regular reminder of the human cost of workplace accidents and a source of information about workplace safety.

With the election of President Donald Trump, OSHA has taken several steps that have cut down on publicizing information about workplace accidents. In addition to the change in fatality reporting, OSHA has begun rolling back regulation that went into effect January 1, of this year, to require workplaces to electronically file to the government the injury logs they keep at their work site. OSHA had planned to eventually post some data from the forms online.

OSHA also has reduced the number of press releases it issues to publicize enforcement actions against employers. In December, the agency had 40 such press releases. In January, that number dropped to 18, and February and March had no enforcement releases from the agency. OSHA has put out five enforcement releases in August.

Malaysian forces rescue hijacked tanker

On September 8, the Malaysian Maritime Enforcement Agency (MMEA) rescued the crew of a hijacked tanker and arrested ten alleged pirates.

On the night of September 6, 13 pirates boarded the Thai product tanker MGT 1 at a location off Pulau Bidong, a small island near Malaysia’s border with Thailand. The attackers arrived in two boats and were carrying arms. They forced the crew of the MGT 1 to come alongside a pirate “mother ship” and transfer over about 265,000 gallons of fuel.

The crew of the MGT 1 activated the vessel’s silent alarm, and the MMEA dispatched a helicopter and two response vessels to respond. An MMEA boarding team rescued the tanker at 0600 hours on September 7 and arrested ten alleged pirates. Three more escaped on a boat and are still at large. No crewmembers were harmed in the incident, and the tanker has returned to port for a thorough investigation.

The Malaysian New Straits Times reported that authorities have apprehended the leader of the attack in the capital of Johor state, near the border with Singapore. “Following the arrest of the pirates and their subsequent interrogation, we arrested the mastermind, an Indonesian in his 50s, at a hotel in Johor Baru,” said MMEA Director General Admiral Datuk Zakli Zaliz Man Ali.

Membership and Ratings Committee

The Committee met on August 3, and found the following members eligible for advancement in seniority and rating in the various departments:

Name and Membership Number: Seating: Rating: Seniority:

Miguel Trujillo 19526 1 Year A.B. B
Reid Barlow 19527 1 Year O.S. B
Christopher Barber 19528 1 Year A.B. B
Dakota McDonald C2694 30 Days O.S. C
Karl Wendell, Jr. C2695 30 Days O.S. C
Michael Trujillo C2696 30 Days A.B. C
Bosun Stamp - None

Welfare Notes

Unfit For Duty

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

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

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

As an example if a member’s eligibility period is 02/01/17 through 03/31/18 and he becomes Unfit For Duty in March 2017 and becomes Fit for Duty in June 2017, his eligibility is not extended. In this example the Fit For Duty date would make July, August, and September the time frame for him to work the 60 days needed to keep eligibility from lapsing. The eligibility period, however, covers him through January 2018 so the Unfit For Duty would not affect the eligibility period.

If a member with an eligibility period of 02/01/17 through 03/31/18 became Unfit for Duty in October 2017 and Fit for Duty in February 2018, his eligibility would be extended for February 2018, as well as, the months of March 2018, April 2018, and May 2018 when he would have to work at least 60 days to keep his eligibility from lapsing.

If the member in this example failed to work 60 days between March 2018 through May 2018, eligibility would terminate in the month following the last extension month (May 2018) and the member must work 120 days within 12 months to become eligible again.

Time worked in the extension months after becoming Fit for Duty does not count for the 120 days within 12 months required if eligibility is terminated.

Participants who regain eligibility after being terminated must enroll in a plan again.

Wreck of USS Indianapolis located

A team of civilian researchers led by capitalist and philanthropist Paul G. Allen has announced that they have found and identified the wreckage of the World War II cruiser USS Indianapolis (CA 35), which was lost July 30, 1945. The ship was lost in waters more than 18,000 feet deep. Around 800 of the ship’s 1,196 sailors and marines survived the sinking, but after four to five days in the water suffering exposure, dehydration, drowning and shark attacks, only 316 survived.

The wreck was located by the expedition crew of Research Vessel Petrel, which is owned by Allen, resting on the floor of the North Pacific Ocean. Indianapolis was lost in the final days of World War II when it was torpedoed by a Japanese submarine in the early morning hours of July 30, 1945. The Indianapolis sank in 41 minutes, making it impossible to send a distress signal or deploy much of its life-saving equipment. Prior to the attack, the Indianapolis had just completed a secret mission delivering components of the atomic bomb used in Hiroshima that would ultimately help end the war in the Pacific.

Others have searched for the Indianapolis in the past. Among the elements that made this expedition different was Allen’s recent acquisition and retrofit of the 250-foot R/V Petrel with state-of-the-art subsea equipment capable of diving to 19,685 feet (or three-and-a-half miles).

The other key factor in the discovery was information that surfaced in 2016 when others have searched for the Indianapolis. The study showed that the Indianapolis had recently been branded by a Japanese submarine that had fired a few shots at the ship before it torpedoed and sank it.

The research team developed a new position and estimated search, which was still a daunting 600 square miles, determined that the Indianapolis had been hit by a single 1,000-pound bomb.

The Indianapolis, owned by Allen, resting on the floor of the North Pacific Ocean.
Thai court convicts 62 on human trafficking charges

Last month, a Thai court handed down guilty verdicts for over 60 human traffickers who conspired to transport and imprison untold numbers of migrants, many of whom ended up enslaved in the Thai fishing industry. Charges included money laundering, corruption, participating in organized crime, rape, torture and forcible detention leading to death. The ruling took 12 hours for the judge to read.

Ringleader Soe Naing (or “Amar”) was sentenced to 94 years. Lt. General Manas Kongpany, the most prominent defender, received 27 years. Thai Prime Minister Prayuth Chan-ocha, the head of Thailand’s ruling military junta, called on the nation not to “group all soldiers in the country as one” in the wake of Manas’ conviction.

The court found that the 62 defendants ran a trafficking camp near Thailand’s border with Malaysia, where they held hundreds of migrants in captivity. In 2015, police investigators raided the camp and found dozens of shallow graves containing human remains. The ensuing investigation was wide-ranging and thorough, and police officials, witnesses and even court interpreters told media that they received threats related to their involvement.

Many Burmese, Cambodian and Indonesian migrants end up in the Thai fishing industry under debt bondage, forced to work to pay off the “costs” of their cross-border journey. In many cases, the working conditions approximate slavery. According to the U.S. State Department’s latest report, “some remain at sea for several years, are paid very little or irregularly, work as much as 18 to 20 hours per day for seven days a week, or are reportedly threatened, physically beaten, drugged to work longer, and even killed for becoming ill, attempting to escape, or disobeying orders.”

CMA CGM places 22,000 TEU newbuild orders

CMA CGM, the parent company of American President Lines, has signed a letter of intent with two Chinese shipyards, Shanghai Waigaoqiao Shipbuilding Co. and Hudong Zhonghua Shipbuilding (Group) Co., to build nine, 22,000-TEU container ships, according to a report from the China Daily. The final order still requires board approval from both sides.

As of now, the French based carrier’s 22,000-TEU container ships would be the largest on the seas, surpassing the order Overseas Container Line (OOC) placed in April 2015 with South Korean shipbuilder Samsung Heavy Industries for six, 21,000-TEU class ships. OOC took delivery of the first 21,413-TEU container ship, the OOCL Hong Kong, in May, followed by the OOCL Germany, last month.

During the first half of 2017, shipbuilders in China received orders for new vessels with a collective capacity of 8.14 million dead weight metric tons, accounting for 31.4% of the global market, while South Korea’s shipbuilding industry held a 30.6% share, according to data from the China Association of the National Shipbuilding Industry, China Daily said.

APL MSP Wage and Overtime Rates

Maritime Security Program Vessels

APL Belgium, APL China, APL Guam, APL Gulf Express, APL Korea, APL Philippines, APL Saipan, APL Singapore, APL Thailand

Effective October 1, 2017

OVERTIME RATES

The hourly overtime rate for all ratings, except the Ordinary Seaman

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CARGO RATES

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STANDBY RATES (Section 43 SUP Work Rules)

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SHIFTS (Section 44 SUP Work Rules)

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DECK PORT WATCHES (Section 55 SUP Work Rules)

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FUEL OIL, SPILL, CLEANUPS

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<th>Wages</th>
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Maintenance Agreement Rates

| Rating | $7.10 | $7.10 |
| Rigging-Splicer and Sail Maker | $7.10 | $7.10 |
| Straight Time | $37.02 | $37.02 |
| Overtime | $61.41 | $61.41 |
| Rigging-Wire Splicer’s Helper | $34.02 | $34.02 |
| Straight Time | $34.02 | $34.02 |
| Overtime | $57.04 | $57.04 |
| Rigging-General Maintenance Work | $32.54 | $32.54 |
| Straight Time | $32.54 | $32.54 |
| Overtime | $54.73 | $54.73 |
| Spray Painting, Sandblasting, Steam Cleaning and Welding | $35.40 | $35.40 |
| Straight Time | $35.40 | $35.40 |
| Overtime | $59.01 | $59.01 |
| Storekeeper-General Maintenance | $34.35 | $34.35 |
| Straight Time | $34.35 | $34.35 |
| Overtime | $57.30 | $57.30 |
| Bosun | $39.62 | $39.62 |
| Straight Time | $39.62 | $39.62 |
| Overtime | $64.95 | $64.95 |
| Bosun’s Mate or Leaderman | $37.03 | $37.03 |
| Straight Time | $37.03 | $37.03 |
| Overtime | $61.41 | $61.41 |
| Carpenter | $36.23 | $36.23 |
| Straight Time | $36.23 | $36.23 |
| Overtime | $60.40 | $60.40 |

EXTRA MAINTENANCE AGREEMENT RATES

| Rating | $7.10 | $7.10 |
| Straight Time | $39.56 | $39.56 |
| Overtime | $64.95 | $64.95 |
| A.B. (Rigging-General Maintenance Work) | $32.49 | $32.49 |
| Straight Time | $32.49 | $32.49 |
| Overtime | $54.73 | $54.73 |
The Trump Administration has suspended the Jones Act, which requires vessels loading and discharging cargo between U.S. ports be U.S. built, U.S.-flagged and U.S.-crewed, in order to ease distribution of fuel supplies amid an intense hurricane season.

Acting Secretary Elaine Duke of the Department of Homeland Security on September 8, approved a waiver of the Jones Act “in recognition of the severity of hurricanes Harvey and Irma,” the department said. “This waiver will ensure that over the next week, all options are available to distribute fuel to states and territories impacted by hurricanes Harvey and Irma, both historic storms,” according to a statement from the department.

Waiving it would enable foreign-flagged vessels to move fuel from ports such as New York to Florida, adding to transport options. The waiver will be in effect until September 15, and is tailored for the transport of refined fuels, such as gasoline, in areas affected by the hurricane, the department said. “This is a precautionary measure to ensure we have enough fuel to support life-saving efforts, respond to the storm, and restore critical services and critical infrastructure operations in the wake of this potentially devastating storm,” Secretary Duke said. “Hurricane Harvey significantly disrupted the distribution of fuel across the Southeastern states, and those states are experiencing one of the largest mass evacuations in American history while at the same time we’ll see historic movements through those states of restoration and response crews, followed by goods and commodities back into the devastated areas.”

The last Jones Act waiver as issued in December 2012 amid an intensely active hurricane season.

On August 29, met with Secretary of Transportation Elaine Chao and Maritime Administrator Mark Buzby, along with MM&P President Don Marcus, MEBA President Marshall Ainsley, AMO President Paul Doell and former Maritime Administrator William Schubert at DOT Headquarters in Washington, D.C.

Among the topics discussed were the annual funding status for the Maritime Security Program, the need to support the Jones Act, and the importance of cargo preference, Food for Peace and the Export-Import Bank to the U.S. Merchant Marine.

Secretary Chao had a working knowledge of all issues discussed and was in support of the positions advocated by the Unions.

But as the membership knows, there are departments and agencies of the government that are opposed to those positions as well as many members of Congress. It should also be noted that while Secretary Chao is a great supporter of the programs that keep the U.S. Merchant Marine afloat, she also works for President Trump who has the final say on what will and what will not be supported.

SUP President’s Report

September 11, 2017

JONES ACT

On August 29, met with Secretary of Transportation Elaine Chao and Maritime Administrator Mark Buzby, continued on next page
VP President’s Report

September 2017

In addition to the routine duties of the front office, this month I coordinated crewing nine ships with eleven crews (two ships crewed up twice) in conjunction with SUP agreement negotiations and staff. Late August held a remarkable concentration of hurricane activity, commercial, with call-outs and call backs to shipyard activations, hurricane sorties, and mission deployments, all on top of normal operations. Dispatchers worked weekend shifts, stayed late, and handled every contingency. It was another demonstration of the training, flexibility, and reliability of our hiring hall system. It also pointed out the dedication of SUP sailors, who often left the hall for the airport, enduring crumpled red-eye flights and long layovers to arrive on deck to immediately perform necessary work. This “can do” attitude may be the expectation, and is certainly built into our organizational DNA, but no matter how frequently it is called to account it remains remarkable, honorable and a signature trait of the trade.

Cape Victory: John Springfield, delegate. Clarification on standby watchstander during two-person watch working during the standby period: the bosun turns that AB to on whatever is required. Breaking watches on arrival not required and no 1500 knock off in port under this contract. Support in Section 2d. Security watches set independent of APL Section 31 without additional compensation. APL Agreement does not apply. Important and relatively rare RRF cargo mission off-loaded in Mid- east theater of operations and running smooth with Reginald Clark calling the shots.

Cape Texas: Mark Acord, bosun. Along with bosuns Frank Duffin of the Cape Taylor and Jack Forde of Cape Trinity, SUP crews worked around the clock during the Hurricane Harvey and its aftermath to prevent damage and maintain seaworthiness. With the release of reservoir water upstream creating a viscous current, the running and tending of mooring lines became mission-critical as docks became submerged during the cresting of the Neches River (see picture below). Outstanding seamanship in the Beamont RRF fleet.

APL Salpan: Ruta Tutlenk, delegate. Clarification on original lashing of certain cargo, clarification in unsecured row not performed by Guam longshoremen is required work payable at the cargo rate and. Safety harness should be issued and staging built for highest measure of safe operations.

APL Gulf Express: Michael Burpee relieved Les Jezorski as delegate. Various clarifications on new and recurring issues including weekend shifts and coffee time, anchoring call outs as separate from tying up and letting go, early and retained callouts and other overtime accounting. Sailing boards should be set in all ports. Problems with shore leave, especially in Jebel Ali, are ongoing but not forgotten. Ice machine replacement is taking forever in the ship that needs it most with temperatures routinely over 100 degrees. Still room for improvements in this ship.

APL Singapore: Steve Meyer, delegate. Dale Gibson, bosun. Clarification on hooking up bunker hose, on restriction, on garbage, and a few other things. In good shape in Asian loop.

USNS Shughart: Matt Blom, delegate. “Activated” twice along with Yano in no-notice, emergency turn-to of less than 48 hours with for Hurricane Harvey and Irma readiness. Ship remained in ROF during the first activation, however, creating something not covered in the agreement. Clarification on holiday pay. Crew retained for readiness due to hurricanes Irma and Jose. New crew joined in Turkish yard after layup in Mediterranean anchorage to find all computers, TV’s and most everything else missing. Problems with Turkish authorities on shore leave, will failure, food delivery and other supplies made for a rough start. Watchstanding assignments are kept to the end of the voyage.

USNS Dahl: Matt Henning, delegate. During the uncertainty of Hurricane Irma evasion operations, delegate managed difficult relief situation and fixed problem appropriately. Important and relatively rare RRF cargo mission off-loaded in Mid- east theater of operations and running smooth with Reginald Clark calling the shots.

SUP Officers’ Wages

ACTION TAKEN

M/S to allocate increases from Patriot contracts in Watson-Class and PAX to fund the $10.00 pension contribution. Carried unanimously.

M/S to allocate APL increase of 2.75% to wages and wage-related items. Carried unanimously.

M/S to elect Brendan Bohannon as Seattle Branch Agent. Carried unanimously.

M/S to elect Leo Moore as Trustee of the SUP Building Corporation. Carried unanimously.

M/S to blend the offshore agreement percentage wage increase to SUP officers’ wages and vacation pay by 3%. Carried unanimously.

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

Gunnar Lundeberg

Columbus Day

All SUP halls will be closed for Columbus Day, Monday, October 9, a holiday under all SUP agreements. Due to the holiday, the Headquarters membership meeting will be held on Tuesday, October 10.

Action Taken

M/S to increase wages 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 3.25% 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 2.75% increase in wages and wage-related items.

Since there is a difference between the wage increases for APL and Matson, recommend blending the rates which would result in a 3% increase in wages and vacation pay for SUP officers effective October 1.

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.”

SUP President’s Report continued

It is my intent to resign as Seattle Branch Agent effective immediately. I believe it will best serve the Sailors’ Union of the Pacific if Brother Bohannon is nominated and elected to serve as Seattle Branch Agent.

As an active dues paying member, I will continue to represent the Sailors’ Union of the Pacific in voluntary positions such as Delegate to the Martin Luther King County Labor Council and the Washington State Labor Council under the direction of the Seattle Branch Agent.

It has been a privilege and honor to serve as the Sailors’ Union of the Pacific, Seattle Branch Agent.”

Brother O’Halloran served with distinction as Branch Agent since 1998. Recommend that Acting Agent Brendan Bohannon be elected Seattle Branch Agent, to complete O’Halloran’s term.

SUP Building Corporation

Brother Norman Christianson was a Trustee of the SUP Building Corporation until his retirement last month. Recommend that Leo Moore, a former Trustee and long-time employee under the direction of the SUP, be held on Tuesday, October 10.

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In downtown Beaumont, Texas, the house, stack and ramp of the SUP-crewed Cape Taylor are visible beyond the shed just as the Neches River begins to flood the pier. The whitewater turbulence by the railroad bridge is also a sign of the just-opened flood gates of a dam submerged during the cresting of the Neches River (see picture below). Outstanding seamanship in the Beamont RRF fleet.

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Denny Silva, delegate. Clarification on carpenter’s work and washdown.

Phil Coulter, bosun. Sailed from San Francisco with an activation crew to Portland shipyard. Expected call back in late October.

USNS Watson: Seb Delaney, bosun. Email indicates ship in good shape in Philadelphia yard.


USNS Chabon: John Springfield, delegate. In her maiden voyage, this newest Chevron tanker dodged Hurricane Irma and timed her arrival to be part of the critical re-supply of gasoline to struggling South Florida via the Tampa Bay area.

Dave Connolly
Hurricane season is here and ships may need to be crewed in 48 hours, these are vital to the union and also an opportunity for junior members to gain employment. Members need to step up and take these jobs now.

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

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

Leighton Gandy
Branch Agent

I represented the SUP at the Hawai’i Maritime Port Council meeting, and the AFL-CIO Executive Board meeting.

I would like to thank Patrick Weisbarth for the good job filling in for me while I was in New York caring of some personal business.

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

Michael Dirksen
Branch Agent

The Australian Maritime Safety Authority (AMSA) has banned the Panama-flagged, bulk carrier DL Carnation for 12 months after the vessel was discovered keeping two sets of wage accounts, covering up the underpayment of crew members.

An AMSA surveyor boarded the vessel in Gladstone, Queensland, and found that the ship was operating with two sets of wage accounts on board. One set of accounts showed the amount of pay the crew should have been receiving in line with their Seafarer Employment Agreements and the other showed what the crew were actually receiving. A comparison of the accounts showed the crew were being underpaid in excess of $17000 per month with records found reflecting this back to at April 2017 of this year.

The vessel was immediately detained for breaching the Maritime Labor Convention. AMSA’s General Manager of Operations, Allan Schwartz, said the keeping of two separate sets of accounts is extremely concerning. “By maintaining multiple accounts of wages it demonstrates a knowledge and intent to not only withhold wages but to also actively conceal the underpayment of workers,” Schwartz said. “This is completely unacceptable behavior and will not be tolerated in Australia.”

AMSA received confirmation on September 14, that the outstanding wages had been paid to the crew and the vessel was released from detention. Under for cooking the books

DEFEND THE JONES ACT SUPPORT THE SUP POLITICAL FUND

Nguồn: WEST COAST SAILORS 
Friday, September 22, 2017