




# West Coast Sailors

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Friday, September 22, 2017

## Why we need Medicare for all Reserve fleet deficiencies cited in government report are threat to American sealift capabilities

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

*continued on page 4*

The U.S. Government Accountability Office (GAO) in August heightened 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 Military Sealift Command's (MSC) surge sealift fleet could soon be incapable of their 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 fleet vessels withdrawn from service at the end of their "programmed service lives" in the next 10 years "will reduce sealift capacity by over 25%."

The GAO also cited shipboard equipment failures, deferred maintenance and discouraging results of activation exercises as chronic deficiencies threatening the ability of the RRF and MSC surge fleets to deliver military cargoes to U.S. Armed Forces overseas. The agency's report did not attribute these difficulties to the private sector officers and crews working aboard the ships under government contracts limited by time and by money.

In its report, the GAO—which conducts policy analyses and program audits for Congress—questioned not the quality, but the quantity, of RRF and MSC vessel personnel. The agency

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## Pasha Hawaii orders two more container ships

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

The two new liquefied natural gas (LNG) fueled containerships 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' Hawai'i routes in 2015. Pasha also operates two newer vessels, the *Jean Anne* and the *Marjorie C.*

**Will the Hawai'i 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 Hawai'i service that would compete with Matson and Pasha. Maritime analyst Alphaliner said the entry of TOTE will 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 Hawai'i trade will 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 Hawai'i 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 Hawai'i 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 Hawai'i 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 Hawai'i fleet: two Aloha-Class containerships and two Kanaloa-Class containerships.

Any new entrant to the Hawai'i 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 being built at Philly Shipyard and two container/roll-on, roll-off vessels (Kanaloa-Class) under construction an NASSCO in San Diego. Pasha's new ships are expected to cost more than \$400 million.

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# SUP Honor Roll

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# Date set for *El Faro* decision

The National Transportation Safety Board (NTSB) has announced plans to meet on December 12, to determine the probable cause of the sinking of the *El Faro*. In addition to determining the probable cause of the sinking and any factors that may have contributed to the accident, the Board is expected to vote on recommendations to address safety issues uncovered during the investigation.

The 790-foot vessel set sail from Jacksonville, Florida, on a voyage to San Juan, Puerto Rico, on September 29, 2015, and sank about 34 hours later near the eye of Hurricane Joaquin. All 33 crewmembers on board the ship perished in the accident.

The NTSB launched an investigation as soon as the sinking was confirmed, and with assistance from the U.S. Navy and U.S. Coast Guard, the wreckage and debris field was located on October 31, 2015, more than 15,000 feet under the surface of the sea.

Investigators focused on recovering a crucial piece of evidence from the wreckage—the voyage data recorder (VDR)—which contained more than 26 hours of audio recorded from the *El Faro's* navigation bridge. The VDR was recovered in August 2016 and the 500-page VDR transcript was added to more than 16,000 pages of factual reports and interview transcripts collated for the investigation.

The meeting is scheduled to be held in the NTSB Board Room and Conference Center in Washington, D.C., beginning at 9:30 A.M. ET on December 12. The meeting is open to the public and will be webcast live.

## Final Departures

**James Collinworth**, Book #3939. Born in Kentucky in 1924. Joined SUP in 1943. Died in Tustin, California, August 8, 2017. (Pensioner)

**Carsten Hjelle**, Book #4393. Born in Norway in 1918. Joined SUP in 1935. Died in Burlingame, California, July 10, 2017. (Pensioner)

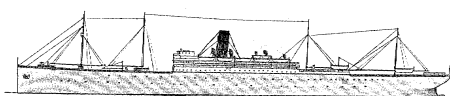
**Robert Liftee**, Book #17990. Born in Hawai'i in 1951. Joined SUP 1990. Died in Reno, Nevada, August 3, 2017. (Pensioner)

**Trevelyan Motlow**, Book #6493. Born in California in 1952. Joined SUP in 1977. Died in Elk Creek, California, July 30, 2017. (Pensioner)

**Anthony Reynolds**, Book #3173. Born in Texas in 1939. Joined SUP in 1959. Died in Kingwood, Texas, September 7, 2017. (Pensioner)

**Frederick Schafer**, Book #7446. Born in New Jersey in 1921. Joined SUP in 1967. Died in Washington, August 28, 2017. (Pensioner)

**George K. Shaffer**, Book #7055. Born in California in 1920. Joined SUP in 1947. Died in Woodland Hills, California, August 23, 2017. (Pensioner)



## SUP Meetings

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

	Hdq.	Branch	
October	Tues.	10	16
November	Tues.	14	20
December		11	18

# NTSB releases human factors report on *El Faro*

The National Transportation Safety Board (NTSB) released a Human Performance Factual Report last month as part of its investigation into the sinking of the *El Faro*, citing leadership, training and working hours issues on board.

The *El Faro* sank near the Bahamas in October 2015 enroute from Jacksonville to Puerto Rico during Hurricane Joaquin.

Captain Michael Davidson, similar to the other officers, normally worked a 10-week rotation, having 10 weeks off after working for 10 weeks on the ship. He started a work rotation on May 5, 2015, and left the ship, as scheduled, on July 14. His relief resigned just three weeks later, and the captain was asked to return to *El Faro* earlier than anticipated. On August 11, four weeks into his vacation, he returned to work on *El Faro*.

*El Faro's* officers had employment contracts with TOTE through AMO (American Maritime Officers). They were expected to work 12 hours a day while on the vessel under their contract. Actual work hours for the accident voyage were not available to investigators. However, during the two-week period from August 24 to September 6, 2015, the average workday was approximately 13 hours for *El Faro's* officers. For the next two-week period leading up to the accident voyage, from September 7 through September 20, the work hours were 12.5 hours.

The report documented several reports of fatigue among the *El Faro's* crew in the weeks leading up to the sinking. According to testimony, the chief engineer had told his wife that he was exhausted from extra maintenance work, and had described his last rotation as the worst he had been on in terms of maintenance issues. Two friends of the second mate told investigators that she complained about fatigue from her watch schedule and the additional work required at sea. In the hours before the sinking, the *El Faro's* VDR picked up a conversation in which she told her watch AB that she took ZzzQuil (a sleep aid with the same active ingredient as Benadryl) to help her rest.

The captain's voyage plan has been widely discussed given the presence of the hurricane. Investigators found no evidence that users of weather forecasting system on *El Faro* had any formal training with the system. Testimony from deck officers indicated that there was on-the-job training, and a user's manual and quick reference guide were readily available for use on the vessel.

The company did not issue alerts or email communications about Hurricane Joaquin before or during the fatal voyage. During interviews, TOTE managers repeatedly stressed that the captain could make any and all decisions related to the vessel's operation. They also stated that the captain would approve the voyage plan unilaterally and make all voyage-related decisions without the concurrence of shoreside management.

According to shipowner TOTE, the captain was the primary nautical expert: "There is no one in the company that formally provides oversight for nautical. We depend on the captains to take on that role." However, company emails also indicate that some managers saw the *El Faro* captain as a "stateroom captain," with one voicing "dwindling confidence" in him. The captain had been advised around May 12 by the director of labor relations that he was not selected to work on TOTE's new LNG ships.

The day after the vessel got underway, the captain reported that he had been monitoring Hurricane Joaquin "tracking erratically" for the better part of a week. In an email to shoreside management, he stated that he had previously adjusted his course to a more southeasterly direction to account for Joaquin, and that he anticipated passing approximately 65 nautical miles to the south of the eye of the storm.

The National Transportation Safety Board released a transcript of the bridge audio recording from the *El Faro's* final voyage in December last year. For the last few minutes of the recording, after the captain had ordered the crew to abandon ship, he attempted to help the helmsman to get out of the bridge; the AB called for a line or a ladder, but neither were at hand. Both men were within range of the bridge microphones until the end.

The NTSB Human Performance Factual Report is available at (<https://dms.ntsb.gov/rubdms/search/document.cfm?docID=455457&docketID=58116&m-key=92109>).

## Timely Reminder Fourth Quarter 2017 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.

## West Coast Sailors

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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 VI*, and the Massachusetts Maritime Academy's training ship, *Kennedy*, have received orders to set sail within 10 days for the four-to-five day transit from the East Coast to the Gulf Coast of Texas. MarAd also received notification from FEMA to activate the Texas Maritime Academy's training vessel *General Rudder*, which will remain in port at Galveston. Once moored on site, the self-contained vessel will support recovery efforts by providing power, housing, food and water to first responders. Combined, these three vessels can house over 1,200 workers thereby freeing up local hotel resources for displaced individuals.

The duration of the support mission is set at 30 days with an option for an additional 30 days upon request by FEMA. During the next week to 10 days the vessels will be taking on crew members, provisions for the relief workers and reconfiguring the ship from its primary mission as a training vessel to a berthing support role.

These vessels have been activated in support of past relief operations with the most recent activation for Superstorm Sandy in 2012.

The *Empire State VI* was originally built for SUP-contracted States Steamship Company in 1962 as the seven-hatch, break bulk freighter *Oregon*. In 1977 she was bought by Moore McCormack Lines and renamed *Mormactide*. When United States Lines bought Moore McCormack Lines in 1983, she remained in idle status. After U.S. Lines went bankrupt in 1986, the *Mormactide* was turned over to MarAd and converted in 1988 to the Training Ship *Empire State VI*.

The *Kennedy* was originally the break bulk freighter *Velma Lykes* built in 1967 for Lykes Brothers Steamship Company. In 1985, MarAd acquired the *Velma Lykes* for the Ready Reserve Force and renamed *Cape Bon*. In 1991, the *Cape Bon* was activated for Operation Desert Storm and operated under General Agency Agreement by SUP-contracted American President Lines. After serving the government for over 20 years, she was laid-up in Suisun Bay, but in 2001 she was converted to the training ship *Enterprise* in 2003. 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 *King's Pointer* until 2012 when she was transferred to the Texas Maritime Academy and renamed *General Rudder*.

## CMA CGM thrives in second quarter of 2017

CMA CGM (Compagnie Maritime d'Affrètement-Compagnie Generale Maritime) recorded a net income of \$219 million for the second quarter of 2017, compared to a net loss of \$129 million for last year's second quarter, the French ocean carrier announced this month.

**Revenues for the quarter totaled \$5.55 billion, increasing 56.8% year-over-year, thanks in large part to the acquisition of Singapore-based container carrier American President Lines (APL). But CMA CGM said the majority of the company's lines also experienced an increase in freight rates, resulting in a 12.5% year-over-year increase in average revenues per container for the quarter.**

Volumes for the quarter reached 4.73 million TEUs, up 33.3% from the second quarter of 2016. CMA CGM attributed the volumes increase to the integration of APL, the launch of the OCEAN Alliance on April 1, and "industry dynamism." In addition to CMA CGM, the OCEAN Alliance includes APL, COSCO, OOCL and Evergreen Line.

It was definitely a very notable quarter for CMA CGM, as the carrier confirmed in its earnings release an order for up to nine containerhips of 22,000 TEUs – six firm orders with an option for three more – slated for delivery from the end of 2019.

And in addition to the launching of the OCEAN Alliance, CMA CGM and Adani signed a joint venture agreement in April to jointly operate the new container terminal at the Port of Mundra.

Then in June, CMA CGM signed a

binding agreement with the world's largest ocean carrier Maersk Line to acquire Brazilian cabotage specialist Mercosul Line.

"The acquisition of Mercosul will allow CMA CGM to strengthen its service offering to and from South America, most notably in Brazil, especially on cabotage and 'door-to-door' services," CMA CGM said. "This proposed acquisition of Mercosul is accompanied by a new service offering between South America, Northern Europe and the Mediterranean."

CMA CGM also signed a binding agreement in June for the sale of a 90% equity interest in Global Gateway South Terminal in Los Angeles to EQT Infrastructure III for \$817 million, to be paid at closing. The transaction is expected to close by the end of 2017, CMA CGM said.

Looking past the second quarter, in July, CMA CGM issued a new 650 million euro (U.S. \$777.2 million) bond issue in order to refinance other bonds maturities. The company also concluded an agreement with its core banking partners for a new revolving credit facility of \$205 million.

CMA CGM also confirmed in its earnings release an order for up to nine containerhips of 22,000 TEUs – six firm orders with an option for three more – slated for delivery from the end of 2019.

Looking ahead, CMA CGM said, "Given the recent trend in freight rates, and excluding a significant change in fuel prices and exchange rates, CMA CGM expects to continue to improve its operating results in the second semester compared to the first semester."



SUP gang in Matson's Lihue from the left: John Duran, Cody Clark, Delegate Albert Rossi, Bosun Teo Rojas, and Dan Ternura. Elexir Ponce is missing. Photo Roy Tufono.

## Matson signs contracts for three new cranes for Honolulu terminal

Matson Navigation Company, has signed contracts last month with Paceco 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 Hawai'i for the arrival of four new ships the company has on order with a combined value of approximately \$930 million and deliveries starting next year.

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 Hawai'i vessels going into service over the next three years. They are also more energy efficient, easier to maintain and will be equipped with fiber-optic cabling, enabling faster and more accurate communication of data used in Matson's container tracking system.

Matson will use the new cranes to replace three older and smaller cranes, while upgrading three other existing 40 long-ton cranes to the same 11.5 kv electrical system and fiber-optic cabling as the new cranes.

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.

"Having just marked our 135<sup>th</sup> year in Hawai'i, 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 operations in Hawai'i for the long-term," said Matt Cox, Chairman and Chief Executive Officer. "Our new Aloha-Class and Kanaloa-Class ships are being built specifically to meet Hawai'i's freight needs into the future while reducing our environmental impact and improving our efficiency for decades to come."

**Matson has two Aloha-Class ships under construction at Philly Shipyard in Philadelphia with deliveries scheduled for the third quarter of 2018 and first quarter of 2019, respectively. The 850-foot long, 3,600 TEU vessels will be Matson's largest ships and the largest containerhips 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 23 knots, helping ensure timely delivery of goods in Hawai'i.**

**Matson has also ordered two Kanaloa-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-foot long and 115-foot 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 hull fuel tanks, 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 Hawai'i as a means to reduce fuel consumption, and will result in significant emissions reductions over time.

The larger capacity of the Aloha-Class and Kanaloa-Class vessels will allow Matson to return to an optimal nine-ship fleet deployment in Hawai'i, increasing efficiency and lowering operating costs, a key objective of the company's infrastructure investments.

"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 into fox holes when their ships became untenable targets of attack. At our side they have suffered in bloodshed and in death. The caliber of efficiency and the courage they displayed in their part of the invasion of the Philippines marked their conduct 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*



OS Larry Davis learns how to splice under the watchful eye of the Andrew Furuseth School of Seamanship (AFSS) instructor Dave Larsen on September 14 at SUP Headquarters in San Francisco. Photo: Dave Connolly.

# Scientists discover new tsunami risk for Alaska

Scientists probing under the seafloor off Alaska have mapped a geologic structure that they say signals the 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 Bécél 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 crust, 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 surface 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 a big one from building. But researchers are 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, unleashing a wave that topped 130 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 "trench," the zone where the two plates initially meet. The fault had been known to exist, but no one had understood what it meant.

The researchers in the 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 part of a subduction arc spanning the peninsula and the Aleutian Islands.

In addition to Alaska, Bécél says, waves generated at the site could hit more southerly North American coasts, Hawai'i and other 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 332 deaths among 1,213 people participating in a larger 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 *Euro-pean 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

The newly mapped fault lies between the trench and the coast, stretching perhaps 90 miles underwater more or less parallel to land. On the seafloor, it is marked by scarps about 15 feet high, indicating that the floor has dropped one side and risen on the other. The fault extends down more than 20 miles, all the way to where the two plates are moving against each other.

The team also analyzed small earthquakes in the region, and found a cluster of seismicity where the newly identified fault meets the plate boundary. This, they say, confirms that the fault may be active. Earthquake patterns also suggest that frictional properties on the seaward side of the fault differ from those on the landward side. These differences may have created the fault, slowly tearing the region off the main mass; or the fault may be the remains of a past sudden movement. Either way, it signals danger, said coauthor Donna Shillington, a Lamont-Doherty seismologist.

"With that big fault there, that outer part of the plate could move independently and make a tsunami a lot more effective," said Shillington. "You get a lot more vertical motion if the part that moves is close to the seafloor surface." A rough analogy: imagine snapping off a small piece of a dinner plate, laying the two pieces together on a table and pounding the table from below; the smaller piece will probably jump higher than if the plate were whole, because there is less holding it down.

Other parts of the Aleutian subduction zone are already known to be dangerous. A 1946 quake and tsunami originating further west killed more than 160 people, mostly in Hawai'i. In 1964, an offshore quake killed around 140 people with landslides and tsunamis, mainly in Alaska; 19 people died in Oregon and California, and waves were detected as far off as Papua New Guinea and even Antarctica. In July 2017, an offshore quake near the western tip of the Aleutians triggered a Pacific-wide tsunami warning, but luckily it produced just a six-inch local wave.

As for the Shumagin Gap, in 1788, Russian colonists then living on nearby Unga Island recorded a great quake and tsunami that wiped out coastal structures and killed many native Aleut people. The researchers say it may have originated at the Shumagin Gap, but there is no way to be sure.

The authors say that apart from Japan, such a fault structure has been well documented only off Russia's Kuril Islands, east of the Aleutians. But, Shillington said, "We don't have images from many places. If we were to look around the world, we would probably see a lot more."

death from hypertension-related causes.

In addition to being a risk for heart disease, hypertension can lead to kidney disease, heart failure and aneurysm.

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. Yankey, 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 check-ups to assess their cardiovascular health."

## Medicare for all continued from page 1

be able to go to the doctor they want, not just one in a particular network. They should not have to spend huge amounts of time filling out complicated forms and arguing with insurance companies as to whether or not they have the coverage they expected.

Even though 28 million Americans remain uninsured and even more are underinsured, we spend far more per capita on health care than any other industrialized nation. In 2015, the United States spent almost \$10,000 per person for health care; the Canadians, Germans, French and British spent less than half of that, while guaranteeing health care to everyone. Further, these countries have higher life expectancy rates and lower infant mortality rates than we do.

The reason that our health care system is so outrageously expensive is that it is not designed to provide quality care to all in a cost-effective way, but to provide huge profits to the medical industrial complex. Layers of bureaucracy associated with the administration of hundreds of individual and complicated insurance plans is stunningly wasteful, costing us hundreds of billions of dollars a year. As the only major country not to negotiate drug prices with the pharmaceutical industry, we spend tens of billions more than we should.

The solution to this crisis is not hard to understand. A half-century ago, the United States established Medicare. Guaranteeing comprehensive health benefits to Americans over 65 has proved to be enormously successful, cost-effective and popular. Now is the time to expand and improve Medicare to cover all Americans.

This is not a radical idea. I live 50 miles south of the Canadian border. For decades, every man, woman and child in Canada has been guaranteed health care through a single-payer, publicly-funded health care program. This system has not only improved the lives of the Canadian people but has also saved families and businesses an immense amount of money.

On September 13, I introduced the Medicare for All Act in the Senate with 16 cosponsors and support from dozens of grass-roots organizations. Under this legislation, every family in America would receive comprehensive coverage, and middle-class families would save

thousands of dollars a year by eliminating their private insurance costs as we move to a publicly funded program.

The transition to the Medicare for All program would take place over four years. In the first year, benefits to older people would be expanded to include dental care, vision coverage and hearing aids, and the eligibility age for Medicare would be lowered to 55. All children under the age of 18 would also be covered. In the second year, the eligibility age would be lowered to 45 and in the third year to 35. By the fourth year, every man, woman and child in the country would be covered by Medicare for All.

Needless to say, there will be huge opposition to this legislation from the powerful special interests that profit from the current wasteful system. The insurance companies, the drug companies and Wall Street will undoubtedly devote a lot of money to lobbying, campaign contributions and television ads to defeat this proposal. But they are on the wrong side of history.

Guaranteeing health care as a right is important to the American people not just from a moral and financial perspective; it also happens to be what the majority of the American people want. According to an April poll by *The Economist/YouGov*, 60% of the American people want to "expand Medicare to provide health insurance to every American," including 75% of Democrats, 58% of independents and 46% of Republicans.

Now is the time for Congress to stand with the American people and take on the special interests that dominate health care in the United States. Now is the time to extend Medicare to everyone."

*The co-sponsors are Senators Tammy Baldwin (D-Wisconsin), Richard Blumenthal (D-Connecticut), Cory Booker (D-New Jersey), Al Franken (D-Minnesota), Kirsten Gillibrand (D-New York), Kamala Harris (D-California), Martin Heinrich (D-New Mexico), Mazie Hirono (D-Hawai'i), Patrick Leahy (D-Vermont), Ed Markey (D-Massachusetts), Jeff Merkley (D-Oregon), Brian Schatz (D-Hawai'i), Jeanne Shaheen (D-New Hampshire), Tom Udall (D-New Mexico), Elizabeth Warren (D-Massachusetts), and Sheldon Whitehouse (D-RI).*

## Reserve fleet deficiencies *continued from page 1*

alluded to an intertwined crisis already in advanced development: the acute and growing shortage of the qualified civilian American merchant mariners DOD relies on exclusively to maintain the RRF and MSC surge ships while in reduced operating status, to break the vessels out as required, and to keep them operating for as long as necessary.

“Nearly all of the surge sealift fleet is expected to be fully operational within five days of activation ... as called for in the initial phases of various DOD operational plans,” the report noted. “The ability of surge sealift ships to meet these readiness requirements depends on the material condition of the ships and the availability of U.S. civilian mariners needed to crew them.

“While MSC and MarAd are responsible for the maintenance and repair of their respective surge sealift ships, MarAd is responsible for ensuring that a sufficient number of U.S. civilian mariners are available to crew all surge sealift ships if they are activated,” the GAO added. “In August 2015, we reported that the number of U.S. civilian mariners who would be qualified and available to serve during a prolonged activation of the surge sealift fleet was uncertain.”

The GAO two years ago recommended that MarAd “study the potential availability of qualified mariners.” The agency’s new report acknowledged that the sealift manpower issue is now before MarAd’s Maritime Workforce Working Group, which was established under a provision in the fiscal 2017 National Defense Authorization Act. The working group expects to report its findings and recommendations to Congress in December 2017.

In one of many disturbing passages, the August 2017 GAO report advised: “The readiness of the surge sealift fleet has trended downward over the past five years, as shown by increasing equipment casualties and decreasing scores on activation exercises. As a result, the amount of ready sealift carrying capacity, expressed in terms of square feet available for transporting equipment and supplies, has been decreasing, and the decrease has been particularly steep since fiscal year 2015.

“MSC and MarAd officials explained that the primary factors causing these capacity decreases are increases in mission-limiting equipment casualties and maintenance periods that are running longer than planned,” the GAO continued. “Both of these factors indicate declining material readiness across the surge sealift fleet.”

Describing the RRF and MSC surge assets as “critical enablers,” the GAO report warned of “increasing risk” that the U.S. “will be unable to rapidly deliver the equipment, supplies and forces called for in the initial phases of operational plans.”

The GAO proposed a “comprehensive recapitalization plan” to begin to rehab the RRF and MSC surge fleets. The Navy concurred with the recommendation and pointed out that DOD last November “directed the Navy to develop a plan for recapitalizing the surge sealift fleet. This effort, the Navy added, “is in progress and is being finalized.”

In July 2017, the House of Representatives approved an initial recap plan offered by House Armed Services Committee Chairman Mac Thornberry (R-Texas). Under the Thornberry initiative, DOD would be authorized to buy up to five suitable surge fleet replacement ships on the world market at “reasonable cost,” with priority going to ships that had once served U.S. defense needs through the separate Maritime Security Program.

One issue the GAO did not address in its latest report is funding of the Ready Reserve Force and the MSC surge fleet, but the report’s observations and conclusions should ease the underway effort to increase this spending to a significant degree in fiscal 2018, which begins October 1.

The SUP represents sailors in MarAd’s Ready Reserve Fleet and MSC’s Surge Sealift vessels.

## 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 (ISM); and failure to pay crew the cash component of their wages which totaled about \$53,000.

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 marine 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 AMSA and the vessel’s flag state received evidence that the crew had been paid their outstanding wages 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 Bahamas Maritime Authority 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.



SUP pensioners and activists Diane Ferrari and Bill Berry at a Labor Day Rally outside Oakland City Hall on September 4. Photo Dave Connolly

## 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-Ålesund, 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 new 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 gimbal 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.

## Matson launches new Okinawa service

SUP-contracted Matson Navigation Company announced this month 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 will now call Long Beach, Honolulu, Guam, Naha, Ningbo, 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, 17 days to Oakland and 33 days to Seattle, according to Matson.

Matson operates its CLX service with five U.S.-flagged vessels (*Manukai*, *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 locale 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 an 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 overboard 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 body later disposed of. "I am satisfied on the balance of probabilities that Mr. Llanto died as a result of foul play by a person or persons on the vessel."

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 on the fourth deck is consistent with someone hitting him forcefully over the head. "It would be an extraordinary coincidence if the person(s) who caused Mr. Llanto's death were not also responsible for Mr. Collado's death."

Since the 2012 incident no charges have been laid against anyone onboard. Freund wrote that evidence suggested that the ship's captain Venancio Salas "caused or authorized the disappearance of Mr. Llanto", and knew more than he told the court.

According to media reports, the NSW Police and the Australian Federal Police have declined to say whether officers were still investigating the deaths. Both agencies say they are still considering the Coroner's findings, released in May. Now the Philippines Government has confirmed it is considering launching its own investigation.

The *Sage Sagittarius* arrived at the Port of Newcastle on August 31. Meanwhile, Llanto's wife Nelia and their children now 16 and 12, along with Collado's wife Rebecca and their children and grandchildren, continue to wait for justice.



The ITB Moku Pahu all spruced up, and under her new owner's (Schuyler Lines Navigation Company) colors, September 7, as she departs a shipyard in Turkey. Note that on her starboard bow she still bears the initials of her former owner, Hawaii Sugar Transportation Company.

## 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 subject to final approval 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 a 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 in wharf improvements, rail enhancements, shore power upgrades, marine oil terminal modernization and waterfront projects. The Port of Los Angeles expects to add more projects over the life of the agreement.**

Under the prior agreement, the port completed 20 major construction projects on time and within budget and is on track to do the same with six remaining projects. The list represents a total investment of nearly \$848 million and includes the Berth 200 Rail Yard, TraPac Container Terminal Project, the South Wilmington Grade Separation, and waterfront 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 Seroka. "We're eager to keep that momentum going so the Port of Los Angeles remains a modern, competitive and sustainable gateway that strengthens 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 hull in place but, like a corset, 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 0.5cm 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, repainting of 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!

## ESU Office Assignments

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

# ESU NEWS

SEPTEMBER 2017

Official Publication of the Exxon Seamen's Union

## 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 Seamen. 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 smiling and optimistic about the future. Don retirement plans include 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 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 his 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 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 retirement of the current Ship Representative Mike Harrison. 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 production 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 contractual 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 VI, Section 2, 3G 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. Recently, the 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 reliefs, long tours, 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.

## Ship reports

### S/R American Progress

The vessel departed Singapore after a regular shipyard period and with a load of MOGAS for delivery in Mexico on its way back to the Gulf. Regular Ship Rep. Mike Harrison is back on board staying in touch with the ESU office and reports everything was going good. The crew is looking forward to the trip back to the U.S. Coincidentally this will be Mike's last voyage due to his upcoming retirement November 30.

### Eagle Bay

The vessel continues its regular run loading in Valdez, AK with discharge ports between Long Beach, CA and San Francisco, CA. ESU board officer Leo DeCastro plans to visit while the ship is discharging in Long Beach, CA around September 22. Regular ship representative AB Thor Floreen back on board staying in touch with the office and reports all is well.

### Liberty Bay

The *Liberty* continues the loading in Valdez, AK with split discharges in southern California between Long Beach and San Francisco. Regular Ship Representative Joe Buffington aboard and reports everything going well. After departing San Francisco, the vessel is slated to head north load in Valdez, AK and discharge at Richmond Long Wharf in San Francisco Bay area during the first week of October.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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

## 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 about workplace accidents made 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 surviving 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 a 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 30 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 Zulkifli Abu Bakar.

## Membership and Ratings Committee

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

Name and Membership Number	Seatime	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 Truesdell C2696	30 Days	A.B.	C
Bosun Stamp - None			

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Rolando Gumanas #19238, Dave Frizzi #2255, and Robert Lee #19455.



The September Membership and Ratings Committee from the left: Rolando Gumanas, Robert Lee, and Dave Frizzi. Photo Roy Tufono.

## Welfare Notes September 2017

### 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 01/31/18 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 01/31/18 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 terminating.**

**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.**

Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)

Patty Martin MPP and 401(k) Plans, Death Benefits [martinpatty59@sbcglobal.net](mailto:martinpatty59@sbcglobal.net)

Virginia Briggs Claims [vbriggs80@sbcglobal.net](mailto:vbriggs80@sbcglobal.net)

Michael Jacyna Eligibility [mjacyna67@sbcglobal.net](mailto:mjacyna67@sbcglobal.net)

Training Representative Berit Eriksson 206-551-1870 [berittrainrep@sbcglobal.net](mailto: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

## Wreck of USS Indianapolis located

A team of civilian researchers led by capitalist and philanthropist Paul G. Allen has announced they have found the wreck 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 12 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 effort 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 Dr. Richard Hulver, historian with the Naval History and Heritage Command, conducted research that led to a new search area to the west of the original presumed position. Hulver's research identified a naval landing craft that had recorded a sighting of *Indianapolis* hours before it was torpedoed. Using that information, the research team developed a new position and estimated search, which was still a daunting 600 square miles of open ocean.

Allen-led expeditions have also resulted in the discovery of the Japanese battleship *Musashi* (March 2015) and the Italian WWII destroyer *Artigliere* (March 2017). His team was also responsible for retrieving and restoring the ship's bell from the *HMS Hood* for presentation to the British Navy in honor of its heroic service. Allen's expedition team was recently transferred to the newly acquired and retrofitted *R/V Petrel* specifically for continuing exploration and research efforts.

The 13-person expedition team on the *R/V Petrel* is in the process of surveying the full site and will conduct a live tour of the wreckage in the next few weeks.

Their work is compliant with U.S. law, respecting the sunken ship as a war grave and not disturbing the site. *USS Indianapolis* remains the property of the U.S. Navy, and its location will remain confidential and restricted by the Navy.





The RRF vessel, *Cape Hudson* in August 2017 at San Francisco's Pier 50. From the left SUP members: Rolando Gumez, Larry Davis Jr., Spencer Thompson, Phil Coulter-Bosun, Robert Richards, Ronald Brito, Anthony Wylie, Sam Worth, Eric Sheldon, John Relajo, Wilfredo Aquino, and Paul Fuentes-Bosun on the *Cape Horn*. Photo: Roy Tufono

# 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 Orient Overseas Container Line (OOCL) placed in April 2015 with South Korean shipbuilder Samsung Heavy Industries for six, 21,000-TEU class ships. OOCL 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.

# 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 "Anwar") was sentenced to 94 years. Lt. General Manas Kongpan, the most prominent defendant, 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."

## 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 seagoing [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, 2017:

President/Secretary-Treasurer .....	\$1,701.78
Vice President/Assistant Secretary-Treasurer .....	\$1,565.97
Branch Agent.....	\$1,565.97
Business Agent.....	\$1,537.91

**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.

# 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

	Wages		Supp. Benefit Base		Supp. Benefit	Money Purchase Pension Plan
	Monthly	Daily	Monthly	Daily	Monthly	Daily
Bosun	\$5,746.21	\$191.54	\$5,921.79	\$111.86	\$3,355.88	\$25.00
A.B.	\$3,944.09	\$131.47	\$4,425.80	\$83.60	\$2,508.11	\$25.00
AB Watchstander/						
Daystander	\$3,944.09	\$131.47	\$4,425.80	\$83.60	\$2,508.11	\$25.00
O.S.	\$3,025.20	\$100.84	\$3,473.72	\$65.62	\$1,968.56	\$18.51

### OVERTIME RATES

The hourly overtime rate for all ratings		Money Purchase Pension Plan
except the Ordinary Seaman.....	\$33.08	
Ordinary Seamen .....	\$24.82	Daily

### CARGO RATES

The hourly cargo rate for all ratings:	
Straight Time Hours .....	\$24.82
Overtime Hours .....	\$40.88

### SHORTHANDLED (Section 7 SUP Work Rules)

Bosun.....	\$56.46
A.B. ....	\$42.54
STOS .....	\$31.91

### STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours .....	\$31.58.....	\$25.00
Overtime Hours .....	\$51.92	
A.B.		
Straight Time Hours .....	\$30.26.....	\$25.00
Overtime Hours .....	\$49.86	

### SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours .....	\$27.96.....	\$25.00
Overtime Hours .....	\$46.51	
Straight Time Hours .....	\$26.39.....	\$25.00
Overtime Hours .....	\$44.47	

### DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun	
Straight Time Hours .....	\$37.65
Overtime Hours .....	\$56.48
A.B. and STOS	
Straight Time Hours .....	\$28.35
Overtime Hours .....	\$42.54

### FUEL OIL SPILL CLEANUPS

Straight Time, all ratings .....	\$20.20
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## Maintenance Agreement Rates

Rating		Money Purchase Plan
Rigging-Splicer and Sail Maker		
Straight Time .....	\$37.02.....	\$25.00
Overtime.....	\$61.41	
Rigging-Wire Splicer's Helper		
Straight Time .....	\$34.02.....	\$25.00
Overtime.....	\$57.04	
Rigging-General Maintenance Work		
Straight Time .....	\$32.54.....	\$25.00
Overtime.....	\$54.73	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time .....	\$35.40.....	\$25.00
Overtime.....	\$59.01	
Storekeeper-General Maintenance		
Straight Time .....	\$34.35.....	\$25.00
Overtime.....	\$57.30	
Bosun		
Straight Time .....	\$39.62.....	\$25.00
Overtime.....	\$64.95	
Bosun's Mate or Leaderman		
Straight Time .....	\$37.03.....	\$25.00
Overtime.....	\$61.41	
Carpenter		
Straight Time .....	\$36.23.....	\$25.00
Overtime.....	\$60.40	
Spraying, Sandblasting enclosed spaces additional per hour.....	\$1.70	
<b>EXTRA MAINTENANCE AGREEMENT RATES</b>		
Bosun		
Straight Time .....	\$39.56.....	\$25.00
Overtime.....	\$64.95	
A.B. (Rigging-General Maintenance Work)		
Straight Time .....	\$32.49.....	\$25.00
Overtime.....	\$54.73	



# SUP President's Report

September 11, 2017

## JONES ACT

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 intensely active 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 after superstorm Sandy paralyzed the East Coast.

Will keep a weather-eye on this situation so that this breach of the Jones Act is not extended.

**Editor's Note: On September 13, the Department of Homeland Security extended the Jones Act waiver until September 22.**

## SECRETARY OF TRANSPORTATION

On August 29, met with Secretary of Transportation Elaine Chao and Maritime Administrator Mark Buzby,



At Department of Transportation Headquarters in Washington D.C. on August 29, from the left: Former Maritime Administrator William Schubert, Maritime Administrator Mark Buzby, SUP President Gunnar Lundberg, Secretary of Transportation Elaine Chao, MM&P President Don Marcus, MEBA President Marshall Ainley, and AMO President Paul Doell.

along with MM&P President Don Marcus, MEBA President Marshall Ainley, 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.

## PATRIOT CONTRACT SERVICES

### USNS Waters

Last month the Union was notified by Patriot that the new ship manager (Ocean Shipholdings, Inc.) for the Military Sealift Command's special mission ship *USNS Waters* will relieve Patriot on or about October 12. Until then, Patriot will manage crewing activities as normal, but relief assignment durations will be adjusted towards that end date.

### Wage Increases

In accordance with Agreements with Patriot covering specific government vessels operated by the company, Total Labor Cost (TLC) increases in wages, overtime, Supplemental Benefits and contributions to the SUP Welfare Plan and the SIU-Pacific District Pension Plan become effective October 1, with the Union having the right to allocate the increase to the various benefit plans.

As the membership will recall, in June, the SUP, MFOW and SIU-Marine Cooks negotiated a \$10 per day increase in the contribution rate to the SIU-Pacific District Pension Plan, bringing that contribution to \$20 per day. The purpose of the increased contribution is to strengthen the Plan so that pension benefits in the future can be increased for those on pension and for those who will go on pension.

Due October 1, is a 2% Total Labor Cost increase for the unlicensed ratings in the *Watson*-Class LSMRs

(*USNS Charlton, USNS Dahl, USNS Pomeroy, USNS Red Cloud, USNS Sisler, USNS Soderman, USNS Watkins, USNS Watson*); a 3% Total Labor Cost increase for the unlicensed rating in the shallow-draft tanker SLNC PAX; and a 2% Total Labor Cost increase for those employed in the *USNS Waters*.

Recommend that the Total Labor Cost increases for the *Watson*-Class vessels and the *PAX* be allocated to the Pension Plan to achieve a \$20 per day contribution, and further recommend that the 2% Total Labor Cost increase in the *USNS Waters* be applied to wage and wage-related items and the various benefit plans.

It should be noted that on the anniversary dates of the negotiated wage increases for the Surge Sealift LMSRs (*USNS Gilliland, USNS Gordon, USNS Shughart, USNS Yano*) and the Ready Reserve Force vessels (*Admiral Callaghan, Cape Orlando, Cape Taylor, Cape Texas, Cape Trinity, Cape Victory*), will recommend an allocation of \$10 per day to the Pension Plan. The same will apply to the Ready Reserve Force vessels *Cape Henry, Cape Horn* and *Cape Hudson* operated by Matson.

## APL MARINE SERVICES, LTD

### Wage Increase

In accordance with the 2015-2018 collective bargaining agreement between the SUP, MFOW, SIU-Marine Cooks, and APL Marine Services, Ltd., a 2.75% 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 Belgium, APL China, APL Guam, APL Gulf Express, APL Korea, APL Philippines, APL Saipan, APL Singapore* and *APL Thailand*. Those employed under the SUP/APL Maintenance Agreements shall also receive a 2.75% 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.

### Corporate Restructuring

The Union was notified by APL that on July 17, American President Lines, Limited, was converted from a Delaware corporation to a Delaware limited liability corporation with the new name of the company being American President Lines, LLC. The conversion is part of a broader corporate reorganization related to the pending sale of Eagle Marine Services, Ltd. Eagle Marine, a subsidiary of APL, operates the company's Global Gateway South terminal in Los Angeles.

Once the sale of Global Gateway South is completed, ownership of American President Lines, LLC will be transferred to a new company called APL Investments America, LLC. APL Investments will be a wholly-owned indirect subsidiary of Neptune Orient Lines, Limited, which is owned by France's CMA CGM (Compagnia Maritime d'Affretment-Compagnie Generale Maritime).

The corporate restructuring will have no effect on the SUP's collective bargaining relationship with APL Marine Services, Ltd.

## SEATTLE BRANCH

On September 5, your secretary received the following letter from Seattle Branch Agent Vince O'Halloran:

"As you know I have been on a Leave of Absence for the past six months to address medical concerns, and that Brother Brendan Bohannon has relieved me during this period as Seattle Branch Agent. In this time, Brother Bohannon has performed the day-to-day duties of Branch Agent with unwavering dedication and strong attention to the membership's concerns.

*continued on next page*

## 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 Dock Bosun at the San Francisco Bar Pilots, be elected to fill out Christianson's term.

The other Building Corporation Trustees are Dave Connolly, Paul Fuentes, Roy Tufono and your secretary.

### 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 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.

### 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 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*



*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 upstream that led to mandatory evacuations and widespread flooding during Hurricane Harvey. Working with the Coast Guard, the military, and city officials, the crews of Cape Taylor, Cape Trinity and Cape Texas continuously maintained a safe mooring and sealift readiness despite extremely adverse conditions. Photo: Mark Acord, Bosun, Cape Texas.*

## Vice 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 agents and staff. Late August held a remarkable concentration of jobs, military and commercial, with call-outs and call backs to shipyard activations, hurricane sorties, and mission deployments, all on top of normal operations. Dispatchers worked weekends, stayed late, and handled every contingency. It was another demonstration of the resiliency, flexibility, and reliability of our hiring hall system. It also pointed up the dedication of SUP sailors, who often left the hall for the airport, enduring cramped red-eye flights and long layovers to arrive on deck to immediately perform necessary work. This "can do now" 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 2(d). Security watches set independent of APL Section 51 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 Hurricane Harvey and its aftermath to prevent damage and maintain seaworthy readiness. With the release of reservoir water upstream creating a vicious 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 Beaumont RRF fleet.

**APL Saipan:** Ruta Tulenkin, delegate. Clarification on original lashing of certain containers 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 Jeziorski 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 ROS during the first activation, however, creating some confusion about rates of pay and work schedule. Crew paid off without getting underway on September 1, 2017 for a job well done. All halls combined to provide qualified seamen.

**USNS Gordon:** Ben Garman, delegate. Activated in Newport News for Baltimore layberth. Clarification on holiday pay. Crew retained for readiness due to hurricanes Irma and Jose. Bosun Jordan Polon handled the gang.

**Moku Pahu:** Jill Holleman, delegate. Sudden activation on top of military work. 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, wifi 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 application of unfair relief policy to the satisfaction of the gang. Bosun Saul Townsend has things under control.

**USNS PAX:** Gene Hoeghn, delegate. In support of Seattle Branch Agent Brendan Bohannon, investigated bridge sanitary issue. Relief sailors dispatched and going through the clearance process. Tankerman assistant endorsement is required in addition to all the military training.

**APL Belgium:** James Salera, delegate. Clarification on filing lodging claims and rigging staging.

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

**USNS Charlton:** Sean Bane, bosun. Activation canceled at the last minute after dispatch. Bosun Dennis Sumague had the ship ready to go on deck. Expected early November re-activation.

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

**R.J. Pfeiffer:** Emo Aulelau, delegate. Clarification on watch assignments. In good shape.

**Maunawili:** Denny Silva, delegate. Clarification on carpenter's work and washdown.

**Texas Voyager:** Terry Black, 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*

# SUP Branch Reports

## Seattle

August 21, 2017

Shipped 3 Boatswains, 2 going to a Navy bottoms and 1 return to Matson, filled with 1 A and 2 B seniority; 4 Able Seaman jobs shipped that went to 1 A, and 3 B members, 1 to Maui, and 3 to navy bottoms; 1 Ordinary Seaman job to **Pomeroy** taken by a B card, for a total of 8 seagoing jobs shipped; and 2 Matson standbys went to 2 A cards.

Registration: 6 A cards for a total of 14; 13 B cards for a total of 28; 5 C cards for a total of 10 and 5 D cards for a total of 12.

I represented the SUP at the following meetings: Martin Luther King, Jr. Central Labor Council (MLKCLC) Principal Officers meeting, met ILWU Local 19 Vice President John Persak regarding Mobility issues, MLKCLC Port Commission interviews, MLKCLC Board Meeting, MLKCLC Delegates meeting.

On August 16, I joined U.S. Senator Maria Cantwell, Seattle Mayor Ed Murray, and the Port of Seattle Commissioner John Creighton in announcing increased funding for the Landers Street Project. I took this opportunity to thank Senator Cantwell for securing the Federal funding in this project and for her continued support and defense of the Jones Act.

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

*Brendan Bohannon  
Acting Branch Agent*

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 when available.

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 meeting's, 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 took care 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. Mahalo,

*Michael Dirksen  
Branch Agent*

## Business Agent's Report

September 11, 2017

**Mississippi Voyager** - Running up and down the coast between Richmond Long Wharf and Long Beach.

**Florida Voyager** - Running between Richmond Long Wharf and El Segundo Terry Black, Delegate, Scott Oliphant, Bosun.

**Oregon Voyager** - Running out of the Gulf with little or no beefs.

**California Voyager** - Soon to be replaced by the *Texas Voyager*. The company intends to put her into service some time late September.

**Lihue** - Matson called a crew late last month to relieve the *Mahimahi*. The standby Bosun Mike Worth and his gang did a bang up job getting the *Lihue* prepared for service and as we all know there's a lot of work involved—no easy task. Ship sailed for Long Beach with Teo Rojas, Bosun and Albert Rossi, Delegate.

**Matsonia** - In at Oakland #62. First trip back from the shipyard. Spoke with the Bosun and the gang. They voiced their concerns with safety issues that were discussed prior to the shipyard: BB winch that was inoperable and would be repaired in the yard, and the starboard pilot hoist needs a mechanical reel installed, which was never done. They replaced the old controls, and when it was reassembled, it was reassembled ass backwards. Will follow up these issues. Sam Scott, Bosun and Isnin Idris, Delegate.

**Kauai** - In at Oakland #62. Ships been on a steady Northwest run with little or no beefs. The Swede pulling the pin and we would like to wish him all the best. Maltese Falcon relieved the Swede. Routine with the gang. Allen Gonzalez, Delegate.

**Maui** - In and out of Oakland #62 with little or no beefs Brian Yost, Bosun.

**Manoa** - In at Oakland #63. Sailed for Los Angeles with Relief Bosun Robert Reed and Gerry Marshall as Delegate with no beefs.

**Mahimahi** - Oakland #62. Sailed for Honolulu with no beefs. From there to the Chinese shipyard for approximately 60 days subject to change. Remoni Tufono, Bosun, and Ali Hussein, Delegate.

**APL Belgium** - In and out Oakland #58. Sailed for Dutch Harbor with no beefs with Noel Itsumura, Bosun. Ben Ashton, Delegate.

**APL Thailand** - In and out Oakland #58. Sailed with no beefs in good hands with Joe McDonald, Delegate and Gabriel Sipin, Bosun.

**APL China, APL Philippines, APL Korea** - Checked in with little or no beefs.

**Cape Orlando** - Joel Schor, Bosun.

**Cape Henry** - Running smoothly with Jim Linderman, Bosun.

**Admiral Callaghan** - Routine with the gang. Mark Pfaff, Bosun.

**Cape Horn** - Running smoothly with Paul Fuentes, Bosun.

**Cape Hudson** - Activated end of August for a week of sea trials and then to Portland. Ship scuttlebutt has her in the yard for 30-40 days subject to change. Laid the crew off and kept the ROS crew: GUV Robert Richards, GUDE Ronald Brito, Phil Coulter, Bosun.

Keep your dues current. If you have less than six months on your MMC start the renewal process.

*Roy Tufono*

## Honolulu

August 21, 2017

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

Shipped 31 standby jobs. The standby jobs were filled by 5 B cards, 20 C cards, and 6 D cards.

Registered in Honolulu: 12 A cards; 10 B cards; 6 C cards and 7 D cards.

### Ships checked

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

**APL Guam** - no major beefs

**APL Saipan** - no major beefs

**USNS Charlton** - still waiting for this ship to re-crew.

## Dispatcher's Report

Headquarters—Aug. 2017

<b>Deck</b>	
<b>Bosun</b> .....	5
<b>Carpenter</b> .....	0
<b>MM</b> .....	8
<b>AB</b> .....	14
<b>OS</b> .....	3
<b>Standby</b> .....	38
<b>Total Deck Jobs Shipped</b> .....	68
<b>Total Deck B, C, D Shipped</b> .....	58
<b>Engine/Steward</b>	
<b>QMED</b> .....	0
<b>Pumpman</b> .....	0
<b>Oiler</b> .....	0
<b>Wiper</b> .....	0
<b>Steward</b> .....	0
<b>Cook</b> .....	0
<b>Messman</b> .....	0
<b>Total E&amp;S Jobs Shipped</b> .....	0
<b>Total E&amp;S B, C, D Shipped</b> .....	0
<b>Total Jobs Shipped - All Depts.</b> ....	68
<b>Total B, C, D Shipped-All Depts.</b> ..	58
<b>Total Registered "A"</b> .....	16
<b>Total Registered "B"</b> .....	45
<b>Total Registered "C"</b> .....	13
<b>Total Registered "D"</b> .....	29

## Wilmington

August 21, 2017

Shipping: Bosun: 3, AB: 17, AB Maint: 2, OS/STOS: 4, and standby: 62 for a total of 88 jobs shipped.

Registrations: A:19, B:36, C:11, D:13.

### Ships checked

**R.J. Pfeiffer** - Juan Gonzalez Bosun and Chris Halberg Delegate; no problems.

**APL Belgium** - Aaron Wibie Bosun and Jaime Acosta Delegate; running smooth.

**Manukai**; Nestor Guzman, Bosun and Abe Acosta, Delegate; running smooth.

**APL Korea** - Nestor Alarcon, Bosun and Paul Harsany, Delegate; keeping the sheets.

**Mokihana** - Billy Sullivan, Bosun and Brandon Keopuhiwa, Delegate; no problems.

**Manulani** - Bert Genita, Bosun and Leo Martinez, Delegate; running smooth.

**APL Singapore** - Dale Gibson, Bosun Harold Uriarte, Delegate; minimum storing problems solved on board,

**Maunawili** - Mike Ruan, Bosun and Patrick Weisbarth, Delegate; no problems.

**APL Thailand** - Gabriel Sippin, Bosun and Jose McDonald, Delegate; questions disputed of missed assignment.

**Maunalei, APL Philippines, and R.J. Pfeiffer** - all checked out, no problems.

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

Patriot jobs have increased with various ship activations for sea trials as well as activations due to weather.

## Panama-flag vessel banned Down Under for cooking the books

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 onboard. 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 \$17,000 per month with records found reflecting this back to at least April 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 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 deceive authorities," 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 received by the crew and the vessel was released from detention. Upon releasing the vessel from detention AMSA issued the master a direction notice banning the *DL Carnation* from entering or using any Australian port for 12 months.

"For a first breach AMSA's response would normally be to detain the vessel until the problem is rectified," Schwartz said. "In this case, given the concerning existence of fake accounts and the intent to deceive authorities, AMSA has decided to issue a 12 month ban to the *DL Carnation* and will increase inspections for all other vessels belonging to this company. AMSA takes a zero tolerance approach to the mistreatment of crew and all vessels coming to our shores should be aware of the consequences. Shipping companies should be aware that AMSA has the power to ban entire fleets if we uncover systemic issues within an operation and will not hesitate to do so where deliberate non-compliance is uncovered."

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