



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, August 23, 2013

Turmoil in Egypt impacts APL vessels

The SUP was notified by American President Lines on August 16, that due to the deteriorating situation in Egypt, shore leave for company vessels (*APL Agate*, *APL Belgium*, *APL Coral*, *APL Cyprine*, *APL Pearl*) transiting the Suez Canal and calling Egyptian ports is canceled until further notice.

The action is being taken as a result of a notice from the U.S. State Department issued on August 15: "The U.S. Department of State warns U.S. citizens to defer travel to Egypt and U.S. citizens living in Egypt to depart at this time because of the continuing political and social unrest.

On August 14, the Government of Egypt declared a State of Emergency that includes a curfew from 7:00 P.M. to 6:00 A.M. in select governates, including Cairo and Alexandria. The U.S. Embassy urges U.S. citizens who choose to remain in Egypt to comply with local regulations and follow local media for updates applicable to your specific location.

Political unrest, which intensified prior to the constitutional referendum in December 2012, the anniversary in 2013 of Egypt's 25th January Revolution, and the July 2013 change of government, shows little sign of abating. Demonstrations have, on numerous occasions, degenerated into violent clashes between security forces and protesters, and between protesters supporting different factions, resulting in deaths, injuries, and extensive property damage. Participants have thrown rocks and Molotov cocktails and security forces have used tear gas and other crowd control measures against demonstrators. There have been instances of the use of firearms as well. While most violent protests have occurred in major metropolitan areas, including downtown Cairo, Giza, Alexandria, and Port Said, there are recent reports of more widespread political and social violence, including armed attacks, in other areas of Egypt. Of continued concern is gender-based violence in and around protest areas where women have been the targets of sexual assault.

The U.S. Department of State strongly urges U.S. citizens to avoid all demonstrations in Egypt, as even peaceful ones can quickly become violent, and a foreigner could become a target of harassment or worse. On June 28, a U.S. citizen was killed during a demonstration in Alexandria. Because of the proximity of the U.S. Embassy to Tahrir Square in Cairo, the U.S. Embassy has sometimes been closed to the public on short notice due to violent protests. The Embassy will notify U.S. citizens as quickly as possible of any closing and the types of emergency consular services that will be available. Should security forces block off the area around the U.S. Embassy during demonstrations, U.S. citizens should contact the American Citizens Services section before attempting to come to the U.S. Embassy during that time. U.S. citizens are urged to remain alert to local security developments and to carry identification and, if moving about alone, a cell phone or other means of communication that works in Egypt."

IMPORTANT!
Vessel Security Training REQUIRED
for some SUP members.
 See the President's Report on page 10.

Senators Murray and Cantwell unveil legislation to support American ports

On August 15, U.S. Senators Patty Murray (D-Washington) and Maria Cantwell (D-Washington), announced new legislation that will significantly strengthen American ports, including many in the Pacific Northwest. The Harbor Maintenance Tax, a long-established tax on imports that funds the operation and maintenance of America's large and small ports, is not being fully collected. Because of that, American ports, which drive job creation and anchor the nation's export economy, can't make the infrastructure investments they need to support American businesses. Senators Murray and Cantwell are addressing this threat to America's maritime economy with legislation to create a more equitable playing field for American ports.

Specifically, the Maritime Goods Movement Act for the 21st Century would:

- Repeal the Harbor Maintenance Tax and replace it with the Maritime Goods Movement User Fee, the proceeds of which would

be fully available to Congress to provide for port operation and maintenance. This would double the amount of funds available for American ports, which will help the nation's export economy thrive.

- Ensure that shippers cannot avoid the Maritime Goods Movement User Fee by shipping goods through ports in Canada and Mexico and then transporting those goods into the United States via truck and rail..

- Set aside a portion of the user fee for low-use, remote, and subsistence harbors that are at a competitive disadvantage for federal funding.

- Create a competitive grant program using a percentage of the collected user fees to improve the U.S. intermodal transportation system so imported goods and goods for export can more efficiently reach their intended destinations.

- Pay for expanded infrastructure investments by closing loopholes that allow the largest oil and gas companies in America

to receive billions of dollars in taxpayer subsidies every year, even though they enjoy profits in excess of \$100 billion annually.

"Senator Cantwell and I have worked with small and large ports in Washington state, the business community, and labor leaders to write the Maritime Goods Movement Act—which will make desperately needed improvements to the laws that impact ports of all sizes and business large and small—exporters and importers," Senator Murray said. "This legislation will change the Harbor Maintenance Tax to give shippers new incentives to move their goods through American ports.

"I will continue to work with Senator Murray and my West Coast colleagues on a solution that gives our ports relief and keeps us competitive," said Senator Cantwell. Fixing the Harbor Maintenance Tax is about giving businesses and workers in our trade economy tools to succeed in a global marketplace.

See related article on page 3.

Congressman defends Jones Act

The following article is by Congressman Duncan Hunter (R-CA) and was published by CNBC on July 30:

"The maritime industry has been a pillar of the economy for as long as shipping vessels have delivered goods and commodities to American shores. In no small part, the Jones Act has been the engine driving this success for nearly a century, requiring that any ship carrying cargo between two ports in the U.S. be American-built, owned and crewed.

Regrettably, not everyone views the Jones Act this way.

For reasons that are due to either a lack of understanding or appreciation for the U.S. maritime industry, the Jones Act is being misidentified once again as an impediment to job creation and even lower product costs.

Joe Petrowski, CEO of Gulf Oil, took the latest shot in what's

become a recurring barrage of attacks against the act, suggesting that repealing the law would reduce gasoline prices by as much as 30 cents a gallon.

In other words, using foreign carriers to replace U.S. ships would result in lower gas prices, according to Mr. Petrowski.

That presumption is nothing more than wishful thinking. There are many reasonable and relevant proposals to lower gas prices for American families and secure greater energy independence, but repealing the Jones Act is not one of them.

To refute the claim that the act contributes to higher gas prices, it's necessary to emphasize that the cost for moving a gallon of gasoline on a U.S. ship is less than one penny-per-gallon, on average.

At present, nearly 90% of the cost of gasoline is driven by three things: the price of crude

oil, refining and taxes. The remaining 10% is attributed to marketing, distribution and retailing, leaving room, however big or small, for profit.

Overall, the maritime cost is marginal and rarely considered a factor in gasoline prices. It is also a general rule that when the price of crude oil increases, as it has recently, so does the price of gasoline.

The reality is that the Jones Act, despite claims to the contrary, has little to do with price fluctuations at the pump.

Calls for its repeal have long been based on misleading presumptions and incomplete information, much of it originating from industries in direct competition with the U.S. maritime industry.

As if smelling blood in the water, these competing interests

continued on page 4

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SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED JUNE 30, 2013

BUILDING CORPORATION

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 8, 2013, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$1,072,957.89
Political Fund	\$18,136.87
Strike Fund	\$1,293,730.99
Total Cash and Investments 2nd Qtr. 2013	\$2,384,825.66

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$98,585.80
Interest	11,324.06
Donations - <i>West Coast Sailors</i>	1,550.00
Tanker & Joint Committee, Hiring Hall.....	87,430.14
Advertising & Promotion	225.00
Miscellaneous Income, Reimbursements, Fines	2,617.50
Reimbursed Administrative Expenses.....	18,843.69
Contributions - General Fund	10,930.00
Total Income:.....	\$231,506.19
Expense:	
Auto & Travel.....	\$665.00
Rent.....	15,602.44
Postage, Printing & Office	5,806.61
Telephone & Telegraph.....	3,583.58
<i>West Coast Sailors</i> Publishing Expense	16,638.60
Accounting	2,000.00
Per Capita	12,275.00
Salaries & Payroll Taxes.....	174,087.78
Office Workers Pension.....	6,403.95
Insurance.....	52,247.97
Committee & Neg., Conference & Conv.....	8,537.85
Investment Expense	1,374.11
Advertising & Promotion	485.00
Officials Pension.....	3,139.08
Contributions	650.00
Subscriptions.....	6,277.56
Flowers.....	463.71
Total Expense:.....	\$310,238.24

Income:	
Rents	\$152,885.33
Bldg. Util. & Service Reim.	2,200.00
Total Income:	\$155,085.33
Expense:	
Building Services & Utilities.....	\$33,307.18
Repairs & Maintenance	5,103.72
General Tax	13,589.76
Insurance.....	7,997.66
Salaries & Payroll Taxes.....	21,292.42
Pension	867.39
Auto	178.65
Office	1,082.15
Accounting.....	4,000.00
Legal.....	450.00
Filing Fee.....	4,493.75
Total Expense:	\$92,362.68

POLITICAL FUND

Income:	
Contributions	\$3,739.00
Total Income	\$3,739.00
Expense:	
Contributions	\$2,750.00
Total Expense:.....	\$2,750.00
Net Income 2nd Qtr.	\$(15,020.40)
Net Income YTD:.....	\$85,201.50

/s/ Romaine Dudley /s/ Diane Ferrari
/s/ John Kerlin /s/ Frank Portanier
/s/ Arthur Thanash

ACTION BY THE MEMBERSHIP August 12, 2013. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Shipping vulnerable to attack by Al-Qaeda

A maritime attack from Al-Qaeda or other affiliate terrorist groups is now increasingly likely, maritime security firm Gulf of Aden Group Transits (GoAGT) has warned.

“The resurgence of Al-Qaeda and affiliate organizations is occurring alongside some of the worlds’ most strategically vulnerable and crowded waterways. The largely unforeseen consequence of the Arab Spring is that it has given terrorists groups a new lease of life and the means to do real harm to maritime activity in the Mediterranean, the Suez Canal and at other key strategic choke points,” said Geny Northwood, COO of the British firm, GoAGT. “The growth of sea traffic has made the maritime industry a target rich environment and it isn’t just the obvious targets like oil platforms and large cargo ships which are at risk, but the cruise liner industry provides Al-Qaeda with another opportunity to hit targets where the casualty numbers could be in the thousands,” he warned. “A terrorist attack targeting any of these key assets could have a high impact both physically and mentally in a traditionally terrorism free environment, but would be seen by Al-Qaeda as a headline attack that would promote their cause.”

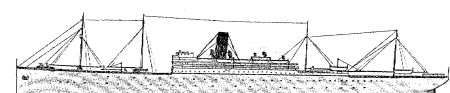
He added: “An attack of this nature could lead to significant influence on global energy security and international trade. For Al-Qaeda a maritime attack could be highly attractive, we have already seen the affect that piracy has had on the global economy and the shipping community.

The company is basing its comment

not only on the British Foreign Office warning to ships transiting through the Gulf of Aden but on a number of threats coming from Yemen, Egypt and Somalia.

The situation in Yemen has escalated as a result of Al-Qaeda’s talks about a major series of attacks in the Middle East, including warnings issued by the UK Government and the Department of Transport raising the International Ship and Port Facility Security threat to level 3. More recently, Yemeni authorities claimed to have disrupted a major Al-Qaeda plot that involved attacks on a number of ports and oil pipelines in the east of the country, including the plan to sabotage a gas tanker as it left the port of Mukalla.

The latest developments in Egypt have seen a threat against the Suez Canal that resulted in bridge closures and vehicles searches for those crossing the canal via ferry. Recent arrests of insurgents indicate that they had plans and the capability to carry out attacks on Suez Canal traffic.



SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2013:

	Hdq. Branch	
September	9	16
October	Tues. 15	21
November	Tues. 12	18
December	9	16

Korean warship rescues stranded mariners in Gulf of Aden

A Combined Maritime Forces (CMF) warship has rescued a group of sailors left adrift for five days in the Gulf of Aden. The South Korean destroyer *ROKS Wang Geon* picked up the mariners near a busy shipping lane after their vessel caught fire and sank.

Wang Geon was on patrol as part of Combined Task Force (CTF) 151, CMF’s anti-piracy operation, when she spotted a bright orange life raft drifting in the water.

Launching her sea boat despite rough seas, *Wang Geon’s* boarding team recovered the crew from the life raft before returning them safely to the ship, where they received first aid, medical care, food and berthing.

The sailors (eight Indian, two Yemeni, one Nepalese) were the crew of the *MV Al Saeed 2*, which was carrying livestock between Somalia and Yemen when it suffered a catastrophic engine fire. They had gone for five days without even a bottle of water between them, and were close to dehydration. The crew have since been safely turned over to the Yemeni Coast Guard.

Al Saeed 2’s captain, Akbar Abbas Chamadiya, said, “We had almost given up hope before the Korean warship came to save our lives.”

Final Departures

Clifford Shea, Book No. 7474. Born in Hawai’i in 1935. Joined SUP in 1968. Died in Honolulu, Hawai’i, July 13, 2013. (Pensioner)

Ramon Quintana, Book No. 97. Born in California in 1927. Joined SUP in 1952. Died in California, July 17, 2013. (Pensioner)

Herman Hallman, Book No. 5789. Born in Estonia in 1925. Joined SUP in 1960. Died in Coral Springs, Florida, August 7, 2013. (Pensioner)

West Coast Sailors

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Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor
BRANCH OFFICES
Seattle, WA 98106

4269 22nd Ave. W. (206) 467-7944
FAX: (206) 467-8119

Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813
707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778

WELFARE OFFICE
(415) 778-5490

PENSION PLAN OFFICE
(415) 764-4987

Neptune Orient Lines reports improved performance

Neptune Orient Lines (NOL) Group, the parent company of APL, this month reported first half 2013 Core EBIT (Earnings Before Interest, Taxes and Non-Recurring items) loss of \$120 million, a 45% improvement or \$97 million, in the key profitability measure from a year ago.

Singapore-based NOL attributed the improvement to a continuing focus on operational efficiency and cost management. The company said that it has achieved \$240 million cost savings through its drive to increase efficiency levels. Enhanced bunker efficiency and network optimization accounted for more than half of the total savings. Efficiencies were also reaped through higher productivity at the terminals and reduced empty repositioning.

Including a non-recurring gain of \$200 million from the completed sale of the NOL headquarter building in Singapore in the first quarter, NOL posted a half year net profit of \$41 million compared to a loss of \$371 million last year

“Market conditions have worsened in the second quarter of this year compared to a year before. Our container shipping business managed to deliver an improvement in its operating result in spite of difficult trading conditions, which is a good achievement,” said NOL Group CEO Ng Yat Chung. “The Group’s results demonstrate that we are on target in our strategy to deliver a better performance through cost management. We will continue in our efforts to strengthen the company’s competitiveness for the long term.”

“Weak demand coupled with an over-supply situation in the industry have continued to put severe pressure on freight rates. This has impacted revenue significantly,” said APL President Kenneth Glenn. “By maintaining a strong cost discipline, we achieved a better performance despite the deteriorating demand and freight rate environment. We expect that the realization of our fleet renewal program will further make significant improvements to our cost base.” In the first half of 2013, APL’s average revenue per forty-foot equivalent unit (FEU) dropped 7%, while efficiency

improvements helped reduce cost of sales per FEU by 8%.

As at half year of 2013, APL has taken delivery of 19 out of 34 new vessels. These larger, more fuel-efficient vessels replace smaller and older ones in the fleet, and will increasingly reduce APL’s vessel slot costs. Yield management remains APL’s focus, as it manages capacity to match market demand. Its headhaul utilization stayed above 90% in the first half of 2013.

NOL’s supply chain management business, APL Logistics, continued on its steady growth trajectory. In the first half of 2013, its revenue rose 4% year-on-year to \$781 million. At the same time, its Core EBIT climbed 18% to \$26 million. Core EBIT margin improved to 3.4% from 2.9% as a result of greater operating efficiency and productivity growth.

International Logistics Services revenue improved 15% to \$283 million on rising volume, driven by business expansion in the consumer and retail sectors within emerging markets in Asia/Middle East. International Logistics Services Core EBIT rose 40% year-on-year to \$14 million. APL Logistics’ Contract Logistics business registered a slight 2% drop in revenue to \$498 million, with Core EBIT remaining flat at \$12 million.

“While we were adversely impacted in the second quarter by an unseasonal slowdown in our automotive segment, all our other lines of business have grown on a year-on-year basis,” said APL Logistics President Jim McAdam. “We are also pleased to see that our growth strategy in the emerging markets is being realized.”

General market conditions and freight rates continued to deteriorate in the second quarter of 2013, with few signs of a quick recovery. Along with poor market demand, the container shipping industry remains burdened with over-capacity and weak freight rates. NOL’s cost base will continue to improve through operating efficiencies, aided by lower vessel slot costs with the delivery of its larger and more fuel-efficient ships. Barring unforeseen circumstances, the Group remains on track to deliver a better performance than in 2012.

UFCW re-affiliates with AFL-CIO

The United Food and Commercial Workers (UFCW) announced on August 8, that it is re-affiliating with the AFL-CIO. UFCW President Joe Hansen said, “We join the AFL-CIO because it is the right thing to do for UFCW members, giving them more power and influence. It is about fostering more opportunities for workers to have a true voice on the job. It is about joining forces to build a more united labor movement that can fight back against the corporate and political onslaught facing our members each and every day.”

The decision by the UFCW to unite with the broader labor movement is great news for workers living in the “new normal” of the low wage economy—working women, young part time workers, retail workers, immigrant workers and so many more. A stronger, more unified grassroots movement of working men and women is exactly what’s needed to raise wages for workers and rebuild an American middle class. Together we are stronger—it’s as simple as that. Together working people have a stronger voice and the power to defend their rights on the job. Together we have a stronger voice in the global economy—the power to counter the excesses of CEOs and the ravages of inequality.

What’s exciting is that many workers are already speaking out and taking action to build power together, so UFCW’s affiliation to build a stronger movement couldn’t be more timely.

“This is a bold, important step by the UFCW. I have great respect for the members and leaders of UFCW—and especially for the innovative, courageous leadership of Joe Hansen. I look forward to a strong partnership that can make a real and growing difference for today’s workers,” said AFL-CIO President Richard Trumka.

The 1.3 million-member UFCW represents workers primarily in the retail and meatpacking, food processing and poultry industries. The UFCW disaffiliated from the AFL-CIO in 2005 along with the Teamsters, SEIU, UNITE Here, United Farmworkers and the Laborers. UNITE Here re-affiliated in 2009.

Canadian port executives express concern over Harbor Maintenance Tax

Canadian port executives meeting in Nanaimo, British Columbia this month for their annual conference discussed a new bill proposed by United States Senators Patty Murray (D-Washington) and Maria Cantwell (D-Washington) that would replace the Harbor Maintenance Tax, which is collected only on containers that enter U.S. ports to a new tax that would apply to all containers entering the U.S., whether they are shipped through the U.S., Canada or Mexico. “It is of great concern, no doubt about it,” said Wendy Zatylny, Executive Director of the Association of Canadian Port Authorities. “It would have a big impact on the container ports in Canada, and it’ll have an impact as well on consumers.”

Murray and Cantwell announced the new legislation this month at the Port of Seattle, which has been facing fierce competition from ports in British Columbia, particularly from Prince Rupert, which opened a container terminal in 2007 and has large expansion plans for near future.

“The threat is real. The Federal Maritime Commission (FMC) found that up to 27% of container volume moving through West Coast ports is at risk of diverting to Prince Rupert,” said Cantwell during the announcement. The FMC report also noted the recent increase in Canada’s share of U.S.-bound container traffic coincided exactly with the opening of the Prince Rupert terminal in 2007.

The senators plan to introduce the legislation in September, with the goal of removing a financial incentive for shippers to avoid U.S. ports, and to double the amount of funds available for port operation and maintenance.

Prince Rupert Port Authority spokesman Michael Gurney said that about 60% of the port’s current container traffic is bound for the U.S. border while the busier Port Metro Vancouver, by comparison, only sends about 10% of its containers to the United States.

Profits soar for Matson in second quarter

Matson, Inc. this month reported a net income of \$20.1 million for the quarter ended June 30, 2013. Consolidated revenue for the second quarter of 2013 came in at \$416.6 million, compared with \$394.2 million the company reported during the same quarter a year ago.

For the first six months of 2013, Matson reported a net income of \$29.2 million compared with \$11.2 million during the same time period a year ago. Consolidated revenue for the first six months of 2013 was \$811.3 million, compared with \$760.3 million for the first half of 2012.

“We had another solid quarter, driven by continuing strength in our Hawai’i trade, modest volume gains in our other trade lanes and a better result in logistics,” said Matt Cox, President and Chief Executive Officer of Matson. “These gains were offset to some degree by expected lower freight rates in our China trade, while performance in Guam held steady. Our consolidated earnings were further bolstered by a lower effective tax rate in comparison to the second quarter of 2012.” As we look to the balance of this year, we expect overall results to modestly exceed the results achieved in the second half of 2012, reflecting a full year cycle of limited economic recovery in the markets we serve,” added Cox.

Matson said that during the second quarter, its Hawai’i volume increased due to modest market growth and gains and an additional voyage. The company said that it expects to see moderate volume gains in its Hawai’i trade for the full year.

In Matson’s China trade, freight rates were slightly lower during the second quarter of 2013 compared to the same period of 2012, reflecting a surplus of vessel capacity relative to market demand. The company said that the modest rate erosion in the China trade is expected to continue for the balance of 2013.

In addition, the company said that its Guam trade volume rose slightly in the quarter due to the timing of select shipments. However, Matson said that little if any full year growth in its Guam trade is expected.



On the main deck of the APL Philippines the SUP deck gang prepares to turn to on the morning of July 26. From right to left is AB Mark Pfaff, Bosun Dave Monroe and AB Gary Thompson. Photo: Dave Connolly

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ Political Fund General Fund

Abe Acosta..... 20.00
 Charlie Noble..... 20.00
 Peter Winter 150.00

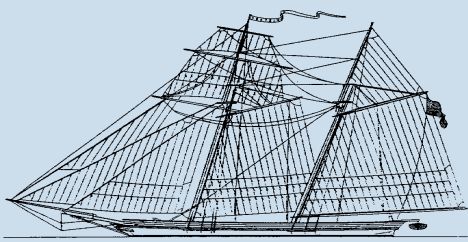
Abe Acosta..... 20.00
 Archie Bickford..... 50.00
 Quentin Brown 50.00
 Milton Caballero.....10.00
 Joseph Carson 100.00
 Rick Cogswell10.00
 Robin Colonas 100.00
 John Drolla 100.00
 Diane Ferrari..... 50.00
 Dustin Gobschimit10.00
 Napoleon Ramon.....10.00
 Gunnar Lundeborg..... 50.00
 Nick Manessiotis 50.00
 Harry Naeole 20.00
 Charlie Noble..... 50.00
 Arsenio Purganan..... 40.00
 Ray Ramirez 30.00
 Tulilo Tautala 25.00
 Wil Williamson IV 200.00

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Abe Acosta..... 20.00
 Donald Bohle..... 25.00
 Edward Ching 50.00
 Jay Dillon..... 20.00
 Thor Erikson.....10.00
 Mike Fox 50.00
 George Gooden 25.00
 Fred Gregorio 100.00
 John Gugich..... 25.00
 Phil Howell in memory of
 Henry Johansen 50.00
 Shermaih Iara10.00
 Wilson Johns 25.00
 Brandon Keopuhiwa..... 50.00
 Mark Lafayette..... 20.00
 Mark Lafayette 20.00
 David Munroe 25.00
 Charlie Noble..... 40.00
 William Tice 25.00
 Ed Vargas..... 25.00

Dues-Paying Pensioners

Gordon Abbott Book #3785
 Robert Copeland Book #4763
 Donald Cushing Book #4777
 Romaine Dudley Book #2593
 Diane Ferrari Book #2251
 Knud Jensen Book #3940
 Kaj E. Kristensen Book #3120
 Hannu Kurppa Book #3162
 James K. Larsen Book #4055
 Duane Nash Book #2437
 John Perez Book #3810
 Alex Romo Book #3193
 Francisco Salvatierra Book #7498
 James Savage Book #7488
 Ralph Senter Book #7323
 David Shands Book #7483



Cruise ship passenger protection bill introduced

Senator John D. Rockefeller IV (D-West Virginia) has introduced the Cruise Passenger Protection Act of 2013 that would close gaps in regards to cruise industry consumer awareness and crime reporting. Rockefeller said that the bill was needed because the cruise industry has not prioritized consumer awareness, safety, and security. Rockefeller's bill would provide cruise passengers with critical information about the limited scope of their current consumer protections and would take steps to improve accountability in the industry.

"This bill is the only way we're going to make consumer awareness and protection a priority, since the cruise industry seems to refuse to take action on its own," said Rockefeller. "During our hearing 17 months ago, after a number of high-profile incidents, the industry promised to make real changes, but I had my doubts. Once the TV cameras turned off, and the more our inquiries uncovered, it became clear that nothing was going to change without Congressional action."

The Cruise Passenger Protection Act of 2013 would:

- Give consumers a clear up-front summary of the restrictive terms and conditions in cruise contracts. The Secretary of Transportation would develop standards for the cruise lines to provide prospective passengers with a short summary of the key terms in the contract. Consumers would be able to read a plain language summary of the key rights and limitations that passengers have during their cruise so they are fully aware of what rights they have, and don't have, before they book their tickets.
- Give the federal government more authority to protect cruise ship passengers. The Department of Transportation would be the lead federal agency for cruise ship consumer protection, similar to the role it has in aviation consumer protection. Passengers would also have additional protections in the event of a problem by giving the Department the authority to investigate consumer complaints.
- Help passengers who encounter problems on cruise ships. Create a toll-free hotline for consumer complaints. An Advisory Committee for Passenger Vessel Consumer Protection would be created to make recommendations to improve existing consumer protection programs and services.
- Make all crimes alleged on cruise ships publicly available information. The FBI currently only reports crimes that are no longer under investigation. This causes the number of alleged crimes to be severely under-reported and does not give potential passengers accurate information about the safety of cruises. Cruise lines would also be required to place video cameras in public areas and would set requirements for cruise lines to keep the video footage.
- Help passengers who have been a victim of a crime on the cruise ship, since they have limited access to law enforcement. The Department of Transportation would establish a victim advocate who can provide assistance to victims on board a cruise ship, make sure the victim is aware of his or her rights in international waters, and get access to appropriate law enforcement officers.

"When Americans board cruise ships headed for international waters, they need to know where their rights begin and end," said Senator Richard Blumenthal (D-Connecticut). "This bill will make sure consumers are given clear notice of the risks associated with cruise ship travel before they buy a ticket; and if their rights are violated, this bill will help ensure that they have a place to seek recourse," continued Blumenthal.

In March 2012, after a series of alarming safety incidents on cruise ships including the *Costa Concordia* grounding in Italy that killed 32 people, Rockefeller held a hearing on whether the cruise industry was doing enough to protect passengers. During the hearing, the cruise industry's trade association representative told Rockefeller that upcoming industry safety reviews would adequately protect passengers.

In the 17 months since the hearing, several serious incidents have occurred on cruise ships that raise questions about the industry's safety practices. One of the most notable was the *Carnival Triumph* fire in February 2013, which left passengers stranded at sea for days without power, plumbing and adequate food. After this incident, Rockefeller wrote Admiral Robert Papp, Commandant of the Coast Guard, and Micky Arison, Chairman of the Board and then-CEO of Carnival Cruise Lines, to express his serious concerns surrounding recent cruise ship incidents.

Government form available for inspection

Annual information return (IRS Form 990) for the Sailors' Union of the Pacific and the SUP Building Corporation are available for public inspection.

Interested parties should contact the office of Jihan Johnson, Controller, 450 Harrison Street, San Francisco CA 94105 or call (415) 777-3400 during normal office hours.

United Nations Security Council seeks regional approach to mitigate piracy in Gulf of Guinea

The growing threat of piracy and maritime crime in the Gulf of Guinea was on the docket this month at the United Nations.

In a press statement, the Security Council expressed their hope that a regional approach could be taken to mitigate the threat of piracy and armed robbery and that Member States prosecute perpetrators in accordance with the 1982 UN Convention on the Law of the Sea, as well as international human rights law. "The Security Council expresses its deep concern at the reported number of incidents and level of violence of acts of piracy and armed robbery at sea in the Gulf of Guinea, in the first half of 2013," the 15-member body said in a statement.

According to a report from the Office of U.S. Naval Intelligence (ONI), nine vessels have been hijacked in the region since the beginning of 2013, with three in the past month. Beyond hijackings, there have been 55 other reported instances of unauthorized boardings, vessels fired upon, and kidnappings this year according to ONI.

Moving toward a regional framework, Western African leaders met in Cameroon this past June at the Summit of the Gulf of Guinea Heads of State and Government. There, the participants adopted the "Code of Conduct concerning the Prevention and Repression of Piracy, Armed Robbery against Ships, and Illegal Maritime Activities in West and Central Africa," which defines the regional maritime security strategy and paves the way for a legally binding instrument. In their press statement, the UN Security Council "welcomed this move and encourages the regional members to sign and implement the Code as soon as possible."

Congressman defends Jones Act

continued from page 1

perpetually make the case for replacing U.S. workers and vessels with foreign companies and ships to facilitate trade within our borders – an unprecedented dynamic that would put foreign actors in direct control of domestic commerce.

The Jones Act, for all its value in protecting American jobs and sustaining U.S. maritime capability and strength, delivers benefits in other arenas too, including national security.

From supplementing global defense sealift capability to revitalizing elements of a waning industrial base, the U.S. maritime industry is a security and economic asset kept strong and healthy by the Jones Act.

America's economic future depends on a strong maritime industry as much as it depends on domestic energy production and the success of other notable industries that are inextricably linked to its success.

As unfortunate as attempts to undermine the U.S. maritime industry may be, there must be no mistaking the relevance and capability of vessels built in American shipyards and operated by American workers.

The Jones Act has been a faithful defender of U.S. maritime capability for more than a century.

No different than the last 100 years, the Jones Act is essential to America's national security and economic future."

SUPPORT THE SUP POLITICAL FUND

In 2,000 years, seas rise could be almost 30 feet

Sea levels might rise by more than 6.6 feet for each degree Celsius of global warming the planet experiences during the next 2,000 years, according to a study by researchers in five nations.

The research, published on July 15, in the Proceedings of the National Academy of Sciences, attempts to iron out the impact of short-term fluctuations in sea levels, examining changes over a longer term—for which forecasts are more certain.

The findings signal that melting of ice in the Antarctic will take over from thermal expansion, where warmer water occupies more space, as the main cause of rising seas. In the worst-case scenario examined, a temperature gain of 7.2 Fahrenheit would result in seas rising by about 29.5 feet since industrialization began in the 18th century.

“Continuous sea-level rise is something we cannot avoid unless global temperatures go down,” Anders Levermann, lead author of the study, said. “We need to adapt. Sea-level rise might be slow on time scales on which we elect governments, but it is inevitable and, therefore, highly relevant for almost everything we build along our coastlines for many generations to come.”

Temperatures already have climbed about 0.8 degree and seas have risen about 6.7 inches since the Industrial Revolution, according to the United Nations.

Foreign-flag operators fined for environmental violations

The United States Attorney’s Offices in New Jersey and Delaware, in conjunction with the U.S. Department of Justice Environment and Natural Resources Division and the U.S. Coast Guard, announced last month that two shipping firms based in Germany and Cyprus were sentenced to pay a \$10.4 million penalty for felony obstruction of justice charges and violating the Act to Prevent Pollution for Ships.

The charge stemmed from the deliberate concealment of vessel pollution for four ships that visited ports in New Jersey, Delaware and Northern California.

Columbia Shipmanagement (Deutschland) GmbH (CSM-D), a German corporation, and Columbia Shipmanagement Ltd. (CSM-CY), a Cypriot company, were sentenced to pay the \$10.4 million criminal penalty, \$2.6 million of which will be directed to the National Fish and Wildlife Foundation to fund community service projects selected to help restore the coastal environment of New Jersey and Delaware hit by Hurricane Sandy. The remaining \$7.8 million is designated as a criminal fine.

In addition, the companies were placed on four years of probation, during which time the companies will be subject to the terms of an environmental compliance plan that requires outside audits by an independent company and oversight by a court appointed monitor. The shipping firms admitted that four of their ships, three oil tankers and one container ship, had intentionally bypassed required pollution prevention equipment and falsified the oil record book, a required log regularly inspected by the U.S. Coast Guard.

The companies previously pleaded guilty before U.S. District Judge Susan D. Wigenton on March 21, 2013, to six counts involving three vessels in New Jersey and four counts involving one ship in Delaware.

According to documents filed in this case and statements made in court, the investigation into the *M/T King Emerald* began on May 7, 2012, after several crew members provided cell phone photos and other evidence to Coast Guard officers conducting a routine inspection.

The *King Emerald* was found to be engaged in various types of illegal discharges of bilge waste dating back to at least 2010. The defendants admitted that illegal discharges of both sludge and oily bilge waste were discharged at night off the coast of Central America, including a discharge within the Exclusive Economic Zone of Costa Rica where a national park is located. The ship’s second engineer pleaded guilty previously and was sentenced this past April.

The Delaware investigation began in October 2012 after several crew members of the *M/T Nordic Passat* provided the Coast Guard with a thumb drive containing photographs and video showing how illegal discharges had been sent overboard through the ship’s sewage system. They also alleged that sludge had been put into the ship’s cargo tanks and that logs showing sludge had been incinerated onboard, had been falsified.

The charges involving the *M/T Cape Maas* stem from a whistleblower report to the Coast Guard when the ship visited the port in San Francisco. The whistleblower provided a video showing the operation of the oily water separator pumping overboard without the use of the oil content monitor to detect and prevent oil from being illegally discharged.

Violations on a fourth ship, the *M/T Cape Taft*, which was anchored in New York waters and destined for New Jersey, were uncovered just weeks before the March plea, after the ship disclosed problems to CSM-D. An internal investigation revealed that the ship’s oily water separator had been used improperly for some time.

Instead of sensing a sample of overboard discharges, it was instead flushed with fresh water by the crew. The ship’s oil record book was revised by CSM-D to reveal 16 instances where it was false. The defendants cooperated with the investigation and provided the government with video replays of the oil content monitor showing when the crew had “tricked” the sensor with fresh water.



Bosun Ernesto LeCarnaque directing crane lifts with Dan Tenura (left) and the chief mate aboard the *APL Korea* on August 16. Photo Dave Connolly.

U.S. container imports slip in June but full-year increase is still expected

The latest Global Port Tracker report from the National Retail Federation (NRF) and consultant Hackett Associates shows the nation’s major retail ports handled 1.4 million teu in June, which equates to a year-on-year decline of 1.8%. This follows on from year-on-year declines in both March and April, although volumes in May increased. The first six months of 2013 totaled 7.8 million teu, up 1.2% from the first half of 2012.

Despite the recent volume declines, the report expects the situation to improve as the year progresses. NRF Vice President for Supply Chain and Customs Policy Jonathan Gold said: “As the economy continues to slowly improve, retailers are stocking up for their most important sales season of the year. “Merchants have been very cautious so far this year, but our forecasts show that they plan to make up for it in the next few months.”

As a result, volumes in August are projected to increase 1.7% compared with the same month last year to 1.4 million teu; September is expected to increase 1.9% on year to 1.4 million teu; and October is projected to increase by 8.3% to 1.4 million teu. For the full year, volumes are expected to rise by 2.4% from last year to 16.2 million teu.

However, Hackett Associates founder Ben Hackett questioned whether the expected increase in volumes was caused by increased demand or artificial factors. He said: “Trade at the ports continues to remain positive, confirming our view that the economy remains on a slow but steady course to recovery. “The question is whether importers are building up stock ahead of expected sales demand or in response to recently announced freight rate increases.”

Global Port Tracker covers the U.S. ports of Los Angeles/Long Beach, Oakland, Seattle and Tacoma on the West Coast; New York/New Jersey, Hampton Roads, Charleston, Savannah, Port Everglades and Miami on the East Coast and Houston on the Gulf Coast.

Port of Seattle approves Alaskan viaduct replacement funding

The Port of Seattle Commission on August 6, approved spending almost \$268 million in tax funding on the SR 99 Alaskan Way Viaduct Replacement Program, a two-mile, four lane tunnel being constructed in Seattle.

“If Washington state is going to keep family wage jobs, we’ve got to keep freight and goods moving through our region,” port Commissioner Bill Bryant said. “That’s why the port helped pay for underpasses and overpasses in the Kent-Auburn valley, and why the Port of Seattle is fulfilling its commitment to help pay for a reconfigured SR 99 and tunnel.”

Under funding agreement, the port has committed to pay \$120 million on May 1, 2015, toward the tunnel and north and south portal projects, and \$147.7 million on May 1, 2016, for a total of \$267.7 million.

The replacement tunnel is expected to carry State Route 99 under downtown Seattle from the SoDo neighborhood to South Lake Union in the north. Over 20 projects, including the SR 99 tunnel, are expected to work together to replace the Alaskan Way Viaduct while improving freight mobility.

Tunneling beneath Seattle allows crews to replace the viaduct while minimizing highway closures during construction. Additionally, a new overpass under construction to the west of the stadiums is expected to allow freight and other traffic to bypass a busy railroad track that crosses South Atlantic Street, near the entrance to Terminal 46.

The new funding between the State of Washington and the port fulfills an agreement the two agencies originally adopted in early 2010.

“It is one of the characteristics of a free and democratic modern nation that it has free and independent labor Unions.”

*President Franklin D. Roosevelt,
Speech before Teamster’s Union
Washington, D.C., 9/11/1940*

ESU Office Assignments

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



AUGUST 2013

Official Publication of the Exxon Seamen's Union

Jones F. Devlin Awards



Able Seamen, Johnny Wright and Pumpman, Tim Williams were part to the SeaRiver group in New Orleans to receive the Jones F. Devlin Awards on behalf of those SeaRiver vessels that have operated over two years without a lost time injury. Vessels that received recognition were the Sierra, SR American Progress and Kodiak. Pictured to the left of Johnny is award presenter Susan Hayman of Foss Maritime Company. Ms. Hayman's career also includes seagoing service with Exxon Shipping Company.

New Orleans, LA – U.S. Maritime industry publicly recognized the women and men responsible for safe ship operations at the Annual Safety Awards Luncheon held at the Loews New Orleans Hotel on May 23, 2013. Over 180 people, representing over 80 companies, attended the annual industry-sponsored event.

Awards were presented to the Sierra, S/R American Progress and Kodiak that recognizes the seagoing employees of SeaRiver Maritime for their dedication to a safe working environment. Those awards were given to vessels that have operated for at least two years without a seafarer involved in a lost time injury.

Joseph Cox, CSA President said: "We have been holding these annual award ceremonies since mid-1958. This was the Fifty-fifth Anniversary of the programs. For that initial year, we honored six vessels having a total of twelve years operation with no lost-time incident. This year, we gave awards to 1,438 vessels that operated 8394 years without a lost-time incident. This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

The Chamber of Shipping of America represents 33 U.S. based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.

ESU wage rates increase Sept. 1

In accordance with the provisions of our current Collective Bargaining Agreement (CBA) an increase in Base wages, CSB (Continuous Service Bonus), SSHOT (Saturday, Sunday, Holiday overtime) Overtime and Penalty rates for all ratings will become effective beginning with the pay period that starts September 1, 2013. The Agreement, negotiated between the Exxon Seamen's Union and SeaRiver Maritime, Incorporated and ratified by the ESU membership is in effect from September 1, 2011 through August 31, 2014.

In this, the third and final year of the Agreement all rates of pay will increase by 3.00%. A complete and comprehensive compilation of all wage tables can be found in Article XVII (pages 72-74) of the CBA. Below are excerpts of wage tables from the Agreement that reflect the increase for the year 2013.

The monthly wage schedule, including additional compensation for years of continuous service (CSB), shall be as follows:

Total Monthly Wages - Base+CSB -- Effective 9/1/2013

RATING	START 1	2	3	5	10	15	20	25	30	
Pumpman	4788	5090	5290	5333	5434	5633	5686	5731	5779	5834
MM/2nd PM	4524	4802	4992	5033	5126	5318	5357	5410	5455	5508
QMED-Oiler	3953	4195	4373	4402	4488	4663	4706	4750	4783	4829
M/M AB	3396	3612	3746	3780	3845	3979	4018	4054	4090	4126
Able Seaman 1	3406	3624	3763	3799	3876	4020	4058	4092	4128	4164
Able Seaman	3010	3204	3329	3358	3422	3554	3581	3617	3646	3682
Maint. Seaman	2726	2894	3019	3048	3110	3235	3262	3298	3322	3360
Fleet Chef	4517	4778	4961	4997	5093	5268	5318	5357	5405	5448
Cook	3377	3574	3708	3737	3806	3943	3974	4010	4042	4080

Hourly Wages - Base+CSB -- Effective 9/1/2013

RATING	START 1	2	3	5	10	15	20	25	30	
Pumpman	19.95	21.21	22.04	22.22	22.64	23.47	23.69	23.88	24.08	24.31
MM/2nd PM	18.85	20.01	20.80	20.97	21.36	22.16	22.32	22.54	22.73	22.95
QMED-Oiler	16.47	17.48	18.22	18.34	18.70	19.43	19.61	19.79	19.93	20.12
M/M AB	14.15	15.05	15.61	15.75	16.02	16.58	16.74	16.89	17.04	17.19
Able Seaman 1	14.19	15.10	15.68	15.83	16.15	16.75	16.91	17.05	17.20	17.35
Able Seaman	12.54	13.35	13.87	13.99	14.26	14.81	14.92	15.07	15.19	15.34
Maint. Seaman	11.36	12.06	12.58	12.70	12.96	13.48	13.59	13.74	13.84	14.00
Fleet Chef	18.82	19.91	20.67	20.82	21.22	21.95	22.16	22.32	22.52	22.70
Cook	14.07	14.89	15.45	15.57	15.86	16.43	16.56	16.71	16.84	17.00

MONTHLY SUM FOR SATURDAY, SUNDAY, AND HOLIDAYS (SSHOT)

For work performed during regular scheduled hours on Saturday, Sunday and holidays, the following sums will be paid during each month of the year:

Rating	Effective Sept. 1, 2013	Hourly
Pumpman	1313	5.47
MM/2nd PM	1238	5.16
QMED-Oiler	1166	4.86
Maint. Man/AB	996	4.15
Able Seaman 1	936	3.90
Able Seaman	893	3.72
Maint. Seaman	773	3.22
Fleet Chef	1224	5.10
Cook	922	3.84

OVERTIME AND PENALTY PAYMENTS

Effective September 1, 2013, hourly overtime and penalty rates of pay, as provided for within the Agreement, shall be as follows:

Rating	OT	PT
Pumpman	30.89	8.65
MM/2nd PM	29.14	8.16
QMED-Oiler	27.53	8.34
Maint. Man/AB	23.55	8.00
Able Seaman 1	22.15	8.48
Able Seaman	20.86	8.00
Maint. Seaman	18.12	6.23
Fleet Chef	28.92	8.16
Cook	21.68	8.00

TANK CLEANING OFF-WATCH RATES

Effective Sept. 1, 2013

Entry Ratings	23.24	If tank or bilge is entered:	
AB and other ratings	28.25	QMED	33.18
If tank or bilge is not entered:		PM	37.29
QMED, PM	28.25		

Ship Rep. Conference in October

The ESU has scheduled the 2013 Ship Representative Conference for the week of October 14, at the South Shore Harbour Hotel just outside of Houston. The Company will schedule all Ship Representatives for five (5) dead days to travel and attend this important training session with the Executive Board. Management personnel will attend one (1) of the days as outlined in the ESU Collective Bargaining Agreement.

The purpose of the Ship Representative Conference is to allow the Union to provide training for Ship Representatives with the expectation of improving the Union's effectiveness in regard to problems that may arise onboard his/her respective vessel. This training includes a wide variety of material and labor issues that includes, but not limited to, grievance handling, work place issues i.e. harassment and Company benefit programs.

The ESU plans to make the most of this opportunity to meet and will have a full agenda each day. The ESU Board requests that all attendees please work with their Fleet Manning coordinator to schedule their attendance. If you have any questions, please don't hesitate to contact the Seabrook Union office.

Reminder - ESU Updates

In addition to our monthly ESU NEWS in the *West Coast Sailors'* newspaper, the Union occasionally sends out Union updates via-email to those members that have submitted an e-mail address to our office. If you have not submitted your e-mail address and would like to be included in our update group, please e-mail our office at esusea@sbcglobal.net.

ESU News

STCW Security Endorsement to be required for Merchant Mariner Credential

As a reminder to all members, the 2010 amendments to STCW will require all mariners serving on applicable vessels to hold a specific security endorsement for the Merchant Mariner Credential (MMC) by January 1, 2014.

U.S. Coast Guard policy letter 12-06 outlines the Coast Guard's guidance on obtaining the required security endorsement. Crew members who have specific security duties, and all other crew, must have a specific security endorsement placed on their MMC prior to the implementation date. The three STCW endorsements are:

- VSO - VI/5 - Vessel Security Officer
- VPDS - VI/6 - Vessel Personnel with Designated Security Duties
- SA - VI/6 - Security Awareness

These endorsements are hierarchical, meaning VSO covers and includes VPDS and SA, and VPDS covers and includes SA. These endorsements must actually appear on your STCW/MMC, and you must apply to the U.S. Coast Guard to obtain the required endorsement on your STCW/MMC. A VSO endorsement will not be required for ESU members.

STCW endorsements as VPDS (STCW A-VI/6.6-8) will be issued to those mariners who apply for an STCW endorsement as VPDS and provide documentary evidence of having met the existing requirements found in 33 CFR 104.220. Alternatively, mariners who commenced sea service prior to January 1, 2012 may apply for an endorsement

under this policy by providing documentation attesting to one of the following: (a) seagoing service with designated security duties for a period of six months in total during the preceding three years (designated security duties may include, but are not limited to duties specified in the vessel security plan); (b) performance of security functions considered to be equivalent in scope to shipboard designated security duties, for a period of six months in the preceding three years; or (c) successful completion of a Coast Guard accepted or Coast Guard approved training course.

Documentary evidence may include, but is not limited to a certificate or letter signed by a company official, or a certificate of completion from a Coast Guard accepted or Coast Guard approved course.

Attending a training course will not be necessary for ESU members since everyone should qualify under the alternate method in (a) above. During the month of August, the SeaRiver Training Department will be sending out packets to all members with more information and documentation (letter for USCG) to assist everyone with acquiring an endorsement from the US Coast Guard. There is no fee for the endorsement but you will need to submit an application along with a letter from the Company that has the necessary information for issuance from the USCG.

For more information and forms, please visit the Nation Maritime Center's new website at www.uscg.mil/nmc or please feel free to give the ESU office a call at 832-295-3047.

Tony Curtis retires



During Tony's last tour aboard the S/R American Progress the crew took a break from their busy schedule to honor him with a first rate retirement party. Captain Matt Reynolds (right) and the crew recognized Tony's accomplishment with a barbecue and nice gifts of appreciation.

On August 1, 2013, Tony Curtis, Able Seamen in the Ocean Fleet elected to retire with 17 years of Company service. Tony began his career with SeaRiver Maritime, Inc. during September of 1996 with his first tour aboard the S/R Mediterranean.

Tony's first assignment was in the Deck Department as Maintenance Seamen but quickly moved up the ranks and promoted after demonstrating he was more than qualified as Able Seaman. During Tony's career he sailed throughout the fleet and was always willing to come back early to relieve a fellow shipmate. His last vessel assignment was on the S/R American Progress where the crew honored his accomplishment and contributions with a barbecue and traditional shipboard retirement ceremony.

Always the outdoor enthusiast, Tony has been staying active with a variety of activities near his home in Eureka, CA. Whether it's hiking the beach with his dogs, kayaking, or keeping up with his mountain bike group, Tony is the true outdoorsman. His short term plans include hiking the nearby Trinity Alps and after that a trip to Montana to check out Glacier National Park.

The Exxon Seamen's Union would like to take this opportunity to thank Tony for his contributions and support of the ESU and we wish him and his wife Kim all the best during his retirement years. Congratulations Tony!

APSI and Crowley for joint venture to build up to eight Jones Act product tankers

On August 9, Aker Philadelphia Shipyard ASA (Oslo: AKPS) announced that its wholly-owned subsidiary, Aker Philadelphia Shipyard, Inc. (APSI), and Crowley Maritime Corporation are expanding the cooperation initiated with the sale and delivery of two product tankers in 2012 and 2013. The expanded partnership includes four new product tankers with deliveries in 2015 and 2016, with the possibility to build four additional product tankers with deliveries through 2017. The parties have signed binding shipbuilding contracts for the first four tankers with a total contract value of approximately \$500 million.

Consistent with the requirements of the Jones Act, Crowley will maintain control over the ownership, technical operation, and commercial management of the vessels. APSI and Crowley will share in the economics of the operation and chartering of the new vessels. APSI expects to make an investment of approximately \$115 million in the first four vessels of the partnership through a combination of existing shipyard equity and new debt. Funding is expected to be met without any equity capital issuance. The new debt and the construction period financing are expected to be fully committed by the end of September.

"The shale revolution is creating industrial opportunities throughout the United States and specifically here in Philadelphia. We are pleased to expand our partnership with a first class operator like Crowley to help meet the nation's longstanding goal of energy security," Kristian Rokke, President & CEO of AKPS, said. "This strategic opportunity allows us to capitalize on the increased demand for Jones Act tankers in a way that will transform APSI in the years ahead. Diversifying our assets enhances Aker Philadelphia Shipyard's resilience and creates long-term value for both our customers and shareholders."

The new 50,000 dwt product tankers are based on a proven Hyundai Mipo Dockyards (HMD) design which incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. The vessels will be constructed with consideration for the use of LNG for propulsion in the future. HMD and APSI collaborated on the successful construction of 14 product tankers at APSI between 2005 and 2013. Design and procurement activities are already underway to support the start of construction of the first tanker in January 2014.



Sierra shipmates take time to mark crossing the International Date Line westbound to Singapore. Pictured from left to right are Jeff Harris (AB), Roque Salute (AB), Stephen Brenton (3M), Mackenzie Hough (2M), Paul Clow (AB) and Steven Hicks (AB).

Ship reports

S/R AMERICAN PROGRESS

ESU Board officer John Straley visited the *Progress* on August 18, while the vessel was at the Chevron Long Wharf in Richmond, CA. Regular Ship Representative Mike Harrison on board doing a good job with no beefs. Looks like the vessel will return to the Puget Sound next trip south from Valdez.

KODIAK

The crew staying busy with split discharge ports between the Puget Sound and the San Francisco Bay area. Regular Ship Rep. Joe Butler aboard and reports everyone doing well with no problems. Deck gang working hard when weather cooperates to reinforce the main deck with non-skid and fresh paint.

SIERRA

The vessel arrived Singapore on August 10, for major shipyard repairs at Keppel. Following final tank cleaning at anchor the ship entered the dry dock a few days after arrival. The crew currently lodged ashore with a few crew members departing for paid leave and the long flight home. Regular Ship Rep. Thor Floreen reports everything going well so far despite the heat and monsoon conditions.

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

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

P.O. Box 754, Seabrook, TX 77586

Tel (832) 295-3047 Cell (713) 306-9528

Fax (832) 201-0441 E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

Vice President/Treasurer Leo DeCastro
Board Member at Large Joe Bernavich
Board Member at Large John McCarthy

Deck Trustee Kevin Conroy
Engine Trustee William Ackley
Steward Trustee Kurt Kreick

Possible September showdown by ILA over chassis repairs on East and Gulf Coasts

A showdown could be in the works next month over who has the right to repair chassis used to move containers to and from marine terminals on the East and Gulf Coasts.

The International Longshoremen's Association (ILA) and the management group that bargains with them, the United States Maritime Alliance (USMX), sent a joint letter dated August 6, to their memberships saying "there has been an influx of leasing company chassis that are directly leased to truckers who do not use the ILA to perform maintenance and repair of these chassis requesting service at USMX Master Contract covered facilities."

The letter, signed by ILA President Harold Daggett, and David Adam, the chairman and chief executive officer of USMX, goes on to say that chassis leased to truckers and not maintained by the ILA violate a work-preservation commitment contained in the ILA/USMX master contract that was agreed to earlier this year because "these chassis had in the past been maintained and repaired historically at facilities in port areas that employ ILA-represented maintenance workers."

A provision in the contract says "no container chassis shall be received, delivered, mounted on or dismounted from a chassis pool chassis that that been repaired and maintained in the port area by employees who are not represented by the ILA."

"Beginning on September 16, 2013, or when any affected port returns to normal operations, those chassis will no longer be serviced (container lift on-lift off) at Master Contract-covered facilities," the ILA/USMX letter says. It adds that chassis owned by shippers or truckers will continue to be served as they have in the past.

"We worked very hard on that language in the contract," said ILA spokesman Jim McNamara.

He added the joint management-union letter was sent out "to specify the language and make certain what is ours is ours."

He said the purpose was to make sure the language in the agreement was being complied with "up and down the coast. When there is language in the contract where new things have been put in or changed, sometimes people interpret things differently, and we want to make sure there is not misinterpretation."

The letter has been posted on the ILA's website this week along with another, also signed by Daggett and Adam, that says the ILA—not, for example a ship's crew—has jurisdiction over the plugging and unplugging of containers aboard ships calling at master contract ports provided that the bargaining parties can agree on the manning and agreed hours for the ILA labor.

ATTEND YOUR UNIONS MEETINGS!

California fines fuel violators

Failure to switch to low-sulphur fuel in California waters has cost three vessel operators more than \$440,000 in fines. They are thought to be the first such fines for violating the California Air Resources Board's (CARB) rule, adopted in 2008, that requires oceangoing vessels to switch from bunker to cleaner fuel within 24 nautical miles of the California coast.

Oslo-listed Hoegh Autoliners Shipping was fined \$299,500 after investigators found that its 1997-built, 12,490dwt vehicle carrier *Hoegh Incheon* operated its main engines on bunker fuel while in state-regulated waters between November 2009 and July 2011.

NCN Panama, a subsidiary of Japan's Kumazawa Kaiun, was fined \$87,750 after its 2012-built, 83-454dwt bulker *Ikan Bawal* was cited in February 2013 for failing to switch to low-sulphur fuel before docking at Stockton and Long Beach.

In August 2012, after it docked at Los Angeles, the 2012-built, 29,061dwt bulker *K Pluto* was cited for failing to switch fuel. Its operator, Twin Phoenix Shipping, was fined \$53,000.

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

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Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes

August 2013

To Do List Before Retirement

Check with the SUP Welfare Plan Office with regard to your health plan coverage and the SIU-PD Pension Plan Department for detailed application requirements.

Your active medical and dental coverage will terminate when you retire. As an example, if your shipping time has given you active plan eligibility through March 2014 and you retire effective January 01, 2014, your active eligibility terminates January 01, 2014.

If you are 65 years of age or older, you should already be enrolled for Medicare Part A. Medicare Part A covers in-patient hospitalizations after a deductible. Most people do not pay for Medicare Part A.

Since active plan coverage will terminate when you retire, you should also visit the Social Security/Medicare office to inquire about Medicare Part B and Medicare Part D. The Plan office will help you complete forms for your enrollment.

SIU-PD Pension Plan Applications

Among various important requirements, applicants for SIU-PD Pension Plan benefits will be asked to certify their intention to retire permanently from all employment in the Maritime Industry.

The Employee Retirement Income Security Act (ERISA) requires that the Plan pay pension benefits to married participants in the form of a qualified Joint and Survivor Annuity unless that form of payment is rejected by the Participant and the Participant's spouse. If married, you will be asked to provide proof of birth of your spouse and a copy of your marriage license. You will be sent a Marital Election Form regarding choices you and your spouse must make and the consequences of such choices.

Proof of each illness or injury of 90 continuous days or more must be provided. If applying for a Disability Pension Benefit, a physician's certification will be required.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin, MPP & 401(k) Plans, Death Benefits
martinpatty59@sbcglobal.net

Virginia Briggs, Claims vbriggs80@sbcglobal.net

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870
berittrainrep@sbcglobal.net

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

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

Fax: 415-778-5495

SIU-PD Pension Plan 415-764-4987

SIU-PD Supplemental Benefits Fund 415-764-4991

Seafarers Medical Center 415-392-3611

Customs and Border Protection affirms Jones Act exception

by Charlie Papavizas, Winston & Strawn LLP

In a ruling issued on July 22, Customs and Border Protection affirmed the application of the "voyage-to-nowhere" exception to the Jones Act in connection with whale watching voyages. The Jones Act and related laws limit the transportation of merchandise and passengers between two points in the United States to U.S.-built, U.S.-citizen-owned and operated U.S.-flag vessels. A "voyage-to-nowhere" occurs for passengers where the vessel sails from one point in the United States, proceeds beyond the limits of U.S. territorial waters and returns to the same point in the United States (without the passengers having embarked, even temporarily, at another U.S. point). The ruling request affirmed that a foreign-built vessel could be used for whale watching voyages so long as the vessel left U.S. territorial waters and returned to the same point.

Membership and Ratings Committee

Met on August 1, 2013, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership	Number	Seatime	Rating	Seniority
Robert Reed	#3203	6 Years	A.B.	A
Robert Booth	#5758	6 Years	A.B.	A
William H. Williamson, IV	#3651	6 Years	A.B.	A
Abraham Krula	#19334	1 Year	A.B.	B
Enriqueto Nera	#19335	1 Year	O.S.	B
Reymund Gabarra	#19336	1 Year	A.B.	B
Jan Bularz	#19337	1 Year	O.S.	B
James McGuire	#C-2397	30 Days	O.S.	C
Keith Deirup	#C-2398	30 Days	A.B.	C

Rating Stamps - None

Membership and Ratings Committee's Report – M/S-several) to concur with the Committee's report. Carried unanimously. Membership and Ratings Committee: Romaine Dudley #2593, Mark Pfaff #3852 and Steve Swinton #7513.

Somali pirates sentenced to life-in-prison for murder of Americans aboard *SV Quest*

Somali nationals Ahmed Muse Salad, aka "Afmagalo," 25, Abukar Osman Beyle, 20, and Shani Nurani Shiekh Abrar, 29, who were previously found guilty, by jury, of all 26 counts charged, to include: piracy, conspiracy to commit kidnapping, hostage taking resulting in death, kidnapping resulting in death, and multiple firearms offenses, were sentenced on August 6, by a federal jury. The three defendants were sentenced to life-in-prison for their roles in the February 22, 2011, murder of four Americans aboard the sailing vessel *Quest*. The victims included: Scott Underwood Adam, Jean Savage Adam, Phyllis Patricia Macay, and Robert Campbell Riggle.

"Four Americans were taken hostage, terrorized and then murdered. Life in prison is reserved for those who commit heinous crimes—and the jury today decided the execution of four innocent Americans on the high seas meets that high bar," said United States Attorney Neil H. MacBride. "Scott Adam, Jean Adam, Phyllis Macay, and Robert Riggle lost their lives and their families lost their loved ones. Nothing can make this right; nothing can make their families whole again, but we hope today's verdict and sentences will bring some closure to their nightmare that began two years ago on the Indian Ocean."

The defendants were previously indicted on July 8, 2011, by a federal grand jury on 26 counts, which included conspiracy to commit hostage taking, conspiracy to commit kidnapping, kidnapping resulting in death, conspiracy to commit violence against maritime navigation resulting in death, piracy, and firearms offenses. The defendants were convicted on all 26 counts on July 8, 2013. According to court records and evidence at trial, Salad, Beyle, Abrar and others—armed with firearms and a rocket-propelled grenade (RPG)—boarded the *Quest* while the four Americans slept on February 18, 2011. They gained control of the vessel and took the four American citizens as hostages. Their plan was to take the hostages to Somalia, where they and their additional co-conspirators in Somalia could commence ransom negotiations. While they sailed toward Somalia, the three defendants and their co-conspirators were taking turns standing armed guard over the hostages; at the same time, United States Navy ships headed towards the *Quest* to aid the hostages and prevent the *Quest* from proceeding to Somalia.

Beginning on February 19, 2011, communications had been established and the United States Navy and the FBI began negotiating with the pirates to secure the safe release of the hostages. On February 21, 2011, two co-conspirators representing the pirates onboard the *Quest*, were transferred to the *USS Sterett* to negotiate. The negotiations reached an impasse when the co-conspirators were told that they were not going to be allowed to take the hostages ashore in Somalia. The decision was made to detain the co-conspirators after they refused to release the hostages and threatened to kill them if they were not allowed to return to Somalia.

Testimony revealed that Abrar fired a shot over the head of Scott Adam and instructed Adam to tell the Navy that if the military came any closer, the conspirators would kill the hostages.

On February 22, 2011, without provocation and before the hostages could be rescued by members of the military, a co-conspirator fired an RPG in the general direction of the *USS Sterett*. Witnesses testified that sustained firing came from the *Quest* and that glass could be seen breaking on the starboard side of the *Quest*. Witnesses also testified that Salad, Beyle, and Abrar were the shooters and responsible for the deaths of Scott Adam, Jean Adam, Phyllis Macay, and Robert Riggle. After the gun fire died down, the Navy-dispatched SEALs to the *Quest*. The pirates aboard the *Quest* began surrendering and some were seen throwing AK-47 rifles into the water.

This case was investigated by the FBI and the Naval Criminal Investigative Service. Assistant United States Attorneys Joseph DePadilla, Brian J. Samuels, and Benjamin L. Hatch prosecuted the case on behalf of the United States.

U.S. interested in proposal for Nicaragua Canal project

Department of Commerce Deputy Assistant Secretary Walter Bastian stated that he believes that both public and private sectors in the United States would be interested in investing in the construction of a Nicaragua Canal that would rival the Panama Canal. Bastian said that he finds the Nicaragua project "fascinating" and that the Federal government would follow up to see if there is any interest from private U.S. investors. While visiting Nicaragua last month, Bastian stated that for the United States, it is important that the process of awarding contracts is transparent and that those contracts have legal certainty.

Chinese-based company HK Nicaragua Canal Development (HKND) Investment Co. Ltd. was awarded the rights to the canal project last month. Experts said it could take 11 years to finish the project with an estimated cost of around \$40 billion. It is estimated that the construction of the Nicaragua Canal will require digging 130 miles of waterway. "We don't want it to become an international joke, and we don't want it to turn into an example of Chinese investment failures," said Wang Jing, chairman and owner of HKND. Wang said early assessments of the project have been favorable, taking into account future economic growth of the United States and China as well as the enormous Chinese appetite for mineral resources from Latin America. "The world trade has been so developed today that it needs a new canal," he added. "The Panama Canal is not enough for the trade conducted currently between East and West."

Wang stated that his team is proposing ways to minimize risk during the project by routing the canal through the middle of Nicaragua to avoid any potential border dispute with neighboring Costa Rica. Wang said he hopes to deliver the feasibility report a year from now, and that the project would break ground by the end of 2014 and be completed in less than six years.

California Labor History course at San Francisco City College

The Occupy movement injected talk of general strikes and economic inequality into public conversation—revelatory concepts for many. But in 1934, the S.F. General Strike wasn't a concept or goal: it happened, the most important event in local history most people never heard of.

In "California Labor History," a three unit San Francisco City College course offered at 6:30 P.M. Tuesday evenings at City College San Francisco Mission Campus, Room 229, 1125 Valencia Street, beginning August 20, you can learn that the fight for a more equitable society stretches back past 1934 and before the Gold Rush. You will also find this history has quite a bit to say about what's going on now.

The fall semester course is taught by longtime labor educator and Union communications director Fred Glass. It places contemporary Unions like the SUP within the broader stream of labor history, and showcases struggles by California's working people for dignity, economic security, and civil rights, from before the Gold Rush to right up to the present.

Union members who have taken the course have noted that it provides a space tucked away from the rest of their often hectic lives to reflect. Class discussions are lively, and the oral history assignment often turns up surprising things about students' own Unions and family histories.

The course is built around the ten-part public television documentary series *Golden Lands, Working Hands*. For more information or to register call Bill Shields at the CCSF Labor and Community Studies Department, 415-550-4472, or register online at www.ccsf.edu. For info about the course content, call Fred Glass at 510-579-3343.

CCSF Labor & Community Studies CSU-transferable
history credit



Fall 2013 Semester
FULLY ACCREDITED


California Labor History

LABOR 88

Can the lessons of history save our rights today?

As working people confront efforts to roll back our rights and our share of the economic pie, we have the lessons of history to guide us. What did working people do in the past when their rights were threatened? In "California Labor History," you will learn about the San Francisco General Strike of 1934, when the city was shut down for four days to protest killings of workers and gain union recognition for maritime workers. You will watch Cesar Chavez organize the United Farm Workers in the 1960s and 70s in the Central Valley. You will hear about how civil rights activists joined with union members to remove legal discrimination on the basis of skin color from jobs. You will learn how thousands of people came together one day in November 2011 to shut the Oakland Port in support of the 99%. You will find out how public sector workers gained collective bargaining rights. The hidden history of workers in California contains many stories that can help guide struggles for social justice today.



The history of working people in California, focusing on the connections between struggles for civil rights, social justice, and the labor movement

Student fees paid by AFT 2121 for members who complete the class.

• Tuesday evenings, 6:30 - 9:15 pm • Starts August 20 • 3 units college credit, CSU-transferable • scholarships available •
 • Room 229, Mission Campus, City College, 1125 Valencia Street • Instructor: Fred Glass •
 • for questions about the course content and requirements call 510-579-3343 •

Register for **LCS 88** online:
www.ccsf.edu
 Registration Questions? Call the Labor and
 Community Studies office: 415/550-4472

Kenya jails nine Somali pirates for attack on German ship

A Kenyan court in the coastal city of Mombasa sentenced nine Somalis last month to five years in prison each for attempting to hijack the German merchant vessel *MY Courier* in the Gulf of Aden in March 2009.

The men were arrested by international anti-piracy forces before being handed over to Kenya to be prosecuted, as Somalia was not considered able to try them properly.

Prosecutors told the court the men attacked the ship armed with a rocket launcher, an AK-47 rifle, a pistol, a SAR80 carbine rifle, and other weapons. "The suspects used violence to hijack the vessel, and took control of it, putting in fear the lives of those aboard," prosecutors said in the charge sheet. Kenyan officials said 18 crew on board survived the ordeal.

The nine suspects were held in custody at one of Kenya's maximum security prisons during the trial period. They all denied the accusations. While handing out the sentence, the court noted that the accused had already served a long term in jail while the trial was in progress, and therefore were given shorter jail terms. "I am satisfied with the evidence presented by the prosecution, which proves beyond reasonable doubt that an act of piracy was committed," Judge Stephen Riech said. Riech ordered the nine to be deported to Somalia after serving their sentences.



SUP President's Report

August 12, 2013

VESSEL PERSONNEL WITH DESIGNATED SECURITY DUTIES

As SUP Vice President Dave Connolly reported last month, the 2010 Manila Amendments to the STCW Convention mandate new security training and endorsements for mariners. There are three levels of endorsements: Vessel Security Officer (VSO), Vessel Personnel with Designated Security Duties (VPDSD), and Security Awareness (SA). Most SUP members will need the VPDSD endorsement.

The deadline for receiving this endorsement based on sea service (as opposed to training), is January 1, 2014. All SUP members with six months seetime in the past three years with one company should request a letter from the company or the master of the vessel attesting to the performance of security duties. A member who has a combined six months of service with two or more companies must get a letter from each company. The letter must be presented to a Coast Guard Regional Examination Center attached to a completed USCG Form 719(B) –the standard application form for a license or Merchant Mariners Credential. The Coast Guard will then issue a VPDSD endorsement. There is no fee or physical for the endorsement.

Matson is compiling the crew service history records for sailors who meet the criteria (Matson offshore time only –six months in the last three years) and will be issuing letters during August, sent to a members's address of record or corresponding Union hall. Members who qualify with multiple companies and needs a letter for Matson seetime, should send an email requesting to marineprsnl_sf2@matson.com.

APL has also been issuing letters to those who have requested them. Whether Chevron is issuing letters is not known as of today's meeting.

For those members who started sailing after January 1, 2012, the above "grandfathering" is not an option. Training is the only option.

For those members and for members who do not have the necessary sea service, the SUP's Andrew Furuseth School of Seamanship in conjunction with Training Resources, Ltd. will hold VPDSD training sessions on the following dates:

Headquarters: Tuesday, September 17

Seattle: Thursday, September 19

Wilmington: Wednesday, September 25

In Honolulu, the Maritime Licensing Center has applied to the Coast Guard's National Maritime Center and is shortly expected to gain approval for VPDSD training. There will be training at the Honolulu Branch some time after training is completed in Wilmington with the training done either at the local Maritime Training Center or by Training Resources Ltd. When the date is firmed up, Honolulu Branch Agent Mike Dirksen will be notified.

For members who cannot attend the scheduled training dates, Training Resources, Ltd. will hold periodic training sessions in San Diego.

To sign up for the training, contact Training Director Berit Eriksson at 206-551-1870 or by email at berittrainrep@sbcglobal.net.

Again, training is not required for those who started sailing prior to January 1, 2012, with six months seetime within the past three years– only a letter is needed to obtain the VPDSD endorsement. For those who started sailing after January 1, 2012, training is required.

PATRIOT CONTRACT SERVICES

Shallow Draft Tanker

On July 29, the Union was informed that Patriot and its partner, Annapolis, Maryland-based Schuyler Line Navigation Company, were awarded a contract by the Military Sealift Command (MSC) for the operation and management of a small, shallow draft tanker for five years.



The *Bomar Eris* is an oil/chemical tanker built in China in 2008 and currently under Maltese-flag. She is a 7,985 deadweight ton vessel with a maximum speed of 12.7 knots and is 331 feet in length with a 59-foot beam.

The ship will be employed primarily in support of the Department of Defense in worldwide transportation of petroleum products, however, it is expected to operate in East Asia including, but not limited to Korea, Japan, Singapore, Guam Kwajalein and Wake Island.

A Memorandum of Understanding covering the vessel was signed on March 28, subject to membership approval, and is a standard Patriot government contract with the usual MSC-required training. The SUP manning on the vessel is one Bosun and one AB Unlimited and one AB Limited, all of whom will be watchstanders when underway. Initial crewing of the vessel is expected in the fourth quarter of this year after she is shipyard modified and presumably with a new name.

Wages and wage-related items are as follows:

Full Operating Status (FOS)

Rating	Monthly Wage	Daily Wage	OT Benefits	Daily Money Purch.
Bosun	\$4,423.31	\$147.44	\$21.06	\$27.00
AB (Unlimited)	\$4,051.91	\$135.06	\$19.32	\$27.00
AB (Limited)	\$3,344.98	\$111.50	\$16.25	\$27.00

Rating	Monthly Supplemental Benefit	Daily Supplemental Benefit
Bosun	\$2,211.66	\$73.72
AB (Unlimited)	\$2,025.95	\$67.53
AB (Limited)	\$1,672.49	\$55.75

Reduced Operating Status (ROS)

Rating	Weekly Wage	Daily Wage
Bosun	\$1,372.36	\$196.05
AB (Unlimited)	\$1,257.13	\$179.59
AB (Limited)	\$1,037.80	\$148.26

Unlicensed personnel shall earn 1.5 days of Supplemental Benefits for each 30 days employed in ROS or pro rata. Unlicensed personnel shall earn 14 days of Supplemental Benefits for 30 days employed in FOS.

Overtime shall be paid for all work in excess of eight hours per day, Monday through Friday, and for all work on Saturdays, Sundays and holidays in FOS or ROS.

Recommend membership approval of the Memorandum of Understanding for the *Bomar Eris*.

Ready Reserve Force

Under the collective bargaining agreement with Patriot covering vessels in the Ready Reserve Force, a 3% increase in total labor cost became effective on July 28. The increase applies to the Admiral Callaghan and the Cape Orlando. It does not apply to the Cape Henry, which is covered under a separate agreement. The new wage and wage-related rates were published in July's West Coast Sailors.

APL MARINE SERVICES

APL Belgium

On July 15, signed a Memorandum of Understanding dated July 8, subject to membership ratification, covering

the non-Maritime Security Program (MSP) vessel *APL Belgium*. The memorandum is the same as other non-MSP agreements. Wage rates covering the Belgium were published in the June *West Coast Sailors*.

Middle Harbor Terminal

With the closing of APL's Middle Harbor Terminal (Global Gateway Central) imminent, have been in discussions with the company as to the effects of that closing. However, a formal Memorandum of Understanding has, as of today's meeting, not been signed.

Thus far the parties have agreed to the following:

- 1) **APL shall pay all accrued, unpaid vacation to the four sailors employed steaming containers;**
- 2) **APL will not contest claims for unemployment compensation for those sailors;**
- 3) **After the terminal closes or when SUP members are laid off, the company agrees to hire four sailors for one day of maintenance work in APL's U.S.-flag vessels when they are at Oakland. This provision will continue through September 30, 2015;**
- 4) **On the date the terminal closes, the company will make one year's worth of contributions for four billets to the SUP Welfare Plan. The amount agreed to is \$75,608.**

Canada

As APL's Suez Express Service vessels are now calling Halifax, Nova Scotia, the Canadian government is checking mariner data bases and declaring those with criminal records, including DUI, as inadmissible to the country and requiring the mariner to sign an agreement never to return to Canada. This puts the mariner and the ship in jeopardy.

Prior to entry to a Canadian port, a mariner's criminal record either must be expunged or suspended with rehabilitation by Canadian authorities. If a member has a criminal record, contact a Canadian consulate or apply directly to the Parole Board of Canada.

MATSON NAVIGATION COMPANY

Matson advised the Union that the negotiated 2.75% increase in wages and wage-related items will be paid retroactive to July 1, by the end of August. Members who are no longer employed on company vessels, but are due retroactive payments, will receive checks at their address of record.

Eligible pensioners will receive a 2% cost-of-living increase retroactive to July 1, in their September benefit checks, as a result of bargaining with Matson.

LABOR DAY

All SUP halls will be closed on Monday, September 2, in observance of Labor Day, a holiday under all SUP agreements.

Labor Day activities in Seattle, Alameda, Wilmington and Honolulu will be published in the *West Coast Sailors*.

ACTION TAKEN

M/S to approve MOU for *Bomar Eris*. Carried unanimously.

M/S to ratify MOU on *APL Belgium*. Carried unanimously.

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

Gunnar Lundeborg

Labor Day in Seattle

The Martin Luther King, Jr. Labor Council's Labor Day Celebration will be held on Monday, September 2, from 11:00 A.M. to 3:00 P.M. at Lower Woodland Park (N. 50th Street & Woodland Park Ave. N.). The event is free (food and soft drinks, etc.) with many activities for the kids.

Man hooks tuna, tuna capsizes boat

A 54-year-old man had to be rescued on July 19, from the waters off Port Allen, Kauai after a battle with a 230 lb tuna ended with his boat capsizing, him in the water, and one amazing story to tell.

The U.S. Coast Guard reports that Coast Guard Sector Honolulu received a distress call at 7:41 A.M., on that date, from a woman saying that her husband's 14-foot Livingston boat had capsized about 10 miles south of Port Allen.

The man, identified as Anthony Wichman of Koloa, Kauai, was apparently fishing in the area when he hooked a massive 230 pound Ahi tuna. Things took a turn for the worse when the fierce battle with the fish capsized his boat, catching his leg in the fishing line in the process and dragged him underwater. Luckily, Wichman was able to free himself, climb on top of the capsized boat and call his wife for help.

The Coast Guard, after establishing communication with Wichman via cell phone, launched a 47-foot Motor Life Boat (MLB) crew from Kauai and a MH-65 Dolphin helicopter crew to the scene. Once on scene, the Dolphin crew found Wichman sitting on the hull of his partially submerged vessel and airlifted him to safety.

Meanwhile, the MLB crew stayed on scene with the capsized boat until Jordon Ornellas and Abraham Apilado, two friends of Wichman, arrived on scene to help salvage his boat. While trying to right the capsized vessel, Ornellas and Apilado realized that the Ahi was still hooked on the fishing line attached to the vessel. Amazingly, they were able to reel in the tuna, right the vessel and tow it back to Port Allen.

"This rescue is a perfect example of why mariners must be sure they have good safety equipment and reliable communications before heading out on the water," said Lt. Jessica Mickelson, Sector Honolulu's Public Affairs Officer. "Thankfully Mr. Wichman was still able to use his cell phone after capsizing and entering the water. Sector Honolulu was able to work in conjunction with 911 dispatch to get a GPS position of the capsized vessel from Mr. Wichman's cell phone, enabling Coast Guard rescue crews to arrive on scene at the exact location of distress instead of having to conduct a search. At the end of the day, we couldn't have asked for a better rescue. Mr. Wichman was delivered safely to shore with minimal injuries and he and his friends will have quite the indisputable fish tale to tell."

Hong Kong-flagged vessel detained by USCG in Washington State

The Coast Guard detained the motor vessel *Great Success*, this month, requiring the vessel remain in Longview, Washington, until numerous safety violations were corrected by the ship's crew. Port State Control officers from Coast Guard Sector Columbia River's Marine Safety Unit in Portland, Oregon, discovered the discrepancies during routine inspections of the 553-foot Hong Kong-flagged vessel in Kalama, and Longview, Washington.

Most safety discrepancies were related to fire danger and included excessive oil and oily water mixture in the bilges, excessive oil in the engine room, and oil-saturated lagging insulation throughout the engine room. The emergency fire pump was found to be leaking water and flooding the emergency fire pump room. The condition of the incinerator posed a significant fire hazard and could not be tested safely due to oil-saturated lagging insulation on the incinerator and pooling of oil in the immediate vicinity. All three generators and the boiler burner had active lube oil leaks, causing pooling of lube oil beneath the equipment. A fire door within the purifier flat could not be opened from inside the space creating an unsafe situation for crewmembers.

"The purpose of Port State Control detentions is to mitigate and remove safety and environmental hazards," said Lt. Ben Russell, chief of Port State Control, Marine Safety Union Portland. "For vessels operating under a foreign flag entering a U.S. port, Port State Control becomes the primary means of marine safety enforcement."

The vessel, owned by Shanghai-based Rich Target Shipping LTD, was loaded with grain and scheduled to depart for Japan prior to its detention.

Vice President's Report

August 2013

APL Coral: Justin Foster, delegate. Boarded on Saturday, August 10, at the Maher Terminal in New Jersey. Soft drinks not a part of the minimum storing list in Appendix C. Linen access issue raised with the captain along with tug winches and internet access—all items scheduled but not achieved in the shipyard. Plans to install both remain in place. In good shape with a good gang and Marc Calairo as Bosun.

APL Philippines: William DeBenedictus, delegate. In good shape in Oakland with Dave Munroe as Bosun, director, and choreographer of a smooth production: SUP style.

APL Thailand: Gary McDeavitt, delegate. Call from the delegate reporting the Bosun with serious medical condition sent ashore in Japan. Sailing short-handed for Korea.

APL China: Jill Holleman, delegate. Clarification on watch assignments: if any member of the SUP deck gang requests rotation, then watches rotate from present assignments at the terminus of the voyage, i.e., upon breaking of foreign articles in first U.S. port. Assignments for watches for joining crew are set by the watch left vacant by departing crew. In other words, there should be no switching of watches except by rotation. Finally, by past practice, the delegate gets to choose her watch.

APL Singapore: Milton Caballero, delegate. Ship diverted to Dutch on the eastbound leg to put ashore sick SUP sailor which may have saved his life. Clarification on use of standbys for crane lifts: SUP standbys are dispatched for eight hours for any work within SUP jurisdiction. In the context of the large workload in a just a few hours that is the modern day port stay standbys can help mitigate rest hour problems and ease shore leave concerns.

APL Korea: Charlie Duke, delegate. Clean ship in Oakland. Ernesto LeCarnegie is the Bosun

APL Japan: Dave Green, delegate. Investigating safety bonus and transportation dispute.

APL Belgium: Mark Relojo, delegate. In at New Jersey's Maher Terminal with no problems. Delegate reports this newest SUP ship is clean and in good shape.

Mokihana: Allen Gonzalez, delegate. Drug test OT claim no good. Shift in Honolulu payable under Section 39. Discussion on new provisions of cba and pension status. Member MPPP statement

problems under investigation.

Manukai: Paul Harsany, delegate. Clarification on retro pay. Paid off clean in China yard.

Maunawili: Phil Howell, delegate. Clarification on VPDS letters. Sailors with six months of seagoing service in the last three years may be issued a letter generated by the company office at Matson (captains are issuing letters on request at APL). Matson will automatically issue a letter for all those who qualify and they will be sent to the hall of dispatch.

Matsonia: Delegate to be elected at sea with Liam Casement as Bosun. Solid gang brought to life a dead ship and prepared for the usual hardships of a breakout after a long lay up. Rumors of a second trip in relief of *Manukai* depending on the shipyard. Clarification on VPDS endorsement process.

Manoa: Duke Maringer, delegate. Discussion on VPDS endorsement process, retro payroll and the peculiar American approach to international law that vacillates between obsessive compliance (when it comes to STCW) and on the other extreme that famous exceptionalism that allows for legal rejections when it comes to foreign policy.

Mahimahi: Ruta Tulenken, delegate. Discussion on SUP tradition of honoring picket lines in case of action by ARA (not meaningful now as ARA and Matson reached a deal on 8-15-13.)

California Voyager: Ed Windeler, delegate. In at Richmond Long Wharf after transiting Panama Canal from operations in the Gulf. In good shape with Carson Rock as the Steward and Paul Seager as the Bosun.

Oregon Voyager: Rey Clores, delegate. In at Richmond with no problems. Delegate bringing in new members. On the California coast run from El Segundo to Richmond.

Mississippi Voyager: Bob Turner, delegate. Full discussion on grievance handling, anchor watch grievance process and settlement. Bosun Thor Erikson is getting off in El Segundo and being relieved by the delegate.

Foss Maritime Company: JD Rymel, delegate. Scheduling issues for the 35-1 under discussion.

San Francisco Bar Pilots: Mike Koller, delegate. Running smooth with a new contract.

Dave Connolly

Featuring...

kalopana

Simplicity
2 Big Hawaiians
Lehua Kalima & Shawn Pimental
Touch of Gold

Keiki Fun Zone

Bounce Climb Dunk Play

'Ono Food

Garlic Chicken Bento by Sugol's
Pastele Stew by Cocoz Catering

Prize Drawings for \$100 Gift Cards
Grand Prize \$1,000 travel voucher from Regal Travel*

*Must be 18 years old to enter and win. Ticket for grand prize drawing at the FOOD DRIVE tent. Giving is encouraged, yet not necessary to win. Your donation benefits AFL-CIO Community Services.

Hawaii Labor Unity Picnic

Sunday, Sept 1, 2013
4:00 pm - 9:00 pm
Waikiki Shell

FREE event for Labor Union Members
DO BRING...family, chairs, mats,
optional can/dry good donation
DON'T BRING...coolers or alcohol

Open Parking:
Kapiolani Community College
(Okinawan Festival shuttle to and from)

Parking Permit Required:
Waikiki Elementary (free valet-park)
Corner of Paki & Monsarrat Ave. (self-park)

RSVP & Parking Permit:
Call your union office at:
(808) 533-2777
Food tickets will be distributed on event day at the main gate from 1600-1700 hrs.

AFL-CIO United Way



Labor Day Celebration

MONDAY SEPTEMBER 2ND 2013

ALAMEDA POINT, 11:30AM-4:30PM

2700 SARATOGA STREET

FREE ADMISSION, FOOD, AND FUN FOR MEMBERS AND THEIR FAMILIES! BRING BLANKETS, CHAIRS, AND OTHER PICNIC ITEMS!

DIRECTIONS:

- 1) 880 NORTH, TO BROADWAY TO WEBSTER STREET TUBE.
- 2) MAKE A RIGHT ON ATLANTIC
- 3) MAKE A RIGHT ON MAIN
- 4) MAKE A LEFT ON NAVY (GUARD SHACK)



SUP Branch Reports

Seattle

July 15, 2013

Shipped during the period: 1 Boat-swain relief filled with an A-card; 4 Able Seaman jobs shipped and filled with 2 A-cards and 2 B-cards. 6 standbys to 5 B cards and 1 registrant.

Registered during the period: 6 A cards for a total of 16; 8 B cards for a total of 27; 3 C cards for a total of 4

Ships checked:

Matson vessels *MV Manoa* and *SS Kauai* called twice in Seattle with little or no problems. The *APL Cyprine* and *APL Belgium* called in the port of New Jersey and along with the *APL Korea* all vessels called for SUP/MFU replacements. The *APL Coral* called the crew back to the shipyard in Shenzhen.

I represented the SUP/MFU at the following meetings. The King County Labor Council's Executive Board and Delegates meetings. The Seattle Manufacturing Industrial Council's meeting.

I attended Congressman Adam Smith's "Labor Summit". Congressman Smith is the Ranking Member in the House Armed Services Committee. In this forum we addressed the importance of the "Food for Peace" program and the benefits to Washington State for its mariners, farmers and companies. We thanked the congressman for his continued support of the Military Security Program.

We met in a small private luncheon with Senator Patty Murray. Senator Murray sits on the Senate Appropriations Committee and is Chair of the Subcommittee on Transportation. We thanked Senator Murray for her continued support of the Jones Act and discussed funding and training for U.S mariners.

Vince O'Halloran
Branch Agent

Wilmington

July 15, 2013

Shipping: Bosun: 2, AB: 3, AB Maint: 5 STOS: 1 and standby: 57. Total Jobs Shipped: 68

Registrations: A: 32, B: 28, C: 8, D: 3.

Ships Visited:

APL Singapore, Mokihana, Maunawili, Mississippi Voyager (well written grievance), *Maunalei, APL Korea, Mokihana*, (Leon Gandy made last four), *R.J. Pfeiffer, APL Thailand, Manukai, APL China*.

Joe MacDonald donated school supplies to the George De La Torre, Jr. Elementary School, across the street from the Hall. The principal, Gina Ellis, was grateful.

On 6/25 we had the AMMVM committee meeting to debrief about Maritime Day. On 6/27 Harbor Labor Coalition meeting. On 7/25 attended the first meeting to discuss building a Labor History Museum in the Harbor Area.

Thanks to Leon Gandy for relieving me from 7/8 to 7/19, so I could take a much needed vacation. By all accounts, he did a bang up job.

Mark Hurley
Branch Agent

Honolulu

July 15, 2013

Shipped the following jobs in the month of July: 2 Bosun steady, 4 AB Day steady, 1 AB Day relief, and 2 AB Watch steady. The shipping jobs were filled by 5 A cards, and 4 B cards.

Shipped 11 standby jobs. The standby jobs were filled by 3 A cards, 2 B cards, 2 C cards and 4 D cards.

Registered in July: 11 A cards, 10 B cards, 2 C cards, 0 D cards. To date totaled registered: 15 A cards, 10 B cards, 4 C cards, and 2 D cards.

Ships checked:

I visited the *Manukai, Maunawili, Maunalei, Manulani, R.J Pfeiffer, Manoa, Kauai, Mokihana, Mahimahi*, and the Paint and Rigging gang. All are running with few or no beefs.

I represented the SUP at the AFL-CIO Executive Board meeting and at the Labor Unity Picnic committee meeting. (Labor Day Picnic)

The Labor Day Picnic will be held on Sunday, September 1, 2013 at the Waikiki Shell starting at 1600 hrs and ending at 2100 hrs. There will be the usual picnic things to do; rides for the kids, live music, raffles for prizes, cold drinks and good food. If you plan on attending the Labor Day picnic you will need to come by the hall and pick up a parking pass by August 30.

Bonny Coloma (MFOW agent) and myself will be standing by the main gate on the day of the picnic from 1600 hrs to 1700 hrs passing out meal tickets. After that we will be walking around the picnic grounds and if you need meal tickets you can look for us, or you can go to the HBCTC (Hawaii Building and Construction Trades Council) tent where they will be passing out food tickets at 1800 hrs. Bring your SUP membership book with you for identification if you plan on going to the HBCTC tent for food tickets.

We had the pleasure of Gunnar Lundberg attending this month's meeting. He read his report and explained some of the finer points of the new Matson Contract and what their effects on the membership would be. Very informative.

Mahalo, Michael Dirksen
Branch Agent

Dispatcher's Report

Headquarters—July 2013

Deck	
Bosun.....	2
Carpenter.....	0
MM.....	8
AB.....	12
OS.....	1
Standby.....	7
Total Deck Jobs Shipped.....	30
Total Deck B, C, D Shipped.....	15
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	1
Messman.....	0
Total E&S Jobs Shipped.....	1
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts.	31
Total B, C, D Shipped-All Depts.	15
Total Registered "A".....	33
Total Registered "B".....	22
Total Registered "C".....	20
Total Registered "D".....	43

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 396:

- Anthony Figueroa**, 67, Book No. 2222, joined SUP in 1966, 41 years seetime.
- Rhudean Musgrove**, 65, Book No. 6520, joined SUP in 2001, 9 years seetime.
- Miguel Palacios**, 65, Book No. 3856, joined SUP in 1978, 32 years seetime.
- Knud Sorensen**, 71, Book No. 7492, joined SUP 1985, 10 years seetime.
- Arthur Thanash**, 80, Book No. 3249, joined SUP in 1954, 32 years seetime.

LA harbor commissioners approve new port master plan

The Los Angeles Board of Harbor Commissioners announced this month, that it has approved a new Port Master Plan, the first comprehensive update of the Port's development policies and procedures since its original plan took effect more than three decades ago. The new Plan is subject to certification by the California Coastal Commission.

The Board said that the new plan incorporates previous amendments and anticipated future changes to the use of property within the coastal zone managed by the Port while promoting orderly development consistent with the Port's long-term goals of making the best use of its land and water resources, increasing terminal efficiency, accommodating diverse cargoes, increasing public access to the waterfront, enhancing recreational uses and working to preserve the Port's heritage through adaptive reuse of historic buildings and sites.

"This comprehensive update reflects our evolution, growth and priorities going forward," said Port Executive Director Geraldine Knatz. "For example, the updated plan preserves the fishing community at Fish Harbor while ensuring Terminal Island is primarily designated for cargo handling and related uses."

The new Port Master Plan puts into place policies for the Port to promote commerce, navigation, fisheries, recreation and environmental protection and provides for the Port to adapt to changing technology, cargo trends, regulations and competition from other seaports around the world.

The updated Port Master Plan:

- Reduces the number of planning areas from nine to five: San Pedro, West Basin/Wilmington, Terminal Island, Fish Harbor and Waterways.
- Clarifies the planning process and, in alignment with today's practices and goals, specifies a single land use designation for the most parcels within the Port district.
- Simplifies the process for issuing coastal permits by reducing the number of permit types to two from three, and delegates the authority to approve permits for the minor land and/or water use changes to the Executive Director. Major land and water use developments will continue to require a public hearing and approval by the Board of Harbor Commissioners.
- Updates the Port's Risk Management Plan for assessing the potential risks related to the storage and transfer of crude oil and petroleum products.

LABOR SOLIDARITY PARADE
DESFILE LABORAL DE SOLIDARIDAD

MARCH Broad & E Street, Wilmington
Assembly begins 8 a.m. | March departs 10 a.m.

RALLY MITIN Banning Park • 12 p.m.
Speakers, Music, Shuttle Buses,
Hot Dogs, Soft Drinks available.

MONDAY / LUNES
SEPT. 2, 2013
BRING THE WHOLE FAMILY!

34TH ANNUAL LABOR DAY PARADE
For more information: Labor Day Committee, 3888 Cherry Ave. Long Beach, CA. 90807 (562) 595-1891

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