



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

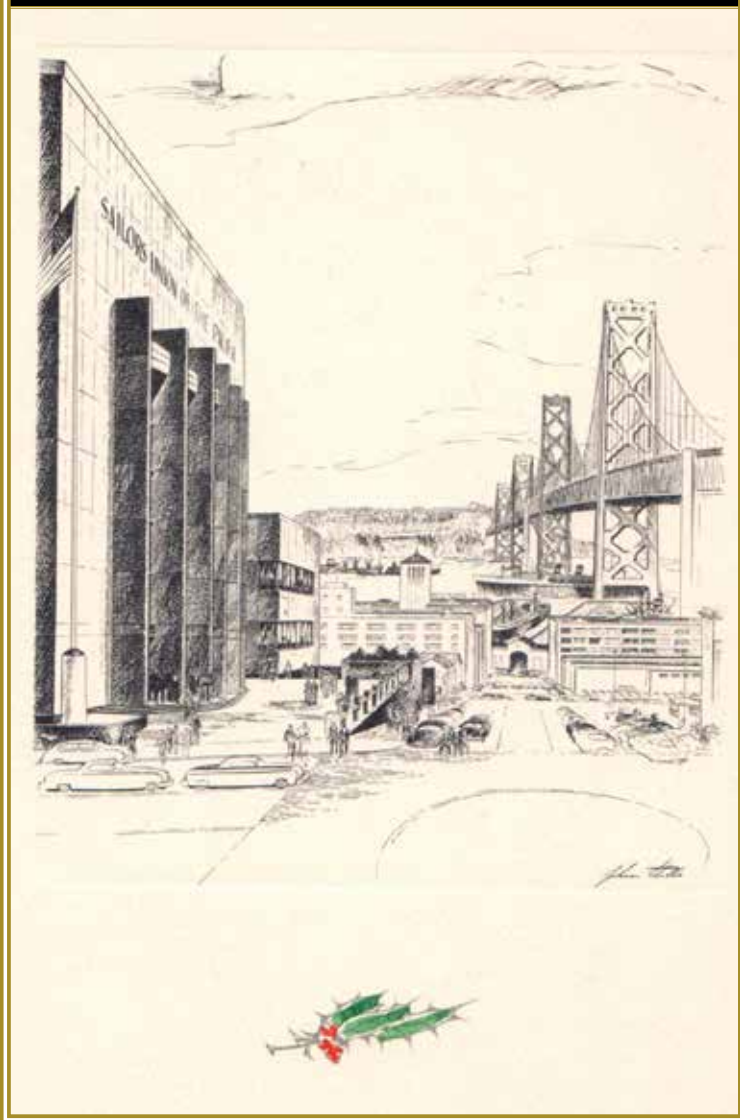
Volume LXXVII No. 12



SAN FRANCISCO, CALIFORNIA

Friday, December 19, 2014

## Season's Greetings from the Sailors' Union of the Pacific



SUP Headquarters in San Francisco as depicted in the Union's 1959 holiday card. Passing under the Bay Bridge outbound for Honolulu and the Far East is one of American President Lines passenger ships—the President Cleveland or President Wilson.

## APL gains cargo as Maersk exits U.S.-flag TransPacific service

**S**UP-contracted American President Lines got a boost this month when Maersk Line announced it was terminating its four-ship, U.S.-flag, TransPacific service in early January, pending regulatory approval, and entering into a slot agreement with APL. In short, Maersk-generated cargo will be shipped aboard APL's U.S.-flag vessels: *APL China*, *APL Korea*, *APL Philippines*, *APL Singapore* and *APL Thailand*.

Maersk said it was ending

its service because the run had provided unprofitable results for nine of the last 10 years. By closing the service, it will cut Maersk's current cargo capacity between Asia and Southern California by 13% and its overall TransPacific capacity by 10%.

Meanwhile, APL said it will charter space on a Maersk Line service that operates between United States and Canadian ports on the East Coast, the Mediterranean and the Persian Gulf. That will give

APL, which currently operates five vessels—*APL Agate*, *APL Belgium*, *APL Coral*, *APL Cyprine* and *APL Pearl*—in its Suez Express Service between ports on the East Coast, the Mediterranean, the Persian Gulf, Singapore and Thailand additional U.S.-flag capacity.

APL will benefit by being able to offer U.S.-flag shippers on the East Coast additional choices, and the TransPacific service will benefit from having Maersk as a regular slot charterer.

## McCain renews attack on Jones Act

**S**enator John McCain (R-Arizona), a long time foe of the U.S. Merchant Marine, made a renewed call this month for the repeal of the Jones Act (Merchant Marine Act of 1920) which requires that vessels calling between U.S. ports be built in the United States, crewed by American marines and registered in the United States.

In a speech at the Heritage Foundation, a right-wing Washington, D.C. think tank, McCain also complained about attempts to restore a requirement that 75% of all U.S. food

aid be carried in U.S.-flag ships.

McCain contended that construction costs for U.S.-built ships are higher in U.S. shipyards as opposed to foreign yards are because U.S. shipyards have a "captive audience".

McCain, the incoming Chairman of the Senate Armed Services Committee, contended that consumers could save about \$1 billion annually if the Jones Act was lifted. He introduced a bill in 2010 to repeal it but estimated soon after that he probably only had about 20 votes in the 100-member chamber.

He said despite tough op-

position it is a fight that will win one day. "It's one of these things you just propose amendments to bills and encourage hearings and sooner or later the dam breaks."

"But I have to tell you...the power of this maritime lobby is as powerful as anybody or any organization I have run up against in my political career. All I can do is appeal to the patron saint of lost causes and keep pressing and pressing and sooner or later you have to succeed," he said. A response to McCain's remarks are on Page 2.

## Senate kills effort to improve U.S.-flag cargo preference

**T**he U.S. Senate passed the Coast Guard and Maritime Transportation Act of 2014 on December 10, but gutted a provision beneficial to the U.S. Merchant Marine that was overwhelmingly passed by the House of Representatives earlier this month. Congressman Bill Shuster (R-Pennsylvania) Chairman of the Transportation and Infrastructure Committee, Ranking Member Nick Rahall (D-West Virginia) along with Congressman Duncan Hunter (R-California) and Congressman John Garamendi (D-California) worked in a bipartisan manner to craft the legislation.

Specifically, the section removed—at the insistence of Senator Bob Corker (R-Tennessee) and Senator Chris Coons (D-Delaware)—would have empowered the Secretary of Transportation to determine which federal programs are subject to cargo preference and to ensure that the preference for transport in U.S.-flag vessels is strictly enforced.

It should be noted that Corker and Coons are co-sponsors of a bill to reform U.S. aid programs including a provision that would give the U.S. Agency for International Development (USAID) flexibility

on whatever vessels are readily available regardless of flag.

Other sections of the bill, which is largely comprised of Coast Guard related issues, are beneficial to the U.S. Merchant Marine.

In a year, the Comptroller General is ordered to submit to the Senate and House Committees the numbers of jobs, including vessel construction and seagoing jobs, that would be created in the U.S. maritime industry each year from 2015 through 2025, if liquefied natural gas (LNG) is exported in U.S.-flag ships.

The legislation calls on the Department of Transportation and the Maritime Administration to formulate a National Maritime Strategy focusing on federal regulations and policies that reduce the competitiveness of U.S.-flag vessels in international trade.

The bill also calls on the National Academy of Sciences and U.S. Coast Guard to review differences between U.S. laws, policies, regulations and guidance governing U.S.-flag vessels and standards set by the International Maritime Organization (IMO).





# Jones Act under attack: American Maritime Partnership fires back

*Editor’s Note: This article was written by the American Maritime Partnership (AMP) in response to a recent discussion on the Jones Act at The Heritage Foundation, a conservative think tank, in which Senator John McCain vowed the eventual repeal of the 90 year old law. The SUP is a member of AMP.*

The American domestic maritime industry, which supports almost 500,000 jobs that pump nearly \$100 billion into the nation’s economy every year, and 40,000 vessels that operate in U.S. waters, 24-hours a day, 7-days a week, released on December 8, the following FACT CHECK and statement in response to misinformation about the industry’s critical role in the country’s national, homeland and economic security. The Jones Act Truth Squad is provided by the American Maritime Partnership, the voice of the U.S. domestic maritime industry.

“The Jones Act enjoys rock solid support from lawmakers in Congress and the Administration because leaders from both sides of the aisle understand this law is vital to America’s national, homeland and economic security,” said Tom Allegretti, Chairman of AMP. “It is troubling that U.S. refiners pushing for changes to the Jones Act as part of the crude oil export debate are putting their vested financial interests over the national and homeland security of our nation. The two issues are not connected. American maritime is flourishing and stronger than ever. In fact, the most modern vessels in the world are being built in record numbers in U.S. shipyards all around the country, the industry is responding to the changing energy market caused by the shale oil revolution, and the U.S. maritime industry is growing as a result. It is an exciting time to be a part of this dynamic industry, and the nation is benefiting from the service we provide.”

## Jones Act Fact Check

**Charge:** The Jones Act is impeding crude oil exports and must be addressed along with any action on the U.S. crude oil export ban.

**Fact:** The crude oil export debate and the Jones Act are not connected in any way, according to Senator Mary Landrieu (D-Louisiana). In order to protect their record profits and vested financial interests, U.S. refiners are willing to sacrifice America’s national security for less than a penny per gallon of the price of gasoline. In fact, refineries are experiencing record profits by refining cheap domestic crude and selling the gasoline, jet, diesel, and other refined products overseas at higher margins.

•According to NASDAQ: “Refiners are jumping on the opportunity to increase profits...” -NASDAQ

•According to the Wall Street Journal: “Downstream operations, which refine oil into gasoline and other products, become more profitable when the oil they use is cheaper. Prices of refined products such as gasoline typically don’t fall as quickly as those for crude. ‘The combination of a glut of U.S. oil and natural gas and a ban on exporting most oil already gave U.S. refineries lower costs,’ says Bernstein Research analyst Oswald Clint.” -*The Wall Street Journal*

•According to OilPrice.com: “This surge in supply also has lowered costs for refinery operators, simply because domestic crude is less expensive than imported oil.” -OilPrice.com

**Charge:** The Jones Act does not play a role in America’s national and homeland security.

**Fact:** The Jones Act fleet of American-owned, American-built, and American-crewed vessels ensures that the ships navigating our coastal and inland waterways abide by U.S. laws and operate under the oversight of the U.S. government.

•According to the Lexington Institute: “Without the Jones Act, DHS would be confronted by the difficult and very costly task of monitoring, regulating, and overseeing all foreign-controlled, foreign-crewed vessels in internal U.S. waters.: -The Lexington Institute

•According to Congressmen Steve Scalise (R-Louisiana) and Duncan Hunter (R-California): “The security importance of this law is equally, if not more important than the economic benefits. Without the Jones Act, vessels and crews from foreign nations could move freely on U.S. waters, creating a more porous border, increasing possible security threats and introducing vessels and mariners who do not adhere to U.S. standards into the bloodstream of our nation.” -*The Washington Times*

•U.S Navy is a strong supporter of the Jones Act because it is critical to national security: “As a maritime nation, the United States depends not only on a strong Navy, Marine Corps and Coast Guard, it also requires a strong commercial maritime industry. The Jones Act must be maintained so that the U.S. citizen mariners can continue to provide the economic and military support that is critical to our national interests.” -*The Maritime Executive*

**Charge:** Shipping by Jones Act vessels is three times more expensive than foreign vessels.

**Fact:** Foreign-flag ships are not subject to U.S. taxation, U.S. immigration, U.S. safety and other U.S. laws. Contrasting U.S.-flag Jones Act vessels and foreign-flag vessels is an “apples to oranges” comparison. Foreign-flag vessels operating in the domestic trades would be subject to the same laws as U.S.-flag vessels, drastically affecting any perceived cost savings.

•Government Accountability Office (GAO) recently debunked this myth: “Foreign carriers operating in the U.S. coastwise trade could be required to comply with other U.S. laws and regulations which could increase foreign carriers’ costs and may affect the rates they could charge.” -GAO

**Charge:** The Jones Act increases energy prices.

**Fact:** According to the Department of Energy’s Energy Information Administration (EIA), taxes and refining make up more than twenty-one percent of the price of a

gallon of gas, while in markets where ocean-going transportation plays a key role in distribution, the average transport costs are less than one penny per gallon of gasoline.

•According to Bloomberg: “Outside of pipelines, [maritime] is the best way to transport oil if you’re a coastal refiner.” -Bloomberg

•According to the Oil Price Information Service (OPIS): “Apart from the national security argument, some tanker analysts said that the high demand for Jones Act tankers is also supported by better economics and practicality when compared with pipelines.” -cnss.com

**Charge:** There are not currently enough U.S-flag vessels to meet the demands of the nation’s energy boom.

**Fact:** Last year, the construction of inland tank barges reached an all-time high with 336 new vessels delivered, totaling more than 8.2 million barrels of capacity, and some 26 large tankers and articulated-tank barges, including options, with another combined 7.6 million barrels of capacity, are currently under contract or construction in U.S. shipyards.

•According to Bloomberg: “U.S. shipyards are the busiest in almost two decades as surging domestic energy production increases cargoes for the merchant fleet, according to the Department of Transportation.” -Bloomberg

•According to MarineLog.com – “The state of the U.S. commercial shipyard industry is the strongest it has been in decades. The industry includes thousands of businesses supporting vessel construction, is a vibrant manufacturing sector employing hundreds of thousands of Americans in all 50 states.” -*MarineLog*

# One dead, dozens missing; vessel sinks off Russia

One person was killed and the fate of more than 50 others was unknown after a South Korean fishing vessel sank in the Bering Sea off the coast of Russia’s far eastern Chukotka region, officials said on December 1.

“When the fish were being hauled in, the vessel was hit by a wave,” said Artur Rets, the head of the maritime rescue service in Russia’s far eastern port of Petropavlovsk-Kamchatsky, adding the South Korean vessel *Oriong-501* had sunk at 0530 GMT.

He said rescuers had managed to pull

eight people out of the water so far, including one who had died.

“According to our data there were 62 people on board,” Rets said. “The fate of the others is not known.”

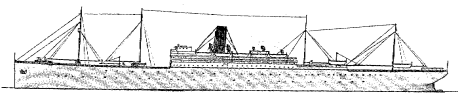
The South Korean fisheries ministry said the 36-year-old vessel operated by Sajo Industries had 60 people on board, including one Russian, 11 South Koreans, 13 Filipinos and 35 Indonesians.

It said the dead person was a South Korean and that those rescued included the Russian. It said the rescue operation was hampered by bad weather conditions.

# Take a virtual tour of GTS Admiral W.M. Callaghan

The Maritime Administration (MarAd) has launched a virtual tour on its website of the GTS *Admiral W.M. Callaghan*, a MarAd Ready Reserve Force vessel currently berthed in Alameda, California, that is operated by SUP-contracted Patriot for the Military Sealift Command. The online 360-degree photographic tour of the vessel gives viewers the experience of walking around the bridge, engine room and surrounding spaces “and provides a window into our nation’s maritime heritage,” the agency says. Launched in 1967, the *Admiral W.M. Callaghan* is the first all-gas-turbine powered vessel with a roll-on/roll-off capability constructed for the U.S. Navy.

To view the tour, go to: [http://www.marad.dot.gov/Assets/html/usns\\_callaghan\\_index.htm](http://www.marad.dot.gov/Assets/html/usns_callaghan_index.htm).



## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2015:

	Hdq.	Branch
January	12	Tues. 20
February	9	Tues. 17
March	9	16
April	13	20
May	11	18
June	8	15
July	13	20
August	10	17
September	14	21
October	Tues. 13	19
November	9	16
December	14	21

## SUPPORT THE SUP POLITICAL FUND

### West Coast Sailors

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## Final Departures

**Knud Jensen**, Book No. 3940. Born in Denmark in 1923. Joined SUP in 1953. Died in Santa Rosa, California, November 12, 2014. (Pensioner)

**Sven Ostman**, Book No. 2393. Born in Sweden in 1927. Joined SUP in 1948. Died in Costa Mesa, California, November 18, 2014. (Pensioner)



## Port of Oakland sees import volume gains during October

The Port of Oakland has reported that imports there jumped 9.17% during the month of October, compared with the same month a year ago. The Port said it was the biggest jump in import cargo volume in six months. According to statistics released by the port, vessels discharged the equivalent of 73,124 TEUs at the Port of Oakland during October. That was up from 66,983 containers handled in the same period last year.

Port executives attributed the growth to a strategic drive to increase import volumes at the Port of Oakland and congestion at Southern California ports leading shippers to reroute cargo through Oakland. “We’re attracting additional import volume by taking advantage of our available capacity,” said Port of Oakland Maritime Director John Driscoll. “Customers need a way around congestion and they are beginning to see Oakland as a solution.”

The port has undertaken a series of measures in recent years to attract more import volume. They include increased water depth for larger vessels, bigger cargo-handling cranes and outreach to importers and shipping lines.

The port said total cargo volume for the calendar year through October was up 3.84% compared to the first 10 months of 2013, with year-to-date imports gaining 1.81%.

## Containers must be weighed

The International Maritime Organization (IMO) has decided to make it mandatory to weigh loaded containers before they are transported by sea. This will enhance safety and prevent pollution of the marine environment.

In the future, loaded containers must not be taken onboard a ship until their weight has been determined. This was decided by the IMO Maritime Safety Committee in late November. The correct weight – the so-called verified weight – can be determined in two ways. You can either weigh the loaded container at an approved weighing station or you can ensure that the individual items in the container are weighed and added to the container’s net weight.

Denmark has been one of the initiators of the new stricter requirements on the weighing of containers and has persistently maintained that mandatory regulations should be introduced for reasons of safety.

Since the freight rate depends on the weight, it has not been easy to get the provisions in place. But now there is a general understanding that incorrect data may result in container stacks collapsing, containers falling over board and ship accidents as a consequence of overloaded ships. The fact that container ships are becoming larger and larger has contributed to an improved understanding of the problems.

The new international regulations take effect on June 1, 2016.

## Shipowner pays big for Hawai’i reef damage

The federal government and the state of Hawai’i have reached an agreement for damages from the owner of a cargo ship that harmed more than 100,000 coral colonies when it ran aground off Oahu in 2010, reports the Associated Press.

Denak Ship Management and Vogetrader Shipping Inc. will pay \$840,000 to the National Oceanic and Atmospheric Administration (NOAA); \$695,657 of the settlement will be used to restore or protect the coral reef habitat and oversee restoration. The rest of the money will reimburse the agency for assessing damage. The public will have 30 days to comment on the settlement.

The 733-foot Turkish-flag bulk carrier *Vogetrader* with a load of coal damaged 103,027 coral colonies when it ran aground February 5, 2010, off Kalaeloa Barbers Point Harbor.

## German and Chilean shipping companies complete merger, creating world’s fourth-largest ocean carrier

Hapag-Lloyd and Compania Sud Americana de Vapores (CSAV) have completed their merger to become the world’s fourth-largest ocean carrier. The German and Chilean shipping companies said the merger of CSAV’s container operations, which was agreed in April, was finalized this month, after obtaining all necessary regulatory approvals.

The merged carrier will have a fleet of around 200 ships with a combined capacity of around one million TEUs transporting some 7.5 million TEUs a year and generating annual revenue of \$12 billion.

The enlarged Hapag-Lloyd will rank fourth behind Maersk Line, Mediterranean Shipping Company and CMA CGM.

“With Hapag-Lloyd’s strength in Asian traffic and on the North Atlantic, combined with CSAV’s strong position in Latin America, we will become the leading shipping company in this region, said Rolf Habben Jansen, chief executive of Hamburg-based Hapag-Lloyd “Our ability to compete will also be significantly enhanced by closing the gap to the top three of our industry.

The merger will alter the ownership of Hapag-Lloyd, with CSAV becoming its largest shareholder with a 34% stake after it completes \$323 million capital injection.

The other shareholders are: HGV Logistic, the city state of Hamburg, (23.2%), Kuhne Maritime, (20.8%) which is injecting over \$137 million additional capital, TUI (13.9%), Signal Iduna (3.3%), HSH Nordbank (1.8%), M.M. Warburg (1.8%) and Hanse Markur (1.1%). CSAV, HGV, and Kuehne Maritime, which is owned by logistics billionaire Klaus-Michael Kuehne, have agreed to pool 51% of the shares in Hapag-Lloyd in order to discuss and make key decisions together in the future. CSAV will own 50% of this pool, with HGV and Kuehne Maritime holding 25% each.



*SUP Deck Gang in the Kauai in West Sacramento this month from left: Delegate Yvette Cavan, Bosun Chris Bunheirao, Cliff Alexis, John Dalao, Phillip Coulter, and Dennis Solijoin. Photo: Sam Worth*

## Matson increases freight rates for Hawai’i and Guam

Matson announced last month it will increase westbound Hawai’i service rates by \$225 per container and eastbound rates \$110 per container on January 4.

Rates vary from commodity to commodity, but Matson said the rate adjustment will result in shipping costs rising by an average of 5.4%.

“This rate increase will help offset rises in operating costs and support ongoing investments in our Hawai’i service,” said Dave Hoppes, Senior Vice President, ocean services. “The adjustment is consistent with our longstanding philosophy of implementing modest, incremental increases as necessary to maintain the highest levels of service, and is identical to increases implemented in 2012, 2013 and 2014,” he said.

Matson also said it will raise rates by \$225 for both eastbound and westbound containers moving between the mainland and Guam, the Commonwealth of the Northern Marianas Islands (CNMI) and Micronesia – including the Republic of Palau, the Federated States of Micronesia and the Republic of the Marshall Islands.

Hoppes said, “This is Matson’s second rate increase for Guam/CNMI and Micronesia in four years. During that time, our operating costs have continued to rise, necessitating this adjustment. The increase will also support ongoing investments in our service to the region.”

The increases for domestic services will be filed with the Surface Transportation Board and for service to foreign countries with the Federal Maritime Commission.

## IMO adopt Polar Code

The International Maritime Organization (IMO) announced on November 21, that it has adopted the International Code for Ships Operating in Polar Waters (Polar Code), and related amendments to the International Convention for the Safety of Life at Sea (SOLAS) to protect ships and people aboard them in the harsh environment of the waters surrounding the two poles. The Polar Code and SOLAS amendments were adopted during the 94th session of IMO’s Maritime Safety Committee (MSC), which met in London.

The Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in waters surrounding the two poles. Ships trading in the polar regions already have to comply with all relevant international standards adopted by IMO, but the newly adopted SOLAS Chapter XIV, adds additional requirements by making the Polar Code mandatory.

The Polar Code highlights the potential hazards of operating in polar regions, including ice, remoteness and rapidly changing and severe weather conditions, and provides goals and functional requirements in relation to ship design, construction, equipment, operations, training, and search and rescue, relevant to ships operating in Arctic and Antarctic waters.

The Polar Code is expected to become effective January 1, 2017 and will apply to new ships constructed after that date, according to the IMO. Ships constructed before that date will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after January 1, 2018.

The IMO said that because it contains both safety and environment related provisions, the Polar Code will be mandatory under both SOLAS and the International Convention for the Prevention of Pollution from Ships (MARPOL).

Last month, IMO’s Marine Environment Protection Committee (MEPC) approved the necessary draft amendments to make the environmental provisions in the Polar Code mandatory under MARPOL. The MEPC is expected to adopt the Code and associated MARPOL amendments during its next session in May 2015, with an entry-into-force date to be aligned with the SOLAS amendments.

Several environmental groups have criticized the measures for not going far enough to protect the Arctic and Antarctic environments, arguing that while the new code is a positive step forward, it is insufficient to properly protect Polar environments from the anticipated increased levels of shipping activity. One concern expressed includes the failure to phase out the use of heavy fuel oil, though it is already banned in Antarctica. “While the Polar Code is a good step at recognizing the special risks of Arctic shipping, it still fails to directly address the highest potential risk of a heavy fuel oil spill,” said Sue Libenson, a spokesperson for Pacific Environment. “The Polar Code doesn’t do nearly enough to tackle substantial risks posed by shipping: use of noxious heavy fuel oil in the Arctic, vessels operating with inadequate ice-strengthening and structural stability, and disturbances of wildlife, to name a few,” said John Kaltnein, marine policy analyst with Friends of the Earth U.S.



# SUP Honor Roll

Voluntary contributions from the membership to the following funds reported in 2014:

## Organization/General Fund

Abe Acosta . . . . .	100.00	Colin Dewey in memory of		Knud Jensen . . . . .	50.00	Philip Romei . . . . .	100.00
Saher Ali . . . . .	5.00	Knud Jensen . . . . .	100.00	Geoffrey Knight . . . . .	25.00	Stephen Rydberg . . . . .	100.00
Jose Angeles . . . . .	20.00	Thor Erikson . . . . .	30.00	Abe Krula . . . . .	50.00	Abdullah Sankofa . . . . .	100.00
Wilbert Bowen . . . . .	100.00	Justin Foster . . . . .	20.00	Nicholas Marinovich . . . . .	100.00	David Sylstra . . . . .	100.00
Benjamin Braceross . . . . .	40.00	Allen Gonzalez . . . . .	40.00	Steve Messenger . . . . .	100.00	Efren Tan . . . . .	30.00
Chris Bunheirao . . . . .	50.00	Jonathan Goodwin . . . . .	25.00	Leo Moore . . . . .	100.00	Brian Traeger . . . . .	50.00
Corey Burton . . . . .	200.00	Marshall Griggs . . . . .	50.00	Vince O’Halloran . . . . .	100.00	Robert Turner . . . . .	50.00
Milton Caballero . . . . .	67.05	Mark Hargus . . . . .	100.00	Ricky Pangan . . . . .	90.00	Harold Uriarte . . . . .	1,009.24
Joseph Carson . . . . .	50.00	Jesus Hermosillo . . . . .	50.00	Jordon Polon . . . . .	10.00	Peter Winter . . . . .	100.00
Scott Carson . . . . .	50.00	Norhaslan Idris . . . . .	60.00	Charles Rafael . . . . .	115.00	John Winterling . . . . .	100.00
Joseph Castege . . . . .	110,000.00	Noel Itsumaru . . . . .	50.00	Antonio Respicio . . . . .	50.00	Antonio Ymas . . . . .	20.00
Paul Davis . . . . .	40.00						

## Sailors’ Political Fund

Abe Acosta . . . . .	100.00	David Eriksen . . . . .	100.00	Javier Marcelo . . . . .	30.00	Greg Schauf . . . . .	30.00
Apolinavio Aguirre . . . . .	50.00	David Fadouh . . . . .	100.00	Nicholas Marinovich . . . . .	100.00	Richard Schofied . . . . .	50.00
Hussein Ali . . . . .	40.00	Diane Ferrari . . . . .	300.00	Melvin Mate . . . . .	50.00	Samuel Scott . . . . .	10.00
Saher Ali . . . . .	50.00	Teodoro Gadais . . . . .	20.00	John McAuliffe . . . . .	10.00	Anton Seravaseiyar . . . . .	25.00
J. Anderson-Kaisa . . . . .	50.00	Dave Garcia . . . . .	70.00	Mickey McHenry . . . . .	50.00	Bryan Short . . . . .	50.00
Emo Aulelava . . . . .	20.00	Edilberto Genita . . . . .	20.00	Steve Messenger . . . . .	100.00	Dennis Solijon . . . . .	10.00
Billy Bell . . . . .	100.00	Gerry Gianan . . . . .	30.00	Lige Midkiff . . . . .	25.00	Mike Soper . . . . .	50.00
Dennis Belmonte . . . . .	100.00	Val Goncharov . . . . .	20.00	Leo Moore . . . . .	200.00	Richard Stinson . . . . .	40.00
Tim Benton . . . . .	150.00	Allen Gonzalez . . . . .	10.00	Camilo Moreno . . . . .	40.00	William Sullivan . . . . .	60.00
William Berger . . . . .	100.00	Juan Gonzalez . . . . .	60.00	Napoleon Nazareno . . . . .	20.00	David Sylstra . . . . .	150.00
Rogelio Berioso . . . . .	30.00	Jonathan Goodwin . . . . .	25.00	Donald O’Halloran . . . . .	25.00	Tulilo Tautala . . . . .	20.00
William Berry . . . . .	150.00	David Green . . . . .	30.00	Vince O’Halloran . . . . .	500.00	Robert Taylor . . . . .	100.00
Archie Bickford . . . . .	400.00	Marshall Griggs . . . . .	100.00	Jose Obsuna . . . . .	20.00	Spencer Thompson . . . . .	10.00
Brandan Bohannon . . . . .	250.00	Mark Hargus . . . . .	100.00	William Ofthus . . . . .	100.00	Mike Thomsen . . . . .	100.00
Robert Bourne . . . . .	100.00	Haz Idris . . . . .	40.00	Faye Orosz . . . . .	40.00	Daniel TinTun . . . . .	100.00
Ben Braceross . . . . .	100.00	Norhaslan Idris . . . . .	70.00	Pim Orosz . . . . .	40.00	Julian Torre . . . . .	10.00
Jan Bularz . . . . .	25.00	Efren . . . . .	40.00	Ricky Pangan . . . . .	140.00	Carl Turner . . . . .	20.00
Corey Burton . . . . .	200.00	Noel Itsumaru . . . . .	100.00	Nestor Pascual . . . . .	50.00	Louie Urbano . . . . .	150.00
Milton Caballero . . . . .	20.00	Knud Jensen . . . . .	50.00	Ed Pastolero . . . . .	30.00	Alberto Villacrusis . . . . .	20.00
Mark Calairo . . . . .	100.00	Vern Johansen . . . . .	50.00	Danilo Perez . . . . .	50.00	Richard Watkins . . . . .	50.00
Mikaela Carnes . . . . .	50.00	JanPeter Johnsson . . . . .	60.00	John Perez . . . . .	200.00	Michael Weber . . . . .	40.00
Scott Carson . . . . .	50.00	Tony Jones . . . . .	100.00	Jesper Pfeil . . . . .	100.00	Grant Wegger . . . . .	40.00
Reynaldo Clores . . . . .	140.00	Monte Kalama . . . . .	150.00	Raymond Pinochi . . . . .	25.00	Scott Weideman . . . . .	25.00
Robin Colonas . . . . .	50.00	Brandon Keopukiwa . . . . .	50.00	Jordon Polon . . . . .	10.00	Patrick Weisbarth . . . . .	50.00
Dave Connolly . . . . .	700.00	Geoffrey Knight . . . . .	75.00	David Purganan . . . . .	20.00	Erick Weiss . . . . .	100.00
Kevin Conroy . . . . .	100.00	Mike Koller . . . . .	50.00	Romulo Racoma . . . . .	10.00	Wil Williamson IV . . . . .	400.00
Jennifer Corner . . . . .	50.00	Kaj Kristensen . . . . .	100.00	Ray Ramirez . . . . .	50.00	Eric Williamson . . . . .	100.00
Douglas Crute . . . . .	50.00	Ernie Lagramada . . . . .	10.00	Napoleon Ramon . . . . .	20.00	Aaron Wong . . . . .	10.00
Donald Cushing . . . . .	100.00	Bruce LePule . . . . .	35.00	Robert Reed . . . . .	78.40	Elston Wong . . . . .	40.00
Colin Dewer . . . . .	100.00	Maea Loe . . . . .	115.00	David Reinking . . . . .	60.00	Bill Wood . . . . .	10.00
Jay Dillion . . . . .	30.00	Gunnar Lundeberg . . . . .	600.00	Emmanuel Rezada . . . . .	100.00	Danilo Ycoy . . . . .	20.00
Mike Dirksen . . . . .	150.00	John Mancilla . . . . .	50.00	Philip Romei . . . . .	100.00		
Marc Dulay . . . . .	110.00	Nick Manessiotis . . . . .	40.00	Steven Ross . . . . .	150.00		
Earl Eastmont . . . . .	50.00	Joe Mantanona . . . . .	60.00	Stephen Rydberg . . . . .	100.00		

## Diabetes can spur dementia

Researchers have discovered that people found to have diabetes in their 50s are significantly more likely than others to be in mental decline by their 70s.

The study, published December 1, in The Annals of Internal Medicine, started in 1990. Scientists examined 13,351 black and white adults, aged 48 to 67, for diabetes and per-diabetes using self-reported physician diagnoses and glucose control tests. They also administered widely used tests of memory, reasoning, problem solving and planning.

About 13% had diabetes at the start. The researchers followed them with five periodic examinations over the next 20 years. By that time, 5,987 participants were still enrolled.

After adjusting for numerous health and behavioral factors, and for the large attrition in the study, the researches found people with diabetes had a 30% larger decline in mental acuity than those without the disease.

Diabetes can impair blood circulation, and the authors suggest that the association of diabetes with thinking and memory problems may be the result of damage to small blood vessels in the brain.

“People may think cognitive decline with age in inevitable, but it’s not,” said the senior author, Elizabeth Selvin, an associate professor of epidemiology at the Johns Hopkins Bloomberg School of Public Health. “Factors like diabetes are potentially modifiable. If we can better control diabetes, we can stave off cognitive decline and future dementia.”

## Dues-Paying Pensioners

Gordon Abbott	Book #3785
William Berger	Book #4642
Robert Copeland	Book #4763
Donald Cushing	Book #4777
Romaine Dudley	Book #2593
Diane Ferrari	Book #2251
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
Arthur Thanash	Book #3249

**Timely Reminder**  
**First quarter 2015**  
**dues are due**  
**and payable *now!***

### SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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



West Coast Sailors

Wilson Abanto . . . . .	20.00	Jeff Curtis . . . . .	25.00	James Kula . . . . .	25.00	Manuel Rodriguez . . . . .	25.00
Abe Acosta . . . . .	100.00	Donald Cushing . . . . .	100.00	Norman Kurtz . . . . .	25.00	John Ross . . . . .	50.00
Jamie Acosta . . . . .	50.00	William DeBenedictis . . . . .	20.00	Tom Larkin . . . . .	30.00	Angelo Rossano . . . . .	25.00
Apolinario Aguirre . . . . .	50.00	Thomas Dougherty . . . . .	25.00	Gunnar Larsen . . . . .	25.00	Stephen Rydberg . . . . .	25.00
Archie Aki . . . . .	50.00	Robert Doyle . . . . .	25.00	Hans Lilledahl . . . . .	100.00	Rodelio Santos . . . . .	10.00
Walter Arndt . . . . .	25.00	David Eriksen . . . . .	100.00	John Linderman . . . . .	100.00	Joel Schor . . . . .	20.00
Pio Aujero . . . . .	100.00	Thor Erikson . . . . .	20.00	Martin Machado . . . . .	10.00	Carl Schou . . . . .	50.00
Rogelio Bacalla . . . . .	10.00	Michael Fox . . . . .	75.00	Armando Martinez . . . . .	25.00	Dmitri Seleznev . . . . .	25.00
John Ban . . . . .	25.00	Mamoru Fukano . . . . .	25.00	Melvin Mate . . . . .	50.00	Kris Skorodynski . . . . .	10.00
Robert Barbee . . . . .	25.00	Kerry Gibbs . . . . .	75.00	Patrick Meagher . . . . .	20.00	Bruce Smith . . . . .	25.00
Billy Bell . . . . .	50.00	Marvin Glasgow . . . . .	25.00	Joseph Meehan . . . . .	50.00	Kai Sorensen . . . . .	25.00
Martin Bellhouse . . . . .	45.00	Juan Gonzalez . . . . .	20.00	Steve Messenger . . . . .	50.00	Eugene Souza . . . . .	25.00
Dennis Belmonte . . . . .	100.00	George Gooden . . . . .	25.00	Reynold Minoli . . . . .	25.00	Joseph Suire . . . . .	30.00
Archie Bickford . . . . .	25.00	David Green . . . . .	20.00	Robert Morgan . . . . .	10.00	Eve Sullivan . . . . .	10.00
Richard Blossom . . . . .	20.00	Burnett Green . . . . .	30.00	Trevelyan Motlow . . . . .	25.00	Efren Tan . . . . .	30.00
Brendan Bohannon . . . . .	50.00	Fred Gregorio . . . . .	100.00	Dave Munroe . . . . .	25.00	Timothy Thomas . . . . .	25.00
Donald Bohle . . . . .	25.00	Ruben Guerra . . . . .	25.00	Terence O'Neill . . . . .	100.00	John Thompson . . . . .	25.00
George Boyeas . . . . .	25.00	John Gugich . . . . .	25.00	William Ofthus . . . . .	50.00	Pat Tite . . . . .	10.00
Roy Bradshaw . . . . .	25.00	Wilton Gustafson . . . . .	10.00	Ricky Pangan . . . . .	100.00	Eugene Tomlin . . . . .	25.00
Stanley Branch . . . . .	25.00	John Hamann . . . . .	50.00	Edward Pardo . . . . .	25.00	Robert Torano . . . . .	25.00
Corey Burton . . . . .	100.00	Rex Harper . . . . .	25.00	Ed Pastolero . . . . .	20.00	Harold Uriarte . . . . .	50.00
Carmelo Carbone . . . . .	25.00	Franklin Haugen . . . . .	25.00	John Perez . . . . .	75.00	Joseph Valverde . . . . .	25.00
Joseph Castege . . . . .	20,000.00	James Heaton . . . . .	25.00	George Pope . . . . .	25.00	Richard Walsh . . . . .	65.00
Lee Cherry . . . . .	25.00	Ken Herzstein . . . . .	25.00	Jack Post . . . . .	25.00	Carl Walters . . . . .	50.00
Edward Ching . . . . .	25.00	Lester Hofstad . . . . .	25.00	Charles Rafael . . . . .	25.00	R. Watkins . . . . .	50.00
Bertha Chung . . . . .	75.00	John Houlihan . . . . .	25.00	Ray Ramirez . . . . .	20.00	Gilbert Wilson . . . . .	25.00
Reynaldo Clores . . . . .	40.00	ILWU Local 8 . . . . .	25.00	John Reed . . . . .	25.00	William Wood . . . . .	10.00
George Cooney . . . . .	25.00	Anne Jakobesen . . . . .	30.00	W. Paul Rehfus . . . . .	25.00	Mike Worth . . . . .	25.00
Hugh Crandall . . . . .	100.00	Herbert James . . . . .	25.00	John Rescino . . . . .	30.00	Bud Yost . . . . .	25.00
Jonah Cross . . . . .	30.00	Arthur Kardinal . . . . .	25.00	Antonio Respicio . . . . .	50.00	Gerald Zinn . . . . .	25.00
Doug Crute . . . . .	50.00	Melvin Kessler . . . . .	50.00	Rizal Rillo . . . . .	25.00		
Cal Cunningham . . . . .	50.00	Richard Kinsbury . . . . .	300.00				

Costa Concordia skipper defiant at trial over fatal wreck

Captain Francesco Schettino, accused by survivors, politicians and the media, of dereliction of duty after the 2012 shipwreck of the *Costa Concordia* cruise ship under his command killed 32, testified in his own defense for the first time on December 2, defiant and gesticulating under questioning from Italian prosecutors.

The testimony had a theatrical flair, with Schettino hunched over a table on a stage, at times studying a photo of the ship’s radar, while prosecutors in the front row of the auditorium played bit-by-bit audio segments from the ship’s bridge the night of January 13, 2012, when the cruise ship hit rocks off the Tuscan island of Giglio, tearing a huge gash in the hull.

The trial is being held in a theater in the nearby town of Grosseto due to widespread interest: 4,200 people from 70 countries fled the ship as it listed and eventually capsized. A panel of judges sat center stage.

Much of the day’s testimony was technical, and Schettino’s answers were so detailed that at times the prosecutor hurried him along, saying, “You’ve already explained that enough.”

Schettino is charged with manslaughter, causing a shipwreck and abandoning ship. If convicted, he faces more than 20 years imprisonment. He is being tried alone, after five other defendants reached plea deals.

He denies abandoning ship, saying he was thrown in the water as the ship rolled on its side. The exchange that has most defined his image is a recording of a port official in colorful, angry language ordering him back on board to oversee the evacuation of passengers.

During his testimony, Schettino said he allowed the approach to Giglio “to kill three birds with one stone” –pay homage

to a retired company captain living there, who it turned out was on the mainland; do a favor for the maitre d’, who was from Giglio; and for marketing reasons.

Prosecutors, however, contested Schettino’s notion that sailing close to the island was good for the cruise company, noting that passengers had not been advised and that had they looked out that night they would have only seen the island as a shadow in the dark.

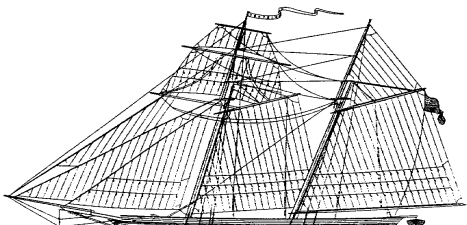
Schettino denied a more salacious motive: taking the route near Giglio to impress a Moldovan dancer he had brought to the bridge. The woman has testified the two were lovers.

Schettino’s defense says no one died in the collision itself, but the failure of a backup generator and supposedly water-tight compartments that were flooded created problems during the evacuation.

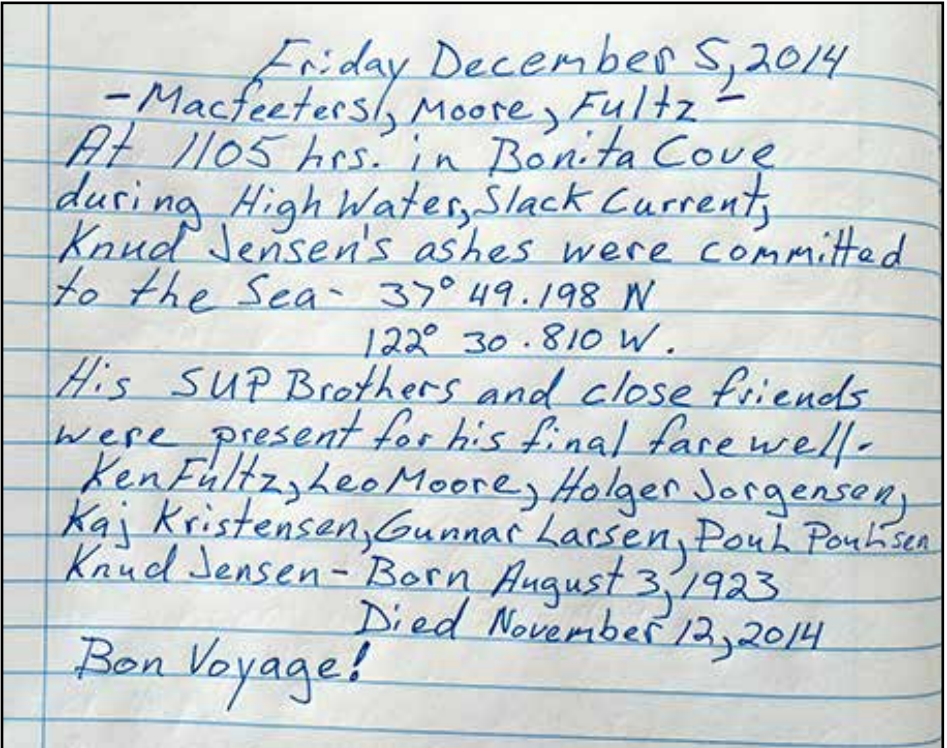
Schettino’s trial is expected to continue into the new year.

**American Maritime Officers election: leadership change**

In balloting that ended on December 8, Paul Doell defeated incumbent Thomas Bethel for President of the American Maritime Officers (AMO). Charles Murdock was elected Secretary-Treasurer besting incumbent Jose Leonard.



In the Pilot Vessel California on December 5, outside the Golden Gate, from the left: Gunnar Larsen, Poul Poulsen, Kaj Kristensen, Ken Fultz, and Holger Jorgensen were present for Knud Jensen’s final farewell. Photo by Leo Moore.





# 35.8 million people enslaved on land, at sea

An estimated 35.8 million men, women and children around the world are today trapped in modern slavery, 20% more than previously estimated, whether through human trafficking, forced labor, debt bondage, forced or servile marriage or commercial sexual exploitation. This is according to the 2014 Global Slavery Index (GSI), the flagship research report published today by the Walk Free Foundation, a global human rights organization with a mission to end modern slavery in a generation.

Slavery exists in each of the 167 countries included in the Index. Mauritania has the highest proportion (prevalence) of its population in modern slavery, at 4%, followed by Uzbekistan (3.97%), Haiti (2.3%), Qatar (1.36%) and India (1.14%). In terms of absolute numbers, India remains top of the list with an estimated 14.29 million enslaved people, followed by China (3.24m), Pakistan (2.06m), Uzbekistan (1.2m, new to the top five), and Russia (1.05m). Together these account for 61% of the world's modern slavery, or nearly 22 million people.

While the Index estimates that 20% more people are enslaved than reported in 2013, rather than reflecting an exponential rise in the number enslaved over the past year, this significant increase is due to enhanced data and methodology. This includes national representative surveys in some of the countries worst afflicted.

Commenting on the report's findings, Andrew Forrest, chairman and founder of Walk Free Foundation, said: "There is an assumption that slavery is an issue from a bygone era. Or that it only exists in countries ravaged by war and poverty. These findings show that modern slavery exists in every country. We are all responsible for the most appalling situations where modern slavery exists and the desperate misery it brings upon our fellow human beings. The first step in eradicating slavery is to measure it. And with that critical information, we must all come together – governments, businesses and civil society – to finally bring an end to the most severe form of exploitation"

An innovation of the 2014 Global Slavery Index is its inclusion of government actions in relation to modern slavery. For the first time, the GSI provides an analysis of government responses based on five objectives that every country should seek to accomplish in order to eradicate modern slavery. These include identification and support for survivors, an appropriate criminal justice mechanism, coordination and accountability within central government, addressing the attitudes, social systems and institutions that facilitate modern slavery and finally government and business procurement.

"Modern slavery is a hidden crime and notoriously difficult to measure. But Walk Free Foundation is shining a light on this horrific crime with innovative research and each year an even stronger methodology. We are all grateful for Andrew Forrest's commitment to this issue", said Mo Ibrahim, founder of the Mo Ibrahim Index and Mo Ibrahim Foundation.

The Index gives the most accurate and comprehensive measure of the extent and risk of modern slavery. It provides an analysis of its prevalence in terms of the percentage of a national population and the total number of people enslaved – country by country, region by region.

Iceland and Luxembourg have the lowest number of people enslaved in both prevalence and in absolute numbers, estimated at less than 100 each, closely followed by Ireland with under 300.

An innovation of the 2014 Global Slavery Index is its inclusion of government actions to eradicate modern slavery. Countries identified as leading the fight to end modern slavery include The Netherlands, Sweden, the United States, Australia, Switzerland, Ireland, Norway, the United Kingdom, Georgia and Austria. Taking relative economic capacity into account the list extends to include The Philippines and Jamaica, both with strong criminal justice systems, and Macedonia, which provides strong support services for identified victims of modern slavery.

Some countries with the biggest challenges are also taking important steps to tackle the problem. India, the country with the highest number enslaved, has for example strengthened its criminal justice framework through legislative amendments and has increased the number of its Anti-Human Trafficking Police Units.

Government procurement and corporate supply chains: No country has a fully comprehensive response

to modern slavery, but many countries have developed a national action plan and nearly all are involved in relevant regional response. Some also have a national coordination body. However the International Labor Organization (ILO) estimates the vast majority of forced labor occurs in the private economy. Only three of the 167 governments are making some effort to address modern slavery in government procurement and in the supply chains of businesses operating in their countries. These are: the United States; Brazil and Australia.

Those countries with the weakest responses to modern slavery in 2014 are: North Korea; Iran; Syria; Eritrea; the Central African Republic; Libya; Equatorial Guinea; Uzbekistan; the Republic of the Congo; and Iraq.

**"The profiling by the Global Slavery Index of the scale of modern slavery is one which is much needed for global awareness for an issue that touches all continents," says David Hammond, barrister a founder of Human Rights at Sea (HRAS). "Modern slavery occurs, however, not just on land, but at sea within the international maritime industry and including the international fishing industry. Human Rights at Sea with its global partner organizations and NGO supporters will continue to profile, campaign for and highlight the maritime slavery issue and which is one that must be included in all future statistics.**

**"The newly proposed HRAS flagship program, the 'Missing Seafarers Reporting Program' as a global index, state by state, of missing individuals lost at sea and which it is envisaged will include individuals who are subject to slavery and who have been trafficked against their will, will provide a new source of empirical and statistical evidence to support the likes of the Global Slavery Index".**

For Thomas Thomas Harré, part of the legal team at Slave Free Seas, the Global Slavery Index provides an insight into the different forms of exploitation taking place around the world. "It is certainly very useful as a tool to assist in advocacy efforts on behalf of those who are subjected to these types of exploitation, and as a tool to raise awareness in the general public about exploitation. It is important to remember though that by its nature, human trafficking is a crime that cannot be accurately quantified. The figures arrived at by the drafters of the report are interesting, but not necessarily reflective of the scale of the problems.

"Further, Slave Free Seas believes strongly in the importance of taking a principled legal approach to issues of exploitation in the fishing industry. The term 'modern slavery' makes reference to a legal standard of exploitation that may be much higher than what is currently set as the international law of human trafficking. In our work with trafficked fishermen, Slave Free Seas seeks to work within the established law of human trafficking to help obtain remedies for victims of labor exploitation at sea."

The Global Slavery Index report highlights three

## World's first LNG-ready container ship named in South Korea

The world's first LNG-ready ultra-large container ship was named *MV Sajir* in Ulsan, South Korea by the United Arab Shipping Company (UASC) on November 27. The 15,000teu *Sajir* will be operated on routes from Asia to Northern Europe after delivery later in 2015.

LNG-ready means the vessel has been built with double wall gas piping, a dual-fuel main engine and the space needed for later retrofitting of tanks and regasification equipment so the ship can burn LNG in addition to heavy fuel oil or marine gas oil.

*Sajir* will be joined by a further 17 ultra large container ships, 10 of the A15 class (15,000teu) and six larger ones of 18,800teu, all to be delivered to USAC from Hyundai Heavy Industries and Hyundai Samho Heavy Industries by mid-2016.

USAC says the DNV GL classed vessel *Safir* "is the largest and most eco-efficient vessel in this capacity range. Preliminary calculations indicate an Energy Efficiency Design Index (EEDI) value that is close to 50% below the 2025 limit established by the IMO." The A15 vessels go beyond what regulations require and set new standards in terms of efficient, safe, and sustainable operations," said Jorn Hinge, President and Chief Executive Officer of UASC.

The CO2 output/teu for this new A15 vessel class will be 22% less than for a 13,500teu containership delivered

countries in particular where slavery at sea is occurring:

Indonesia: Forced labor of both children and adults is used in the fishing industry, including on boats, in factories, and on jermal (fishing platforms), or offshore live-in fishing vessels.

Netherlands: In 2012, an investigation of inland shipping vessels uncovered Filipino workers exploited on sham contracts and paid a monthly wage of \$400.

Thailand: The U.S. \$7 billion Thai fishing industry has been under intense scrutiny with credible reports of young men and boys enduring brutal treatment that includes severe and frequent physical abuse and threats, excessive work hours, and long periods at sea. Victims have reported witnessing captains physically abuse, murder, or abandon workers who fall overboard. In an ILO survey of almost 600 fishers employed on Thai boats fishing in Thai and international waters, 16.9% of those surveyed identified themselves as being unable to leave their work due to threat of penalty, that is, they are in forced labor. Within the survey sample, ten% of fishers reported having been severely beaten on board, although not necessarily by their current employer.

About the Index: The Global Slavery Index was created in consultation with an international panel of experts from international organizations, think tanks and academic institutions. The Index has been endorsed by individuals including Former Secretary of State Hillary Clinton, Former Prime Ministers Tony Blair, Gordon Brown and Julia Gillard; and leading philanthropists, Bill Gates, Sir Richard Branson and Mo Ibrahim, as well as academics, business leaders, and policy makers.

Research for the Index was undertaken by teams in Australia, the U.S. and in the U.K. The increase in the total figures recorded in the 2014 Report is primarily due to increased resources in improving the methodology, including nationally representative random-sample surveys undertaken in seven countries, which provided data points for ten countries. In addition, the teams obtained data from a further nine random sample surveys, increasing the number of survey countries to a total of 19. These surveys have enabled Walk Free Foundation to have a more precise measurement of the number of people enslaved.

About the Walk Free Foundation: The Walk Free Foundation is a global organization with a mission to end modern slavery in our generation by mobilizing a global activist movement, generating the highest quality research, enlisting business and raising unprecedented levels of capital to drive change in those countries and industries bearing the greatest responsibility for modern slavery today. The Walk Free Foundation will do this by identifying countries and industries most responsible for modern slavery; identifying and implementing with partners the interventions in those countries and industries that will have the greatest impact on modern slavery; and critically assessing the organization's impact.

only two years ago says UASC. The company also said: "The environmental credentials of the A15 class are further highlighted by the fact that these vessels are designed and prepared for a quick and cost-efficient LNG retrofit at a later stage."

In an industry first, DNV GL has given an Approval in Principle to the concept of preparing vessels for later conversion to LNG.

The vessels will further receive DNV GL's CLEAN class notation, which documents that the new generation ships comply with environmental regulations beyond today's normal IMO, flag, and class standards. They will also be provided with an Inventory of Hazardous Materials, which is not yet a mandatory requirement, and they are one of the first to receive an Energy Efficiency Certificate with documented EEDI reports USAC.

The A15 vessels are equipped with an approved ballast water treatment systems and a shore-to-ship power supply equipment to enable zero emissions at berth, which gains the ships a further 'Shore Power' class notation.

The fatigue strength of the hull structure is based on an assumption of 25 years of North Atlantic operations –far beyond the normal. A15 vessels will be equipped with a DNV GL approved hull stress monitoring system to provide guidance to the crew on current stress level in the ship structure during operation.

# ESU Office Assignments

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



## DECEMBER 2014

Official Publication of the Exxon Seamen's Union

## New training program for Steward's Department begins

In November a new phase of training was rolled out for the ESU Steward's Department. Development of a new program to address the department's training needs had been in the works for some time by SeaRiver and the ESU Joint Union Management Training Committee (JUMTC). A few months ago SeaRiver contracted the services of James Mann to conduct training that includes culinary, sanitary hygiene, and inventory management for the Steward Department personnel and step-up Cooks.

Starting in October, Mr. Mann visited the ships while in port to meet Steward Department personnel and to conduct an on board assessment of department operations. After the initial ship visits the second phase of the program started in November with the first of three shore side "Serv-Safe" training classes in Houston, TX. This program covers the latest FDA Food Code, food safety research and food sanitation training an individual needs to learn to implement essential food safety practices and create a culture of food safety in the workplace. All of the Steward Department personnel will then be certified and once everyone has completed the course, the plan is to have U.S. Public Health inspectors board our ships to inspect and certified the vessels.

Last, but not least beginning in the first quarter of 2015, Mr. Mann will begin the final phase of the program by riding our ships at sea and provide hands-on training in the galleys and storerooms. Additionally, he will be reviewing the current Steward Department procedural manual for revisions and to update the information.

Below is some information on Mr. Mann's background:

As a third generation mariner, Jim made his first trip to sea in 1972 after graduating from high school. His grandfather and father both sailed as chief engineers and his older brother also sailed in the same capacity. Later that year, Jim attended the Lundeberg School of Seamanship at Piney Point, Maryland and became a member of the Seafarers International Union (SIU). He graduated from their trainee program in 1973 and returned to sea, advancing through the ranks to Chief Steward over the next twelve years.

In 1975, Jim went to Boston's Newbury Junior College where he received an associate degree in hotel and restaurant management. In between semesters and following Newbury, Jim continued to go to sea and upgrade his skills at the Lundeberg School. During this time, he also completed his studies at Cornell University's School of Hotel Administration, where he received a B.S. in business administration in 1983. He then returned to sea once more to pay off his student loans. In 1985, Jim came ashore to take his first management position with Sea-Land as fleet commissary manager. At Sea-Land, he was responsible for managing all food and hotel services aboard Sea-Land's 42-ship fleet operating out of the U.S. east, gulf and west coasts. In 1993, Jim joined Matson as supervisor, vessel operations, in San Francisco. In that capacity he managed all food and hotel service operations for vessels in the Matson fleet. During this time, Jim became known for the improvements he made in both the quality and nutritional aspects of food served aboard Matson ships.

In 2005, he was promoted to manager, vessel services. In addition, during his shore side career, Jim has designed and taught training seminars in food service and shipboard steward department management at such institutions as the MEBA Calhoon training facility in Easton, Maryland, the MM&P training facility in Linthicum Heights, Maryland, and the Lundeberg School of Seamanship in Piney Point, Maryland. He is a member of the Cornell Hotel Society at both the national and local levels and is also a member of the American Culinary Federation.

If you have any questions about this program please call the ESU office.



On December 8, the second class on Serv-Safe Certification began, from left to right: MS Alvin Phillips, CK Daniel Breaux, Instructor James Mann, MS Wilbert Jackson, FC David Franklin and CK Butch Berrios.

## ESU election results

On December 5, the ESU office received the election results from the American Arbitration Association (AAA) in New York. The ESU mailed a total of 84 ballots to the membership and the AAA office received 74 ballots and counted 73 ballots since one ballot was voided due to no identification. Take into account that for the position of Board Member at Large two (2) votes are counted therefore the 146 final count. There were 39 blanks which means 39 ballots only had one vote instead of two.

The voting results are as follows:		Ship Representative Eagle Bay	
President/Secretary		Thor Floreen	41
Kevin Conroy	25	Wilbert Jackson	32
John Straley	47	Blank	0
Blank	1	Total	73
Total	73	Ship Representative Liberty Bay	
Board Member at Large		Joseph Buffington	49
Ein Cooley	47	Jozef Butler	23
Donald Picou	35	Blank	1
Timothy Williams	25	Total	73
Blank	39	Ship Representative Sierra	
Total	146	David Franklin	Unopposed

Ensuring fairness and integrity, as in past elections, the current election was held under the auspice of the American Arbitration Association (AAA). The ESU Constitution and By-laws mandate in Article V, Section 7, Paragraph A, that; All elections and referenda shall be held by secret ballot. Such ballots shall be forwarded to the American Arbitration Association or some similar outside organization qualified to conduct elections, and they shall be responsible for the conduct of the election..."

The American Arbitration Association keeps all ballots in their possession at all times during and after the election, protecting the sacred concept in a democratic society of the right to a secret ballot.

In this election cycle, two current ESU Board officers chose not to seek another term in their present positions. The ESU Board would like to express our sincere thanks to current Board Members at Large, Joseph Bernavich and John McCarthy for their outstanding service to the ESU during their term in office. The Union also appreciates the willingness of all candidates that demonstrated their support by stepping forward to serve the Union and the ESU membership. Additionally, the ESU extends our thanks to those members that demonstrated their support for the Union by exercising their right to vote.

## Ship reports

### S/R American Progress

The vessel was visited by ESU Board officer Leo DeCastro on December 4 and 18. The vessel has been doing trips between New Orleans and Lake Charles, LA refineries with multiple discharges at Tampa and Ft. Lauderdale. Regular Ship Representative Mike Harrison went on vacation and Deck Trustee Jeff Harris is filling in.

### Eagle Bay

The vessel is still under construction and making progress but of course there is still plenty of work ahead before delivery and crew is assigned. Still too early for a date on delivery..


### Liberty Bay

The vessel continues the trade between Valdez, AK, Southern California and the Puget Sound with multiple discharges to

San Francisco Bay area and Anacortes area. The work onboard continues to get betterments and quality of life issues up to par. Board Member at Large John McCarthy on board and filling in as temporary ship representative and staying in touch with the ESU office, some concerns with the shortage of help and man power on board the ship have been addressed and hopefully it will be for a short period of time.

### Sierra

The *Sierra* continues in the ANS trade between Valdez and Long Beach, CA discharging at the Tesoro 121 berth. Board officer Leo DeCastro visited the ship while at the dock in Long Beach, CA on December 10. Regular Ship Representative Thor Floreen on board and reports everything going well.



## Happy Holidays to All ESU Members and their Families

### EXXON SEAMEN'S UNION

*Founded March 28, 1941*

Affiliated with the Sailors' Union of the Pacific

P.O. Box 754, Seabrook, TX 77586  
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**President/Secretary John Straley**

<b>Vice President/Treasurer Leo DeCastro</b>	<b>Deck Trustee Jeffrey Harris</b>
<b>Board Member at Large Joe Bernavich</b>	<b>Engine Trustee William Ackley</b>
<b>Board Member at Large John McCarthy</b>	<b>Steward Trustee Joel Mitchell</b>



Opinion from the Northwest:

# Congress should oppose fast-tracking the TransPacific Partnership

by Kathleen Ridihalgh and Nicole Grant  
Published in the Seattle Times on November 28

From Washington, D.C., to Seattle, millions of labor, environmental, community and human rights activists are raising their voices in an otherwise quiet discussion on the future of our global economy.

Advocates for fair trade in Washington state are concerned about the position of our congressional delegation when it comes to free-trade pacts that would threaten our families, our jobs and our access to clean water and clean air.

U.S. lawmakers are negotiating the Trans-Pacific Partnership, or TPP, a massive trade pact with 11 other countries –including Mexico, Canada, Japan, Vietnam and others– that could cost us our jobs and jeopardize our clean air and water by back-tracking environmental protections.

Trade can be a good thing if it’s done responsibly. As environmentalists and electrical workers, we can come together to support trade deals if they improve our economy, protect our environment and uplift our overall quality of life. But from what we’ve seen, the TPP would lead us in the opposite direction by offshoring our jobs, eroding our wages, and leaving environmental and consumer protections vulnerable to attack from corporations.

We already know how free-trade deals hurt our jobs and wages. The U.S. was promised economic prosperity from opening up trade with Canada and Mexico 20 years ago with the North American Free Trade Agreement, or NAFTA. But this ultimately hasn’t been the case. The deal has led to job displacement in all go states, including a net loss of 10,800 Washington jobs. That net loss has cost Washington’s economy and wages.

The TPP would make things even worse because we’ll be competing with corporations relocating to countries like Vietnam, where the average minimum wage is a meager 56 cents per hour.

This agreement would also allow foreign corporations to sue the U.S. over laws that they allege could cut into their profits. That includes laws designed to protect the air we breathe, the water we drink and the food on our dinner tables. Washington’s taxpayers shouldn’t have to pay the tab to defend American laws against foreign corporations using secret court systems.

As if these corporate powers aren’t a big enough threat to our environment, the chapter of the trade deal dedicated especially to the environment won’t do much to help, from what we know. A draft of the chapter was leaked earlier this year, showing weak language about all of the region’s main conservation issues - oceans, fish, wildlife and forest protections. Without fully enforceable environmental safeguards in the Pacific Rim region, natural wonders like Australia’s Great Barrier Reef, Peru’s Amazon rain forest, and Washington’s Olympic National Park could be destroyed.

It comes as no surprise that the American people are not fooled by these trade agreements. According to a bipartisan poll –found at [fasttrackpoll.info](http://fasttrackpoll.info)– 62% of voters oppose giving President Obama “fast track” authority over the TPP. With fast track, Congress would not be allowed to make any changes to the deal before it’s signed. This is such a bad deal that 43% of voters –including 68% of Republicans and 48% of independents– stated that they would be less likely to vote for a member of Congress who supported fast track.

We hope that each member of our Washington congressional delegation will join us in the fight to protect our jobs, wages, environment, food, prescription drugs, health and national sovereignty by making a public commitment to oppose fast tracking the Trans-Pacific Partnership.

Nicole Grant is the Executive Director of the Certified Electrical Workers of Washington and statewide political coordinator for the International Brotherhood of Electrical Workers. Kathleen Ridihalgh is the Sierra Club’s senior regional organizing manager.

## Sewol operator sentenced to 10 years

A South Korean court on November 20, sentenced the head of the company that operated a ferry which capsized in April to 10 years in jail over his role in the country’s worst maritime disaster in decades. Kim Han-sik, the chief executive of Chonghaejin Marine, was found guilty of negligence causing death and embezzlement.

His sentence was the toughest penalty handed down to anyone other than the ferry’s crew over the deaths of 304 passengers, most of them teenage children. Only 172 of the ferry’s 476 passengers and crew were rescued.

Kim apologized to the families of the victims but said last month that he was simply a paid employee of the company and the decisions that led to the disaster were made by the firm’s de-facto owner, Yoo Byung-un, media reports said. Yoo, who was the head of the family that owned a holding company at the center of a network of business interests that included the ferry operator, was found dead in June.

The overloaded *Sewol* capsized while making a turn on a routine voyage to the holiday island of Jeju. The vessel was later found to be defective, with additions made to increase passenger capacity making it top-heavy and unstable.

The court found other executives of the firm to three to six years in prison for negligence and embezzlement. The officials were guilty of knowingly operating the ferry that was dangerous, and there was “considerable causal relationship” between their jobs and the disaster, the court said.

The 15 surviving crew members including the captain were convicted last week on negligence charges and sentenced to between five and 36 years in jail. See November’s *West Coast Sailors*.



# Welfare Notes

December 2014

*The SUP Welfare Plan*  
*Wishes You a Happy and Healthy*  
*Holiday Season*

*Michelle Chang-Administrator*  
*Patty Martin*  
*Michael Jacyna*  
*Virginia Briggs*  
*Wilma Alday*  
*Berit Eriksson*



SUP Welfare Plan Telephone: 415-778-5490 or 1-800-796-8003

## Membership and Ratings Committee

Met on December 4, 2014, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Jameala Hagens B-19369	1 Year	O.S.	B
Ronnel Sugui B-19370	1 Year	A.B.	B
Ariel Odion B-19371	1 Year	O.S.	B
Blake Dunn C-2465	30 Days	O.S.	C
Editho Barraca C-2466	30 Days	A.B.	C
Dannal Williams C-2467	30 Days	A.B.	C
Cliff Alexis C-2468	30 Days	A.B.	C
Dave Minard C-2469	30 Days	A.B.	C

Rating Stamps - None

Membership and Ratings Committee’s Report: M/S to concur in the Committee’s report. Carried unanimously. Membership and Ratings Committee: Yvette Cavan #19222, Giovanni Navarro C-2437, and Ponciano Siquinia #19318.

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.


## Receive the West Coast Sailors via First Class Mail

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U.S. \$25; International \$45 per year  
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450 Harrison Street  
San Francisco CA 94105



# Five reasons why Southeast Asian piracy is here to stay

by Major Bryan Abell, USMC (Ret.)

Piracy in the Malacca Straits is as old as the trade routes that snake between Indonesia, Malaysia and Singapore. Mariners have run the Malaccan gauntlet for centuries, braving the navigation hazards and seagoing thugs that inhabit the shortest route between India and China. After a brief hiatus in petty theft and looting at the end of the last decade, the recent resurgence in maritime crime has turned its sights on the global oil trade.

With tens of thousands of ships and nearly a quarter of the world’s seaborne oil trade passing through the straits every year, it is no surprise that piracy continues to thrive in Malacca. One hundred twenty-eight piracy incidents were reported to the IMB in 2013, and the pace of attacks in 2014 is set to exceed that number. Though robbery is still the prevailing *modus operandi*, the volume of attacks and increase in oil theft suggest that pirates in Southeast Asia are adapting and organizing. The following five variables illustrate the menacing progression and suggest that rough seas are ahead for operators and crews who frequent Asia’s busiest shipping lane.

## 1. Vulnerability

Susceptibility to attack in the Malacca Straits is no different than anywhere else in the world: ship size, speed, freeboard and crew preparedness determine the vulnerability of a vessel. In Malacca, the recent influx of small, unguarded and slow-moving product tankers provides fertile hunting grounds for small-time thieves and organized criminals. While tankers lumber under the weight of hundreds of tons of marine gas oil, their decreased speeds and low freeboards leave the door open for boarding parties.

Fortunately for vessels able to make greater than 18 knots, Malacca’s pirates have yet to demonstrate the ability to board at such speeds. The danger of collision in the crowded strait, however, typically restricts larger vessels from making speeds greater than 18 knots. As for tugs and barges, their slow speeds and accessibility make them prime targets of opportunity for pilfer and hijack. Berthed and anchored vessels are similarly at risk; lax harbor security and the region’s notoriously poor interagency coordination place the onus of port and anchorage security on ship operators and crews.

## 2. Cutting costs and corners

The downward spiral of risk aversion, cost cutting and substandard security goes something like this: piracy means higher costs. Higher costs mean security cuts. Security cuts mean more successful attacks. More successful attacks mean more piracy.

Indonesia, Malaysia and Thailand forbid armed private security providers in their territorial waters. Additionally, many captains looking to avoid a gunfight (and the potential legal implications of a gunfight) forbid their crews from carrying weapons underway. But when piracy goes unchecked, the threat propagates. The growing threat means extra costs for ship owners and shippers, usually in the way of higher insurance premiums or added fuel costs to maintain higher transit speeds. To pay for higher premiums and extra fuel, ship owners are forced to reduce crew size, cut wages, or curtail security and safety measures. Smaller crews lead to over tasking and poor vigilance. Curtailing security means scaling back on mandatory ISPS security measures, safety requirements and crew qualifications.

The rationing mess finally implodes when security failures yield successful boardings and the successful attacks lead to more piracy. Until adequate security becomes a priority, this chain reaction will hasten the frequency of attacks in Southeast Asia.

## 3. Adoption of the Nigerian business model

For West Africa’s coastal states, high oil prices and the lack of refining capacity put refined petrol products at a premium. To meet the demand, Nigeria’s criminal rackets have developed both the logistical capacity to steal thousands of tons of oil at sea and the means to deliver it to black market buyers. From Ivory Coast to Angola, tankers are hijacked and taken out to sea, where the cargo is siphoned into awaiting containers. Once a buyer is found, a substantial payday is in order. After the first successful seaborne product heist in December 2010, the low-risk, high-payoff business model triggered a paradigm shift in West African maritime crime.

Like in the Gulf of Guinea, marine gas oil in Southeast Asia is both expensive and in high demand. Indonesia’s reliance on refined petroleum imports and eager black market buyers make the stolen commodity an attractive product for resale. As demonstrated by several clumsy attempts to thief refined product, the region’s novice bunkerers still lack the logistical capacity and technical expertise required to steal thousands of metric tons of oil at sea. There are signs, however, that pirate intelligence collections are improving: a number of recent attacks demonstrate knowledge of tanker movements, awareness of security force limitations and the abuse of state demarcations.

Additionally, the maritime environment provides ample space for trial and error. With one third of the world’s oil and product tanker traffic passing through Southeast Asia every year, there will be no shortage of opportunities for criminals to develop and refine their operating procedures. Additionally, the influx of product tankers in the sea lanes and potential for profit will almost certainly attract organized criminals with the aptitude to upgrade operations to the Nigerian standard.

## 4. Profit

Political and socioeconomic dysfunctions afford operating space for nefarious pursuits like organized crime and piracy. In Malacca in particular, the local economics of petro-piracy are a devious demonstration of the entrepreneurial spirit: criminal outfits look to take advantage of the region’s demand for cheap fuel by exploiting the surplus of commodity that transits nearby sea lanes. As long as there is an opportunity to secure a big payday, maritime crime in Southeast Asia will persist.

Fuel is one of the shipping industry’s biggest expenses. Swiped marine gas oil is commonly sold to dealers who take below-cost commodity to the multitude of ports and shipyards in Indonesia and Singapore. For outfits with the rudimentary logistics to steal and resell fuel at sea, the ship-to-ship transfer of cut-rate bunker oil is a lucrative practice. These floating gas stations are difficult to spot, and, aside from its bargain price, stolen product is virtually impossible to distinguish.

Ripping off a single small tanker can bring in profits in excess of \$2 million (USD).

Until security measures can erode demand for black market fuel or impair access to commodity supplies, the potential for large pay-offs will keep Southeast Asia’s illicit stakeholders in business.

## 5. Piracy and politics

Indonesia’s current account deficit has become unsustainable. After years of political pressure to maintain expensive subsidies to keep fuel prices low, slowed economic growth and fiscal hemorrhage have forced policymakers to rein in petroleum appropriations. With allocations of subsidized fuel supplies projected to run out in December, price spikes are inevitable.

The good news is that the reduction of subsidies is likely to curb corruption linked to the illegal export of subsidized fuel. The bad new is, thanks to the hefty subsidies that have tripled over the past four years, consumers have grown accustomed to cheap petroleum. Without subsidies, inelastic demand for low-cost fuel will cause more consumers to turn to black market products.

Climbing fuel prices will aid the region’s burgeoning petro-piracy business and cause an increase in the frequency of tanker hijackings. Additionally, if the 2013 riots following the first proposed cut to fuel subsidies are an indicator of an approaching political backlash, maritime stakeholders should remain wary. Though kidnapping remains a secondary and infrequent endeavor in Indonesia’s waters, political angst could prompt a response akin to West Africa’s kidnap-for-ransom episodes.

Politically motivated crimes of opportunity are not out of the realm of possibility in Southeast Asia; the region’s first reported incidents of kidnapping occurred in April of this year. In the piracy business, kidnapping is typically reserved for criminals who lack the cash, equipment and connections needed to siphon oil from an under-way tanker. Despite recent successes, profit and grievance-motivated kidnappings in Indonesia are unlikely to contend with the scale and severity seen in the Gulf of Aden or Gulf of Guinea. However, kidnap-for-ransom could become a more prevalent crime of opportunity for Indonesia’s politically charged, low-tech malefactors.

*Major Bryan Abell served 11 years in the United States Marine Corps as a Force Reconnaissance Marine and Intelligence Officer. He is a U.S. Naval Academy and Stanford University alumnus and currently serves as Six Maritime’s Director of Operations for West Africa.*

## Hijacked vessel found off Thailand

An Indonesia-flagged tanker has been found off Narathiwat province, Thailand, after being hijacked by armed robbers for nearly one-and-a-half months, according to a report from anti-piracy watchdog ReCAAP (Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia).

The *Srikandi 515* was laden with 3,100 tons of palm oil enroute to Gresik, East Java from Sampit, Indonesia before being boarded by armed robbers while underway in the Java Sea approximately 57 miles south of Sampit. The 3,200 dwt vessel’s last known position was in Latitude 03 29S., Longitude 113 03E., at 0600 hours Indonesian time on October 9.

The armed robbers had the 11 crew of *Srikandi 515* blindfolded and held captive on board for 13 days before taking control of the vessel and headed for a north-westerly direction. Later, the armed robbers abandoned the crew in a life-raft in the South China Sea on October 22. The adrift life raft was rescued by Vietnamese fishermen the following day and the crew were brought to Chendering, Malaysia, on October 24. The crew was then transferred to the Indonesian Embassy in Kuala Lumpur on October 25.

Later, the missing tanker was identified and located at approximately nine miles off Narathiwat province by the Royal Thai Navy and Thai Marine Police on November 27. In addition, the Thai authorities had apprehended eight suspects onboard the *Srikandi 515*, which had been renamed to *Chong Li 2*.

The palm oil cargo onboard was left intact and *Srikandi 515* was then escorted back to Songkhla for further investigation.



ATTEND YOUR UNION MEETINGS!





# SUP President's Report

December 8, 2014

## APL MARINE SERVICES

At the request of APL, the SUP and MFOW met at MFOW Headquarters on December 3. Representing the Unions were MFOW President Anthony Poplawski, MFOW Vice President “Cajun” Callais, SUP Vice President Dave Connolly, and your secretary. In attendance for the company were John Dragone, Director of Labor Relations, and APL Labor Relations Consultant Jerry Carbiener.

The main purpose of the meeting was the rest period provisions of STCW and the concerns of the company on its impact on vessel operations due to the auditing of working hours by Port State Control officers in the countries where APL vessels call. The Unions acknowledged that compliance was important but that compensation for contractually required jobs should not be affected. For the SUP, for example, it would be the requirement that all hands be called for docking and undocking, port prep, washdowns, etc.

The Unions then submitted to APL the language on this issued that was agreed to by Matson in bargaining in 2013, which covers this subject. That language which is in Section 35, of the General Rules of the Matson agreement states:

“To the extent provided by law and regulation, the parties agree that, where applicable, this collective bargaining agreement sets the terms and conditions of employment at standards no less favorable than those laid out in the Maritime Labor Convention of 2006 (MLC). The parties understand that this agreement gives effect to and is conducive to the full achievement of the general object and purpose of the provisions of Part A of the MLC, where applicable. In particular, hours of work and rest stipulated by this agreement and established by safe work practices are hereby deemed to be substantially equivalent to the MLC, or provide for reasonable exceptions that, as far as possible, follow the provisions of Standard A 2.3 of the MLC. Finally, with the understanding that the hours of work and rest standards in both in the MLC and the STCW 2010 Manila Amendments were intended in substantial part to address the problem of maritime fatigue, the Company will use its best efforts and the Union will cooperate in this effort in order to schedule work so as to minimize the loss of established mandatory overtime as otherwise required by the Agreement.”

The Unions again acknowledged the necessity of compliance with international law to avoid having a vessel detained for non-compliance, but reiterated that compensation for necessary work should not be affected.

**The major news of the meeting was not STCW issues but the fact that Maersk Line was withdrawing its four U.S.-flag ships from TransPacific service and was entering into a slot-sharing agreement with APL. This is good news for APL and the Unions as more cargo in APL vessels could possibly lead to a sixth ship being added to its U.S.-flag West Coast fleet. More information on this development will be in this month's West Coast Sailors.**

APL also informed the SUP and MFOW that the *APL Belgium* was going to be reflagged foreign. This unwanted news was retracted the following day when the company stated it would continue to operate the *Belgium* in the near future but might reflag it down the line.

## MATSON NAVIGATION COMPANY

In the wake of last month's announcement (see the November *West Coast Sailors*) that Matson will acquire Horizon Lines Alaska service, there have been many inquiries from the membership as to exactly when this will occur.

According to Matson, the deal will not be completed until the middle of 2015 after Pasha Hawai'i Transportation Lines buys Horizon's Hawai'i service which includes four ships. After that occurs, Matson will buy Horizon's stock, payoff Horizon's debt, plus purchase Horizon's Alaska service and acquire five other company ships.

Horizon currently operates three vessels to Alaska with another vessel held in reserve. The service consists of two weekly sailings from Tacoma to Anchorage and Kodiak, and a weekly sailing to Dutch Harbor.

## TRANSPORTATION TRADES DEPARTMENT, AFL-CIO

As a member of the Executive Committee of the Transportation Trades Department (TTD), AFL-CIO, attended and participated in a meeting of the organization on November 13, at AFL-CIO Headquarters in Washington, D.C.

With the Republicans slated to assume majority status in the Senate, as well as the House of Representatives in January, as a result of the November 4, mid-term elections, there was considerable discussion on how transportation issues would fare for the next two years.

The TTD is closely monitoring key leadership and committee assignments for the 114th Congress. Some important positions will remain the same, although many Chairman and Ranking Member positions will change hands – particularly in the Senate.

Most notably in the House, transportation and maritime friendly Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pennsylvania), Coast Guard and Maritime Transportation Subcommittee Chairman Duncan Hunter (R-California) and Ranking Member John Garamendi (D-California) and Congressman Adam Smith (D-Washington) Ranking Member of the Armed Services Committee will keep their positions. New to the job, Congressman Mac Thornberry (R-Texas) will become Chairman of the Armed Services Committee and Congressman Peter DeFazio (D-Oregon) will become Ranking Member of the full Transportation and Infrastructure Committee.

Leadership positions will completely change in the Senate due to the election. One ominous sign is that, due to his seniority, Senator John McCain (R-Arizona) could become the Chairman of the Armed Services Committee. McCain is a vocal opponent of the Jones Act, Maritime Security Program and cargo preference.

Members of the TTD Executive Committee listened to remarks by Vice President Joe Biden who stated unequivocally that Unions are the backbone of the country and that maritime infrastructure needed to be a national priority. The Executive Committee also heard addresses by Senator Tom Carper (D-Delaware); Byron Auguste, Deputy Directors of the White House National Economic Council; and Peter Rogoff, Under Secretary of Transportation for Policy.

## MARITIME ADMINISTRATION

While in Washington, attended and participated in a meeting on November 14, called by the Maritime Administration and the Department of Defense to assess the continued viability of the commercial sealift industry's ability to support Department of Defense mission requirements with U.S.-flag vessel capacity and U.S. merchant mariners.

Attendees to this meeting included representatives of all the seagoing Unions, MarAd, the U.S. Transportation Command (USTRANSCOM), the U.S. Navy and the Department of Defense.

In brief, the purpose of the meeting was to gain information from the Unions for a forthcoming study on manpower readiness of the merchant marine for the Pentagon.

## MILITARY SEALIFT COMMAND

Last month reported that at a meeting with the Military Sealift Command (MSC) on October 16, Rear Admiral Thomas K. Shannon, Commander of MSC, told the maritime Unions that all employed aboard MSC vessels would have access to the internet despite a directive from the Chief of Naval Operations to the contrary.

On November 11, in response to complaints that email service had been suspended for some mariners serving in the USNS Pomeroy operated by Patriot Contract Services for MSC, the offshore Unions sent the following letter to Rear Admiral Shannon:

Dear Admiral Shannon:

**This is written to follow-up on the discussion that we had during our COMSC/ Maritime Labor Executive Session on October 16, 2014, regarding cyber security. It has come to our attention that aboard at least one contract mariner vessel, USNS Pomeroy, email communication has been suspended for the overwhelming majority of the ship's crew. While the undersigned organizations appreciate the security concerns regarding email access that were discussed during our meeting, we are dismayed that this unannounced action has been taken. Upon leaving our meeting, to a person, it was our understanding that such an action would be placed on hold until a review could be conducted by your office. Absent further explanation of the reasons for this precipitous decision, we are compelled to object.**

As expressed at our meeting by all the labor representatives who were present, this decision strikes at the heart of a condition of employment that our collective membership views as essential. As a mariner, you understand the critical need to stay connected with family members and loved ones ashore. If upheld, the negative impact of this action on mariner recruitment, retention and morale cannot be overestimated. This is all the more so with regards to our youngest generation of mariners with whom our future must be built.

Further, as was acknowledged by members of your staff, electronic security may actually be diminished if frustrated mariners seek unofficial means to communicate with their loved ones. Please advise us what has transpired and restore the status quo with regards to employee access to internet/email until we have an opportunity to discuss this further.

Thank you for your consideration of this important matter.

Very truly yours,

Marshall Ainley, President

Marine Engineers' Beneficial Association

Thomas Bethel, President

American Maritime Officers

Gunnar Lundeborg, President

Sailors' Union of the Pacific

Don Marcus, President

Masters, Mates & Pilots

Anthony Poplawski, President

Marine Firemen's Union

John Radcliffe, President

American Radio Association

Michael Sacco, President

Seafarers International Union

On November 26, Shannon replied with a brief explanation of cyber security domain pressures and Department of Defense policy. He also explained that it is the intention of MSC to grant network access to any contracted mariner who has the appropriate paperwork on file.

Apparently that paperwork includes applying for email/internet access by filling out a System Authorization Access Request (SAAR) form. Whether mariners aboard MSC vessels, including those operated by Patriot, can apply while aboard MSC vessels is unknown as of this meeting. Vice President Dave Connolly has been on top of this issue from the beginning and continues to work with Patriot and MSC to resolve this problem.

## HOLIDAYS

### Christmas

SUP halls in Seattle, San Francisco and Wilmington, will be closed on Christmas Eve, Wednesday, Decem-

continued on next page



# President’s Report *continued*

ber 24. Christmas Eve is a mainland ILWU holiday and therefore, a recognized holiday under the SUP agreements with APL and Matson. It is a holiday for vessels in Pacific Coast ports on that day and for those working under the shore side maintenance agreements. It is also a holiday for those working on S.F. Bar Pilot run boat crews and the Dock Bosun.

Christmas Eve is not an ILWU holiday in Hawai’i, however, the Honolulu Branch will close at noon.

Christmas Eve is also an ILA holiday and is therefore, applicable to APL vessels in East Coast ports.

All SUP halls will be closed on Christmas Day, Thursday, December 25.

## New Year’s

All SUP halls in Seattle, San Francisco and Wilmington, will be closed on New Year’s Eve, Wednesday, December 31, an ILWU and ILA holiday. New Year’s Eve is not an ILWU holiday in Hawai’i, however, the Honolulu Branch will close at noon. It is also a holiday under S.F. Bar Pilots agreement.

All SUP halls will be closed on New Year’s Day, Thursday, January 1, 2015.

## Jack Hall Day

The Honolulu Branch will be closed Friday, January 2, in observance of Jack Hall Day, an ILWU Local 142 holiday. It is a holiday for vessels in Hawai’i ports and for those working under the shoreside maintenance agreements.

## Martin Luther King, Jr.’s Birthday

All SUP halls will be closed on Monday, January 21. This is a holiday under all SUP contracts except Foss Maritime Company. Due to the holiday, the Branch meetings will be held on Tuesday, January 22.

## ACTION TAKEN

M/S to accept the President’s report in its entirety. Carried unanimously.  
*Gunnar Lundeberg*

# More Aussie maritime jobs flagged-out

The Australian crew of the tanker *Tandara Spirit* sailed the vessel from Melbourne on November 26, amid fears over pending court action that could have potentially cost them the family home. For 20 days, the crew took a stand, by defying orders from Teekay and Viva Energy to sail the *Tandara Spirit* back to Singapore, where they will be laid off.

The crew released an open letter describing the reasons behind their decision to depart for Singapore, despite ongoing concerns over national security, fuel security and protection of Australia’s environment.

“The crew of the *Tandara Spirit*, have decided to end our sit-in,” the letter says. “Our 20-day action was forced upon us. It has put us under extreme stress. The threat of destructive legal action against us has been of deep concern. We don’t want our wives and families to be worried about losing the family home. “We are ordinary working people. We’re not trying to be political activists. We just want to do our jobs in Australian waters. So although we are ending our sit in for now, our conviction that we are doing the right thing –both for ourselves and for the nation– is unbent.”

With the closure of Caltex’s Kurnell refinery near Sydney and Shell’s Clyde refinery in Sydney and planned closures by BP in Brisbane, Australia now imports 91% of its petroleum products by foreign tankers –up from 60% in 2000. With Viva’s removal of the *Tandara Spirit*, there are now only four Australian crewed tankers that operate domestically. BP is also threatening to remove the Australian crew from the tanker *British Loyalty* in mid 2015.

Maritime Union of Australia (MUA) Assistant National Secretary Warren Smith said: “We’re seeing more and more Australian jobs being taken offshore, whether it’s shipping or manufacturing. The workers onboard the *Tandara Spirit* are worried about their jobs and their future. They have mortgages to pay off, kids to feed and the threat of personal legal action and potentially losing not just their jobs, but their assets as well is why they’ve decided to sail today.”

“There are more than 500 seafarers currently out of work, so the chances of picking up another job are low. Seafarers working this vessel have been at sea for 20, 30, 40 years and it’s a disgrace that Vitol/Viva want to replace us with workers earning \$20 a day.”

Vitol and Viva appear to be chartering ships of a poor standard into the Geelong refinery to replace the *Tandara Spirit*, including: three ships that have been detained at least once; a Vietnamese ship with crew paid less that \$2 per hour; a United Arab Emirates-owned ship which appears to be violating the conditions of the Temporary License issued to the ship under the Australian Coastal Trading Act in order to evade their responsibilities under the Fair Work Act; and a tanker that recently ran aground in Estonia being used as a storage tank for up to 100,000 tons of fuel in Port Phillip Bay.

MUA Assistant National Secretary Ian Bray said: “The fact that the *Vinalines Galaxy* was chartered to do the coastal run from Geelong (near Melbourne) to Adelaide proves there is work for the *Tandara Spirit*. “We’re using and importing more fuel and it needs to move around the coast – why not let Australian crews to do it?

# Vice President’s Report

## December 2014

In addition to the routine duties of the front office, checked the following ships:

**APL Coral:** John McNeill, delegate. Clarifications on call-outs. Disputed time on shifting from anchor to dock and carpenter’s work take up with management.

**APL Belgium:** Peter Johnsson, delegate. Clarification on stair tower sanitary work. We do that work, just not during the normal sanitary of the sailors’ deck as outlined in Section 17 of the SUP Work Rules.

**USNS Pomeroy:** Rebecca Fisk, delegate. Despite pre-emptive intervention by SUP President Gunnar Lundeberg and MFOW President Anthony Poplawski as well as other Union presidents, MSC initiated a new policy restricting email and internet access. See President’s Report. We will continue to press for network access or other communications.

**USNS Sisler:** Adam Tassin, delegate. Eduardo Zepeda relieved Tom Cook as Bosun. In new twist, flights arriving and departing the island are sometimes delayed creating time ashore in government lodging after discharge from the ship. Base pay collected.

**USNS Watkins:** Hussein Ali, delegate. Activated from ROS in Newport News to FOS for mission and deployment overseas. Loading at press time in Charleston.

**USNS Watson:** Arnold Slosson, delegate. SUP halls provided last minute trained personnel to Virginia to cover temporary training deficiencies in licensed billets.

**USNS Waters:** Saher Ali, delegate. Sailed from Pearl Harbor for missions off San Diego. Linen issue taken up with management. Headed back to U.S. East Coast around Christmas.

**Foss Maritime Company:** JD Rymel, Ed Chilbert, Tom Faraola, Tom Tynan, delegates. Amendment changing call-out engineer schedule drafted with delegates help and agreed to by management. To be voted at the next meeting.

Happy holidays to all hands at sea and ashore,

*Dave Connolly*

# Freezing for the Union



SUP Vice President Dave Connolly finds a WiFi spot to conduct Union business over the Thanksgiving holiday in rural Idaho. Photo: Missy Connolly

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# SUP Branch Reports

## Seattle

November 18, 2014

Dispatched during the period: 4 Boat-swain jobs shipped and filled by 2 A-cards and 2 B-cards to Navy bottoms; 5 Able Seaman billets filled by 1 B, 3 C and 1 D registrant; 4 Ordinary Seaman went to 2 C's and 2 D registrants; and 14 standbys filled with 2 A, 9 B, 2 C and 1 MFU member.

Registration: 4 A cards for a total of 8; 6 B cards for a total of 22; and 4 C cards for a total of 9.

**Ships Checked**

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The *APL Cyprine* and the Patriot vessels *USNS Pomeroy*, *USNS Soderman*, *USNS Watkins*, *USNS Watson* and *PAX* all called Seattle for SUP/MFU crew replacements.

I represented the SUP/MFU at the following meetings. The King County Labor Council meeting and the Port of Seattle Maritime Industry meeting.

The new year is upon us and it behooves all members to take look at your documents and certifications. If some expire in 2016 you should start the process for renewal. If they expire in 2015 you are already putting your ability to go to work at risk.

May we all have a Happy and prosperous New Year.

Vince O'Halloran  
Branch Agent

## Wilmington

November 18, 2014

Shipping: Bosun: 2, AB: 10, AB Maint: 5, OS: 4, Messman: 1; Standby: 46. Total Jobs Shipped: 68

Registration: A: 40 B: 22 C: 10 D: 19

**Ships Checked**

*APL China*, *Mokihana*, *Maunawili*, *APL Philippines* (received restricted to ship checks), *Mahimahi*, *USNS Dahl* (but didn't get aboard, not enough food beef), *Maunalei*, report from *Red Cloud* Delegate Reggie Clark that all is well, *APL Singapore* (Chief Mate needs charm school), *Mokihana*, *RJ Pfeiffer*, *Mahimahi*, *Manukai*.

Wilmington has been very busy lately. Shipping has been very good here for a change. Have been shipping C and D cards. I think it's a holiday thing and the A's and B's will be back after the New Year. Time will tell.

Attended Maritime Trades Department meeting on November 13.

The clinic informed me that you no longer can get your annual card on the same day you take your physical. Plan accordingly.

Congratulations to Joe Zeason, Wilmington's newest AB.

I would like to wish all our officials, office staff, brothers and sisters, MFO&W, MMP, MEBA, SIU, ARA, Matson, APL, Patriot, Chevron, Exxon, and S.F. Bar Pilots a Merry Christmas and Happy New Year.

Mark Hurley, Branch Agent

## Honolulu

November 18, 2014

Shipped the following jobs in the month of November: 1 Bosun steady, 3 AB Day steady, 1 AB Day relief, 2 AB Day return, 3 AB Watch steady, and 1 OS steady. The shipping jobs were filled by 5 A cards, 3 B cards, and 3 C cards.

Shipped 20 standby jobs. The standby jobs were filled by 1 A card, 10 C cards, and 9 D cards.

Registered in November: 8 A cards, 5 B cards, 6 C cards and 4 D cards. To date totaled registered: 13 A cards, 14 B cards, 9 C cards and 7 D cards.

**Ships checked**

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

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

In the last three months I have fined three members \$100 for not cleaning their rooms when they departed the ship. Whether you are getting off because your time is up, or if you are taking a relief trip off you need to clean your room. The "minimum" you should do is to clean the shower stall and the toilet bowl, the sink and mirror area (including any mess you made on the bulkheads around the sink and mirror area), sweep and mop (or vacuum) the deck, empty and clean the refrigerator and defrost the freezer, and make sure that there is clean linen for the new SUP member. A good SUP member would also soogie the bulkheads and the overhead, especially if you smoke. If I continue to find rooms that are left filthy for the new SUP crew members I will propose a resolution next year to the membership to raise the fine for leaving your room dirty from \$100 to \$250, and even more if it is a second or third offense. This is happening way too much. Show some SUP pride.

On a happier note, I want to wish everyone a Mele Kalikimaka and Hauoli Makihika Hou (Merry Christmas and Happy New Year) This has been a good year for the SUP as we have added eight LMSR ships (72 jobs), the *Kauai* has been broken out of layup, and Matson has acquired the Alaska run from Horizon Lines. Hopefully that will translate into more jobs for the membership. Mahalo,

Michael Dirksen  
Branch Agent

## Business Agent's Report

November 8, 2014

**Manoa, Mahimahi, Maui:** All in and out twice with no beefs.

**Kauai:** Crewed up on December 1, in West Sacramento. Will shift down to Oakland on the December 10, load for Seattle-Honolulu, then to the shipyard in China for work to increase cargo capacity. When she crews up again, the company says the ship will run indefinitely.

**APL Singapore:** Will be the first C-11 to go in the shipyard. There's talk about keeping a Bosun and one AB on for security watch.

**APL China:** Checked in with no beefs with Joe Eckert as Bosun.

**APL Thailand:** There was a problem with mates lowering the gangway; Brother Hurley addressed the issue.

**Oregon Voyager:** Running smoothly with no problems.

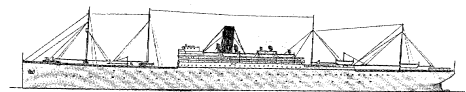
Also dispatched and worked in the Front Office.

Roy Tufono

## Dispatcher's Report

Headquarters—Nov. 2014

Deck	
Bosun.....	5
Carpenter.....	0
MM.....	4
AB.....	10
OS.....	3
Standby.....	18
Total Deck Jobs Shipped.....	40
Total Deck B, C Shipped.....	19
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped.....	0
Total E&S B, C Shipped.....	0
Total Jobs Shipped - All Depts.....	40
Total B, C Shipped-All Depts.....	19
Total Registered "A".....	23
Total Registered "B".....	27
Total Registered "C".....	14
Total Registered "D".....	30



## France ordered to pay Somali pirates!

The European Court of Human Rights announced its judgment in two Somali piracy cases versus France on December 4, siding with the pirates. The court stated that the suspected pirates, apprehended in Somalia by the French authorities, should have been brought before a legal authority as soon as they arrived in France.

These two cases concerned nine Somali nationals, who, having hijacked French-registered vessels off the coast of Somalia were arrested and held by the French army, then transferred to France, where they were taken into police custody and prosecuted for acts of piracy.

The European Court of Human Rights held, unanimously, that there had been a violation of rights to liberty and security. The applicants had been taken into custody for 48 hours on their arrival in France instead of being brought "promptly" before a legal authority, when they had already been deprived of their liberty for days.

The Court held that France had to pay to each of the applicants in one case \$6,145 in respect of non-pecuniary damage, and \$9,000 for costs and expenses. In the other case, France is to pay \$2,500 to each of the applicants in respect of non-pecuniary damage, and for costs and expenses, and up to \$11,000 per person.

All nine men were charged for acts of piracy committed in 2008 involving the hijacking a French-flagged cruise ship and yacht in separate incidents off the coast of Somalia.



Former San Francisco Business Agent Bill Berger and current Business Agent Roy Tufono before the Headquarters meeting on December 8.



SUP standby gang aboard Matson's *Kauai* in West Sacramento this month. From left: Gabriel Sipe, Dennis Soiljon, Lavell Burton, Noel Isumaru and Sam Worth. Photo: Phillip Coulter.