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Legislation calls for national maritime policy

A reauthorization bill for the U.S. Coast Guard introduced in the House of Representatives this month includes provisions that its authors say will help strengthen the U.S. Merchant Marine and proposals that they say will increase oversight and reform the Federal Maritime Commission.

The Coast Guard and Maritime Transportation Act of 2014 (H.R. 4005) was introduced by Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pennsylvania), Ranking Member Nick J. Rahall, II, (D-West Virginia), and Coast Guard and Maritime Transportation Subcommittee Chairman Duncan Hunter (R-California).

The bill authorizes \$8.7 billion in discretionary funds for the Coast Guard for fiscal years 2015 and 2016. "These levels of funding support military pay raises for Coast Guard service members at a level consistent with service members of the other Armed Forces," according to a summary of the bill prepared by the committee.

Hunter said the bill "improves the effectiveness of Coast Guard missions by reducing inefficient operations and enhancing oversight, places the Coast Guards major systems acquisition program on a sustainable track,

and encourages job growth in the U.S. maritime industry by cutting regulatory burdens on job creation."

The bill "requires the Maritime Administration to develop a strategy to improve the competitiveness of the U.S.-flagged fleet, reduce regulatory burdens on U.S.-flagged vessel operators, increase the use of short seas shipping, and enhance U.S. shipbuilding capacity."

In a statement, the committee noted that "over the last 35 years, the number of U.S.-flagged vessels sailing in the international trade has dropped from 850 to less than 100. In the same period, we have lost over 300 shipyards and thousands of jobs for American mariners. Preserving and strengthening our nation's maritime industry is important to our economy and vital to our national security."

"Beyond the important contributions to our economy, a healthy maritime industry is vital to our national security. Throughout our history, the Navy has relied on U.S.-

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Farm bill keeps Food for Peace largely intact

On February 7, President Obama signed a five-year authorization legislation known as the farm bill that keeps Food for Peace Title II largely intact, but contains provisions that could draw resources from the program and may lead to some future reductions in U.S. food-aid cargoes.

The legislation was produced by a House-Senate conference committee convened to reconcile the Federal Agriculture Reform and Risk Management Act of 2013, which was approved by the House, and the Agriculture Reform, Food, and Jobs Act of 2013, which was approved by the Senate. The House approved the compromise measure January 29 and the Senate passed the bill February 4.

The farm bill, (H.R. 2642), does not authorize moving the Food for Peace program out of the Department of Agriculture, nor does it authorize the use of as much as 45% of the program's funding for cash transfers, vouchers and the purchase of commodities from foreign producers—radical restructuring sought by the Obama administration and congressional allies that, if enacted, would end the domestic purchase of U.S. food-aid for shipment overseas and

have a devastating impact on the U.S. merchant fleet and the seagoing job base supported by these cargoes.

Under current cargo preference requirements, 50% of U.S. food-aid shipments must be carried by U.S.-flagged vessels.

"The conference report is not what we had hoped for, but it would have been much worse without the efforts of senators and representatives on both sides of the aisle who recognize the crucial roles of the U.S. merchant marine and the importance of the Food for Peace program," said SUP President Gunnar Lundeberg. "The one-third cut to the cargo preference requirement under the highway bill (MAP-21, combined with Food for Peace budget reductions in excess of 40% in recent years, have caused severe setbacks for the U.S.-flag fleet and continue to threaten defense sealift capabilities that depend upon the U.S. merchant marine," Lundeberg said. "The SUP will continue working with all of maritime labor, our contracted employers and members of Congress to keep the Food for Peace program intact and to restore the U.S.-flag share of U.S. food-aid shipments."

The farm bill makes permanent a local and regional purchase (LRP) pilot program for the purchase of commodities from foreign producers and for other purposes. The LRP program is authorized at \$80 million and the funding will not be drawn from Food for Peace Title II; however, congressional appropriators will need to find a source for the funding.

The farm bill increases the diversion of program assets to agencies and purposes other than commodities supplied in connection with the Food for Peace Act from the current level of 13% to 20% each year, and provides for authorized expenses to include transportation, storage and distribution of food aid, among other things. The legislation also includes a number of other provisions, as well as evaluation and reporting requirements, involving Food for Peace Title II—the section of the Food for Peace Act that provides for the purchase and shipment of U.S. commodities.

Separate legislation - the Bipartisan Budget Act of 2013, which was approved by Congress and signed into law in December - may also factor into the Food for Peace equation in the future. The budget act eliminates reimbursements from the Maritime Administration to the U.S. Department of Agriculture and the U.S. Agency for International Development. Prior to enactment of the budget act, when shipping expenses for food aid exceeded 20% of total program cost (the value of commodities plus shipping expenses) in a given fiscal year, MarAd reimbursed USDA and USAID for the dollar amount above 20%.

Although the elimination of this requirement is not expected to have an immediate impact, if the prices of commodities comprising U.S. food-aid shipments decline and transportation becomes a larger percentage of the total program cost, the absence of reimbursement from MarAd could result in less money being available for the program.

Poplawski re-elected MFOW President

In an election that concluded February 10, Anthony Poplawski was re-elected President/Secretary-Treasurer of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association (MFOW).

The Vice President's post was won by former SUP member "Cajun" Callais who bested Stuart Melendy. Incumbent Vice President Bill O'Brien decided not to stand for election.

The Wilmington Port Agent's job was won by Harold "Sonny" Gage who defeated Curg Alsbrook. The incumbent Wilmington Agent Bob Bugarin, chose not to run.

In Honolulu, incumbent Port Agent Bonny Coloma was defeated by Mario Higa.

The three-year term for MFOW officers begins on March 11.

SUP Dispatcher dies



Periodicals postage paid at San Francisco, CA (USPS 675-180)



SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED DECEMBER 31, 2013

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 13, 2014, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$1,083,122.61
Political Fund	\$22,110.08
Strike Fund	\$1,293,730.99
Total Cash and Investments 4th Qtr. 2013	\$2,398,963.68

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$104,343.42
Interest	12,379.46
Donations - <i>West Coast Sailors</i>	1,475.00
Tanker & Joint Committee, Hiring Hall.....	86,786.84
Advertising & Promotion	74.00
Miscellaneous Income, Reimbursements, Fines.....	345.00
Reimbursed Administrative Expenses.....	17,578.28
Contributions - General Fund.....	3,376.35
Total Income:.....	\$226,358.35

Expense:

Auto & Travel.....	\$449.50
Rent.....	10,624.39
Postage, Printing & Office	4,636.81
Telephone & Telegraph.....	4,623.30
<i>West Coast Sailors</i> Publishing Expense	13,818.64
Accounting	5,900.00
Per Capita	11,922.50
Salaries & Payroll Taxes.....	192,363.23
Office Workers Pension.....	8,196.80
Insurance.....	51,399.06
Field Expense.....	931.89
Committee & Neg., Conference & Conv.....	6,164.40
Investment Expense.....	1,436.99
Officials Pension.....	1,365.00
Contributions	324.00

Subscriptions.....	2,400.56
Advertising & Promotion.....	1,164.84
Total Expense:.....	\$317,721.91

BUILDING CORPORATION

Income:	
Rents	\$145,014.70
Bldg. Util. & Service Reim.	1,800.00
Total Income:	\$146,814.70

Expense:

Building Services & Utilities.....	\$26,955.53
Repairs & Maintenance	7,210.48
General Tax	14,157.90
Insurance.....	3,773.37
Salaries & Payroll Taxes.....	15,383.68
Pension	195.00
Auto	86.70
Office	2,180.57
Filing and License Fee	20.00
Accounting.....	600.00
Total Expense:	\$70,563.23

POLITICAL FUND

Income:	
Contributions	\$4,445.00
Total Income	\$4,445.00

Expense:

Contributions	\$1,599.00
Total Expense:.....	\$1,599.00

Net Income 4th Qtr.	\$(12,266.09)
Net Income YTD:.....	\$105,259.69

/s/ James Linderman

/s/ Arthur Thanash

/s/ John Linderman

/s/ Mike Worth

/s/ Mike O'Boyle

ACTION BY THE MEMBERSHIP February 10, 2014. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Legislation calls for national maritime policy

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flagged commercial vessels crewed by American Merchant Mariners to carry troops, weapons, and supplies to the battlefield," it continued. "During Operations Enduring Freedom and Iraqi Freedom, U.S.-flagged commercial vessels transported 63% of all military cargoes moved to Afghanistan and Iraq. Since we cannot rely on foreign vessels and crews to provide for our national security, it is critical that we maintain a robust fleet of U.S.-flagged vessels, a large cadre of skilled American mariners, and a strong shipyard industrial base."

At the Federal Maritime Commission, the bill would fund the agency at current levels (\$24.7 million) for fiscal years 2015 and 2016. The bill also seeks to restrict the amount of time a commissioner can serve at the agency.

"Unlike commissioners on similar federal commissions, once a commissioner's term expires, the law currently allows the commissioner to continue to serve until a replacement is confirmed by the Senate. There are also no term limits on Federal Maritime Commissioners," the committee said in its summary.

"This legislation prohibits a commissioner from serving more than one year after the five-year term expires, imposes a term limit of two terms, and codifies current conflict of interest prohibitions on the action of commissioners."

Proposal to require U.S. ships to carry LNG exports nixed

Representative John Garamendi (D-California), withdrew a proposed amendment to the Coast Guard Reauthorization Bill that would have required all export of liquefied natural gas (LNG) to be carried on U.S.-built, flagged- and

crewed-ships after several other members of the House Transportation and Infrastructure questioned whether it would make the Jones Act vulnerable to attack to free trade advocates under the General Agreement of Transportation and Trade.

Instead an amendment to the bill requires a study, to be completed in six months, that would detail the number of jobs that would be created by a requirement to build LNG carriers in the U.S. and crew them with Americans.

"Natural gas is a strategic national asset that has helped spur a revival of American manufacturing. When done thoughtfully, limited exports provide an excellent opportunity for creating American jobs in building and manning LNG ships," said Garamendi. "We have allowed this critical national security industry to rapidly decline because we are timid, because we are afraid of free traders," he said.

Garamendi told the committee that Fred Harris, the president of General Dynamic's NASSCO subsidiary, said his company's shipyards in San Diego and Bath Maine could build a substantial number of gas carriers, as could other U.S. shipyards.

"This is a real opportunity to make it in America," said Garamendi, adding that in the past decade while the U.S. has built none, South Korea has built 212 LNG carriers; Japan, 102; and China, 13.

Representative Duncan Hunter (R-California), said while he was sympathetic to Garamendi's desire to revitalize shipyards and the Merchant Marine, he was concerned about creating a new requirement to require privately financed exports on U.S. vessels and felt the proposal could make the Jones Act vulnerable to attack under trade agreements such as the GATT.

Garamendi also withdrew an amendment that would authorize a Cruise Ship Passenger Bill of Rights in the face of op-

position from other committee members. Hunter opposed this amendment, which he said would subject carriers to a \$25,000 fine, per incident, if they did not include on passenger tickets information about mechanical breakdowns and gastric illnesses. He noted other types of passenger transport companies —airlines, Amtrak, and Greyhound buses— are not subject to such requirements. He also said the bill would authorize a new open-ended tax on cruise tickets.

Final Departures

Junior Hart, Book No. 5819. Born in West Virginia in 1944. Joined SUP in 1967. Died in Reno, Nevada, January 9, 2014. (Pensioner)

John Stofanik, Permit No. 19201. Born in Michigan in 1959. Joined SUP in 2007. Died in Oakland, California, January 26, 2014.

Knud Bent Andersen, Book No. 3739. Born in Denmark in 1929. Joined SUP in 1947. Died in San Francisco, California, January 27, 2014.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2014:

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

West Coast Sailors

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Port of Los Angeles invests \$54 million for roadway projects

The Port of Los Angeles announced this month it will soon start construction on a pair of roadway projects that will improve the Harbor I-110 Freeway, making the harbor area safer and easier to navigate for all motorists. The projects are expected to start next month and will extend through the fall of 2016.

“These are significant public works projects that will improve the flow of traffic for thousands of commuters and truck drivers who use these roadways every day,” said Gary Lee Moore, Interim Executive Director of the Port of Los Angeles. “The I-110/C Street project will also help separate car and truck traffic near the Port, making the drive safer and more manageable for everyone who lives and works in the harbor district.”

The Port is investing approximately \$54 million of the projected \$101 million needed to complete the projects, which will widen the westbound transition from the SR-47 to the northbound I-110 and reconfigure the I-110/C Street interchange.

The Port of Los Angeles will serve as the lead agency for the projects, working in partnership with the Department of Water and Power and the Department of Public Works Bureau of Engineering. The Port is also partnering with the California Department of Transportation and the Los Angeles County Metropolitan Transportation Authority (Metro).

Two Southern California companies, C.A. Rasmussen Inc. and Griffith Company, have been named the prime contractors for the projects.

The SR-47/I-110 project will widen the westbound connector to the northbound I-110 by adding a second lane that starts after the Vincent Thomas Bridge and extends beyond the John S. Gibson Boulevard off-ramp. The existing lane will remain open during construction. Key features of the project include:

- Two lanes for vehicles driving from the SR-47 to the I-110.
- Improved freeway entrance and exit ramps at John S. Gibson Boulevard.
- Improvements to John S. Gibson Boulevard.
- Sound walls varying in height from 8 to 14 feet to reduce freeway noise impacting residential neighborhoods.
- Widening the Pacific Avenue and Channel Street bridges.
- Realignment of nearby railroad tracks.
- The I-110/C Street interchange will eliminate bottlenecks caused by two major intersections within about 500 feet of each other and the C Street/I-110 entrance and exit. A new configuration of ramps and a single, more efficient signalized intersection will replace the existing layout. Key features of the project include:
- A new off-ramp for traffic exiting the northbound I-110 to Harry Bridges Boulevard.
- A dedicated lane for vehicles traveling north on John S. Gibson Boulevard transitioning to Harry Bridges Boulevard.
- A dedicated lane for traffic exiting the southbound I-110 and continuing south on John S. Gibson Boulevard.
- Elimination of the intersection at C and Figueroa streets, with C Street ending in a cul-de-sac west of Figueroa Street.
- Realignment of Harry Bridges and John S. Gibson boulevards.

MarAd gives millions to maritime academies

The Maritime Administration (MarAd) announced last month that the country’s six state maritime academies (California Maritime Academy, Great Lakes Maritime Academy, Maine Maritime Academy, Massachusetts Maritime Academy, SUNY Maritime College and Texas Maritime Academy) and the United States Merchant Marine Academy (USMMA), will each receive \$1 million from a government program that recycles obsolete vessels.

MarAd said that the funding will help ensure well-educated and highly skilled U.S. Merchant Marine officers are available to meet our nation’s national security and economic needs.

“The most important element in our U.S. Merchant Marine fleet is our people,” said U.S. Transportation Secretary Anthony Foxx. “This funding will help ensure that dedicated men and women of our maritime academies continue to have the resources that make them the best educated and most highly trained mariners anywhere.”

The resources for the funding came from the sale of obsolete vessels from the MarAd’s National Defense Reserve Fleet, which were purchased for recycling.

As required by the National Maritime Heritage Act, one quarter of the profit from those sales are distributed to maritime academies for facility and training ship maintenance, repair, and modernization, and for the purchase of simulators and fuel; another 25% is provided to the National Park Service, which provides grants for maritime heritage activities through the National Maritime Heritage Grants Program; and the remaining 50% funds the acquisition, maintenance and repair of vessels in the National Defense Reserve Fleet.

“The Maritime Administration continues to focus on the future of our maritime industry,” said Acting Maritime Administrator Paul “Chip” Jaenichen. “We’re proud to support the education that prepares the next generation of maritime professionals for the challenges they will face.”

Since 2009, MarAd has provided more than \$8.9 million in funding generated from vessel sales to the state academies and the United States Merchant Marine Academy.

Hawai’i lawmakers urge changes after Matson molasses spill

Hawai’i lawmakers are responding to last year’s molasses spill in Honolulu Harbor by suggesting any fines or settlements the state collects for ocean spills be put toward restoring coral reefs.

State Representative Chris Lee said last month that the proposed special fund for the Department of Land and Natural Resources is one of several changes the state can make to prevent or respond more efficiently to future spills. “There are concrete steps that we can take now to ensure that this never happens again while we wait for investigations to conclude,” the Democrat representing Kailua said at a news conference.

The special fund is one of three bills proposed because of the spill. One measure would call on the University of Hawai’i to update a 1996 report that outlined the state’s emergency response plans in case of an oil spill. Another would require contractors to quickly report lost, stolen or damaged property to government agencies that administer the contracts.

Lee, chairman of the House environmental committee, introduced the measures in the House, and Senator Mike Gabbard introduced them in the Senate. “The bottom line is that government and industry was not prepared to deal with this freak accident,” said Gabbard, Chairman of the Senate’s Environmental Committee.

The state may take more steps depending on the results of an investigation by the U.S. Environmental Protection Agency, the lawmakers said. EPA spokesman Dean Higuchi in Honolulu said the agency’s investigation is pending and there’s no timetable for when it will be completed.

Spokesman Jeff Hull of Matson Inc., the carrier responsible for the spill, said it is cooperating with the investigation but doesn’t know when it will be finished.

The spill in September killed more than 26,000 fish and other marine life, with about 1,400 tons of molasses dumped into the harbor. The sugary substance oozed from a section of pipe that was thought to be sealed off.

Matson said in reporting its third-quarter earnings in November that it spent \$1.3 million in response costs, legal expenses and third-party claims, but hadn’t received a government accounting of reimbursement claims. Matson is expected to report its results for the October-December quarter this month.

“Labor Unions are good for business” says West Virginia Congressman

The West Virginia Gazette reports that U.S. Representative Nick J. Rahall (D-West Virginia) told local Union leaders on January 21, that people who believe cheaper, non-Union labor is good for American business are “short-sighted.”

Paul Nyden, a reporter for the *Gazette*, quoted Rahall as saying that Union labor “also helps increase corporate America’s bottom line thanks to high safety standards and high quality work.” Rahall made the remarks at an event hosted by the West Virginia State Building Trades Council.

“Each day you go to work, the safety of America’s workforce increases and the quality of America’s craftsmanship rises,” Rahall said. “The source of all those benefits that accrue to our country, the expanding and rebuilding of our national infrastructure and our structurally safe and sound inventory of plants, buildings and homes can be summed up in one word: Union.” Rahall is the senior Democrat on the House Transportation and Infrastructure Committee.

Rahall noted that he is being pummeled by negative television ads attacking his re-election campaign. Groups such as Americans for Prosperity and the American Energy Alliance have already spent millions on political ads criticizing Rahall and other congressional candidates, primarily Democrats. Those ads, Rahall was quoted in the *West Virginia Gazette* as saying, are part of the “tidal wave of obscene spending going on in campaigns in the wake of the Supreme Court’s Citizens United decision.”

That 5-4 ruling against the Federal Election Commission, released in 2010, allows groups not directly tied to any political candidate to keep the identity of many of their donors secret. Conservative brothers David and Charles Koch “spent a reported whopping \$122 million dollars in the last election cycle” through Americans for Prosperity, Rahall said. “If you watch TV, even if you only watch NFL football, you probably know what I mean already.” He said that although he will definitely be outspent by the opposition during his campaign for reelection, which is still 10 months away, he believes that West Virginia voters, including labor Union members, their families and retirees, will give him the margin he needs to win.

Matson raises \$100 million by selling secured notes

Matson Navigation Company has raised \$100 million through the sale of 30-year final maturity secured notes. The notes have a weighted average life of approximately 14.5 years and bear interest at a rate of 4.35%, payable semi-annually.

Matson Senior Vice President and Chief Financial Officer Joel Wine said: “We are pleased to have closed this private placement transaction which provides Matson with long-term, unsecured debt at an attractive fixed interest rate and demonstrates the company’s continued strong access to external capital.”

In November, Matson said that the money raised would be used to improve balance sheet liquidity and position it to fund its fleet renewal plans while also allowing it to maintain “financial flexibility” to pursue new growth investment opportunities. On the same day (November 6), it announced plans to issue the notes, Matson also announced it has placed a \$418 million order for two 3,600 teu containerships.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ Political Fund General Fund

Leo Moore	100.00	Dennis Belmonte	100.00
Peter Winter	100.00	Archie Bickford	50.00
		Ben Bracerros	100.00
		Mark Hargus	100.00

West Coast Sailors

Rogelio Bacalla	10.00	Norhaslan Idris in memory of Andy Andersen	50.00
Martin Bellhouse	20.00	Brandon Keopukiwa	50.00
Dennis Belmonte in memory of Andy Andersen	100.00	Gunnar Lundeborg	50.00
Jonah Cross	10.00	Jose Obsuna	10.00
William DeBenedictis	20.00	PinWilly Orosz	20.00
Wilton Gustafson	10.00	FayeRose Orosz	20.00
Arthur Kardinal	25.00	David Reinking	50.00
Edward Pardo	25.00	Mike Soper	20.00
George Pope	25.00	Richard Stinson	10.00
Jack Post	25.00	Tulilo Tautala	20.00
Manuel Rodriguez	25.00	Michael Weber	20.00
John Ross	50.00	Wil Williamson IV	200.00
Joseph Suire	30.00		
Eve Sullivan	10.00		
Harold Uriarte	50.00		
Carl Walters	50.00		
Mike Worth	25.00		



Dues-Paying Pensioners

Gordon Abbott	Book #3785	Duane Nash	Book #2437
Robert Copeland	Book #4763	John Perez	Book #3810
Donald Cushing	Book #4777	Rich Reed	Book #3181
Romaine Dudley	Book #2593	Alex Romo	Book #3193
Diane Ferrari	Book #2251	Francisco Salvatierra	Book #7498
Knud Jensen	Book #3940	James Savage	Book #7488
Kaj E. Kristensen	Book #3120	Ralph Senter	Book #7323
Hannu Kurppa	Book #3162	David Shands	Book #7483
James K. Larsen	Book #4055	Arthur Thanash	Book #3249



The SLNC Pax departing Guam on February 12. The tanker, crewed on deck by the SUP, is operated by Patriot Contract Services for the Military Sealift Command.

Mariners with medical conditions risk suspension for non-compliance with waivers

SUP members who hold a medical waiver issued by the U.S. Coast Guard are required to comply with all directed action and periodic reporting contained in the waiver or they risk suspension of their documents. The Union has become aware of instances where members have had their credential placed into suspension by the Coast Guard for failing to provide the Coast Guard with the periodic medical reports required as a condition of their individual waivers.

Any member who is sailing under a medical waiver with a reporting date that falls during an assignment aboard ship may avoid being placed into suspension by officially requesting an extension. An extension may also be requested when there are extenuating circumstances preventing the submission of the information (i.e. difficulty in obtaining medical appointments). This request must be in a signed and dated letter to the National Maritime Center PRIOR to the date in the waiver. The letter must contain the following elements:

1. Full name and mariner reference number
2. A statement that the member is currently assigned to a vessel (including name of the vessel) OR a statement of extenuating circumstances
3. A projected date when the required waiver action will be complete and a request for an extension of a certain number of days (normally 30 to 60 days maximum) to submit the information
4. Signature

U.S. 2013 exports reach a record \$2.3 trillion

U.S. exports in 2013 reached \$2.3 trillion, up nearly \$700 billion since 2009, and set a new record for a fourth straight year, according to figures released by the Commerce Department.

The U.S. trade deficit also improved \$63.1 billion from the past year to \$471.5 billion, the lowest since 2009. Merchandise exports to the 20 economies that have trade agreements with the United States reached a record \$732 billion.

U.S. goods export sectors reached all-time highs across the board in 2013, including industries such as automotive, industrial supplies, consumer goods, capital goods, and petroleum, while imports of goods decreased for the first time since 2009.

The trade surplus in services exports reached a record \$231.6 billion, an increase of 12% from 2012, the Commerce Department noted. Annual service exports hit all-time highs led by the travel and tourism sector. In addition, in 2013, the services sector accounted for more than one half of the dollar growth in total U.S. exports compared to 2012.

“American companies clearly understand the value of selling their goods and services all over the world, which not only helps them expand, but also grows our economy and creates good jobs,” said Commerce Secretary Penny Pritzker in a statement. “Every \$1 billion in additional exports supports approximately 5,000 U.S. jobs, and as such, trade and investment are critical to the strength of our economy.”

President Obama in 2010 launched the National Export Initiative to sell more American goods and services abroad. Expanding trade and investment is also a priority of the Commerce Department’s “Open for Business Agenda.”

The Commerce Department continues to lead trade promotion and trade missions to expand markets to U.S. goods and services. Pritzker is currently leading 17 U.S. companies on a business development mission in Mexico, the United States’ third-largest trading partner. In 2013, U.S. goods exports to Mexico reached a record \$226.2 billion.

“The U.S.-Mexico bilateral relationship is among our closest and most extensive in the world,” she said. “Approximately \$1.4 billion of merchandise trade and one million people cross our 2,000-mile shared border daily, and I believe there is incredible potential for our companies to do business together and for our countries to continue to deepen our economic relationship.”

Mexico is one of 11 Latin America markets targeted by the Department of Commerce’s new Look South Initiative – a federal government-wide effort to encourage U.S. companies to export to the region through enhanced trade promotion events. U.S. exports to Mexico and South and Central America are growing faster than U.S. trade with the rest of the world.

Among the major export markets (or markets with at least \$6 billion in annual imports of U.S. goods), the markets with the largest annualized increase in U.S. goods purchases, when compared to 2009, were Panama (25.9%), Russia (20.3%), Peru (19.6%), Hong Kong (19.2%), United Arab Emirates (19.1%), Colombia (18.5%), Chile (17.1%), Ecuador (16.8%), Argentina (16.3%), and Indonesia (15.5%), according to the U.S. Export-Import Bank.

Seattle volume down 16.5% since Grand Alliance began calling Tacoma

The Port of Seattle announced that it handled 1,574,994 TEUs during 2013, a 16.5% decline since the Grand Alliance (NYK, OOCL, Hapag Lloyd, Zim) began calling at the Port of Tacoma in July 2012.

Despite the drop, the port of Seattle said that it has welcomed two new customers in the past year, along with an increase in grain export volumes during the last quarter of 2013. “The Port of Seattle has the cargo capacity and is big ship ready,” said Linda Styrk, Managing Director of the Seaport. “New customers recognize that we have excellent intermodal infrastructure, a strong export market, and regional distribution facilities, along with a collaborative approach to working with businesses.”

Both United Arab Shipping Company (UASC) and Pacific International Line (PIL) became new customers at the Port of Seattle during the past year, joining the ANWI string at Terminal 30 in partnership with China Shipping Container Lines’ (CSCL) existing joint service. UASC began calling at the port last June while PIL’s first boxes are expected this month.

A total of 21 grain vessels called at the Terminal 86 grain facility during the last calendar year, with 17 of them calling in the last quarter, handling over 80% of the year’s volume.

The Port of Seattle said that a recent opening of the Atlantic Street overpass and the Argo North Access project, which is scheduled to be completed by next year will enable its customers to have better access between container terminals and major rail and highways.

**SUPPORT THE
SUP POLITICAL FUND**

Carriers announce rate increase

The fifteen members of the Trans-Pacific Stabilization Agreement (TSA) announced last month that it will increase its rates by \$300 per FEU, beginning March 15.

The announcement comes on the heels of a January 15 general rate increase, which saw TSA members raise its rates by \$300 per FEU, an increase that the TSA said will hold through the upcoming Lunar New Year period.

In addition to the announcement of the March 15 rate increase, the TSA said that it may implement a further rate increase beginning May 1, which will be separate from rate adjustments that are planned for the 2014-15 contracts.

“Carriers have left a lot of money on the table in this market as partially successful increases have been eroded over time,” said Brian Conrad, TSA executive administrator. “There is now a growing sense that pent-up demand, depleted retail and business inventories, and a greater overall sense of economic security are converging in 2014. Lines are determined not to miss that opportunity.”

TSA carriers also announced its 12-month revenue and cost recovery program for the upcoming 2014-15 contracts, which recommends increases to contract rates of \$300 per FEU from 2013-14 levels for U.S. West Coast cargo and \$400 per FEU for all other cargo.

“Simply rolling over last year’s contract rates, let alone reducing the rates as some shippers have requested, is just not workable,” said Conrad, reiterating that no major transpacific carrier operated profitably in the TransPacific trade in 2012 or 2013. “The goal is a meaningful net increase, with full cost recovery for fuel, chassis, free time and other costs, irrespective of supply/demand or other considerations.”

TSA members include: American President Lines, China Shipping Container Lines, CMA-CGM, COSCO Container Lines, Evergreen Line, Hanjin Shipping, Hapag-Lloyd, Hyundai Merchant Marine, “K Line”, Maersk Line, Mediterranean Shipping Co, “N. Y.K. Line”, Orient Overseas Container Line, Yang Ming Marine Transport and Zim Integrated Shipping.

Obama calls for additional resources for American ports

President Obama has encouraged Congress to eliminate the tax loopholes that incentive companies to send jobs overseas and suggested using the additional resources “to create jobs rebuilding our roads, upgrading our ports, unclogging our commutes ... because in today’s global economy, first-class jobs gravitate to first-class infrastructure.”

It was the second year in a row that the President mentioned the need to improve America’s ports during his annual State of the Union address on January 28.

Obama also asked Congress to finish bills regarding the country’s transportation and waterways during the summer, thus protecting more than three million jobs.

“Although America’s seaports create millions of jobs, help secure our borders, serve as stewards of valuable coastal environmental resources and deliver prosperity, their importance has too often received scant attention by federal policymakers and top Administration officials,” said Kurt Nagle, President of the American Association of Port Authorities after the speech.

“Thankfully, in recent years the needs of our ports have gained increased prominence in the national dialogue,” said Nagle. “What is becoming more evident to top government officials and Americans everywhere is that our ports are crucial to our economic resurgence because they are responsible for over 13 million American jobs, are vital to our international competitiveness and generate more than \$200 billion annually in federal, state and local taxes.”

Waterways Council, Inc. (WCI) applauded Obama’s urging of Congress to pass a Water Resources Reform and Development Act (WRRDA) this year, and his connecting the nation’s waterways to jobs in the State of the Union address.

“Modernizing our nation’s waterways transportation system in a way that is fair and equitable to our manufacturers, farmers and shippers will result in the creation and sustainment of American jobs, increased exports, and billions of dollars injected into a still-lagging U.S. economy,” said Michael I. Toohey, WCI President and CEO. “Failure to invest in the waterways and transportation infrastructure will risk America’s competitive advantage in world marketplaces.”

Obama’s speech was met with cautious optimism by members of the Republican party, including Representative Bill Shuster (R-Pennsylvania), Chairman of the Committee on Transportation and Infrastructure.

“I welcome the President’s interest in improving our infrastructure. We have significant long-term infrastructure needs that must be addressed and responsibly paid for to improve our economic competitiveness, efficiency, and quality of life,” said Shuster. “However, instead of showing leadership on these critical issues, the President offered little more than recycled sound bites from old speeches.”

“Almost two years ago, the President called for improving the performance of federal permitting and review of infrastructure projects,” Shuster continued. “Since that time he has reiterated that message numerous times as part of his ‘We Can’t Wait’ initiative, and did so once again last night. I applaud the President’s goals of slashing bureaucracy and streamlining the permitting process for infrastructure projects, but we are still waiting for action.”

Singapore to invest in crew training

A total of \$17 million will be invested in training programs to support Singaporeans and Singapore’s permanent residents wishing to become maritime officers, it was announced this month by the Singapore Workforce Development Agency, the National Trade Union Congress’ Employment & Employability Institute, and the Singapore Maritime Officers’ Union.

The funds will be committed via the Tripartite Nautical Training Award program that was launched in 2009 to address the lack of Singaporean seafarers.

Attracting Singaporeans to take up seafaring is challenging as it is perceived as a blue-collar job and may require long periods at sea. Out of some 20,000 officers in more than 4,200 Singapore-flagged ships, only 1,605 are Singaporeans.

Senator Cantwell calls for dredging in Washington state

Senator Maria Cantwell (D-Washington) is urging the Army Corps of Engineers to dredge her state’s ports in 2014, according to a letter sent to the Corps on February 14.

Cantwell pointed to four specific projects in Washington – Baker Bay, Chinook Channel, Kenmore Navigation Channel and the Quillayute River – as priorities.

The 2014 Consolidated Appropriations Act – a budget deal – includes \$40 million for the Corps to put toward dredging at smaller ports, according to a news release from Cantwell’s office. Cantwell emphasized the importance of the four channels to the community and the entire marine industry.

“Our nation’s small ports serve as the lifeblood of their communities and help support thousands of fishing, shipbuilding and recreation jobs around the country,” she wrote. “The three counties in which these four channels sit have an average unemployment rate of 7.9% and the decreasing channel depths threaten to exacerbate the challenges these communities face. Baker Bay and Chinook Channels together support a marine industry that generates \$157 million in annual sales and \$143 million in exports mostly through seafood processing and boatbuilding.”

Cantwell noted that marine jobs make up 20% of the jobs in Pacific County, where the Baker Bay and Chinook Channels are located.

She also said the Kenmore Navigation Channel supports several areas businesses, and dredging is necessary on the Quillayute River because of access.

“Without dredging, water depth is reduced, which could lead to landing gear on seaplanes being damaged by aquatic weeds. Dredging on the Quillayute River is needed to keep a channel open used by rescue boats from the area Coast Guard Station and vessels using the Quileute Tribal Marina,” she said.

MarAd to provide \$700,000 for Honolulu portable power system

The Maritime Administration (MarAd) has announced that it is providing \$700,000 to support the construction of a portable power system at the Port of Honolulu.

The small fuel-cell system will generate 100 kilowatts of electricity to help supply power to vessel on-board systems for ships, tugs and barges operating between the Hawaiian Islands.

After the initial testing is completed, MarAd said that the portable power system will be available to all Port of Honolulu tenants when needed. Future testing for the system may involve larger fuel cell units and the use of alternative fuels to provide power for vessels in other ports.

If the tests are successful, emission-free hydrogen fuel-cells could soon replace diesel power and carbon-generated electricity in lake, river, and ocean ports across the country.

Auxiliary power to docked ships, usually provided by on-board diesel engines, is a significant source of greenhouse gas emissions and air pollution, accounting for one-third to one-half of the in-port emissions attributed to ocean-going vessels.

Hydrogen power is a cost-competitive alternative to traditional maritime fuel, and in the Hawaii pilot, where generators are often running at less than maximum power, hydrogen may offer an efficiency advantage that helps maritime businesses lower costs.

ILA Local 333 ordered to pay \$3.8 million for strike damages

A federal arbitrator has ordered the International Longshoremen’s Association (ILA) Local 333, located in Baltimore, to pay \$3.8 million in damages after a strike last October led to lost revenue at the Port of Baltimore.

The amount of damages awarded represents an estimate of how costly the strike was to the port’s employers.

The figure however does not include additional losses by businesses, such as trucking outfits, that do not hold contracts with the ILA but do rely on port cargo for work.

Riker “Rocky” McKenzie, President of the ILA Local 333, said Union officials are looking for ways to appeal the ruling and avoid paying. “We disagree with the arbitrator’s whole handling of the entire process. That’s our position,” said McKenzie.

“We’re still in the discussion process as to how we’re going to move forward.”

The strike shut the port’s public terminals for three days, slowing the flow of cargo from ships into warehouses for processing and onto tractor-trailers and trains for transport.

The total amount of money lost during the strike has not been estimated, and it is unclear whether the awarded damages were meant to account for ongoing revenue losses associated with diminished trust in labor stability at the port. Officials with the Port of Baltimore said that cargo diversions during the last couple of weeks are a result of the contract dispute that initially sparked the strike.

The strike in mid-October began amid contentious negotiations over a local contract between the ILA Local 333 and the Steamship Trade Association (STA). The local contract covers automobiles, forest products and other break bulk cargo, as well as local labor conditions.

When the ILA Local 333 went on strike, Baltimore’s three other ILA locals honored the picket lines despite already having signed local contracts of their own. At the time, arbitrator M. David Vaughn ruled the strike invalid because it violated a “no-strike” provision of a separate master contract for container cargo up and down the East Coast.

Following that ruling, both the ILA Local 333 and the STA agreed to a 90-day “cooling-off” period so workers could return to work as negotiations continued. That period ended earlier this month. The two parties remain at odds over the local contract, but have promised not to strike or force a lockout.

Real life castaway returns home

The real life castaway that miraculously washed up recently on a Marshall Islands atoll after more than a year adrift in his small fishing boat has returned to his native El Salvador.

The castaway, who has since been identified as Jose Salvador Alvarenga, arrived February 10, at El Salvador's capital of San Salvador after a flight from Los Angeles. Alvarenga, who first appeared to the public with a thick beard and long hair, was greeted by a swarm of reporters looking weak but clean-shaven and, more importantly, alive.

As the story goes, Alvarenga was on a one-day fishing trip from the Mexican city of Tapachula when sudden strong winds swept his 24-foot fiberglass fishing boat out to sea. He then spent about 13 months adrift in the Pacific Ocean, surviving by eating fish and birds he caught with his bare hands and drinking turtle blood when rain water ran out. Tragically his fishing partner, a teenage boy, died sometime into the journey after refusing to eat. It's an amazing story, so amazing in fact that it has led many to question its authenticity.

The first photos of Alvarenga showed a heavily bearded, relatively healthy-looking man with a plump, well-fed face. Not exactly your typically guy (sans beard) who has been stuck on a small boat with no food or shade for the past year. But experts maintain that his story adds up, with doctors claiming that his puffy appearance was not atypical of a man whose vital organs were slowly but surely failing.

Bouyweather.com Chief Meteorologist, Mark Willis, who explained that an infamous and fairly common wind phenomenon known as the "Tehuantepecer" may very well have did him in.

"Simply put, a "Tehuantepecer" is one of the most amazing displays of wind in the world," Willis explained. "The term is used to describe a phenomenon that brings a narrow area of strong northerly winds to the Gulf of Tehuantepec [where Alvarenga set off from]."

"The "gap flow" associated with a Tehuantepecer typically produces around 12 gale force (greater than or equal to 34 knots) wind events in the Gulf of Tehuantepec each cold season, most of which occur between November and March. In addition, there are typically around six storm force (greater than or equal to 50 knots) events each year."

Deadline looms in Panama Canal expansion dispute

The Panama Canal and a Spanish-led construction consortium expanding the major global waterway discussed options on February 17, to keep the multi-billion-dollar project afloat amid a dispute over costs, but any deal seemed unlikely ahead of a looming deadline.

The disagreement between the two parties over \$1.6 billion in cost overruns and how to maintain financing has already halted work on the project for two weeks and has delayed its projected completion until at least December 2015.

Delays could cost Panama millions of dollars in lost shipping tolls and are a setback for companies worldwide that are eager to move larger ships through the canal, including liquefied natural gas (LNG) producers that want to ship from the U.S. Gulf Coast to Asian markets.

"The Panama Canal Authority reports that despite efforts to agree with (consortium) Grupos Unidos por el Canal to resume work on the new locks project, positions between the parties remain apart," the canal authority said in a statement. "Although last week the parties seem to have come to an agreement on certain components during the talks, there were serious disagreements at the time of putting it in writing," it added.

Canal administrator Jorge Quijano set a target of no more than a week to reach a deal to jump-start the project, a deadline that will lapse in the coming hours. Quijano had previously warned that the canal could terminate the contract with the consortium and push ahead with a third party if a deal proves elusive.

A major sticking point in the negotiations on Tuesday was converting a \$400 million bond from insurer Zurich North America into backing for a loan so the consortium can secure a short-term cash injection needed to continue its work, sources familiar with the talks said. The consortium took out the bond as a required insurance policy in case it did not finish the project. The bond is payable if the project is not completed by the consortium for any reason.

The insurer was ready to provide the loan if shareholders of the consortium, which is led by Spain's Sacyr and Italy's Salini Impregilo and includes a Belgian and a Panamanian company, shoulder the risk and are liable for repaying the loan, one source said. But the consortium's chief executive officers want the insurer to be the primary risk-holder, which Zurich considers unacceptable, one source said.

A key issue centered on the share of the risk the Italian and Spanish governments would take, one source said. Spain's majority state-owned insurer Cesce, set up to financially aid international expansion of Spanish companies, provided a guarantee for the Sacyr bid in 2009. Although Cesce has declined to comment on how much was guaranteed, a source with knowledge of the operation said it was for \$200 million and helped underwrite the \$400 million Zurich bond.

The parties also continued to debate a proposal by the canal authority that would allow work to restart immediately, with it and the consortium each contributing \$100 million. But a source familiar with the negotiations said the consortium had not yet accepted the deal and wanted to wait on an answer from Zurich.

The overall expansion project, of which the consortium is building the lion's share, was originally expected to cost about \$5.25 billion, but the overruns could increase that to nearly \$7 billion.

Philippines in STCW hot water

Philippines senate leader Franklin Drilon has warned that 80,000 Filipino seafarers could lose their jobs if the European Union (EU) carries out its threat to de-recognize their Standards of Training, Certification and Watchkeeping (STCW) certification.

In a press statement, Drilon expressed concern over reports that the EU was again considering de-recognizing Filipino STCW certification following the latest audit of the country's maritime training facilities by the European Maritime Safety Agency (EMSA). Warning that the number of seafarers affected could rise to 300,000 if other countries followed the EU's lead, he called for reform legislation to be passed as a matter of urgency before EMSA completed its latest audit report.

The proposed legislation, which he is sponsoring, seeks to strengthen the powers of the Philippines Maritime Industry Authority (Marina) over seafarer training and certification in the country and to improve the skills and competitiveness of Filipino seafarers themselves. "It is high time that we protect the welfare of the thousands of Filipino seafarers around the world," Drilon said.

The European Community Shipowners' Associations (ECSA) said on February 3, that the EMSA had completed a draft final report following its latest audit but this had been sent to the Philippines for feedback prior to finalization. Once the report has been finalized, the European Commission would take a decision on the recognition question, although this would still be subject to an opinion from EU member states.

Somali pirates attack one, release another

Three days after one gang of Somali pirates attacked a vessel 90 nautical miles from Mogadishu, another group has pledged to release four hostages.

Five heavily armed men in a single skiff are reported to have attacked Sierra Leone-flagged 4,291gt ro-ro cargo vessel *Andrea*. The ship, managed by Mombasa-based Alpha Logistics, was en route to Mogadishu and the Comoros. *Andrea* regularly serves small ports between Mozambique and Somalia.

According to Andrew Mwangura of the Seafarers Union of Kenya, the gang made two attempts to board the slow-moving vessel, but was repelled by armed onboard security. None of the 17 crew members was harmed. Kenya's *The Star* reported Mwangura as saying that additional security personnel were needed for *Andrea*, because the captain has been threatened with hijacking many times.

Meanwhile, pirate leader Abdi Hassan promised to release four hostages because his gang can no longer afford to keep them. They are said to be Thai crewmen from Malaysian container ship *Albedo*, which was hijacked in November 2010 but sank on July 9, 2013. However, the remaining 11 crew from *Albedo* are Bangladeshi, Indian and Sri Lankan and are thought to be held on land in Somalia. The only Thais in pirate hands are believed to be fishermen from the *FV Prantalay 12*.

Top 100 container ports in 2013

- | | | |
|--------------------------------|-------------------------------------|-----------------------|
| 1. Shanghai | 35. Sharjah/Khor Fakkan | 68. Manzanillo |
| 2. Singapore | 36. Manila | 69. Incheon |
| 3. Hong Kong | 37. Felixstowe | 70. Zeebrugge |
| 4. Shenzhen | 38. Port Said | 71. Houston |
| 5. Busan | 39. Salalah | 72. Tanger Med |
| 6. Ningbo | 40. Balboa | 73. Seattle |
| 7. Guangzhou | 41. Santos | 74. Kingston |
| 8. Qingdao | 42. Ambarli (Istanbul) | 75. Yantai |
| 9. Dubai | 43. Yokohama | 76. Fuzhou |
| 10. Tianjin | 44. Savannah | 77. Callao |
| 11. Rotterdam | 45. Tanjung Perak | 78. Barcelona |
| 12. Port Klang | 46. Piraeus | 79. Tacoma |
| 13. Kaohsiung | 47. Gioia Tauro | 80. Buenos Aires |
| 14. Hamburg | 48. Vancouver | 81. Dammam |
| 15. Antwerp | 49. Keelung | 82. Chennai |
| 16. Los Angeles | 50. Nagoya | 83. Mundra |
| 17. Dalian | 51. Duisburg | 84. Charleston |
| 18. Port Tanjung Pelepas | 52. Kobe | 85. Alexandria |
| 19. Xiamen | 53. Melbourne | 86. Karachi |
| 20. Tanjung Priok | 54. Maarsaxlokk | 87. Southampton |
| 21. Bremen/Bremerhaven | 55. Durban | 88. Guayaquil |
| 22. Long Beach | 56. St. Petersburg | 89. San Juan |
| 23. Laem Chabang | 57. Osaka | 90. Chittagong |
| 24. New York/New Jersey | 58. Oakland | 91. Taichung |
| 25. Ho Chi Minh City | 59. Shahid Rajae | 92. Haifa |
| 26. Lianyungang | 60. Le Havre | 93. Montreal |
| 27. Yingkou | 61. Nanjing | 94. Bangkok |
| 28. Tokyo | 62. Cartagena | 95. Mersin |
| 29. Jeddah | 63. Yeosu Gwangyang | 96. Las Palmas |
| 30. Valencia | 64. Virginia (Hampton Roads) | 97. La Spezia |
| 31. Jawaharlal Nehru Port | 65. Sydney | 98. Lazaro Cardenas |
| 32. Colombo | 66. Genoa | 99. Zhongshan |
| 33. Algeciras | 67. Manzanillo MIT | 100. Freeport |
| 34. Taicang | | |

"History proves that Unions are the strongest and most effective way to protect workers and build a strong middle class."

Senator Tom Harkin (D-Iowa)

February 16, 2014

ESU Office Assignments

For the month of March, Leo DeCastro will be in the Seabrook office.

ESU NEWS

FEBRUARY 2014

Official Publication of the Exxon Seamen's Union

ESU 2014 officers election AB Pete DeWilde retires

In the fall of this year several ESU Executive Board and Ship Representative positions are up for election. December 31, 2014 the term of office for the President/Secretary, the two Board Members at Large and the Ship Representatives on the *Sierra* and *Kodiak* will be on the ballot (if still in service by October 1, 2014). Additionally, a Ship Representative position for the new vessel *Eagle Bay* (delivery estimated end of 2014/early 2015) will be on the ballot. Therefore, in accordance with our Constitution and By-Laws a general election for these positions will be held from mid-October through mid-December, 2014.

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

A "Candidate Intent Form" (CIF) for the particular office is due to the ESU office no later than October 1st 2014. Candidate Intent Forms are available from you Ship Representative or by contacting the ESU office.

A complete list of all the requirements can be found in Article V of the Constitution and By-Laws. It is a good idea that

CIFs be sent via certified mail with return receipt requested as forms received after October 1 are ineligible.

Once a CIF is received in the ESU office it will be reviewed and if all is in order the candidate's name will be placed on the ballot. Ballots will be mailed out to the membership during the first part of October. To ensure fairness and oversight the ballots will be counted by the American Arbitration Association in New York which is among the oldest and most reputable organizations of its kind.

The ESU is a modern operation that is equipped with the same office equipment found in any office environment today. Computer use and document control comprise a major part of the everyday work routine. The volume of communication documents generated is significant and therefore at least a basic level of computer skill is needed to perform the necessary duties. Verbal and written communication skills are essential as well. Executive Board Officers use written communication through email and formal business letters almost every day. The ability to write is also necessary for the production of this ESU News which is written monthly by the Executive Board member in office.

Job descriptions for all offices are described in our constitution and By-Laws.

After almost 28 years of service in the Exxon/SeaRiver fleet, Able Seaman Pete DeWilde elected to retire effective February 28. Pete began his career in 1986 with Exxon Shipping Company and his first seagoing assignment was aboard the *Exxon North Slope*. Even though he hired in as a Maintenance Seaman, Pete was first assigned as AB and quickly proved his more than capable Deck Department skills and was promoted to the position a few months later in January of 1987.



During his career Pete sailed on just about every ship in the Ocean fleet and was always a strong supporter of the ESU. Pete, on many occasions demonstrated that support by stepping forward to do his part by filling in as a Temporary Ship's Representative whenever he was needed. Pete's last vessel assignment was the *Sierra* where the crew surprised him with a traditional retirement ceremony during a recent Holiday party. Pete was always a welcomed presence aboard ship with great sense of humor and enjoyable person to stand a watch with.

During a recent phone conversation with the ESU office, Pete asked that the ESU pass along to all his former shipmates a heartfelt thank you for all the years of sailing alongside his brothers and sisters at SeaRiver and that he will truly miss everyone. Pete's immediate plans for retirement will be spent catching up skiing the slopes nearby his home at the Mountain Hood Meadows ski resort. He also has additional non-working travel plans for vacationing purposes with his wife Laura Lee.

The Exxon Seamen's Union would like to express its most sincere thanks to Pete for his support to the ESU throughout his career. The ESU Board and the entire membership wish Pete and Laura Lee nothing but the best of times in their retirement.

Person Protective Equipment reminder

Personal Protective Equipment packets with clothing order forms and eye glass cards were mailed to fleet personnel from the SeaRiver Safety Department during the month of January. Your packet should include forms to order clothing/coveralls and a safety glasses card to submit with your receipt for reimbursement. It's probably a good idea to place your clothing order early since there have been extended delays with shipping orders by the clothing distributor. The maximum reimbursement for safety glasses is \$150 and will be paid through company payroll after you submit your receipt. Safety glasses frames and lenses must meet Z87.1 standard and needs to be specified on the receipt.

The Safety Shoe Program was changed during 2011 bargaining and is now a cash subsidy amount of \$200 and was paid on a non-taxable basis through payroll on February 15, 2014. Safety shoes must conform to the standards listed in the ESU Contract language and submission of a receipt for reimbursement is not required.

The Winter (Arctic) Clothing allowance was paid in 2012 and will not be due again until 2015. Under this program, employees are allowed purchase arctic clothing from any vendors they choose and receive a tax assisted payment of \$400 dollars in mid February once every three years.

2014 Holiday schedule

As per the CBA, Article IV, the following is the schedule of holidays for 2014:

New Year's Day: Wednesday, January 1	Labor Day: Monday, September 1
Martin Luther King Day: Monday, January 20	Columbus Day: Monday, October 13
President's Day: Monday, February 17	Veteran's Day: Tuesday, November 11
Memorial Day: Monday, May 26	Thanksgiving Day: Thursday, November 27
Independence Day: Friday, July 4	Christmas Day: Thursday, December 25

Ship reports

S/R American Progress

The ship arrived at Sabine Pass and docked at Orange County Dock on February 6, where Board Member Leo DeCastro visited the ship. The crew has been working hard to prepare the vessel for the switch to clean product service. The vessel is supposed to start trading between the Baytown or Beaumont refineries to the East coast of Florida. AB Wen She Tai filling in as Temporary Ship Rep. and reports all is going well.

Kodiak

Vessel continued the usual run between Valdez and the West Coast ports splitting discharges between the Puget Sound and southern California. After a couple days of repairs at the Port Angeles city dock the ship headed north to load in Valdez for cargo delivery in Hawaii. The crew is looking forward to the trip and warmer weather. MS Eric Bush filling in as Temporary Ship Representative, reports all is well.

Sierra

The ship after a quick discharge in the Puget Sound area heading north to Valdez. The next trip is slated for a split discharge in the San Francisco Bay area and Long Beach and then a possible trip to Hawaii. Temporary Ship Representative AB Joe Buffington has been in touch with the ESU office and reports everything running smooth.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President/Treasurer Leo DeCastro

Board Member at Large Joe Bernavich

Board Member at Large John McCarthy

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell



SUP Delegate Jennifer Corner on the main deck of the APL Korea in Oakland on January 31. Photo Dave Connolly

Long Beach to spend \$2 million toward new clean air technology

The Port of Long Beach has announced that it will fund in excess of \$2 million toward the testing of a new air pollution-control technology for docked cargo ships, thanks to an agreement approved earlier this week by the Long Beach Board of Harbor Commissioners.

Under the pact, the Port of Long Beach would rely upon regional air quality authorities to oversee a demonstration project to thoroughly assess both the safety and the pollution-reducing effectiveness of a mobile, barge-mounted emissions control system to capture and treat ships' smokestack emissions.

The state of California has recently started requiring container, refrigerated-cargo and cruise ships to plug into shore power while at berth in order to reduce air pollution by using clean, landside electricity. However, the shore power regulations only apply to about 100 of the Port's 300 vessel calls a month.

The new system could provide an alternative to shore power, allowing ships to run their engines to produce the power they need for lighting, communications, pumps and refrigeration. The Alternative Maritime Emission Control System (AMECS) diverts a docked ship's emissions into an air-pollution filter and treatment device.

"This is an incredible breakthrough, and I'm pleased that we are supporting this demonstration project. We want to become a zero-emissions port, so I look forward with particular interest to see how the AMECS technology performs," said Long Beach Harbor Commission President Doug Drummond.

The AMECS technology, developed by Advanced Cleanup Technology Inc., will be supervised by the South Coast Air Quality Management District on behalf of the Port of Long Beach.

The Clean Air Action Plan, approved jointly by the Port of Long Beach and the Port of Los Angeles, set a goal to find alternative technology to reduce air pollution from ships at berth, not covered by the state's shore power regulation.

The AMECS demonstration project is contingent upon full execution of a contract and agreement between the parties.

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

Name (print) _____ Book No. _____
Address _____
City _____
State _____ Zip _____ Country _____



U.S. \$25; International \$45 per year
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes

February 2014

Medicare for Active and Retired Participants

Medicare does not send official notices when you become eligible for Medicare coverage. To avoid penalties that will require you to pay an additional amount forever, you must enroll when you first become eligible for Medicare. Your initial enrollment period lasts seven months including the 3 months before you become 65 years old and the 3 months after your birthday. As an example if your birthday is in June your enrollment period is March 1 through September 30.

Medicare Part A helps pay the cost of a hospital admission, stay in a skilled nursing facility, home health care, hospice care, and medicines administered to inpatients. There is no premium payment required for enrollment in Part A so active SUP participants should enroll in Medicare Part A when they become eligible.

Medicare Part B provides coverage for physicians including doctor visits in the office and hospital, outpatient services, rehab therapy, lab tests, medical equipment, and most medicines administered in a doctor's office. Enrollment in Medicare Part B requires a premium payment. Active SUP participants who are enrolled in a health plan probably do not need to enroll in Part B because copayments for most services will likely be less than the monthly Part B premium amount.

If an active participant loses his active coverage because of any reason including insufficient work time to continue coverage, he should enroll for Medicare Part B coverage as soon as possible. The Plan office will help in filling out forms you may need to complete for Part B. There is a permanent penalty amount for Part B premiums if you do not enroll when you first become eligible.

Medicare Part D coverage includes prescription drugs, insulin supplies, and some vaccines. Part D enrollment includes a required premium and penalties are applied for late enrollment. There are a large number of Plan D options that will require you to choose the best one for you.

Active coverage terminates on the date of your retirement. Medicare may charge you with a penalty if you have not worked for eight months prior to your enrollment in Part B or Part D. When considering retirement, be sure to check with the Medicare Social Security office about open enrollment periods and any situations that may cause you to face a penalty for late enrollments.

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SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Sun may benefit blood pressure

Exposure to sunlight may be a factor in lowering blood pressure.

Studies have shown that in people with mild hypertension, blood pressure tends to be lower in the summer than in the winter, and that both average blood pressure and the incidence of cardiovascular disease tend to increase with distance from the equator.

Researchers exposed 24 healthy volunteers to ultraviolet A radiation for 30 minutes with an intensity comparable to noon on a sunny day in Southern Europe.

The exposure caused a small but significant drop in blood pressure compared with when the same people were exposed to sham UVA radiation (the same amount of heat and light, but no UVA exposure).

Blood tests showed that UVA exposure caused a release of nitric oxide from the skin into the bloodstream. Nitric oxide causes arteries to dilate, and this, the scientists believe, accounts for the effect. The study is in "The Journal of Investigative Dermatology".

The senior author, Dr. Richard B. Weller of the University of Edinburgh, said that the modest effect of sunlight was significant on a population level.

But for an individual with high blood pressure, sunbathing is not the solution. "Getting sunlight is not enough if your blood pressure is high" Dr. Weller said. "And if you have high blood pressure, you need to get it controlled."

Membership and Ratings Committee

Met on February 6, 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
Robert Tomas B19350	1 Year	O.S.	B
Pedro Fuentz C-2425	30 Days	O.S.	C
John Dacuag C-2426	30 Days	A.B.	C

Rating Stamps

Quentin Brown #5755 Bosun

Membership and Ratings Committee's Report - M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Teo Rojas #3194, Peter Johnsson #4323 and Apolinario Aguirre #3814.

ATTEND YOUR UNION MEETINGS!

White House releases Arctic shipping plan

As Arctic ice melts away, opening the way for greater oil development and mining, the White House outlined a plan on January 30, to promote safety and security in the region by building ports, improving forecasts of sea ice, and developing shipping rules.

With warmer temperatures leaving Arctic sea passages open for longer periods of the year, billions of barrels of oil could be tapped beyond what is already being produced in the region. A loss of seasonal ice could also allow greater exploitation of precious minerals considered abundant in the Arctic. Extreme weather conditions, however, make the region a challenge to navigate and develop.

The White House plan was released on the same day that Royal Dutch Shell canceled drilling this year off Alaska, after a series of costly mishaps in the harsh conditions, as part of efforts to cut spending.

The U.S. Defense Department will lead an interagency effort to forecast icy conditions by launching a satellite and improving analytic methods to forecast icy conditions. The Department of Commerce, meanwhile, will lead coordination on surveying and charting of U.S. Arctic waters to ease shipping and improve adaptation to climate change in coastal communities.

“Our highest priority is to protect the American people, our sovereign territory and rights and the natural resources and other interests of the United States,” said the plan, which is part of President Barack Obama’s National Strategy for the Arctic Region he announced last May.

In addition, the State Department will attempt to reach an agreement with Canada on the Beaufort Sea maritime boundary, and the Department of Homeland Security will lead work on developing an international code for ships operating in polar waters.

The U.S. military had been working on strategy in the Arctic before the plan was announced on January 30. The U.S. Navy is nearing completion of a new Arctic “road map” that lays out its approach to future engagements in the region, given increasingly open waterways. The updated document is based on the Navy’s first comprehensive assessment of the near-term, mid-term and long-term availability of sea passages, due to the loss of seasonal ice.

In a recent blog written for the Navy’s website, Navy Oceanographer Rear Admiral Jon White said an inter-agency team made the assessment after a comprehensive review of current Arctic sea-ice projections.

He said current trends were expected to continue in the near-term, with the Bering Strait expected to see longer periods, driving a significant increase in traffic in the summer months.

Last month, Chief of Naval Operations Admiral Jonathan Greenert told a conference that Arctic ice was melting faster than predicted four years ago when the Navy published its first road map. “We need to understand, we need to take a look at it and decide what does it mean to us for security, maritime security, freedom of navigation, and global force management,” Greenert told a conference hosted by the Surface Navy Association.

VW workers reject UAW

by Neal Tepel, Publisher LaborPress

The rejection of the United Auto Workers (UAW) by employees at Volkswagen’s Chattanooga, Tennessee factory is a major defeat for the U.S. labor movement. There is no way around that. The 712-626 no vote, announced February 14, came at a plant where the UAW said a majority of workers had signed cards indicating they wanted to join.

It came at a company that was willing to accept unionization in order to set up the “works council” system of labor-management cooperation that it has at all its factories in the world outside the U.S. and China—unlike Nissan, which insists that workers at its Mississippi plant don’t need a “third party” to represent them.

More important in the long run, a UAW victory would have been its first at the foreign-owned factories that now account for about 30% of the U.S. auto market, and it would have also been the union’s first major success in the South, long the most anti-union region of the country. All 11 Southern states have “right to work” laws banning the union shop, all except Louisiana’s enacted before 1955. Only 11.3% of U.S. workers are union members. However in the South, only Alabama’s 10.7% even comes close to that many, according to the Bureau of Labor Statistics. Tennessee ranks second at 6.1%, and Arkansas, Mississippi, and the Carolinas are all below 4%, the lowest in the nation.

One of the arguments for “card check” is that elections give management a chance to wage an anti-union propaganda campaign and threaten to move jobs somewhere else. In Chattanooga, that campaign came from outside forces. Senator Bob Corker (R-Tennessee) claimed that Volkswagen would expand the plant and build a new SUV if workers voted no—a claim the company immediately denied. Republican Governor Bill Haslam said a pro-union vote would discourage other manufacturers from setting up in Tennessee. State Senator Bo Watson threatened that the state would cut off tax breaks for the plant if workers organized.

Far-right anti-labor groups, including an Americans for Tax Reform front and the National Right to Work Committee, chimed in, putting up billboards accusing the UAW of ruining Detroit and claiming that organizers wearing black UAW T-shirts in the plants was “a clear effort to intimidate the employees.”

The UAW might challenge the election because of “outside interference” by Corker and others, and VW is still considering ways to establish a works council. But the results make it much less likely that the union’s organizing campaigns will succeed at Nissan’s plant in Mississippi, Mercedes-Benz’s in Alabama, Kia’s in Georgia, or BMW’s in South Carolina.



Standby AB Mark Kane and crewmember Steve Swinton discuss current events aboard the APL Korea in Oakland last month. Photo Dave Connolly

Scientists think they have found the mythical “sunstone” Vikings used to navigate

An oblong crystal found in the wreck of a 16th-century English warship is a sunstone, a near-mythical navigational aid said to have been used by Viking mariners, researchers said. The stone is made of Iceland spar, a transparent, naturally-occurring calcite crystal that polarizes light and can get a bearing on the Sun, they said.

It was found in the remains of a ship that had been dispatched to France in 1592 by Queen Elizabeth I as a precaution against a second Spanish Armada but foundered off the island of Alderney, in the English Channel.

British and French scientists have long argued that the find is a sunstone—a device that fractures the light, enabling seafarers to locate the Sun even when it is behind clouds or has dipped below the horizon. Sunstones, according to a theory first aired 45 years ago, helped the great Norse mariners to navigate their way to Iceland and even perhaps as far as North America during the Viking heyday of 900-1200 AD, way before the magnetic compass was introduced in Europe in the 13th century. But there is only a sketchy reference in ancient Norse literature to a “solarsteinn,” which means the idea has remained frustratingly without solid proof.

In a study published in the British journal *Proceedings of the Royal Society*, investigators carried out a chemical analysis on a tiny sample, using a device called a spectrometer, which confirmed that the stone was a calcite. The stone is about the size of a small bar of soap whose edges have been trimmed at an angle. In technical terms, its shape is rhomboidal. It is milky white in appearance, and not transparent, but the new experiments show that this is surface discoloration, caused by centuries of immersion in sea water and abrasion by sand, the study said. Using a transparent crystal similar to the original, the scientists were able to follow the track of the setting Sun in poor light, with an accuracy of one degree. In a second experiment, they were able to locate the Sun for 40 minutes after sunset.

Other factors provide evidence that this is a sunstone, according to the investigation, led by Guy Ropars of the University of Rennes, in France’s western region of Brittany. The crystal was found in the wreckage alongside a pair of navigation dividers. And tests that placed a magnetic compass next to one of the iron cannons excavated from the ship found that the needle swung wildly, by as much as 100

degrees. Put together, these suggest the sunstone may have been kept as a backup to a magnetic compass.

“Although easy to use, the magnetic compass was not always reliable in the 16th century, as most of the magnetic phenomena were not understood,” says the study. “As the magnetic compass on a ship can be perturbed for various reasons, the optical compass giving an absolute reference may be used when the Sun is hidden.”

The authors also note previous research that some species of migrating birds appear to have used polarized light from the sky as a navigational aid or to recalibrate their magnetic compass around sunrise and sunset.

How does the sunstone work? If you put a dot on top of the crystal and look at it from below, two dots appear, because the light is “depolarized” and fractured along different axes. You then rotate the crystal until the two points have exactly the same intensity or darkness. “At that angle, the upward-facing surface of the crystal indicates the direction of the Sun,” Ropars said.

One death following freak wave in Atlantic

One person died and another was injured on a cruise liner in the Atlantic Ocean as a result of a freak wave on February 14, the ship’s operator said.

“Cruise & Maritime Voyages (CMV) regrets to advise that their cruise ship *MS Marco Polo*, enroute to her home port of Tilbury, England, from the Azores, was hit by a freak wave during adverse sea conditions in the southwestern approaches of the English Channel. One elderly passenger died and a further passenger has been airlifted for further shore-side medical assistance,” the UK company that operates the Bahamas-registered 22,080 gross ton ship said on the night of February 14.

The vessel sailed from Tilbury on January 5, and was carrying 735 mainly British passengers and 349 crew. It was returning from a 42-night cruise to the Amazon and the Caribbean. The storm damage was limited to a small section of the Waldorf Restaurant on the 1965-built vessel, which was rebuilt in Greece in 1993. On February 16, Cruise & Maritime said that on completion of the required repair works, the vessel had been cleared to sail by the authorities.



SUP President's Report

February 10, 2014

FOSS MARITIME COMPANY

In accordance with the 2012-2016 Agreement between the SUP and Foss, a 2.5% increase in wages and overtime becomes effective March 1. This is the first increase for the 23 members working in the company's San Francisco Bay bunkering operation since 2011.

The reason for the wage freeze was the astronomical increase in health care costs. In bargaining in 2008, the Foss contribution rate to the SUP Welfare Plan for health care provider premiums (Kaiser Norther California, Health Net HMO and Health Net PPO) and dental care premiums (Delta PMI and United Health Care-Pacific Union dental) plus the other benefits provided by the Plan (disability, glasses, death benefits) were \$966 per month per participant (single or married). By 2011, the rate had risen to \$1,200 per month.

In bargaining in 2012, health care costs increased to \$1,689.30 per participant. Therefore, in order to pay for this significant hike, the SUP Negotiating Committee and the company agreed to freeze wages for two years with Foss agreeing to increase its contributions to the Plan for every year of the four year Agreement, capped at 12.5% per year. The current rate is \$1,900.04 per participant. The Plan cautiously projects that the 12.5% increase contribution rates in 2014 and 2015 will cover costs. In 2015, a 2.7% wage and overtime increase becomes effective.

PATRIOT CONTRACT SERVICES

Shallow Draft Tanker

Late in January, Patriot called for a gang (1 Bosun, 1 AB, 1 OS) for the shallow draft tanker *SLNC Pax* formerly the *Bomar Eris*.

As reported last month, in August of 2013, Patriot and its partner, Annapolis, Maryland-based Schuyler Line Navigation Company, were awarded a contract by the Military Sealift Command (MSC) to operate the vessel in the Pacific.

The *Bomar Eris* was reflagged to U.S. registry in Guam and renamed *SLNC Pax*. Her first trip has her calling Wake Island, Kwajalein and Korea.

LMSRs Gilliland, Gordon, Shughart, Yano

On January 24, the Union was notified by Patriot that the MSC had extended the company's contract for one year to operate and maintain the *USNS Gilliland*, *USNS Gordon*, *USNS Shughart* and *USNS Yano*. The value of the contract is \$7,236,600 for fiscal year 2014.

The Gilliland and Gordon are in Reduced Operating Status (ROS) in Baltimore, while the Shughart and Yano are in ROS in Violet, Louisiana.

MARITIME ADMINISTRATION

"Along with 200 people from all segments of the maritime industry, attended and participated in a National Maritime Strategy Symposium sponsored by the Maritime Administration (MarAd) from January 14-16, at MarAd headquarters in Washington, D.C. The agency described the gathering as being "aimed at supporting the growth of the U.S. maritime industry and ensuring the availability of U.S.-flag vessels for our nation's economic and national security."

The meetings, which included a number of breakout sessions and also featured remarks from Transportation Secretary Anthony Foxx, Congressman John Garamendi (D-California), Congressman Duncan Hunter (R-California), U.S. Transportation Command (TRANSCOM) Deputy Commander Vice Admiral William Brown, Coast Guard Rear Admiral Joseph Servidio, Adam Yearwood of the Office of the Assistant Deputy Under Secretary of Defense (Transportation Policy), Acting Maritime Administrator Paul "Chip" Jaenichen and many others.

"More than 75% of all U.S. trade is transported by water, making maritime trade a critical part of our country's economy," said Foxx. "We must strengthen America's ability to move products on the oceans, lakes, rivers and waterways, and chart a sustainable future course for the U.S. maritime industry."

Garamendi called for continued support of the Jones Act, which he described as "foundational for a vibrant U.S. Merchant Marine." He also said policymakers "Need to recognize the U.S. Merchant Marine is a public-private enterprise."

He added that new trades and new cargo must be found to revitalize the U.S. fleet, and emphasized that if oil and gas is to be exported from the U.S., "it must be on the bottoms of U.S.-flagged ships. Made in America is fundamental to any U.S. maritime strategy."

Hunter reiterated his support for the industry and said he plans to help strengthen cargo preference laws where U.S.-flag shipments are concerned.

"We're going to reverse a trend that's been going on since the 1980s," he said, adding that he also has long-term plans to beef up MarAd's Title XI shipbuilding loan guarantee program, among other efforts.

Vice Admiral Brown said the military relies on the sealift capacity available through private American-flag ship operators and U.S. crews.

USA Maritime, a coalition of ship-owning companies, maritime labor organizations (including the SUP), and maritime trade associations, submitted the following comments for consideration during the development of the U.S. Maritime Administration's National Maritime Strategy policy document. USA Maritime directly and indirectly represents virtually every one of the privately-owned U.S.-flag oceangoing commercial vessels operating regularly in the U.S.-foreign trade and engaged in programs like cargo preference and the Maritime Security Program that enhance the competitiveness of U.S.-flag vessels in the global marketplace.

MARITIME SECURITY PROGRAM

"USA Maritime urges the Federal Government to reaffirm its support for the Maritime Security Program (MSP). Specifically, positive, public and vocal support for this program is needed from the highest levels of the Administration, along with a clear demand for full funding for MSP in order to prevent the loss of U.S.-flag vessels, American maritime jobs and sealift readiness. Such support is essential to ensure the resources are in fact available to maintain the MSP fleet of 60 militarily useful ships. The program was recently reauthorized by Congress through 2025, in recognition that it remains the most cost-effective means of sealift available to the U.S. government.

CARGO PREFERENCE

USA Maritime also urges the Federal Government to reaffirm its support for existing U.S.-flag shipping cargo preference requirements. More specifically, the need for a Presidential Directive to all Federal shipper agencies reaffirming the policy of the United States that privately-owned U.S.-flag vessels should, and must, be used for the carriage of U.S. government-generated exports and imports as required by law.

The cargo preference laws (the 1904 Act, the 1954 Act, P.R. 17 (1934), and the Food Security Act) maintain the economic viability of the nation's maritime industry and bolster national security by ensuring that U.S.-flag vessels and U.S. crews are available during wartime. Given the importance of U.S.-flag sealift to meeting government shipping requirements in peacetime and wartime, federal agencies should maximize the use of U.S.-flag vessels wherever possible.

USA Maritime also urges MarAd to ensure and enforce full compliance with existing cargo preference requirements. Specifically, in order to achieve full compliance as well as the timely and efficient transportation of U.S. government cargoes, MarAd should exercise its statutory authority as the final arbiter when questions regarding the applicability and implementation of cargo preference requirements arise."

Acting Administrator Jaenichen thanked the participants and noted that the symposium, while important, is only "the first step in a year-long effort to develop a structured, systematic and inter-connected strategy that will strengthen and expand our nation's maritime transportation system. We have come together to lay the foundation for a truly robust national maritime strategy— one that encompasses all aspects of our industry."

The rhetoric at the symposium was all good, but it remains to be seen if the federal government is truly

committed to the U.S. Merchant Marine. The SUP, in conjunction with others, will continue to push for that to occur.

SUP BUILDING CORPORATION

The city of San Francisco has the Headquarters building on its "hit list" for landmark status. The principle focus of the city's Planning Department is the facade on Harrison Street, however, the Union has been advised by land-use attorney Andrew Junius of the law firm of Reuben, Junius & Rose that the city could landmark parts of the interior of the structure, which could preclude renovation without the approval of the city. Also, as reported last month, the Building Corporation desires to handicap parts of the building in compliance with the Americans with Disabilities Act (ADA) so that the building can be used to generate income.

Vice President Connolly, Mr. Junius and your secretary met with city planners on January 24, to go over the landmark process which ultimately will come to a vote of the San Francisco Board of Supervisors.

Will keep the membership fully informed.

KNUD BENT "ANDY" ANDERSEN

One of the most respected leaders of the Union crossed the bar on January 27.

Knud Bent "Andy" Andersen was born in Denmark in 1929. As a youth, he helped his family fish and in 1943, he made his first trip at sea aboard the Danish coastal schooner *Dagmar*. After the German surrender which freed occupied Denmark, Andy began sailing in Danish ships and never looked back.

Jumping ship in New York, Andy joined the SUP in 1947. He sailed in all types of vessels the Union had under contract: break bulk freighters, tankers, steam schooners, passenger ships --the two stack type operated by APL and Matson-- as well as container ships. Andy was a crackerjack sailor and an SUP man through and through.

After settling in San Francisco in 1955, Andy was an active participant in Union affairs, serving on several negotiating and strike (1962 & 1975) committees. In the late 1970's and early 1980's he was in the vanguard of rank-and-file members who successfully opposed a merger of the SUP with the SIU-A&G.

Andy was elected San Francisco Business Agent #3 in 1984 and served with distinction until 1990 when the membership eliminated the job.

Serving 24 years as Dispatcher in San Francisco, until 10 days before he died, Andy became a mentor/adviser/friend to all. A generous man, he had a quick wit and a ready sense of humor. Andy's dedication and devotion to the Union was genuine. He will be remembered by all and sorely missed.

HOLIDAYS

Lincoln's Birthday: All SUP halls will be closed Wednesday, February 12, in accordance with the agreements with APL, Chevron, Matson and the San Francisco Bar Pilots.

Presidents' Day: All SUP halls will be closed Monday, February 17, in accordance with the agreements with APL, Foss, Matson and Patriot Contract Services. Due to the holiday, Branch meetings will be held Tuesday, February 18.

Washington's Birthday: Since this holiday falls on a Saturday this year, it will be observed on Monday, February 24, under the Chevron agreement. For members employed by the San Francisco Bar Pilots, Station Boat crews, Run Boat crew and Dispatchers the holiday will be observed on Saturday, February 22, The Dock Bosun will observe the holiday on Monday, February 24.

ACTION TAKEN

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

Gunnar Lundeberg

Vice President's Report

Knud B. Andersen

He could name every one of the joints along the old Embarcadero, which one was for the sailors, which for firemen, which for both sailors and firemen, and as you grappled with idea of that Embarcadero, as opposed to the present day or that night in March of 1885 when the SUP got started, he'd then reel off the bars for the cooks, the mates and engineers. How ironic it is that for one for whom status meant nothing, when he stood on that long gone Embarcadero as a "big ship" bosun in the SUP, it was at a time and place where he held perhaps the peak status of an American working man.

He arrived to the SUP via New York, and slowly homed in on San Francisco like that other Andy, Furuseth. He worked hard through the Korean War on American ships at sea, as the judge later recognized, and he was proud to become an American citizen: but membership in the SUP was his identity, polestar, purpose. In the membership book that he was never without he had the everlasting stamps of bosun, storekeeper, winchdriver, cargoman, cranedriver, yeoman, joiner, carpenter, among others. He was as qualified as he was tough as he was tolerant of even the worst of us and at our worst moments. In his prime he could handle the wildest gang of sailors, teach them to fully rig a new boom ship, and then drink them all under the table after taking their money at cards. An armful of tattooed possibilities, he gave hope to legions of sailors, calling jobs, loaning money, giving tips, and being father, friend, brother, or uncle where there was none, and only on request and each according to his need. He declined to accept our self-limitations and allowed young imaginations to flourish and often realize dreams of independence. We knew through him the professionalism of a bygone era. He gave us the sensation of faraway places and exotic experience made unimportant in comparison to today, drinking coffee together. Even as he declared an end to the romance of the sea, he imbued it with the humor of the absurd and balanced the mystery of redemption by hard work with the plain facts of shipboard reality. "Whaddaya want, Mate?" he'd say as he came aboard, "Eight hours or a day's pay?"

After the collapse of Pacific Far East Line, States Line, and Prudential-Grace Line, he helped rally the rank-and-file against a merger that would have finished the SUP. He had a deep and sophisticated sense of class-consciousness, gained from both ships and books, transcending race, gender and ethnicity. But for the thirty years that he worked for the Union, sailors were the currency of his mind, and he stockpiled in his prodigious memory the names and faces of a relentlessly shifting population, generation after generation. When either one alone would be legendary enough, he was both the authentic sailor and the memory of the Union.

My favorite memory among millions is the last time I saw him. He was in fine spirits, recognized me instantly and brightly announced that the doctor was talking discharge. Gunnar and Martha had visited the day before, greatly bolstering his mood, and Terry had delivered his torn Filson jacket, faded black Frisco jeans

and the striped hickory shirt of his trade. Joking with the nurse that now he wouldn't go home "ass hanging out" in the hated hospital gown, he'd be dressed instead in the usual rig. He sat down and pulled out suspenders from a pocket of his jeans. "Who did we finally ship to that tanker?" he wanted to know and we talked as we always did about the pending jobs and the sailors that might take them. Andy would light up at the names with recognition, commentary, memories. About dispatching he had advised me years ago to "let the chips fall where they may, but push them in the right direction." So it was on that hospital ward, where we tried for the last time together to connect open billets with eligible sailors. While we talked he calmly attached suspenders to jeans with the smooth deliberation of an experienced sailor preparing for an impending departure. When the talk stopped he checked his shirt on the bed and looked at me, at us, with unmistakable confidence. He was leaving on his own terms and on his own two feet – SUP-style. So long, Andy.

Ships Checked

Oregon Voyager: Bill Fisher, delegate. In at RLW with no problems.

California Voyager: Ed Windeler, delegate. In at RLW after another voyage from the Gulf Coast through the Panama Canal. Ron Gill relieved Scott Oliphant as Bosun. No problems.

Florida Voyager: Jonah Cross, delegate. Delegate doing a good job in tough conditions. Some signs of mitigation of the problems raised by our second grievance in this ship. Closely monitoring the situation.

Mississippi Voyager: Jeffrey Martinez, delegate. Arrived in good shape with a new coat of paint at RLW from a Singapore yard. No beefs.

Maui: Nick Hoogendam, delegate. Questions on STCW medical certificates answered to the best of our ability. The Coast Guard has rushed to comply with

a requirement that is only in effect in certain foreign countries. The certificate is a separate document from the MMC, to be carried with the MMC. The expiration dates are a source of confusion based on one of the following: the "date of examination," the date of the MMC credential or any independent STCW endorsement.

Manoa: Duke Maringer, delegate. In good shape in Oakland. Brendan Bohannon relieved Dmitri Seleznev as Bosun.

Mokihana: Emo Aulela, delegate. Clarification on STCW medical certificates. As on every ship, all hands here expressed their shock and sorrow at the passing of legendary SUP Dispatcher Andy Andersen. Discussion on out of area health coverage policy, costs, and options.

Mahimahi: Chris Bujnowski, delegate. Billy Sullivan is the bosun. Discussion on Watson-class LMSR training, wages, and timing. Emergency trip off clarification.

APL China: Barbara Shipley, delegate. Found empty billet on board: shipped a relief dayman.

APL Korea: Jennifer Corner, delegate. Power surge caused paycheck misprint and banks refused deposit or cash—Company agreed to re-issue or cash on board.

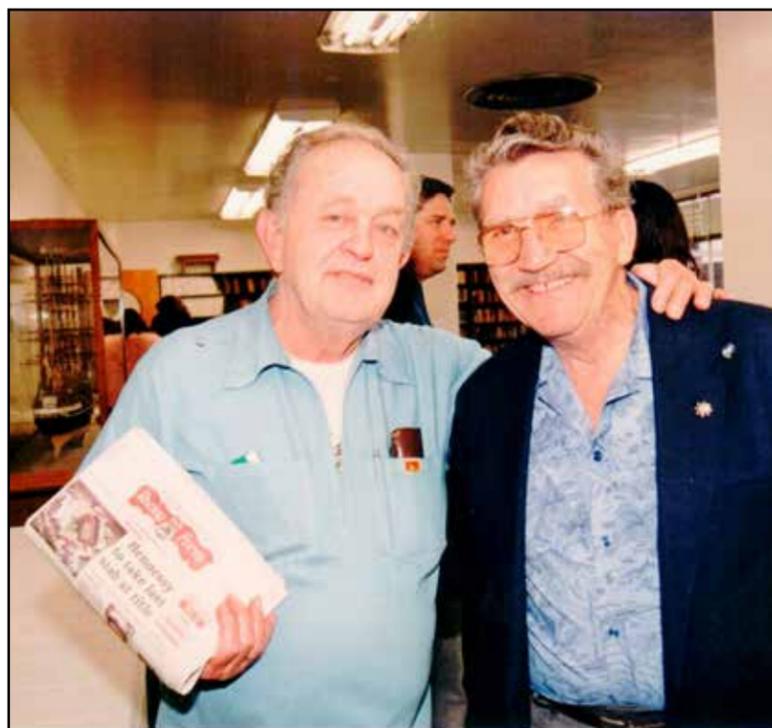
APL Agate: Mike Henderson, delegate. Kim Hoogendam has things under control as Bosun.

SNLC Pax: Asad Al-Rasulullah, Bosun. Patriot called for crew to turnover this military tanker in Guam. Bosun reported numerous issues with equipment and stores; some being worked on and others resolved. Test cruise a success as ship met charter speed and fuel requirements.

San Francisco Bar Pilots: Mike Koller, delegate. Investigation and clarification of Dispatcher sick leave bonus payment policy.

Foss Maritime Company: JD Rymel, delegate. After an election JD is joined by Tom Tynan, Tom Faraola, Ed Chilbert as delegates with Mel Jackson as an alternate as per Section 23.

Dave Connolly

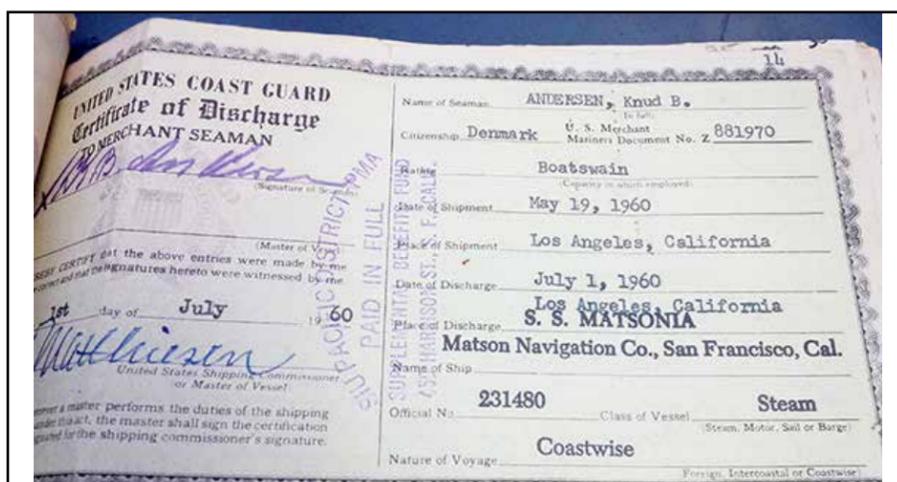


Top left: Andy at the Bloody Thursday commemoration in 1998 at ILWU Local 10 in San Francisco and with former New Orleans Agent Henry Johansen holding the Racing Form at the SUP Headquarters Christmas party 1995.

Below is a shot of Andy's discharge from the two-stack passenger ship Matsonia as Bosun in May of 1960. He was only 31 years old.



On July 5, 1955 the SUP deck gang in the Matson passenger liner SS Lurline gathered on the forward main deck to celebrate Bloody Thursday with a wreath ceremony. Bosun's mate Andy Andersen is fifth from left in first row.



SUP Branch Reports

Seattle

January 21, 2014

Shipped during the period: 2 Boatwain jobs shipped and filled with an A-card to a steady job and 1 B-card to a Navy bottom. 10 Able Seaman jobs shipped and filled with 7 A-cards and 3 B-seniority members. 14 standbys were filled by 9 B's and 3 C-seniority members.

Registered for the period: 12 A cards for a total of 22; 10 B cards for a total of 39; 7 C cards for a total of 14.

Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The Patriot vessel *USNS Yano* and the APL Maritime vessels *APL Pearl*; *APL Coral*; and the *APL Belgium* all called the Seattle SUP/MFU for crew replacements.

I represented the SUP/MFU at the following meetings. The King County Labor Council Executive Board meeting. The SUP/MFU has been designated to sit in the City of Seattle's Maritime and Industrial Planning Committee. This committee is a direct result of newly elected Seattle Mayor Ed Murray's promise to put Seattle's maritime and industrial business' at the forefront of his Administration's priorities.

I attended a meeting with Washington State Department of Commerce Maritime Director Steve Sewell to target training opportunities in the marine sector; and a meeting at the Seattle Maritime Academy to incorporate a training program designed for Reefer/Electricians in our container fleets. MFOWW member Josh Gilbert has been the driving force in this endeavor which was started two years ago by MFOWW member Gabe Sayan.

Again; I cannot emphasize how critical it is for all members to take look at your documents and certifications. If you have a 2014 date on your Passport; Merchant Mariner's Credential; or TWIC you must start your renewal processes now!

Vince O'Halloran
Branch Agent

Wilmington

January 21, 2014

Shipping: Bosun 4, AB 4, AB Maint. 5 and standby 54. Total jobs shipped: 67
Registrations: A 42, B 24, C 14, D 15

Ships Checked

APL Korea, Maunalei, APL Thailand (Leon Made), *RJ Pfeiffer, APL China, Mokihana, APL Philippines, Mahimahi, APL Singapore* (Bosun Dave Reinking, Delegate Art Kardinal, and gang did great work redoing decks in heads), *Manulani*.

On January 6, had a Maritime Museum meeting. At this point, we are trying to help some documentary filmmakers complete their film about saving our Museum.

On January 7, Bob Bugarin and I attended Robert Torres' funeral. There was a very big turnout for a very good man at Mary Star of the Sea in San Pedro.

On January 9, attended first MTD meeting of the year.

The *Mokihana* gang contributed very generously to help the Maritime Museum.

Congratulations to Luis Rosas our newest AB. Thanks to MFOW's Cedric Joseph for refinishing the SUP's dispatcher's desk.

Mark Hurley, Branch Agent



Fishing gear hung up on the port anchor of Matson's *MV Manukai* cleared with SUP expertise in Xiamen, China on January 26.

Honolulu

January 21, 2014

Shipped the following jobs in the month of January: 2 Bosn return, 2 AB Day steady, 1 AB Day relief, 5 AB Day return, 1 AB Watch steady, 1 OS Watch return, and 1 AB Maint steady. The shipping jobs were filled by 10 A cards, and 3 B cards.

Shipped 29 standby jobs. The standby jobs were filled by 2 A card, 8 B cards, 14 C cards, and 5 D cards.

Registered in January: 6 A cards, 12 B cards, 3 C cards and 2 D cards.

To date totaled registered: 8 A cards, 15 B cards, 11 C cards and 3 D cards.

Ships Checked

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

I regret to inform the membership that Brother Ray Tavai is on the binnacle list. He was hit by a car while riding his bicycle to work at the Paint and Rigging gang. He will be ok, but he will be laid up for a while.

I represented the SUP at the Hawaiian Ports Maritime Council meeting where I learned that the Hawaii Shippers Council and "friends" plan to introduce legislation this year to have the Jones Act reformed. Again. These people seem to have unlimited funds to attack the US Merchant

Marine and our jobs. Their scheme this year is to say that they don't want to abolish the Jones Act, "We just want to reform it a little". And the fight goes on. Mahalo,

Michael Dirksen
Branch Agent

Dispatcher's Report

Headquarters—Jan. 2014

Deck	
Bosun.....	2
Carpenter.....	0
MM.....	2
AB.....	13
OS.....	2
Standby.....	18
Total Deck Jobs Shipped.....	37
Total Deck B, C, D Shipped.....	8
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	1
Messman.....	0
Total E&S Jobs Shipped.....	1
Total E&S B, C, D Shipped.....	1
Total Jobs Shipped - All Depts.....	38
Total B, C, D Shipped-All Depts.....	9
Total Registered "A".....	37
Total Registered "B".....	40
Total Registered "C".....	14

Japanese plan to operate first commercial hospital ship

Medical tourism is one of the fastest-growing segments of the travel sector, and with doctors long having recommended a good dose of fresh sea air as a cure for many ailments, it comes as no surprise that one entrepreneurial cruise player has decided to combine the two.

New Japanese company Mira Cruise, which last month acquired the 23,200 gross ton cruiseship *Mira 1* (ex-*Fuji Maru*, built 1989), plans to convert it into the world's first commercial hospital cruiseship.

Mira is ditching the cruise director and entertainment staff, and replacing them with a team of doctors and nurses.

Passengers booking onto the ship when it begin operation in April 2015, will be offered treatments for a variety of long-term medical conditions while cruising to exotic locations and enjoying the luxurious surroundings of a cruiseship.

Coast Guard officer killer convicted

A jury convicted a Mexican man of murder this month for ramming his suspected smuggling vessel into a U.S. Coast Guard inflatable boat, killing an officer on board off the coast of Southern California in 2012, prosecutors said.

Chief Petty Officer Terrell Horne III, 34, was the first Coast Guard officer murdered on duty since 1927.

A federal jury in Los Angeles found Jose Meija-Leyva, 42, of Ensenada, guilty of murder, two counts of failure to yield to a Coast Guard command and four counts of assaulting federal officers with a deadly and dangerous weapon, namely the so-called "panga" fishing vessel he was piloting. His shipmate, Manuel Beltran-Higuera, 44, was convicted of two counts of failure to yield and four counts of assault as an accessory after the fact, U.S. prosecutors said in a statement.

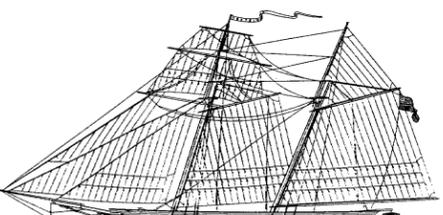
The two men were suspected of using their panga boat to smuggle marijuana, said Thom Mrozek, a spokesman for the U.S. Attorney's Office.

In December 2012, four Coast Guard officers in an inflatable boat approached

the panga off the shore of Santa Cruz Island in Southern California. Meija-Leyva rammed the inflatable with his panga, throwing Horne and another officer into the water, prosecutors said in a statement. Horne died from a boat propeller strike to the head and the other officer escaped with a cut on his knee.

"We are pleased with the verdict and that those responsible for Senior Chief Horne's death will be held accountable," Admiral Robert J. Papp Jr, commandant of the Coast Guard, said in a statement.

Meija-Leyva and Beltran-Higuera are scheduled to return to court on May 12 to be sentenced. Meija-Leyva faces a maximum sentence of life in prison and Beltran-Higuera could receive up to 60 years behind bars.



Medical certificate issuance

In response to changing procedures associated with the publication of the 'final' rule, titled "Implementation of the Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), as Amended, and Changes to National Endorsements," as of January 2, 2014, the Coast Guard is issuing separate medical certificates to certify mariner compliance with minimum medical standards.

The following from the Coast Guard, is how to handle the certificate:

1. Sign your certificate in blue or black ball-point pen
2. Fold your certificate (do not separate pages)
3. Insert certificate into the plastic pocket in the back of your MMC

[View Sample Certificate](#)