



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXIX No. 1

SAN FRANCISCO, CALIFORNIA

Friday, January 22, 2016

New study: America too dependent on foreign-flag ships

In future conflicts, America's merchant fleet could find itself outnumbered and outmaneuvered on the high seas, say the authors of a new paper on U.S. maritime security. The paper released November 19 and entitled "Sea Strangulation: How the United States Has Become Vulnerable to Chinese Maritime Coercion," highlights the defense risks of a reduced American merchant fleet and the need to improve its capability.

The authors – Captain Carl Schuster, former Director of Operations at the U.S. Joint Intelligence Center Pacific, and Dr. Patrick Bratton, Associate Professor of Political Science at Hawaii Pacific University – claim that "the United States has adopted an 'abandon ship' policy towards the crucial merchant maritime industry," and has let it shrink to its smallest size since the Spanish American War.

Bratton and Schuster point to the gap in fleet size between the U.S. and China. "Only about 80 of the ships engaged in international trade across the world's oceans are U.S.-flag carriers," compared with a Chinese deep sea merchant fleet of 3,900 ships. "China does not need to blockade foreign ports to cut off the flow of goods. Chinese authorities could do this by controlling the price of goods entering or leaving United States ports through manipulation of shipping rates or ocean carrier service." The authors describe this potential threat as "Sea Strangulation."

In the absence of a large U.S. merchant fleet, even allied nations' cargo ships might not be willing to fill the U.S.-China gap.

The five largest container shipowners are headquartered in nations with American mutual defense treaties, and these companies carry nearly a third of global volume by TEU. But if China or any other nation should create a naval blockade or "no-go zone" at sea, foreign-flagged vessels could choose to remain neutral and avoid danger, stranding American cargoes.

"Would foreign ship owners and crews take the risk of standing up to [another military power]?" ask the authors.

American allies have joined in military sealift efforts before; 22% of cargoes for the buildup to Operation Desert Storm went aboard foreign-flagged vessels of allied nations.

But foreign-flag carriage of military cargo has also created problems for American forces in the recent past. In 1965, shipments of military supplies for Vietnam were held up for months due to neutrality issues. That year, Mexican government authorities ordered the Mexican-flagged merchant vessel *El Mejicano* to offload its Vietnam-bound American cargo. Mexico claimed neutrality, and it refused to let a vessel under its flag carry military supplies. But "loading the cargo on a Greek-flag ship did not solve the problem because the Greek crewmen also refused to sail the cargo to Vietnam," the authors say. In all, a total of seven ships in three months refused American

continued on page 6

Losing our sea legs

by General Darren W. McDew

Twenty-five years ago, in 1991, the United States completed the largest deployment of combat power since World War II. That effort represented the ultimate show of national resolve in the face of aggression by projecting a decisive combat force, around the globe, to crush the world's fourth largest army in just 100 hours.

The sheer size and complexity of that deployment was staggering. The material moved was four times more than the D-Day invasion and six and a half times more than the peak of Vietnam. It was also the farthest the United States had ever deployed forces.

We all remember the news clips showing helicopters rolling off massive airplanes, but as a career Air Force officer, I must tell you the reality is almost 95 percent of all cargo went by ship. The mere five percent moved by air required near full mobilization of commercial industry and maxed out our military airlift fleets. Indeed, sealift transported more than 2.1 million tons of cargo, which included everything from 2,000 main battle tanks to millions of Meals Ready to Eat.

We often credit the decisive victory of the "100-hour ground war" to the professionalism, strategy and technological edge of our combat forces.

I submit to you, however, our overwhelming success was due in large part to the 10,000 U.S. mariners who sped 220 shiploads of decisive U.S. combat power throughout the buildup known as Operation Desert Shield. Without those mariners and vessels, our ability to project decisive force and demonstrate our national resolve would have been a mere fraction of what was required to ensure the swift victory the world witnessed. Simply put, moving an army of decisive size and power can only be accomplished by sea.

Unfortunately, our ability to project a force the way we did 25 years ago is no longer guaranteed. This should shock you. It shocks me.

As a country, we have collectively worked to maintain a strong maritime industry that supports our needs. From enacting the Cargo Preference Acts of 1904 and 1954 to the Jones Act of 1920, and from a 1989 National Security Directive to the Maritime Security Act of 1996, we have sought to delay the day when U.S. national security interests could no longer be supported by a U.S. mariner base springing from our commercial sealift industry.

In the 1950s, there were more than 1,000 U.S. ships engaged in international trade. Each of these vessels employed and trained a pool of U.S. mariners we could rely on in a time of war to sail our forces to the fight. Today, there are only 78.

Just as the number of U.S. ships have declined, so too has the amount of American mariners who, unfortunately, must follow the available jobs. While the decline in American mariners gets some attention, often lost in the discussion is the reality that the mariners who move international trade and those who transport wartime cargo come from the same dwindling pool of U.S. mariners. If that U.S. mariner base gets too small, we will have to rely on other countries to deploy our combat power.

As we look back over the last 25 years, sealift has deployed a decisive force across the globe twice. Looking at the possibilities the next 25 years may present, many would agree the global security environment is only getting more contested.

The current environment in the Middle East and Korea are certainly enough to justify those concerns. When you add the



General Darren W. McDew

complexities of further Russian aggression and China's ambitions in the South China Sea, it is clear the United States must maintain the flexibility to deploy a decisive force at the time and place of our choosing.

As a military professional and senior leader, I think about and plan for what the future may hold, and I would tell you we must prepare for the real possibility we will not enjoy the uncontested seas and broad international support experienced in 1991. If either of those possibilities becomes reality, and if we remain committed to responding to security incidents around the globe, the only way of guaranteeing we decisively meet our national objectives is with U.S. ships operated by U.S. mariners.

That leaves us with a critical question. As a nation, are we resolved to retain the ability to deploy overwhelming U.S. power, a decisive combat power, at the time and place of our choosing?

It is time now for that national discussion.

General Darren W. McDew is commander of the U.S. Transportation Command, based at Scott Air Force Base, Illinois. This opinion piece was published in the *Virginia-Pilot* on January 17.

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



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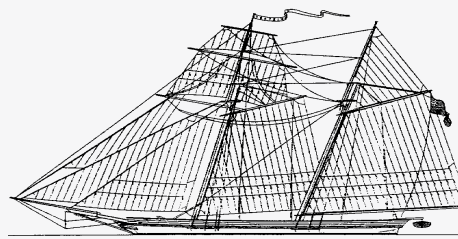
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Clouds effect on El Niño

Clouds help amplify El Niño's effect on the atmosphere to a greater degree than once thought, a new study reports.

In El Niño conditions, sea surface temperatures in the Pacific Ocean become unusually warm and tall thunderheads, known as cumulonimbus clouds, form over the water.

Above them a layer of colder cirrus clouds also appears. The cirrus clouds trap heat. "They act as a blanket and further warm the atmosphere," said Thorsten Mauritsen, a meteorologist at the Max Planck Institute for Meteorology in Germany and one of the study's authors.

In the areas that surround El Niño, cu-

mulonimbus clouds are rarer and the sea is more often covered by lower clouds, which cool the air.

Dr. Mauritsen and his colleagues compared climate model simulations that accounted for the role of clouds with models that did not. They found that if clouds are not factored in, the strength of an El Niño event is underestimated by about two-thirds.

"This phenomenon has a big impact on life around the Pacific, and I can see how it could help us anticipate climates of the future," he said.

The study appears in the journal *Nature Geoscience*.

Two fatal man overboard incidents investigated

Two accident investigation reports published this month have highlighted the risks of falling overboard while undertaking routine tasks. In both cases, the men died despite rescue attempts by other crew members.

Man overboard from the *Hyundai Dangjin*

The Australian Transport Safety Bureau (ATSB) has issued its report on the man overboard incident on *Hyundai Dangjin*. On July 10, 2015, *Hyundai Dangjin* was in the final stages of loading its cargo of iron ore at Port Walcott, Western Australia. The ship was starboard side alongside the wharf and the chief mate and draft surveyor were on the wharf to check the ship's draft. They could see the forward and aft draft marks but not the midships marks.

The chief mate asked the second mate, via UHF radio, to read the midships draft on the ship's port (outboard) side. The ship's crew had already rigged a rope ladder adjacent to the draft marks there.

In preparation to climb down the rope ladder, the second mate donned a life vest. The able seaman (AB) on duty offered to go down the ladder instead of the second mate, who was a large and heavy man. The second mate declined the AB's offer.

Just after 0455, the chief mate and draft surveyor returned from the wharf to the ship's office. The chief mate then called the second mate and asked for the midships draft. The second mate did not reply.

At that time, the second mate was near the bottom of the ladder, about 25 feet below the ship's deck. He called out to the AB for help and said he was having difficulty. When the AB checked, he saw the second mate struggling to hold on to the ladder. As the AB looked around for a line to throw down, the second mate fell into the water. The AB threw a nearby lifebuoy to the second mate and it landed a few feet away. The second mate tried to swim to the lifebuoy, but was not able to reach it. The sea was rough and the water temperature was about 72 degrees. The man was eventually retrieved from the water but did not respond to resuscitation attempts.

Safety message from the ATSB

In many cases, little attention is paid to planning apparently straightforward tasks, such as using a rope ladder. This can lead to important factors and relevant considerations not being taken into account, including the experience and physical ability of persons undertaking the task.

Man overboard from the *Selandia Swan*

The Danish Maritime Accident Investigation Board has released its findings of a separate man overboard accident – that of *Selandia Swan* last year. The findings from the investigation have indicated that the third officer was inspecting the lifebuoys mounted on the bridge wings while he was alone on watch on the bridge. During the inspection of the starboard lifebuoy, he accidentally lost his footing and fell overboard.

Within 15 minutes the crewmembers realized that the third officer was missing and they immediately responded as if he had fallen overboard and initiated the man overboard procedures. Several ships participated in the search, but were unsuccessful in locating him.

He was located and recovered by a rescue helicopter deployed from the Danish coast guard. Resuscitation was commenced immediately after he was recovered from the sea, but was not successful.

The accident was a result of an absence of clear instructions on how to go about inspecting the lifebuoy. In the absence of instruction or guidance, the man made a detailed inspection of the only item he could – namely the light. Neither the workplace nor the lifebuoy was designed for maintenance work. In order to carry out that inspection he had to climb the guard rail, thereby exposing himself to the risk of falling overboard. Presumably, he did not don a harness and fall arrester, because the risk of falling was not apparent as he was still behind the guard rail.

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These are the dates for the regularly scheduled SUP meetings in 2016:

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

West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Commerce Printing Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

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Ruben Aguilar, Book No. 3790. Born in Texas in 1926. Joined SUP in 1968. Died in McAllen, Texas, December 10, 2015. (Pensioner)

James Minster, Permit 18055. Born in Washington in 1931. Joined SUP in 1990. Died in Seattle, Washington, December 29, 2015. (Pensioner)

Matson ships aid in tsunami detection

University of Hawai'i Mānoa researchers have equipped three Matson ships with real-time surveying GPS systems and satellite communications to create a network of low-cost tsunami sensors. The Matson vessels, crewed on deck by the SUP, are the *Kauai*, *Manoa* and *Mokihana*.

The researchers, funded by NOAA, are partnering with Matson, Maersk Line and the World Ocean Council to use commercial ships operating in the North Pacific to construct a network of low-cost tsunami sensors to augment existing detection systems. The newly built pilot network of GPS-equipped ships enables each vessel to act as an open-ocean tide gauge. Data from these new tsunami sensors are streamed, via satellite, to a land-based data center where they are processed and analyzed for tsunami signals.

"Matson was an obvious partner for this project due to their long history in Hawai'i and shared interest in community safety and coastal hazards," said James Foster, associate researcher and lead investigator for the project. "The unexpectedly huge 2011 Tohoku, Japan earthquake and the unanticipated type of fault slip which caused the 2012 event at Queen Charlotte Islands, Canada highlighted weaknesses in our understanding of earthquake and tsunami hazards and emphasized the need for more densely-spaced observing capabilities," said Foster.

Despite the advances in tsunami monitoring and modeling technology over the last decade, there are too few observations of tsunamis to provide sufficiently accurate predictions required for hazard response agencies to be able to make the best possible response to tsunami events. In particular, there are very few sensors in the deep ocean between the tsunami source and the distant coastlines that might be threatened. The sensors that do exist are expensive to build and maintain, so only a limited number are deployed. Gaps in the coverage of the network, as well as routine outages of instruments, limit the ability of the current detection system to accurately assess the hazard posed by each event. This new approach offers a cost-effective way of acquiring many more observations to augment the current detection networks.

By chance, in 2010, the researchers discovered that the ship-based GPS on board the University of Hawai'i research vessel *Kilo Moana* were able to detect and measure the properties of tsunamis in the open ocean, thus paving the way for the current project.

The researchers are now working with the NOAA Tsunami Warning Centers to ensure that the network provides the most useful data possible, and they will be working with their industry collaborators to develop a new version of the shipboard package that can be deployed on a much greater number of ships.

Port of Oakland container volumes fell 4.9% in 2015

The Port of Oakland moved 2,277,515 TEUs in 2015, a 4.9% decline from the prior year. Full export container traffic was down 11.5% for the year to 858,151 TEUs. The port attributed that decrease primarily to the result of continued strength in the U.S. dollar, which makes American goods more costly and, therefore, less competitive overseas.

Full import containers last year amounted to 844,234 TEUs, just a 0.2% decline from 2014. It could have been much worse, however, the port noted. Imports had dropped nearly 40% in January and February because of the impasse in contract talks between the International Longshore and Warehouse Union and employers, but then recovered later in the year.

The grand total of containers handled by the port also includes 575,130 TEUs of empty containers (both imports and exports) compared with 578,881 TEUs of empties in 2014.

Last year, because of extended waiting times at West Coast ports, some carriers offloaded all cargo in Los Angeles and Long Beach and returned ships to Asia without calling Oakland, while others diverted ships to Oakland instead.

The Northern California port said that was reflected in the cargo figures for December: import volumes decreased 6.3% to 69,661 TEUs from the same period a year ago, when import volumes spiked due to extraordinary cargo diversions from congested Southern California ports. December exports were off 7.9% to 69,384 TEUs.

APL and Matson awarded government contracts

SUP-contracted APL and Matson are among 12 companies awarded one-year contracts totaling \$968 million for international ocean transportation and intermodal distribution services through the United State Transportation Command (TRANSCOM).

The Department of Defense announced the awards on January 6. The contract awards are as follows:

Company	Estimated Award
American President Lines Ltd.	\$257 million
Maersk Line Ltd.	\$227 million
Matson Navigation Company	\$95 million
Hapag-Lloyd USA LLC	\$92 million
American Roll-On/Roll-Off Carrier LLC	\$66 million
Farrell Lines Inc.	\$64 million
Liberty Global Logistics LLC	\$55 million
Totem Ocean Trailer Express Inc.	\$30 million
Central Gulf Lines Inc.	\$24 million
TransAtlantic Lines	\$20 million
Sea Star Line LLC	\$20 million
Young Brothers LTD	\$18 million



Chevron Shipping Company's *California Voyager*, this month at Richmond Long Wharf – from the left: Thor Erikson, Bosun, Crisencio Mateo, Reynanito Obis and William Bloemhof, delegate.

New Navy ships have trouble surviving the high seas

The U.S. Navy is spending millions of dollars to repair new high-speed transport ships built by Austal Ltd. because their weak bows can't stand buffeting from high seas, according to the Pentagon's chief weapons tester.

"The entire ship class requires reinforcing structure" to bridge the twin hulls of the all-aluminum catamarans because of a design change that the Navy adopted at Austal's recommendation for the \$2.1 billion fleet of Expeditionary Fast Transports, Michael Gilmore, the Defense Department's director of operational test and evaluation, said in a report to Congress.

"The Navy accepted compromises in the bow structure, presumably to save weight, during the building of these ships," Gilmore wrote lawmakers, including Senate Armed Services Committee Chairman John McCain (R-Arizona), in a September letter that wasn't previously disclosed. "Multiple ships of the class have suffered damage to the bow structure."

The speedy catamarans are designed to transport 600 short tons of military cargo and as many as 312 troops for 1,200 nautical miles at an average speed of 35 knots. They've been deployed to Africa and the Middle East as well as to Singapore as part of the U.S.'s Pacific re-balance and are being considered by military officials for expanded use there by the Marines. The vessels fill a transport gap between larger, slower vessels and cargo aircraft.

Michelle Bowden, a spokeswoman for Henderson, Australia-based Austal, deferred comment to the Navy. Captain Thurraya Kent, a Navy spokeswoman, said the service accepted Austal's recommendation because the company's analysis showed the lighter-weight bow met criteria of the American Bureau of Shipping and Pentagon requirements. She said in an e-mail that Gilmore's report confirms that the vessel "meets and in certain area exceeds" key performance parameters.

The Navy bought 10 of the shallow-draft vessels, at about \$217 million each. Five have been delivered and are in operation, while the other five are under construction at Austal's Mobile, Alabama, shipyard. Senator Richard Shelby (R-Alabama), is a member of the Senate Appropriations Committee, which added \$225 million for an 11th vessel to the fiscal 2016 defense spending bill last month.

So far, the Navy has spent almost \$2.4 million strengthening the bow of the first four vessels delivered since late 2012. Repair costs include \$511,000 on the initial vessel, the *USNS Spearhead*, which was damaged during deployment by waves slamming into the superstructure, according to test data cited by Gilmore and the Military Sealift Command. The second, third and fourth vessels cost as much as \$1.2 million each to repair and a fifth vessel, the *USNS Trenton*, awaits its bow reinforcement during its next scheduled shipyard visit, Tom Van Leunen, a spokesman for the Military Sealift Command, which owns the vessels, said in an e-mail.

The retrofits have added 1,736 pounds to the ship's weight, displacing 250 gallons of fuel but having a minimal impact on the vessel's range when fully loaded, Gilmore said. His concern about the vessel is likely to be highlighted in his annual report on weapons testing that's scheduled to be released by February 1.

Even with reinforced structures, the fast transport ships operate under sailing restrictions because "encountering a rogue wave" can "result in sea-slam events that causes structural damage to the bow structure," Gilmore wrote. The operating restrictions include requiring vessels to wait out the highest seas or travel at speeds much lower than their maximum, according to Gilmore's report.

Van Leunen, the Military Sealift Command spokesman, said that "the Navy routinely diverts ships during transits to avoid heavy weather" and this ship is no exception. Its primary missions will often be in coastal waters that offer "some protection from weather and sea state when compared to open ocean transits," he said.

The vessel's latest sea tests also were marred by the poor reliability of generators made by Fincantieri SpA that supply electrical power, according to Gilmore. The generators failed "at a much greater rate than predicted."

Shipwrecks and global politics

By Peter B. Campbell

Archaeology has long been exploited as a political tool. Hitler used artifacts and symbols to manufacture a narrative of Aryan racial superiority. The Islamic State proves its zealotry by destroying evidence of ancient history. Underwater archaeology—the world of shipwrecks and sunken cities—has mostly avoided these kinds of machinations, though. Since no one lives beneath the sea, leaders haven't found many opportunities for political gains from archaeological sites there. That is, until now.

In the past few years, politicians in Canada, Russia and China have realized that they can use shipwrecks on the sea floor to project their sovereignty into new maritime territories. And this politicized abuse of science is putting the world on a path toward conflict.

For decades, global powers have been engaged in a race to exploit lucrative marine resources, from oil to fisheries to control of strategic waterways. But they have faced a challenge: How can a country claim new territory despite the restrictions of the United Nations Convention on the Law of the Sea? It turns out that “historical ties” to resource-rich regions can conveniently help to contravene international law.

Last year, Canada announced the discovery of *H.M.S. Erebus*, Sir John Franklin's flagship, which disappeared during a Northwest Passage expedition in 1845. Stephen Harper, then the prime minister, personally announced the discovery. His government and its allies provided significant funding for the research. But Mr. Harper isn't just a history buff; his interests are practical.

Global warming has made the Northwest Passage more accessible to shipping, which could be an economic windfall for Canada if the government is able to demonstrate sovereignty and charge other countries a transit fee. “Franklin's ships are an important part of Canadian history given that his expeditions, which took place nearly 200 years ago, laid the foundations of Canada's Arctic sovereignty,” Mr. Harper said.

China has been similarly aggressive. While the South China Sea has historically been shared between China and its neighbors, in the past year Beijing has begun building artificial islands to claim the sea as its own territorial waters. Archaeology laid the groundwork for this belligerence: Starting in 2007 China began archaeological excavations and opened several shipwreck museums, each costing tens of millions of dollars. In 2014, China's government launched a \$60 million archaeological research vessel to find shipwrecks in the South China Sea.

Archaeologists rewarded the investment by locating more than 120 shipwrecks inside the contested areas. China's deputy minister of culture, Li Xiaojie, put it bluntly: “Marine archaeology is an exercise that demonstrates national sovereignty.”

Russia has followed suit. In 2011, when he was prime minister, Vladimir V. Putin made headlines by retrieving two ancient ceramic jars from a shipwreck at Phanagoria, the ancient Greek city that is 10 miles from Crimea. The media cast it as a publicity stunt, but alarm bells sounded within the archaeological community. Mr. Putin's political allies had invested \$3.5 billion in research at Phanagoria, a submerged harbor with Roman-era shipwrecks. And while Phanagoria was the site of Greek colonies, Russian nationalists have adopted its ancient kings as proto-Russians.

When Mr. Putin made his speech announcing that Russia had annexed Crimea in March 2014, he justified the move in part based on historical ties to the peninsula. “This is the location of ancient Kherones, where Prince Vladimir was baptized,” he said. The annexation added tens of thousands of square miles to Russia's Black Sea maritime zone. And this summer a Russian expedition began a major underwater archaeology survey off Crimea's Sevastopol, a region rich in oil and gas.

For politicians, natural resources are the ends and shipwrecks are the means. But archaeology rarely fits simple narratives. In fact, archaeology often demonstrates our shared human past. Until 10,000 years ago, the disputed regions in the South China Sea were dry land. Taiwanese archaeologists have located submerged Stone Age remains there that point to a common ancestry of all the region's inhabitants. Native peoples traversed the Northwest Passage for thousands of years before Sir John Franklin arrived. In his annexation speech, Mr. Putin cited Vladimir the Great, the 10th-century Viking conqueror and adopted progenitor of Russian identity, but the president neglected to mention that Vladimir the Great ruled from Kiev, in modern-day Ukraine.

Archaeologists accept government funding because the world's cultural resources are disappearing as a result of looting and treasure hunting. But archaeology in the service of nationalism results in bad science. What happens when China discovers ancient Vietnamese ships in the South China Sea?

And in Canada we already have a troubling example: Against accepted preservation practices, Canada gave permission for the removal of the wreck of the explorer Roald Amundsen's ship *Maud* to Norway, quietly eliminating a politically messy reminder that a Norwegian was the first Westerner to successfully navigate the Northwest Passage.

The underwater discoveries in Phanagoria, the South China Sea and the Northwest Passage are important scientific discoveries. The problem is not with the archaeologists conducting quality research, but with the politicians spinning evidence to suit their desires. The reality is that these are overt land grabs using manufactured historical claims. Citizens around the world would be wise to tell politicians to stop abusing the past for present-day ambitions.

Peter B. Campbell is a maritime archaeologist and the archaeological director of the Albanian Center for Marine Research. This article appeared in the *New York Times* on December 19, 2015

Scientists link the moon's tilt to precious metals on Earth

The moon's orbit is askew, and two planetary scientists believe that they have come up with a good reason. Intriguingly, their idea also explains why gold and platinum are found in the Earth's crust, well within diggable reach.

The moon is believed to have formed out of a giant cataclysmic collision early in the history of the solar system when an interplanetary interloper the size of Mars slammed into Earth and lofted a ring of debris circling over the Equator. The debris coalesced into the moon.

At its birth, the moon was quite close to the Earth, probably within 20,000 miles. Because of the tidal pulls between the Earth and moon, the moon's orbit has slowly been spiraling outward ever since, and as it does, Earth's pull diminishes, and the pull of the sun becomes more dominant.

By now, with the moon a quarter million miles from Earth, the sun's gravity should have tipped the moon's orbit to lie in the same plane as the orbits of the planets.

But it has not. The moon's orbit is about five degrees askew.

“That the lunar inclination is as small as it is gives us some confidence that the basic idea of lunar formation from an equatorial disk of debris orbiting the proto-Earth is a good one,” said Kaveh Pahlevan, a planetary scientist at the Observatory of the Cote d'Azur in Nice, France. “But the story must have a twist.”

Writing in last month's issue of the journal *Nature*, Dr. Pahlevan and his observatory colleague Alessandro Morbidelli propose the twist.

The moon did indeed form in the Earth's equatorial plane, the scientists said, but then a few large objects, perhaps as large as the moon, zipping through the inner solar system repeatedly passed nearby over a few tens of millions of years and tipped the moon's orbit.

A series of computer simulations show that the idea is plausible.

“This mechanism works for a broad range of physical conditions,”

Dr. Pahlevan said.

Eventually the crisscrossing mini-planets would have been tossed out of the solar system, swallowed by the sun, or slammed into the Earth or the other planets.

Robin M. Canup, a planetary scientist at the Southwest Research Institute in Boulder, Colorado, who wrote an accompanying commentary in *Nature*, said the thousands of close passes that typically occur before an impact were a “really new realization” by Dr. Pahlevan and Dr. Morbidelli.

“While a single scattering event will only change the moon's tilt slightly,” Dr. Canup said, “it's the cumulative effect of these many passes that can produce this tilt.”

The scars of one or more moonsize objects hitting Earth would have long been erased by the tectonics of the shifting surface, but those impacts would explain the gold, platinum and other precious metals in the Earth's crust but not on the moon.

Metals on the early Earth should have sunk to the interior. Thus, planetary scientists think that after the moon was created, later collisions that provided the last 1% or so of the Earth's mass added a veneer of precious metals.

A dearth of lunar metals argues for a few large metal-rich objects hitting the Earth rather than many small ones.

The computer simulations show that the chances of the moon's getting hit are low. In the simulations, if there was one object buzzing by, the moon was hit 9% of the time. With four objects, the chances of a lunar impact rose to 25%.

“Not an overly likely outcome, which is good,” Dr. Canup said.

Scientists including Dr. Canup had proposed other explanations for the tilt. “I would say those relied on certainly more complex processes and required rather narrow sets of conditions for success,” Dr. Canup said. “I think where this has really stepped in is it's a very simple mechanism.”

Great Lakes U.S.-flag cargo movement down 3.3% in 2015

U.S.-flagged Great Lakes freighters (lakers) moved 87.2 million tons of cargo in 2015, a decrease of 3.3% compared to 2014, according to figures produced by the Lake Carriers' Association. The end-year tally is the lowest since 2009 when the U.S.-flag float totaled 66.5 million tons.

Iron ore cargoes tumbled 10.4% to 40.9 million tons, the lowest total since 2009.

Coal cargoes totaled 17.65 million tons, a decrease of less than 1%, which is the equivalent of roughly two cargoes in a 1,000-foot-long laker.

Limestone cargoes increased nearly 8% to 23.1 million tons, the highest total since 2008.

U.S.-flagged cement cargoes rose 6.3% to 3.45 million tons. Salt cargoes were almost a carbon copy of 2014 – 1.4 million tons. Sand shipments dipped 15% to 320,000 tons. Grain cargoes topped 350,000 tons, an increase of 37%.

Ports America quits terminal at Oakland

Ports America announced on January 20, it is terminating its 50-year lease on the Outer Harbor Terminal at Port of Oakland. The terminal will continue as normal for just 30 days, then cease all vessel and cargo-handling operations, with the terminal scheduled to be closed down in 60 days.

Port of Oakland officials said that vessels will be rerouted to adjacent terminals to keep cargo moving and that there is ample capacity at the port to absorb the volumes. John Driscoll, Maritime Director of the Port of Oakland, commented: “We're disappointed that Ports America is leaving, but we're in advanced discussions with our maritime partners here to prevent disruption to the Oakland business.”

DEFEND THE MARITIME SECURITY PROGRAM
SUPPORT THE SUP POLITICAL FUND

In Memoriam

Final Departures of SUP members reported in 2015

Donald Arnold, Book No. 3794. Born in Oklahoma in 1934. Joined SUP in 1966. Died in Moses Lake, Washington, December 19, 2014. (Pensioner)

Robert Bacon, Book No. 4736. Born in South Dakota in 1920. Joined SUP in 1944. Died in Washington, November 19, 2015. (Pensioner)

Bill Joe Bell, Book No. 5701. Born in Arkansas in 1926. Joined SUP in 1966. Died in Hot Springs, Arkansas, November 27, 2015. (Pensioner)

Clyde "Red" Bell, Book No. 4315. Born in California in 1923. Joined SUP in 1941. Died in Redlands, California, December 4, 2015. (Pensioner)

William Berger, Book No. 4642. Born in Wisconsin in 1921. Joined SUP in 1942. Died in Walnut Creek, California, June 30, 2015. (Pensioner)

Isaias Desousa, Book No. 19256. Born in Portugal in 1942. Joined SUP in 2008. Died in Torrance, California, August 15, 2015. (Active)

Gerald Dooley, Book No. 2726. Born in Montana in 1937. Joined SUP in 1967. Died in Washington, September 7, 2015. (Pensioner)

Sidney Everidge, Book No. 1832. Born in Kentucky in 1925. Joined SUP in 1945. Died in Hillborough, Oregon, November 18, 2015. (Pensioner)

George Gooden, Book No. 2340. Born in Oregon in 1924. Joined SUP in 1943. Died in Hot Springs, Arkansas, May 16, 2015. (Pensioner)

Robert Greene, Book No. 3020. Born in North Carolina in 1938. Joined SUP in 1991. Died in California, December 11, 2014. (Pensioner)

John Gugich, Book No. 14531. Born in Washington in 1924. Joined SUP in 1958. Died in San Leandro, California, March 26, 2015. (Pensioner)

Gale Hanke, Book No. 5363. Born in Washington in 1927. Joined SUP in 1946. Died in Washington, September 6, 2015. (Pensioner)

William Henneberry, Book No. 5815. Born in New York in 1943. Joined SUP in 1961. Died in Cambodia, January 1, 2015. (Pensioner)

George Johnson, Book No. 4123. Born in California in 1927. Joined SUP in 1945. Died in San Leandro, California, March 26, 2015. (Pensioner)

John Kelly, Book No. 3043. Born in Rhode Island in 1928. Joined SUP in 1945. Died May 28, 2015. (Pensioner)

James Kennedy, Permit No. 14177. Born in California in 1930. Joined SUP in 1966. Died in Tulsa, Oklahoma, October 5, 2015. (Pensioner)

Karoly Kovacs, Book No. 3165. Born in Hungary in 1941. Joined SUP in 1968. Died March 3, 2015. (Pensioner)

Thomas Mallory, Book No. 6335. Born in California in 1931. Joined SUP in 1951. Died in Yreka, California, May 11, 2015. (Pensioner)

Ralph Mason, Book No. 6397. Born in Massachusetts in 1930. Joined SUP in 1952. Died in Adamsville, Indiana, March 25, 2015. (Pensioner)

William Mawhinney, Book No. 6121. Born in Pennsylvania in 1928. Joined SUP in 1945. Died in Edmonds, Washington, October 6, 2015. (Pensioner)

Kenneth O'Halloran, Book No. 2460. Born in New York in 1937. Joined SUP in 1963. Died in Long Beach, California, September 27, 2015. (Active)

Gerald Pearce, Book No. 3120. Born in California in 1923. Joined SUP in 1943. Died in Oregon March 24, 2015. (Pensioner)

Carl Reinhold, Book No. 2648. Born in California in 1926. Joined SUP in 1953. Died January 9, 2015. (Pensioner)

Foster Robinson, Book No. 2978. Born in Texas in 1918. Joined SUP in 1945. Died in LaGrange, Kentucky, May 29, 2015. (Pensioner)

John Ray Rodriguez, Book No. 3096. Born in California in 1922. Joined SUP in 1947. Died in Daly City, California, July 30, 2015. (Pensioner)

Mike Staley, Book No. 7514. Born in California in 1963. Joined SUP in 1995. Died in Walnut Creek, California, December 17, 2014.

Joseph Valverde, Book No. 852. Born in New York in 1930. Joined SUP in 1951. Died in Florida, July 16, 2015. (Pensioner)

William Whoriskey, Book No. 3639. Born in California in 1939. Joined SUP in 1985. Died in Amanda, Ohio, October 11, 2015. (Pensioner)

Joseph Wright, Book No. 3611. Born in New York in 1938. Joined SUP in 1964. Died in New York, April 4, 2015. (Pensioner)

Stephen Zombro, Book No. 278. Born in Massachusetts in 1949. Joined SUP in 1991. Died January 26, 2015. (Pensioner)

ATTEND YOUR SUP MONTHLY MEETINGS!



SUP members gather in Redlands, California for a memorial service for "Red" Bell who crossed the bar last year. From the left: Wilmington Branch Agent Mark Hurley, former Wilmington Branch Agent Duane Nash, Joe Itson, Tom Larkin and Red's son, Leo.

Red

*Most of us who knew him
Just called him "Red"
And to all others he was Mr. Bell.*

*I was an O.S. when we met
It was back in the 60s, I'll never forget.
It was a Grace Line ship, with work a plenty
He was the shortest, smallest, sailing A.B.
But he could outwork both you and me.*

*Red was a sailor or carpenter and Bosun too
Whether up the mast or over the side
Red was right there by your side.
And as a sailor he loved his beer
No matter how much beer he put away
He always turned to, either night or day.*

*I never did hear him cuss and swear
And for being a sailor that's mighty rare.
He drank his beer every day
You wouldn't know him
Without a can close by
And those bushy eyebrows
Would make most folks cry.*

*Now my friend and shipmate has been called away
To that better place far away
Where the beer is free, no work to do
Nobody tells you when to turn to.
Red you were one of a kind
And you'll always be on our minds.*

Tom Larkin #4065

Persian (or Arabian) Gulf is an object of regional rivalries

Tensions between Iran and Saudi Arabia have been escalating on many fronts – over wars in Syria and Yemen, the Saudis' execution of a dissident Shiite cleric and the Iran nuclear deal. The dispute runs so deep that the regional rivals – one a Shiite theocracy, the other a Sunni monarchy – even clash over the name of the body of water that separates them.

Is it the Persian Gulf? Or the Arabian Gulf?

Iran insists that it be called the Persian Gulf, and has banned publications that fail to use that name. Yet this riles Arab nations, which have succeeded in pushing various parties to use their preferred term: Arabian Gulf.

This may be among the most minor of the disputes, but it speaks to the level of hostility and competition between the two, and is taken quite seriously by many with an interest in the region – including the United States Navy, which, for fear of alienating its regional allies, uses the term Arabian Gulf.

Why does it matter? In a world where these two adversaries are trying to outmaneuver each other to be the regional superpower, a name can be powerful.

The Persian Gulf has been used throughout history, in maps, documents and diplomacy, from the ancient Persians, whose empire dominated the region, to the Greeks and the British.

The push to call it the Arabian Gulf gathered steam during the Pan-Arab nationalist movement of the late 1950s, propelled by President Gamal Abdel Nasser of Egypt, the historian Lawrence G. Potter wrote in the "The Persian Gulf in History." In the 1960s, Arab countries made Arabian Gulf compulsory, and the Gulf Cooperation Council uses it.

The United Nations uses Persian Gulf. A 2006 paper by a United Nations working group found unanimity in historical documents on the term, which it said was coined by the Persian king Dariush in the fifth century B.C.

As far as the United States government is concerned, the body of water is the Persian Gulf, per the Board on Geographic Names. Yet the Navy has used Arabian Gulf for at least 25 years, since the 1991 Persian Gulf War, said Commander Kevin Stephens, a spokesman for the United States Fifth Fleet, whose headquarters are in Bahrain.

Mariner dies on flag-of-convenience ship

The International Transport Workers' Federation (ITF) has called for an inquest into the death of a 26-year-old Filipino seafarer last month aboard a Panamanian-registered coal carrier. Christian Borbon died December 19, aboard the Japanese-owned, Panamanian registered *Beaufix* while the vessel was en route from China to Gladstone, Australia, to load coal.

Borbon was diagnosed with tonsillitis in China. He left Shanghai on December 13, and died six days later, said ITF National Coordinator Dean Summers. "Nine of the surviving crew complained of similar symptoms but were told they would need to pay \$500 each to see a doctor in the first port of Gladstone," Summers said. "These seafarers are paid so little they do not have \$500 for a medical," he said. Summers also noted that, by law, the shipping company is required to pay for seafarers' medical care when they are on board ship.

Thanks to the intervention of the ITF, the men have now been seen by a doctor. The ITF says its inspections also found problems with the drinking water on board the ship. Summers said the owner, Nissen Kaiun, has since fixed the water equipment.

The body of the Filipino seafarer was taken to Rockhampton, Australia, for an autopsy. Under orders of the ship's master, the crew had cleaned him, changed his clothes and wrapped his body in plastic and masking tape.

Australia is currently undertaking an inquest into the three fatalities that occurred on board another FOC vessel, the *Sage Sagittarius* – known as "the Death Ship" – between August and October 2012. "As the body count increases from FOC shipping, our government continues to dismantle the Australian industry, replacing it with this de-registered, disgraceful form of shipping," Summers said.

"It is commonly understood to be a friendly gesture of solidarity and support for our host nation of Bahrain and our other Gulf Cooperation Council partners in the region to use the term they prefer," Commander Stephens wrote in an email.

Analysts say the name can be a source of friction even in diplomatic encounters.

"It's deeply emotional; it's not simply semantic," said Frederic Wehrey, an expert on gulf politics at the Carnegie Endowment for International Peace.

Wehrey recalled meetings that degenerated into shouting matches over the name. At the heart of the matter, he said, was "a geostrategic dispute about ownership of the gulf."

Kenneth M. Pollack, a fellow at the Brookings Institution who served as the Persian Gulf Affairs Director at the National Security Council, said that the terms used by American officials had become more nuanced, and that more officials now say Arabian Gulf or simply "the gulf."

The terminology shifted along with geopolitics, he said. While the close American-Saudi relationship dates to World War II, ties deepened between the United States and other Gulf Arab states after the 1979 Islamic Revolution in Iran, and even more so with the 1991 war in Iraq.

The National Geographic Society found itself in the middle of the argument when it published an atlas adding the term Arabian Gulf in parentheses below the term Persian Gulf in 2004. After protests, National Geographic added an explanatory note to later editions.

Alireza Nader, an analyst at the RAND Corporation, said the body of water's name resonated deeply with Iranians in the country and abroad.

"It's almost as if Iranians feel that their history as a civilization is being challenged," he said. "That's why it has such an emotional reaction."

The *Associated Press* stylebook uses the term Persian Gulf. The *New York Times* stylebook does not have an entry on it; but the organization generally uses Persian Gulf.

Google Maps shows both terms, with Arabian Gulf in parentheses. But Google will show either Arabian or Persian Gulf to local users, depending on geolocation and language settings.



From the left: Joshua Crouch, Reymund Gabarra, Bosun Isagani Cruz, Cesar Finones and Terry Igot in the SUP-contracted Oregon Voyager, this month, at Richmond Long Wharf.

Aussies thrown off their ship – replaced by foreign crew

The International Transport Workers' Federation (ITF) has condemned, "in the strongest possible terms," a January 13 dawn raid on the Australian-crewed *MV Portland*. Up to 30 security guards were reportedly used to eject five Australian crew members from the vessel and usher on a non-national crew, which then set sail for a breaking yard in Singapore.

The ejected crew were defending the *Portland's* status as an Australian-flagged and crewed ship dedicated to Australian coastal routes, and protesting against its owner, Alcoa, which plans to outsource its work to a flag-of-convenience (FOC) ship.

The raid came despite widespread protests by seafarers and their Unions in Australia and around the world.

"They came for the *Portland* like thieves in the night," said ITF General Secretary Steve Cotton. "This raid and the flight of this respected vessel – with its 27-year history of serving Australian industry – raises grave questions, not just about the future of Australia as a maritime nation but also about the fitness of the crew who have been parachuted in to take this vessel away. The ITF will be investigating these matters fully, including the role of the Australian Maritime Safety Authority in this affair."

ITF President Paddy Crumlin questioned the government's decision to grant a license to Alcoa to use foreign ships on the *Portland's* domestic route. He also asked what procedures were followed in bringing the replacement crewmembers into Australia: "How did the foreign crew gain permission to enter the country and then sail the vessel? Where are the crew from? What security checks do they have? What visa are they on?"

At the end of 2015, the ITF's cabotage task force laid out the economic and national case for retaining cabotage laws. Forty-seven countries have some form of cabotage law because it is good for their economies: a thriving maritime industry translates into good jobs which have beneficial effects on local communities. Failing to protect cabotage, on the other hand, undermines national sovereignty and has serious security implications. It also has grave economic consequences on maritime regions and communities.

Alcoa was allowed to use a flag-of-convenience (FOC) vessel with a foreign crew after the Conservative Australian granted the company a temporary license on the exclusively domestic run moving cargo between Western Australia and a smelter in Portland. The *MV Portland*, crewed by Australian mariners, had plied the route for 27 years. Temporary licenses are intended for predominantly foreign trading ships that call into more than one Australian port for a temporary period.

"Australia currently has cabotage laws which state that ships trading through domestic ports are to be Australian flagged and crewed," Crumlin said. "The government should never have issued this temporary license to Alcoa and they should cancel it immediately. Australians have a right to work jobs in their own country and to be treated with respect by an employer profiting off the minerals that belong to the Australian people," he added.

America too dependent on foreign ships

continued from page 1

cargoes bound for Vietnam.

As an example of the type of sealift capacity America might need in the future, the authors estimate that in a conflict in the South China Sea, the deployment of two carrier strike groups would require the shipment of 100,000 tons of ordinance and 300,000 tons of fuel in the first 30 days. The plan would require large sustained deliveries every day thereafter, transported over a distance of more than 6,000 nautical miles. They add that outlying American territories like Guam and Hawai'i would be vulnerable to a blockade if American ships were not available to carry goods to them in time of war.

Bratton and Schuster conclude that the security of the supply chain for military operations and territorial protection requires a strong government commitment to the U.S.-flagged merchant fleet. They "recommend strengthening the Maritime Security Program and maintaining the Jones Act ... an over dependence on flag-of-convenience carriers and ships belonging to China or other nations that may test the U.S., [and] could lead to hardship for those who live and serve under the flag of the United States."

ESU Office Assignments

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

ESU NEWS

JANUARY 2016

Official Publication of the Exxon Seamen's Union

ESU attorney Sharon Groth retires

It's official and with a certain amount of regret that longtime ESU attorney Sharon Groth has decided to completely retire from practicing labor law. Ms. Groth started working with the Exxon Seamen's Union as attorney and counselor in the late 1990's after the ESU had relocated from Bayonne, NJ to Baytown, TX. The ESU needed someone with labor law experience in the area to provide representation for our organization and Ms. Groth had extensive previous labor experience representing the Exxon Baytown refinery workers and as it turns out she was the right person for the job.

Throughout her tenure with the ESU Ms. Groth demonstrated time and again her extensive labor law knowledge and value to the ESU membership. As evidence of her excellent legal advice over the years, the ESU was very successful during multiple contract negotiations that produced respectable wage increases while giving up little in the way of concessions. Further, she was excellent on our behalf during multiple arbitration cases that produced victories on behalf of ESU. One such case involved a 2005 dispute between SeaRiver and the Union over the layoff provision of the Collective Bargaining Agreement. The ESU was successful in the case whereby critical contract language was preserved and the grievants involved received compensation that totaled in excess of \$100,000. Preserving the Union's interpretation of this contract language has proven vital in protecting many other ESU members regarding layoff and promotion situations with the recent reduction of ships in the SeaRiver fleet.

The ESU is indebted to Sharon for all her hard work and dedication to our organization and we extend our best wishes to her for a long and happy retirement.

With Ms. Groth's retirement, and in accordance with the ESU Constitution, the Union has retained the services of Eric H. Nelson as our new advisory counselor based on a strong recommendation from Sharon. Mr. Nelson has been actively practicing labor law for a number of years in the Houston area and is a certified specialist in Labor and Employment Law. Mr. Nelson met with the Executive Board and Ship Representatives at our Ship Representative conference that was held in October and following the meeting the ESU Board approved Mr. Nelson as our legal counselor. The ESU Board is thankful to have Eric as our attorney and we look forward to working with him in the future.

Fleet Chef Tom McKee retires



Fleet Chef Tom McKee (center), during his last vessel assignment aboard the *Eagle Bay*. Tom is flanked by Cooks Joel Mitchell (left) and Wilbert "JB" Jackson during a holiday meal. Tom was an excellent Chef during his career and often served as a mentor to upcoming Fleet Cooks.

Effective January 15, Fleet Chef Tom McKee has decided to retire with 36 years of Company service. Until his retirement, Tom was one of the most senior employees in the SeaRiver Fleet and number one on the Fleet Chef seniority list.

Tom started his career with Exxon Shipping Company on January 12, 1979 and was initially assigned to the *Exxon Washington* as Ship's Cook. His dedication, hard work and previous culinary experience were quickly noted and Tom moved up the ranks of the Steward's Department and was promoted to Fleet Chef in January of 1985.

No matter where Tom sailed, he has been welcomed as both a talented chef and an outstanding shipmate. His expertise and abilities are well known and respected by those who have sailed with him and those of us in the Union office who have worked with him. Not only did Tom serve his fellow crew members with great meals, he also was a loyal Union supporter and demonstrated his dedication to the ESU by filling in as the Steward Trustee during difficult Contract negotiations in 2005.

We would like to take this opportunity to thank Tom for his many years of service to our fleet and wish him well in his retirement. His great attitude and warm personality will be greatly missed by all.

Personal protective equipment reminder

Personal protective equipment (PPE) packets with clothing order instructions and eye glass cards should be mailed to fleet personnel from the SeaRiver Safety Department during the month of January.

Starting this year Safety Shoe Distributor will no longer be the supplier of work clothing for the SeaRiver Ocean Fleet. At the end of 2015 the Company entered into a Contract with Grainger as the new supplier of PPE clothing. Ordering PPE clothing will only be available through online (internet) ordering. There will be no forms available for ordering. It is expected that once you place your order the turnaround time should be about 7 days. Everyone will be provided in the PPE packets a user name, password and instructions to place their order online through Grainger. Starting last year employees are eligible to order six (6) articles of clothing per year (6 pair of coveralls, or 6 shirts and 6 pants or a combination of the aforementioned).

The maximum reimbursement for safety glasses is \$150 and will be reimbursed 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 will be paid on a non-taxable basis through payroll by February 15, 2016. The Winter (Arctic) Clothing allowance, was paid in 2015 and is not due to be paid again until February 15, 2018. Under this program, employees are allowed to purchase winter clothing from any vendor they choose and receive a tax assisted payment of \$400 dollars in mid February once every three years.

Ship reports

S/R American Progress

ESU Board officer John Straley visited the vessel at Enterprise in Beaumont, TX on December 30. Larry Miles (AB) filling in with the Ship Rep. duties and doing a good job staying in communications with the ESU office. The *Progress* is scheduled to load at Phillips 66 at Alliance in the Mississippi River for a split discharge between Port Everglades and Jacksonville.

Eagle Bay

Leo DeCastro visited the vessel at Tesoro 121 in Long Beach, CA on December 29. John McCarthy (Step-up PM) filling in with the Ship Rep. job and doing an excellent job keeping the members informed through ship board Union meetings in December and January. John reports everything going well except for the weather being a little more turbulent this year. The vessel's next trip south from Valdez is slated for a split discharge between the Puget Sound and the San Francisco Bay.

Liberty Bay

Currently the vessel in northbound to Valdez and is scheduled to load for a split discharge between the Puget Sound and San Francisco. Tim Williams (PM) is serving as the Ship Rep. and reports no problems. Upcoming schedule for the *Liberty* includes a warm weather trip to Barbers Point Hawaii in mid-February.

2016 ESU holiday schedule

As per the CBA, Article IV, the following is the schedule of Holidays for 2016. Holidays are observed on the day designated by federal guidelines, i.e., the Federal Uniform Holiday Act.

New Year's Day	Friday, January 1
Martin Luther King Day	Monday, January 18
Presidents' Day	Monday, February 15
Memorial Day	Monday, May 30
Independence Day	Monday, July 4
Labor Day	Monday, September 5
Columbus Day	Monday, October 10
Veterans Day	Friday, November 11
Thanksgiving Day	Thursday, November 24
Christmas Day	Monday, December 26

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

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Board Member at Large Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

Social Security in an election year

This election season offers an opportunity to reframe the debate over Social Security. It is necessary, of course, to ensure the program's long-term health beyond 2034, when the system is projected to come up short. But this can't be done by broadly cutting benefits. In fact, there's mounting evidence that Social Security, which has become ever more important in retirement, needs to be expanded.

Currently, 36% of retirees rely on Social Security for 90% or more of their income; over all, 65% of retirees rely on it for more than half of their income. The average monthly benefit hovers around \$1,300. Retirement security won't be any better for those now in their 50s. The Government Accountability Office recently found that 52% of American households with someone 55 or older have nothing saved for retirement and that only half of that 52% will get anything from a company pension. For those ages 55 to 64 with retirement savings, the median amount is barely in the six figures.

Younger workers are arguably worse off, because saving has become increasingly difficult, or impossible, in the face of stagnating wages, high debt, high rents and the lack of employer-provided retirement benefits. In 2013, 44% of workers on the lower half of the income scale had a retirement plan at work, down from 54% in 1995, according to data from the Federal Reserve.

Despite these facts, nearly all Republican candidates have called for cuts to Social Security benefits.

Jeb Bush, Chris Christie, Ted Cruz and Marco Rubio all favor cutting benefits by delaying the age for full benefits; the retirement age is already set to rise to 67 for people born in 1960 or later. They say a higher retirement age is needed to keep up with longer lives. But data show that life expectancy is growing faster among the wealthy than among the poor, and poor women are seeing life expectancy decline. So raising the retirement age across the board would hit lower-income workers the hardest.

Mr. Bush, Mr. Christie and Mr. Cruz have also endorsed reducing future cost-of-living adjustments in Social Security, even though there is no compelling evidence that the current adjustment is too high.

Mr. Bush and Mr. Cruz have said that Social Security payroll taxes should be diverted into new private accounts for employees, a reprise of President George W. Bush's failed privatization attempt in 2005. Private accounts do not enhance retirement security. They divert money that would otherwise finance Social Security to Wall Street and shift the risk from government to individuals.

Donald Trump opposes benefit cuts, including a higher retirement age, but he has offered no meaningful ideas for reform.

The Democratic candidates have played defense and offense. They have opposed benefit cuts and privatization. They have proposed increasing the system's revenues by raising the ceiling on the amount of wages, currently \$118,500, that are subject to payroll taxes. That reform is overdue. If the wage ceiling had kept pace with the income gains of high earners over the decades, it would be about \$250,000 today.

More important, they have stressed that an aim of reform is to bolster the system, not shrink it. Hillary Clinton would raise benefits for widows and for retirees who had long absences from the work force to care for relatives. Bernie Sanders and Martin O'Malley would increase benefits more broadly, especially for low-income recipients.

Ultimately, strengthening Social Security requires a growing and healthy economy. The Democratic candidates have credible ideas for creating jobs and raising wages that would revitalize the tax base for Social Security. Those and other sensible fixes, not deep and broad cutbacks, will ensure that the system continues to provide a basic level of guaranteed retirement income for all workers.

New York Times editorial, January 3.

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

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$50 per year international.

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450 Harrison Street
San Francisco CA 94105**

Welfare Notes

January 2016

Welfare Plan Summary Plan Description

A new SUP Welfare Plan Summary Plan Description has been prepared and will be mailed out to Plan participants before the end of January. Please review the booklet and keep it on hand as a reference to your Plan benefits. Should you have eligibility for coverage but not receive a copy, please call the Plan Office.

New IRS Health Care Information Forms

In connection with requirements under the Affordable Care Act, your employers and the health insurance carriers that provide coverage for you and your dependents will be submitting information to the IRS on your behalf in proof of the coverage you were enrolled in or were offered. In addition, you will be receiving copies of information for your records as documented in the following new IRS forms:

Form 1095-A Health Insurance Marketplace Statement – The Health Insurance Marketplace sends this form to individuals who purchased and enrolled in coverage on the Marketplace. It identifies who was covered and when.

Form 1095-B Health Coverage – Health insurance carriers will send this form to you which includes information regarding individuals or dependents covered and when.

Form 1095-C Employer-Provided Health Insurance Offer and Coverage – Employers will provide this form to you in indication of what coverage the employer offered.

If you are expecting to receive a Form 1095-A Health Insurance Marketplace Statement, you should wait to file your 2015 income tax return until you receive that form. The deadline for the Marketplace to provide Form 1095-A is February 01, 2016. The deadline for insurers, other coverage providers and certain employers to provide Forms 1095-B and 1095-C is March 31, 2016. Some taxpayers may not receive a Form 1095-B or Form 1095-C by the time they are ready to file their 2015 tax return and it is not required to wait for Forms 1095-B or 1095-C in order to file. Your health insurance carriers and employers will have already filed these forms directly with the IRS and your health plan ID card can be used as proof of coverage if requested by your tax preparer.

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

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee's Report

The Committee met on January 7, 2016, 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 Evers #19433	1 Year	A.B.	B
Stephen Alarcon #19434	1 Year	O.S.	B
Andrew Montoya #19435	1 Year	O.S.	B
Mark Acord #19436	1 Year	A.B.	B
Eric Johnson #19437	1 Year	O.S.	B
Peter Samuelson C-2570	30 Days	A.B.	C
Manon Fitzpatrick C-2571	30 Days	O.S.	C
Jayson Ray C-2572	30 Days	A.B.	C
Gary Hall C-2573	30 Days	A.B.	C
Kace Ugles C-2574	30 Days	O.S.	C
Rating Stamps - None			



Membership and Ratings Committee on January 7, from the left: Mark Pfaff, Mike Koller and Robert Reed, at Headquarters.

Weather and topside, shoreside laxity blamed for ship disaster in China

A cruise ship disaster in central China last year that killed all but a dozen of the hundreds of people aboard was caused by violent weather, according to the findings of a government investigation.

The inquiry into the June 1 disaster on the Yangtze River also found that the captain of the ship and dozens of officials had contributed to the disaster through poor decisions and laxity.

The ship, the *Oriental Star*, capsized and sank after heavy rains and ferocious winds battered it as it was sailing at night near Jianli County, in Hubei Province. Of the 454 people onboard, 442 died, and the accident became one of several in China in 2015 that ignited accusations that lax regulations, bungled decisions by officials and even corruption had created the conditions for such calamities.

But the investigation, overseen by the Chinese central government, concluded that the disaster was primarily the result of extraordinarily destructive weather, according to the report issued on the website of the State Administration of Work Safety.

“The sinking of the *Oriental Star* arose from sudden and rarely seen severe convective weather (a squall line accompanied by a downburst) that brought an onslaught of strong winds and heavy rains that led to this extraordinarily grave disaster,” the report said.

“The capacity of the *Oriental Star* to withstand winds and resist overturning was in line with the regulatory requirements, but it was not enough to withstand the extremely bad weather that it encountered,” the report said.

The accident occurred while the *Oriental Star* was on a pleasure cruise, ferrying passengers, many elderly, on a multi day trip to Chongqing from Nanjing. The captain struggled to keep the ship steady as the winds lashed and twisted it, according to the summary of the report, but the storm’s force was about twice what the ship could handle.

The report went to great lengths to describe the efforts taken by investigators from six ministries and agencies, as well as other branches of government, to reach their findings, apparently anticipating skepticism from citizens who often believe that negligence is behind such deadly accidents.

In an effort to bolster the credibility of the findings, the official news agency Xinhua also released a question-and-answer explanation from four experts who took part in the investigation. The experts dismissed reports, which circulated shortly after the disaster, that a tornado had also struck the *Oriental Star*.

“The captain did not abandon his ship before the incident,” said one of the experts, Song Jiahui. “There was no problem of the ship rushing to make time.”

Concern about public safety in China has been magnified by other recent disasters, such as explosions at a toxic chemical storage site in Tianjin in August that killed at least 173 people, and the collapse at a dumpsite in Shenzhen on December 20, that left dozens missing and presumed dead. In both of those cases, officials acknowledged that human error and missteps were to blame.

The captain of the *Oriental Star*, Zhang Shunwen, and its chief engineer were among the 12 survivors, and the police detained them soon after the sinking.

“The captain and first mate on duty had insufficient knowledge of extreme weather and its risks,” the report said. “They never issued a distress message, did not issue a warning to the whole ship, and did not organize steps to abandon ship and disperse passengers.”

The inquiry said that Mr. Zhang should be stripped of his captain’s license and investigated for possible crimes.

The investigators recommended firmer restrictions on passenger ships sailing on the Yangtze River in poor weather.

Chinese agency fines seven companies for price fixing

China has fined seven shipping companies, including Japan’s Kawasaki Kisen Kaisha (K Line), a total of 407 million yuan (\$62.85 million) for price-fixing, the country’s state economic planner said in a statement last month. The National Development and Reform Commission (NDRC) said the companies colluded to raise rates on shipments of cars, trucks, and construction machinery across five shipping routes, including between China and Europe, for at least four years, violating the country’s anti-monopoly laws.

The other six companies fined were Japan’s Mitsui OSK Lines and Eastern Car Liner Ltd., South Korea’s Eukor Car Carriers, Norway’s Wallenius Wilhelmsen Logistics AS, Chile’s Compania Sud Americana de Vapores (CSAV), and a separate shipping subsidiary within CSAV, the NDRC said.

The NDRC investigated Japan’s Nippon Yusen KK and found it violated China’s anti-monopoly law, according to a statement on Nippon Yusen’s website. Nippon said it fully cooperated with the probe and was granted immunity from any fine. The NDRC imposed fines of four to nine percent of the companies’ 2014 revenues of their related China business.

Eukor received the biggest fine of 284 million yuan, the NDRC said. CSAV and its roll-on, roll-off shipping unit were fined the smallest amounts at 3.07 million yuan and 1.19 million yuan respectively. In October, a number of Asian container shipping lines voluntarily lowered shipping surcharges following an NDRC probe into excessive charges.

First ultra-large containership arrives in California ports



Pictured above is the CMA CGM *Benjamin Franklin* which called Los Angeles on December 26, and Oakland on December 31. She is the largest container ship ever to call North America, packing 18,000 containers.

The 185,000 dwt vessel is 1,310 feet long with a beam of 177 feet. The *Franklin*, built in Shanghai in 2015, and registered in London, carries a crew of 27.

Oceans are heating up both faster and deeper

The Earth’s oceans are absorbing more heat from a warming world, and the pace of the temperature rise is increasing with each passing decade, researchers have discovered. In the past two decades alone, the oceans have taken up more than half the increase in heat created by the world’s outpouring of greenhouse gases during the entire industrial era, scientists at the Lawrence Livermore National Laboratory reported this month, following a study of ocean temperature records dating back more than a century.

Most of that heat has been absorbed in the upper 2,300 feet of the oceans, but an every greater amount is reaching into deeper ocean levels – a mile and more down, said Peter J. Gleckler, a Livermore physicist and climate scientist who led the research.

“We’re now seeing that more and more of the heat from global warming is going into the deeper layers of the oceans,” Gleckler said.

Among the warming influences carrying heat into the oceans are receding sea ice in the Arctic, melting glaciers over much of Greenland and collapsed ice shelves in Antarctica the researchers said.

“The heat capacity of the ocean system is huge,” said Paul J. Durack, a Livermore oceanographer on the research team. “And that melting landbased ice adds to the total mass of the warming ocean. As the oceans absorb more heat they expand and become a major cause of the sea-level rise we’re already seeing.”

The researchers conceded in their report that the environmental effects of the increasing heat at deeper ocean levels are poorly understood, if at all. And as a physicist and climate modeler, Gleckler said that he cannot predict what those effects might be.

Some data in the new research comes from computer models of the ocean’s response to the changing heat output generated by the world’s greenhouse gases. But much of it has come from an international project called Argo that is financed by more than 30 countries and has been gathering data over the past decade from an array of more than 4,000 robotic floats deployed in every ocean in the world.

Each robot hovers at about 3,300 feet deep and periodically dives more than a mile down before surfacing to transmit temperatures, salinity and changing ocean currents to shore stations worldwide.

Another climate research team led by Dean Roemmich at the Scripps Institute of Oceanography in La Jolla (San Diego County) has also used the Argo floats to study how heat produced on the Earth’s surface by greenhouse gases is absorbed into the oceans.

Roemmich’s group, separately from Gleckler’s team, has estimated from the data that the oceans’ heat may be increasing only by thousandths of a degree Fahrenheit per year, but that the “warming signal” extends down beyond 6,500 feet. It is most noticeable in the oceans of the Southern hemisphere, the researchers said.

The oceans below that depth remain largely unknown, and the Argo floats cannot dive there, but scientists at the 30 nations – including the United States – that support the \$25 million Argo project are already testing deeper floats that could sample temperature, salinity and ocean currents down to depths of more than 3% miles.

Another valuable source of information on the heat of the oceans came to the Livermore researchers from the voyage of *H.M.S. Challenger* around the world from 1872 to 1876, before the industrial era.

That epochal scientific expedition sailed nearly 80,000 miles, and its hundreds of thermometer records taken by sailors from the surface down to nearly 27,000 feet are part of the Gleckler group’s report.

The Gleckler team’s report was published Monday in the journal *Nature Climate Change*, and the Roemmich group’s report was published earlier in the same journal.

The Livermore team’s colleagues include Ronald J. Stouffer of Princeton University, Gregory C. Johnson of the National Oceanic and Atmospheric Administration/Pacific Marine Environmental Laboratory in Seattle, and Chris E. Forest of Pennsylvania State University.



SUP President's Report

January 11, 2016

AMERICAN PRESIDENT LINES

In the wake of last month's arbitration with APL over the *APL Guam*, the attorneys for the SUP, MFOW, MEBA and MM&P submitted legal briefs to Arbitrator Margaret Brogan on January 8, as did the attorneys for APL. Since the Unions requested and the company agreed to expedited arbitration, a decision should –hopefully– be rendered soon.

As reported last month, the Maritime Administration was in cahoots with APL when it approved the transfer of the Maritime Security Program operating from the *APL Cyprine*, operated by APL Marine Services, to the *APL Guam*, operated by APL Maritime Ltd.

On January 8, the SUP, MFOW, MEBA and MM&P wrote to Maritime Administrator Paul Jaenichen demanding that MarAd “fully and immediately disclose whether there are any additional applications involving the transfer of an MSP operating agreement filed by APL. In public notices detailing current and future business and logistics planning APL has openly expressed its desire to add more vessels to its newly launched Guam service if sufficient profits and/or an increase in service frequency warrant such a move. We strongly urge the Maritime Administration to take all appropriate steps to ensure that it does not once again become complicit in a company's attempt to avoid its obligations under the collective bargaining process. It is imperative that the facts and circumstances that led to the approval of the replacement of the *APL Cyprine* are not repeated for a second or other vessels.”

Will keep the membership fully informed on this important issue.

MATSON NAVIGATION COMPANY

Matson Alaska


As previous reported in November, the SUP and MFOW filed Unit Clarification petitions and Unfair Labor Practice charges against Matson with the National Labor Relations Board (NLRB) in Honolulu over the company's refusal to hire SUP and MFOW personnel in its Alaska service.

As of today's meeting, the NLRB has not responded.

Personal Information Breach

On December 28, the Union was notified by Captain Jack Sullivan, Vice President for Vessel Operations & Engineering, that a shipboard device containing personal mariner information has been identified as missing.

The following letter was sent to the address of record of all mariners employed by the company since 2000:



A device containing information regarding mariners who have served aboard vessels operated by Matson Navigation Company since the year 2000 has been identified as missing. While we have no indication that the device has been used or was even intentionally removed, and while accessing any information on the device requires specialized software and a valid user ID and password, we take the security of such information seriously. Accordingly, we are providing you with this information in addition to the efforts we have undertaken to inform the impacted mariners individually of the incident.

The device was first identified as potentially missing on or about December 7, 2015 and appears to have been lost between November 9 and December 7, 2015. While our investigation is ongoing, we have determined that among the electronic files contained on the device were ones containing individualized information of mariners who have served aboard vessels operated by Matson Navigation Company since the year 2000.


The Company has reported the incident to law enforcement and is cooperating in their investigation. Thus far, we have found no evidence to suggest that mariner personal information has been misused. Nevertheless, as an added precaution, we have arranged to have AllClear ID protect affected mariner identities for up to one year at no cost to mariners. Affected mariners have been sent an individualized letter with further details on the incident, the AllClear ID program, and additional precautionary measures they can take. The following AllClear ID identity protection services start on the date of the individual notices and will be available to affected mariners for registration for twelve months.

AllClear SECURE: The team at AllClear ID is ready and standing by if an affected mariner needs identity protection and repair guidance. This service is automatically available to an affected mariner at no cost. If a problem arises, the affected mariner should simply call 1-855-711-5990 (toll free) or 1-512-201-2169 (toll) and a dedicated investigator will help recover financial losses, restore the mariner's credit and make sure the mariner's identity is returned to its proper condition.

AllClear PRO: This service offers additional layers of protection including credit monitoring and a \$1 million identity theft insurance policy. To use the PRO service, an affected mariner will need to provide his/her personal information to AllClear ID. An affected mariner may sign up online at enroll.allclearid.com or by phone by calling 1-855-711-5990 (toll free) or 1-512-201-2169 (toll) within the next twelve months using the unique redemption code provided to the mariner in his or her individual notification letter. Please note that additional steps may be required by an affected mariner in order to activate phone alerts and monitoring options.

If a mariner has other questions regarding whether he or she is potentially affected by the missing device, he or she may call Danny Defanti at (510) 628-4518 or Dale MacGillivray at (510) 628-4362.

Sincerely,



Captain John W. Sullivan
Vice President, Vessel Operations & Engineering

CHEVRON SHIPPING COMPANY

Wage Increase

In accordance with the 2012-2017 Agreement between the SUP and Chevron, wages and overtime rates shall increase by 2% on February 1.

Arbitration

As the membership will recall, the SUP and Chevron went to arbitration last June (see the June 2015 *West Coast Sailors*) over the Union's contention that the company violated the collective bargaining agreement by unilaterally implementing one-man watches at sea.

The arbitration was held on June 4, and 5, the Union and company attorneys filed their briefs the following month, however, Arbitrator Andria Knapp has not yet rendered a decision.

PATRIOT CONTRACT SERVICES

Ready Reserve Force

On December 18, the SUP was notified by the Maritime Administration on the status of the bids for the 48 vessels in the Ready Reserve Force (RRF). The agency stated that it intends to extend all existing contracts to January 27, to allow sufficient time for awards to be made. Patriot currently operates and maintains three RRF vessels: *GTS Admiral W. M. Callaghan*, *M/V Cape Henry* and *M/V Cape Orlando*.

Matson is also bidding for RRF vessels.

M/T SLNC PAX

Last month the Military Sealift Command awarded Schuyler Line Navigation Company (SLNC) of Annapolis, Maryland, an \$18.2 million firm-fixed-price contract for the charter of the *PAX*, the shallow draft, double-hull tanker operating in the Western Pacific.

The contract contains an option and bonus, which if exercised, will bring the contact value to \$33.8 million. If the option is exercised, the vessel will continue to operate through January 2018.

Patriot operates the *PAX* for Schuyler Lines, with the SUP on deck.

FOSS MARITIME COMPANY

As reported last month, the collective bargaining agreement between the SUP and Foss, covering the company's bunkering operation in San Francisco Bay expires on February 29.

Caucuses to formulate bargaining proposals will be held at 1000 at Headquarters on Wednesday, January 20, and Wednesday, January 27. Negotiations will begin the week of February 22.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's meeting to review the finances of the Union for the fourth quarter of 2015, and report back to the membership at the February Union meetings. In the event the Committee cannot be filled today, or is short-handed when it convenes, recommend that committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will meet at Headquarters at 8:00 A.M. on Monday, February 8.

SUP ELECTION

The two-month secret mail balloting for the 2016-2019 term for officers of the Sailors' Union concludes on Sunday, January 31.

On Monday, February 1, the Balloting Committee elected at the September 2015 Headquarters meeting will turn-to at 8:00 A.M. and accompany representatives of Pacific Election Services –the Impartial Balloting Agent selected by the membership to conduct the election– to retrieve the ballots from a San Francisco post office box used by the balloting agent. Once back at Headquarters, the Committee will then verify the eligibility and standing of those members voting, in accordance with Article XII, Section 10, of the SUP Constitution.

As per Article VIII, Section 1 of the SUP Constitution: “Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seetime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections.” SUP members on pension are allowed to cast ballots for Union officers.

If for any reason a member in good standing does not receive his/her ballot, he/she may make a written application to Pacific Election Services, Inc. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. If you do not receive a ballot, contact:

continued on next page

SUP President's Report *continued*

Robbin A. Johnson
Pacific Election Services, Inc.
1650 Stanmore Drive
Pleasant Hill CA 94523
Voice: 925-685-4935 or 800-571-8049
Fax: 925 685-4937
Email: rjohnson7128@sbcglobal.net

When requesting a ballot, members must include their name, mailing address and membership number. It must be noted that no ballots will be mailed to any SUP hiring hall.

After Union standing and eligibility are determined, Pacific Election Services employees will count the ballots in the presence of the Committee and those interested in observing the process in the Headquarters Library. Once the tally is completed, the election results will be posted and transmitted to all SUP halls.

Members elected will assume office on March 1.

HOLIDAYS

Martin Luther King, Jr.'s Birthday:

All SUP halls will be closed Monday, January 18. This is a holiday under all SUP contracts except Foss Maritime Company. Due to the holiday, the Branch meetings will be held on Tuesday, January 19.

Lincoln's Birthday:

All SUP halls will be closed Friday, 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 15, in accordance with the Agreements with APL, Foss, Matson and Patriot Contract Services. Due to the holiday, Branch meetings will be held Tuesday, February 16.

Washington's Birthday:

This holiday is observed under the Chevron Agreement on February 22, and for all marine employees and dispatchers employed by the San Francisco Bar Pilots.

ACTION TAKEN

M/S to elect a Quarterly Finance Committee: Nominated and elected: Diane Ferrari, Dave Frizzi, Kaj Kristensen, Steve Messenger and Mike Worth. Carried.

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

Iranian shipping companies and vessels dropped from U.S. sanctions lists

The United States Office of Foreign Asset Control has dropped hundreds of companies and vessels from its various sanctions lists, including multiple shipping companies.

Notable names among those removed from the sanctions list are Islamic Republic of Iran Shipping Lines (IRISL) and its aliases, South Shipping Line and National Iranian Tanker Company (NITC) and its aliases.

A total of 606 vessels and vessel aliases have also been removed from the sanctions list, from crude oil tankers and dry bulk carriers to supply vessels. Some individual vessels, identifiable by their International Maritime Organization (IMO) numbers, appear under as many as six different names on the list.

While the special designated persons list may have shrunk, over 200 entities remain on it, including the Iranian National Guard and Tidewater. The U.S. even added entities and individuals related to Iran's ballistic missile program to the list on January 17 in the wake of ballistic missile tests in Iran.

In a guidance note on implementation day, the U.S. Treasury stated that among the activities no longer prohibited to non-U.S. persons are "transactions with Iran's shipping and shipbuilding sectors and port operators, including IRISL, South Shipping Line, and NITC, and the port operators of Ban dar Abbas." The advisory note added that associated services will also no longer be prohibited for non-US persons.

In summary, the Treasury stated that non-US persons are free to "own, operate, control, or insure a vessel used to transport crude oil, petroleum products (including refined petroleum products), petrochemical products, or natural gas (including liquefied natural gas) to or from Iran; operate a port in Iran, engage in activities with, or provide financial services and other goods and services used in connection with, the shipping and shipbuilding sectors of Iran or a port operator in Iran (including the port operators of Bandar Abbas), including port services, such as bunkering and inspection, classification, and financing, and the sale, leasing, and provision of vessels to Iran, including to IRISL, NITC, and South Shipping Line or their affiliates."

Vice President's Report

January 2016

In addition to the routine duties of the front office, participated in a representation hearing and election at the National Labor Relations Board (NLRB), responded to NLRB charges brought by a member against the Union, served as executive officer of a trial proceeding, and checked the following ships:

Lihue: Marc Caliaro, bosun. Delivered to Chinese shipyard and paid off. SUP Business Agent Roy Tufono is investigating the sources of persistent discord among the SUP crew in this ship.

Moku Pahu: Rocky Casazza, delegate. Clarifications on penalty meal hour and overtime hours.

APL Agate: Cody Clark, delegate. Clarification on stowaway search. In bargaining with APL last year the Company agreed to Union language memorializing the carve out of the stowaway search from the let go minimum in Section 11(i). Like an early call-out, it is payable as a 1 hour minimum (unless it goes longer) separate from the two-hour let go minimum.

California Voyager: Michael Bloemhof, delegate. Call from the bosun before departure from Gulf Coast port for the Canal and the West Coast about the status of one man watch beef. Both sides made inquiries but there is still no decision from the arbitrator on this critical question. Despite the uncertainty, the captain broke watches departing Panama. Grievance filed and denied but the matter will be ultimately decided by the arbitrator.

USNS Dahl: Michael Burpee, delegate. Clarifications on watchstanding, shore leave, and jurisdiction. Delegate working hard to educate new members about the Union.

USNS Red Cloud: Nestor Pascual, bosun. Crewing up in New Jersey shipyard for re-deployment overseas. Delay interfered with vetting and medical clearances.

Foss Maritime Company: JD Rymel, Tom Tynan, Ed Chilbert, delegates. Held first caucus at SUP HQ to prepare for upcoming negotiations in February. All hands are encouraged to submit proposals for Negotiating Committee consideration.

**ATTEND YOUR
MONTHLY SUP UNION
MEETINGS!**

**Nautical terms in
everyday speech**

Black Book ... (record of those in disgrace)

The ancient Laws of Oleron, named for the Island of Oleron, a famous seafaring community in the Duchy of Aquitaine, were introduced into England during the waning years of the twelfth century.

Essentially a collection of maritime laws and traditional customs of the sea, they were codified in 1336 under the title *Rules for the Office of Lord High Admiral; Ordinances for the Admiralty in Time of War; the Laws of Oleron for the Office of Constable Marshall; and Other Rules and Precedents*. It addresses, among other things, the responsibility of a ship's captain to enforce discipline and mete out punishment. Because the document was bound in black leather, or perhaps because its official title was such a tongue twister, it became known as the *Black Book of the Admiralty*.

The original Black Book no longer exists, having "disappeared" from the High Court of the Admiralty around the turn of the nineteenth century. But, according to remaining fragments of manuscript copies, as well as to writings of eighteenth-century scholars, punishments laid down in the Black Book were unspeakably cruel. For serious offenses such as repeatedly sleeping on watch, shipboard pilfering, theft, and murder, punishments included drowning, starvation, and marooning. Thus, "black book" became associated with misdeeds, crime, and punishment. Colloquially, to be listed in someone's black book means simple disgrace as a result of another's displeasure—today, though, without the dire consequences cited in the original *Black Book*.

The concept of a black book intrigued Elizabethans. The poet Edmund Spenser, who was probably listed in a number of black books, referred to what must have been an accepted practice: "all her faults in thy black book enroll."

**SUPPORT FOOD FOR PEACE BY
SUPPORTING THE SUP POLITICAL FUND**

SUP Branch Reports

Seattle

December 21, 2015

Shipped 2 Boatswains jobs; one steady to a Navy bottom and one relief to APL; both filled by B Members; 6 Able Seaman jobs shipped and filled with 2 A-card returns, 3 B's and 1 C to Navy bottoms; 3 Ordinary Seaman to Navy jobs filled with 1 C and 2 D registrant's; and 15 standbys to 5 A-cards, and 6 B cards, 2 C's and 1 D.

Registration: 11 A cards for a total of 15; 11 B cards for a total of 31; and 10 C cards for a total of 22.

Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. We sent SUP members south to crew-up both the *SS Kauai* and *SS Lihue*. The APL vessels *APL Philippines*; *APL Agate* and the *APL Belgium*, and the Patriot vessels *USNS Soderman*, *USNS Dahl*; *USNS Watkins*; *USNS Pomeroy* and *USNS Gordon* all called Seattle for SUP crew replacements.

I represented the SUP at the following meetings: The King County Labor Council Port Coalition meeting; the King County Labor Council Executive Board meetings, the North Seattle Industrial Association meeting, and the Puget Sound Ports Council, Maritime Trades Department AFL-CIO meeting.

The new year is upon us and it behooves all members to take a look at your documents and certifications. If your Merchant Mariners Certificate; TWIC card; passport or STCW Medical Certificate have a 2016 expiration date, you should be immediately start the process for renewals.

The Holiday luncheon was well attended this year with pensioners, active member's families and friends "and a good time was had by all". We want to thank all those that helped out with special mention to Jerry and Sandy Beavers; and Berit Eriksson. And a hearty "thank you" to all that brought dishes and desserts.

Branch Agent

Lopez- Delegate), *APL China* (Wil Williamson-Delegate, food beefs, and needs carpet shampooer and/or professional cleaning or new carpets. Captain agreed to resolve.) *Mokihana*, *Manukai* (Ruta Kaupiko-Delegate), *APL Belgium* (Nick Hoogendam-Delegate), *Mahimahi* (Izzy Idris-Delegate), *Manulani*, *APL Korea* (Greg Schauf-Delegate Chief Mate Steve Palmer is trying to set APL record—four trips so far with no beefs.) *Mokihana* (Dustin Grobschmit-Delegate), *Maunawili* (Patrick Weisbarth-Delegate).

On November 16, attended the LA Federation of Labor Delegates meeting. Eli Wegger again went to the mike supporting Senator Bernie Sanders. He has been making DVD's of the Senator's speeches and handing them out at the meeting. If you need a copy, they're available at the Hall.

On December 12, we had our Christmas Party. There was a good showing and all had plenty to eat and drink. Thanks to Annette McDonald, we had a surprise visit by Congresswoman Janice Hahn who gave a short speech to huge applause. Retiree and former agent, Duane Nash, reminded her about their fight against NAFTA many years ago and agreed the TPP is much worse. Thanks to many brothers and sisters who set up, helped out and cleaned up. There are too many to mention, but Sonny's nephew Ridge Rosa, niece Kelsey Rosa, and Shawnie Lozano along with Kate Healey helped from beginning to end deserve a shout out.

On December 13, attended Red Bell's wake along with Duane Nash, Tom Larkin, and Captain Joe Itson. I think those three were cut from the same role of canvas as Red. There were Red's three sons along with many extended family members, friends and many people from the community. Red is a true SUP legend. I was proud to know him and be his shipmate. Mrs. Bell wanted half his ashes to go on a Matson ship and with permission from the Captain, will be put aboard the *Maunawili* with Rob Morgan, a good friend of Red's. Condolences to Mrs. Bell and family.

Mark Hurley, Branch Agent

5 C cards, and 8 D cards.

Registered in December: 8 A cards, 12 B cards, 1 C cards and 2 D cards.

To date totaled registered: 12 A cards, 16 B cards, 5 C cards and 7 D cards.

Ships Checked

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

I represented the SUP at the Hawai'i Ports Maritime Council meeting and the SUP/MFOW holiday luncheon. A good time was had by all hands at the 2015 holiday party.

I hope that everyone's New Year has started out on a positive course. Unfortunately, shipping out of the port of Honolulu has not since the beginning of the year. Oh well, as I was told by my father the first year I joined the SUP, when shipping is good, it's good, when shipping is bad, it's bad. I have been in the SUP for 32 years now, and I have seen the good times and the bad times and the one thing they have in common is, the SUP is and always has been there for the membership.

Branch Agent

Business Agent's Report

January 11, 2016

Mississippi Voyager- In at Richmond Long Wharf from the Gulf of Mexico, good to be back on the West Coast. The gang was in good spirits. Running smoothly with Bosun Kenneth Dooley, Terry Black, delegate.

Oregon Voyager- Visited this ship at the same time the Mississippi was in with no problems; John McCauliffe, delegate.

California Voyager- Running El Segundo to Richmond Long Wharf.

Florida Voyager- Made a trip to the Gulf of Mexico received a call from James Buckowski who wanted to wish the all hands. Happy Holidays. All is well on board ship, due back mid January.

Mahimahi- In and out of Oakland. Skipped last trip. In good hands with Paul Fuentes, Bosun, Izzy Idris as delegate.

Manoa- In at Oakland after last trips incident when the *Manoa* lost 12, 40-foot containers over the side. The debris from the containers washed up on Baker Beach in San Francisco and as far south as Pacifica. Same trip departing Honolulu for Seattle, the *Manoa* lost a few more containers over the side. Cause yet to be determined pending investigation. Running smoothly with Frank Portanier as Bosun, Duke Maringer delegate.

Maui- Noel Itsumra, Bosun, and Arsenio Purganan, delegate; running smoothly.

Lihue- Problems with sailors going topside, bypassing the delegate. Bosun was also harassed. Investigating the situation. Delegate Hillard L'ai has done a thorough and diligent job throughout this whole ordeal. Marc Calairo, Bosun.

Matsonia- Called a deck gang for the 26th of December sea trials. At the end of this week engine repairs to be completed. Sea trials went well. The ship loaded and sailed for Honolulu. Teofilo Rojas as Serang, Lynn Gabor, Delegate.

Kauai- In at Oakland #67 going into lay-up. Rumor has her activating in late

February; Mick McHenry, Bosun, with Delegate Paul Davis.

APL Korea- Sailed shorthanded due to a firing. Dispatched an AB to fly to Yokohama. John Rose, Bosun, Greg Schauf, Delegate.

APL Thailand- In at Oakland. Kim Sloggett, Bosun, Christopher Go, Delegate.

APL Singapore, APL Philippines, APL Belgium- Ships checked in with minor or no beefs.

APL Agate- On the Asia Pacific shuttle Norm Christianson as Bosun and Cody Clark, Delegate.

APL Coral- Routine run Far East shuttle, 42-day turnaround. John Duran Bosun and Jonnel Hodges, delegate.

Cape Henry- Gabriel Sipin, Bosun

Cape Orlando- Jim Linderman, Bosun

Admiral Callaghan- Robert Reed Bosun. Steady routine running smoothly on all three ships in Alameda. Nothing on the renewing the contract, heard was we should know something by the end of January.

Met with the Membership and Rating Committee. Send only copies of your discharges. When the upgrade process is complete whether you're approved or not, we shred all paper work WITH NO EXCEPTIONS.

Double check your documents to be sure you are current. IF IT IS EXPIRING, RENEW IT BEFORE IT EXPIRES.

Also dispatched and worked in the front office. Happy New Year!

Dispatcher's Report

Headquarters—Dec. 2015

Deck	
Bosun.....	8
Carpenter.....	0
MM.....	9
AB.....	20
OS.....	6
Standby.....	47
Total Deck Jobs Shipped.....	90
Total Deck B, C, D Shipped.....	76
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts.....	90
Total B, C, D Shipped-All Depts.....	76
Total Registered "A".....	32
Total Registered "B".....	38
Total Registered "C".....	16
Total Registered "D".....	36

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 220:

Jonathan Blackwell, 66, Book No. C573, joined SUP in 1983, 16 years seatime.

Paul Calais, 62, Book No. 4781, joined SUP in 1976, 25 years seatime.

John Hamann, 66, Book No. 5856, joined SUP in 1979, 32 years seatime.

Wilmington

December 21, 2015

Shipping: Bosun: 6, AB: 13, AB Maint: 11, OS: 5, and standby: 68. Total jobs shipped: 103.

Registrations: A: 41 B: 19 C: 15 D: 17.

Ships Checked

APL Thailand (Dave Mercer-Delegate), *Mokihana*, *Maunalei* (Ed Sandro-Delegate), *APL Philippines* (Bill DeBenedictis-Delegate), *R.J. Pfeiffer* (Angel

Honolulu

December 21, 2015

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

Shipped 36 standby jobs. The standby jobs were filled by 3 A cards, 20 B cards,



Ben Ashton-OS, Chris Bunheriao-AB, Allen Gonzalez-AB, Mike O'Boyle-AB, Teofilo Rojas-Bosun, Alan Peightal-AB, and Lynn Gabor-delegate, aboard the *Matsonia* the day after Christmas.