

West Coast Sailors

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McCain Attempts to Gut Jones Act

Shilling for foreign shipping interests and continuing his efforts to undermine the United States maritime industry, Senator John McCain (R-Arizona) introduced an amendment to the Keystone XL Pipeline Bill on January 13, that would repeal the provision of the Jones Act (Merchant Marine Act of 1920) that requires vessels trading domestically be built in the United States.

“The McCain amendment would gut the nation’s shipbuilding capacity, outsource U.S. Naval shipbuilding to foreign yards and cost over 400,000 jobs across this country,” said SUP President Gunnar Lundberg. “The shipbuilding requirement, which McCain seeks to eliminate, is in place to ensure that the United States maintains the industrial capacity to build its own ships, tugs, barges and ferries. It is hard to believe Congress would endorse a change to the law that would outsource U.S. jobs and diminish national security by effectively creating dependence on foreign countries to build vessels for America’s domestic trades.”

McCain has tried to repeal the Jones Act many times over the years. In introducing his

amendment, which is totally unrelated to Keystone XL Pipeline legislation, McCain stated: “I have long advocated for a full repeal of the Jones Act, an antiquated law that has for too long hindered free trade, made U.S. industry less competitive and raised prices for American consumers. The amendment I have introduced would eliminate this unnecessary, protectionist restriction.”

The Sailors’ Union has joined other maritime Unions, U.S.-flag shipping companies and shipbuilders in slamming McCain’s amendment and by contacting members of the Senate to voice the strongest opposition to this destructive legislation.

Supporters of the U.S.-flag fleet in Congress have spoken out strongly in opposition to McCain’s proposal. “After years of stagnation, the American maritime industry is investing a record amount in new ship construction with American shipyards building many modern, state-of-the-art vessels,” said Congresswoman Linda Sanchez (D-California). “The production of these vessels provides stable, high-paying manufacturing jobs for American workers and contributes \$36 billion to gross domestic product. This amendment would stifle that progress and the associated economic benefits.”

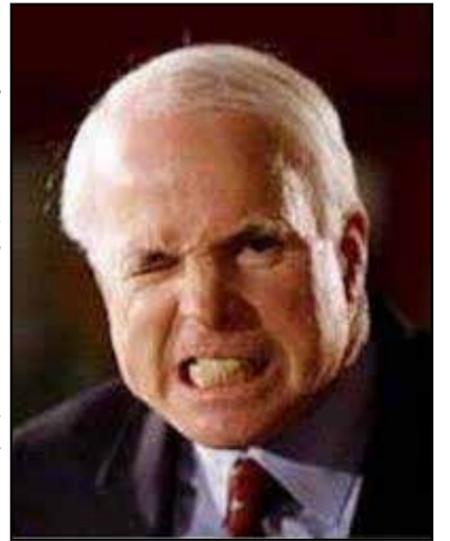
“The Jones Act promotes national security and American job creation,” said Senator Mazie Hirono (D-Hawai’i). “Senator McCain’s amendment would specifically knock out the Jones Act provision that requires U.S.-flagged ships be built in the United States, jeopardizing good-paying, middle class jobs. The U.S. shipbuilding industry is rebounding,” she said. “Repealing the Jones Act is a step in the wrong direction... I ask my colleagues to stand with me and nearly half a million middle class Americans and vote against this amendment if is brought up for a vote.”

“As the Senate considers legislation on the Keystone Pipeline and other energy and security measures, I urge you to oppose efforts to weaken the Jones Act,” wrote Congressman Duncan Hunter (R-California), Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, in a January 15 letter to Senator Lisa Murkowski (R-Alaska), Chairwoman of the Senate Committee on Energy and Natural Resources, and Senator John Thune (R-South Dakota), Chairman of the Senate Committee on Commerce, Science and Transportation. **“The Jones Act keeps jobs, ships and a maritime skill base in the United States, and any effort to diminish this longstanding law is sure to negatively impact America’s maritime industry and its significant contributions to the national economy,” Hunter said.**

In addition, a bipartisan group of 32 members of the House of Representatives on January 20, —Julia Brownley (D-California), Bradley Byrne (R-Alabama), Joe Courtney (D-Connecticut), Elijah E. Cummings (D-Maryland), Scott DesJarlais (R-Tennessee), John J. Duncan (R-Tennessee), Elizabeth H. Esty (D-Connecticut), Steven Lee Fincher (R-Tennessee), Tulsi Gabbard

(D-Hawai’i), John Garraledi (D-California), Duncan Hunter (R-California), Derek Kilmer (D-Washington), Peter T. King (R-New York), Daniel Lipinski (D-Illinois), Frank LoBiondo (R-New Jersey), Allen Lowenthal (D-California), Richard B. Nugent (R-Florida), Steven M. Palazzo (R-Mississippi), Chellie Pingree (D-Maine), Ted Poe (R-Texas), E. Scott Rigell (R-Virginia), Mark Takai (D-Hawai’i), Robert J. Wittman (R-Virginia)— sent a letter to Senate Majority Leader Mitch McConnell (R-Kentucky) and Senate Minority Leader Harry Reid (D-Nevada) voicing opposition to the McCain amendment. “America’s sea services are the most powerful in the world and play a critical role providing a stabilizing presence to keep the seas free and open, which in turn, allows commerce to flourish,” the group wrote. “One of the reasons our Navy is strong is because of the U.S. industrial base.”

The AFL-CIO Transportation Trades Department (TTD) has also contacted legislators to urge them to reject the McCain proposal. “This ideologically driven amendment, which seeks to repeal components of



SENATOR JOHN MCCAIN

the Jones Act, would outsource American jobs; jeopardize our domestic shipping industry; undermine our nation’s economic, national and homeland security and has no place during a debate over energy policy,” wrote TTD President Ed Wytkind. “Put simply, Senator McCain is hijacking a debate on energy policy in service of an ideological agenda with the hope of ending cabotage protections to the benefit of foreign shipping interests.”

As the West Coast Sailors went to press, the McCain amendment to the Keystone XL Pipeline bill had not been scheduled for debate in the Senate.

STCW Medical Certificates

Early last year the Coast Guard began issuing STCW medical certificates to credentialed U.S. professional mariners. Intended to comply with the entry into force of some of the 2010 Manila Amendments to STCW, it was a somewhat haphazard rollout that was made necessary to avoid international violations and the possible detention of U.S.-flag ships overseas. Since it is a new requirement, a review of the present status of the certificate is appropriate.

The STCW medical certificate is a small, black and white piece of government paper that

is folded in half and kept in the TWIC pocket of the MMC. For seagoing mariners subject to STCW, it is valid for a maximum of two years. Some certificates will expire in less than two years, depending on the date of examination that the Coast Guard used at issuance. The date of examination, for the Coast Guard, is not the same as the date of physical examination. It is instead the date that the Coast Guard examined the file. Members are advised to check the expiration date of their individual certificates to ensure that it is still valid and will remain valid for the expected tour of

duty. Because the original certificates were issued based on existing Coast Guard records, many have expirations less than two years. Check the document: STCW expirations are listed in the upper left-hand corner.

To renew these certificates mariners must complete a physical documented by Coast Guard form 719K. That form can be accessed at www.uscg.mil/forms/cg/CG_719K.pdf. Physicals can be done by any licensed physician. Detailed guidance on the physical evaluation guidelines can be found in NVIC 04-08 at <http://www.uscg.mil/nmc/regulations/default.asp>.

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James Savage	Book #7488
Ralph Senter	Book #7323
David Shands	Book #7483
Arthur Thanash	Book #3249



Final Departures

Robert Greene, Book #3020. Born in North Carolina in 1938. Joined SUP in 1991. Died in California, December 11, 2014. (Pensioner)

Mike Staley, Book #7514. Born in California in 1963. Joined SUP in 1995. Died in Walnut Creek, California, December 17, 2014.

Donald Arnold, Book #3794. Born in Oklahoma in 1934. Joined SUP in 1966. Died in Moses Lake, Washington, December 19, 2014. (Pensioner)

William Henneberry, Book #5815. Born in New York in 1943. Joined SUP in 1961. Died in Cambodia, January 1, 2015. (Pensioner)

New NLRB rule to reduce delays to Union elections

The National Labor Relations Board (NLRB) on December 12, adopted a final rule that would alleviate the delays, inefficiencies, abuse of process and unnecessary litigation that plague the current system for workers who want to vote on whether to have a Union. It will take effect on April 14.

AFL-CIO President Richard Trumka said: "The modest but important reforms to the representation election process announced by the National Labor Relations Board will help reduce delay in the process and make it easier for workers to vote on forming a Union in a timely manner. Too often, lengthy and unnecessary litigation over minor issues bogs down the election process and prevents workers from getting the vote they want. We commend the NLRB's efforts to streamline the process and reduce unnecessary delay."

NLRB Chairman Mark Pearce said the amendments to the National Labor Relations Act (NLRA) would modernize the representation case process and "fulfill the promise" of the NLRA. He added: "Simplifying and streamlining the process will result in improvements for all parties. With these changes, the Board strives to ensure that its representation process remains a model of fairness and efficiency for all."

The new rule:

- Provides for electronic filing and transmission of election petitions and other documents;
- Ensures that employees, employers and Unions receive timely information they need to understand and participate in the representation case process;
- Eliminates or reduces unnecessary litigation, duplication and delay;
- Adopts best practices and uniform procedures across regions;
- Requires that additional contact information (personal telephone numbers and email addresses) be included in voter lists, to the extent that information is available to the employer, in order to enhance a fair and free exchange of ideas by permitting all parties to the election to communicate with voters about the election using modern technology; and
- Allows parties to consolidate all election-related appeals to the board into a single appeals process.

Said Trumka: "Strengthening protections for workers seeking to come together and bargain collectively is critical to workers winning much-deserved wage gains and improving their lives."

A similar election rule was issued in 2011 and was due to go into effect in April 2012. But the business community successfully argued that the board lacked a quorum when it issued the rule, which blocked its implementation.

Party's over: Canadian Navy bans drinking at sea

The Royal Canadian Navy, last month, imposed an almost total ban on sailors drinking at sea, after a warship had to be recalled from an international exercise because inebriated crew members got into trouble.

Sailors had, up to this time, been allowed to drink off duty. Now, they will only be able to sample alcohol on special occasions such as Christmas, if the captain gives permission.

In addition, beer vending machines will be removed from vessels. And in the rare instances when sailors are allowed to drink, they will have to pay more, since ships will hike the price of alcohol served in their onboard bars.

"The consumption of alcohol will be prohibited while ships are at sea," Royal Navy Commander Vice Admiral Mark Norman told reporters. "Unfortunately alcohol does contribute to misconduct and has done in the past and we just want to try and regulate that as best we can."

In July, Norman ordered the *HMCS Whitehorse* back to Canada from an exercise in the United States after three sailors were accused of sexual misconduct, shoplifting and drunkenness while the ship was in port. Norman said the *Whitehorse* affair and several other unspecified "questionable incidents" involving drunken sailors had hurt his confidence in crews' ability to drink responsibly and behave properly while ashore. "This is about a growing concern over a period of a couple of years where we had growing indicators of misconduct across the navy," he said.

Norman expressed confidence the ban would not hurt morale, saying sailors would understand the need to clamp down. The navies of Britain, Australia and New Zealand have similar procedures on drink, he added. "This is a very dangerous business and there's just no place for people having access to alcohol at sea," said Norman.

The new rules will still not be as tough as those in the United States, where all ships are dry.

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Background on the Horizon Line, Matson and Pasha deal

by Eric Martin

On March 6, 2013, Horizon Lines' board of directors received two letters from Hawai'i. The first came from Matthew Cox, chief executive of Matson, with an offer to buy the Horizon's Alaska business for \$400 million and to throw in \$25 million for its Puerto Rico business. The second came from the Pasha Group, offering to buy Horizon's Hawai'i containership business for \$150 million.

So began the two Hawai'i shipowners' 20 months of overtures to take over and carve up Charlotte, North Carolina-based Horizon, a containership owner in the protected Jones Act trades. In documents seeking shareholder approval of the transaction announced in November, Horizon has revealed new details of the lengthy negotiations that culminated in two separate deals that will see Pasha buy its Hawai'i business for \$142 million and will see Matson take over the remainder of the company.

The deals value Horizon at \$598 million. The over the counter-listed shipowner plans to shut down its business carrying cargoes between the U.S. mainland and Puerto Rico, leaving Matson the more profitable trade between the state of Alaska and Washington state.

According to the timeline that Horizon disclosed on December 24, in a filing with the U.S. Securities & Exchange Commission (SEC), Pasha's and Matson's top executives were aware of each other's interest when they sent the March letters and "expressed a willingness to work with the other party or other third party buyers in order to facilitate a set of transactions involving the entire company". Less than a week later, Horizon rejected the offers as inadequate and told both suitors that the company or its parts were not up for sale.

But the interest from Horizon's domestic shipping rivals inspired soul searching at the company. "In light of the receipt of the unsolicited indications of interest from Matson and Pasha, the board of directors of the company determined it would be advisable to engage a financial advisor to assist the board in analyzing potential strategic initiatives," the company said in the filing.

It hired Goldman Sachs for the job in April 2013. Within the same month, Matson came back, offering \$480 million, minus outstanding debt, to take over Horizon as long as it found a buyer for the business in the domestic trade to Hawai'i, where Matson already is the dominant player.

Matson and Pasha offered a joint \$645

million proposal in June of that year, but Horizon's leaders were still unhappy with the price. Then in December 2013, as Pasha sought to resurrect the joint deal, Horizon took a new tack. It created a committee of independent directors to evaluate proposals and reached out to 31 potential buyers, including the two Hawai'i shipowners.

It received three alternative answers: A financial buyer offered to buy the company for between \$575 million and \$625 million, a "strategic buyer" offered to pay \$40 million for the Hawai'i business, and another buyer, widely speculated to be rival Crowley Maritime, offered \$30 million for the Puerto Rico business.

In April of 2014, Pasha and Matson had completed due diligence into Horizon's business and found problems of their own, including earnings decline in Alaska and the need to repower vessels to meet looming emissions limits. They dropped their offer price.

Then in May, the financial buyer pulled its offer, also as a result of due diligence discoveries. With the alternative buyer for the Hawai'i business also sent off, that left Matson and Pasha as the lone suitors for the bulk of Horizon.

In the midst of the back and forth between the suitors and their target, Horizon decided to close down its Puerto Rico business, faced with costly dry-dockings for elderly vessels that would have to compete with competitors' newbuildings. The costs of that process led Matson to further reduce its offer, and Horizon responded by pursuing a sale of just the Hawai'i trade to Pasha and to explore a renewed offer for the Puerto Rico assets. But when Matson learned of the Hawai'i-only plan, it returned to a \$0.72 per share offer.

In October, Matson, Pasha and Horizon met in New York for in-person negotiations. Though later that month the Puerto Rico buyer backed out, they hammered out an agreement in November. (See the November *West Coast Sailors*.)

The \$456 million deal with Matson, which will see the company take over nine ships in addition to its existing fleet, will require the vote of shareholders for approval. The agreement with Pasha, which will see that company triple its two-ship fleet, does not require shareholder approval.

[Editor's Note: This article is from the Norwegian publication *TradeWinds* and was published on December 24.]



Holiday greetings from the gang in the R.J. Pfeiffer. In front Bosun Chris Bujnowski, Rhonda Benoit. In the back Dave Rowland, Mike Haslam, Napoleon Nazareno, and AB Gary Thompson.

Republicans continue 80-year war on Social Security

A new battle is brewing over Social Security in the 114th Congress. The House passed a rule this month that critics say could hasten a crisis on the disability side of the program in late 2016, allowing Republicans to use the looming threat of benefit cuts as leverage in negotiations. New Senate Majority Leader Mitch McConnell (R-Kentucky) has hinted at his hopes for a grand bargain on entitlements, and House Budget Committee Chairman Tom Price (R-Georgia) signaled that he too had big ambitions for Social Security "reform".

The largely overlooked change puts a new restriction on the routine transfer of tax revenues between the traditional Social Security retirement trust fund and the Social Security disability program. The transfers, known as reallocation, had historically been routine; the Center for Budget and Policy Priorities (CBPP) said that they had been made 11 times. The CBPP added that the disability insurance program "isn't broken," but the program has been strained by demographic trends that the reallocations are intended to address.

The House Republicans rule change would still allow for a reallocation from the retirement fund to shore up the disability fund – but only if an accompanying proposal "improves the overall financial health of the combined Social Security Trust Funds," per the rule, expected to be passed. While that language is vague, experts say it would likely mean any reallocation would have to be balanced by new revenues or benefit cuts. House Democrats are sounding the alarm. In a memo circulated to their allies, Democratic staffers said that that would mean "either new revenues or benefit cuts for current or future beneficiaries." New revenues are highly unlikely to be approved by the deeply tax-averse Republican-led Congress, leaving benefit cuts as the obvious alternative.

The Social Security and Medicare Boards of Trustees estimated last year that the disability insurance program would run short of money to pay all benefits some time in late 2016. Without a new reallocation, disability insurance beneficiaries could face up to 20% cuts in their Social Security payments in late 2016 – a chit that would be of use to Republicans pushing for conservative entitlement reforms.

"The rule change would prohibit a simple reallocation! It will require more significant and complex changes to Social Security," Social Security Works, an advocacy group, said in a statement. "In other words, the Republican rule will allow Social Security to be held hostage."

Social Security, in more ways than one, the mother of all U.S. entitlement programs, has been the dragon that conservatives have succeeded in slashing, but never slaying, over its 80-year history. Their opposition has morphed from outright ideological grounds as the program was being debated during the New Deal era to a campaign masked in careful rhetoric once Social Security became virtually untouchable as a political animal.

Republicans know they have a new opportunity with the disability trust fund and a leverage point that comes along once every 20 years, and they're seizing it. Congressman Price floated some favorite proposals like means-testing, increasing the eligibility age, and individual accounts (otherwise known as privatization). He described it as the GOP's effort to "normalize the discussion and debate about Social Security."

Democrats have certainly undertaken and signed onto changes to Social Security opposed by its staunchest supporters. But the program has never been perceived by the left as an existential threat the way it has been by many on the right. To understand where conservatives are now, you have to understand how they got there. The following is derived in large part from "The Battle for Social Security," authored by Social Security Works' co-director Nancy Altman, and Talking Points Memo's own consultations with other experts on the program.

INITIAL GOP OPPOSITION (1933-35)

President Franklin Roosevelt began advocating for an old-age insurance program shortly after taking office in 1933. While the debate among Democrats largely centered on what form the program should take, whom it should cover and how it should be paid for, Republicans warned that the program would "impose a crushing burden on industry and labor" and "establish a bureaucracy in the field of insurance in competition with private business."

Republicans petitioned for the old-age insurance program – what became Social Security

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Panama Canal closer to expansion

The installation of new gates at a Panama Canal expansion site will bring the project to 84% of completion ahead of an estimated early 2016 opening date, the canal authority says. The gates, located on the Atlantic side of the canal, are 30-foot wide and 90-foot high, each weighing 3,285 tons. The installation began on December 15, at lockhead two and is the first of 16 rolling gates that need to be installed. Each is moved using some 400 self-propelled motorized wheels. The authority estimates installation of the first one will be completed in coming days.

"This is a very important milestone for the Expansion Program," Panama Canal Administrator Jorge L. Quijano said in a press release. "We see how the new locks are rapidly taking shape as we move towards the successful completion of the project."

The final shipment of Panama Canal gates arrived at a site of the new, third set of locks on November 12. All of the gates – eight for the Atlantic side and eight for the Pacific – were delivered to the canal in staggered shipments of four at a time, the first arriving on August 20, 2013. Each gate took about a month to ship to the canal.

The deadline for the \$5.25 billion expansion has been delayed a total of 16 months to early 2016, a date that has held steady in communications out of Panama over the past several months. The authority says in an update published in April that the expansion will allow ships between 13,000 and 14,000 TEUs to traverse the canal, up from the maximum 5,000 TEU ships that can transit the existing locks.

In Memoriam

Final Departures of SUP members reported in 2014

Knud Bent Andersen, Book #3739. Born in Denmark in 1929. Joined SUP in 1947. Died in San Francisco, California, January 27, 2014.

Arturo Aulet, Book #3799. Born in Puerto Rico in 1928. Joined SUP in 1968. Died February 20, 2014. (Pensioner)

Raymond Bell, Book #4917. Born in Australia in 1926. Joined SUP in 1944. Died June 26, 2014. (Pensioner)

Solomon Berger, Book #5535. Born in Maryland in 1924. Joined SUP in 1947. Died February 10, 2014. (Pensioner)

Kaiena Bishaw, Book #5595. Born in Hawai'i in 1929. Joined SUP in 1953. Died in Pearl City, Hawai'i, July 16, 2014. (Pensioner)

Herbert Blake, Book #4945. Born in Maine in 1921. Joined SUP in 1944. Died in Sequim, Washington, April 15, 2014. (Pensioner)

George Boyeas, Book #5470. Born in Minnesota in 1928. Joined SUP in 1945. Died in Hermiston, Oregon, July 17, 2014. (Pensioner)

Franklin Breithaupt, Book #5688. Born in Hawai'i in 1935. Joined SUP in 1962. Died in Honolulu, Hawai'i, July 16, 2014. (Pensioner)

Vernon Brouette, Book #4759. Born in Minnesota in 1924. Joined SUP in 1944. Died in Sunnyvale, California, April 14, 2014. (Pensioner)

William Buker, Book #5541. Born in South Dakota in 1928. Joined SUP in 1945. Died in Lakeport, California, April 26, 2014. (Pensioner)

Liam Casement, Book #4802. Born in Maine in 1975. Joined SUP in 1999. Died in Maine, September 16, 2014.

Clive Curtis, Book #3885. Born in California in 1922. Joined SUP in 1943. Died in Bakersfield, California, April 13, 2014. (Pensioner)

Per Dam, Book #2175. Born in Denmark in 1918. Joined SUP in 1943. Died in South San Francisco, California, March 23, 2014. (Pensioner)

Frank Davinis, Book #2111. Born in New Jersey in 1924. Joined SUP in 1943. Died in Kaneohe, Hawai'i, August 10, 2014. (Pensioner)

Josephine Eckert, Book #1891. Born in 1928. Joined SUP in 1982. Died August 19, 2013.

George Elinoff, Book #1857. Born in Russia in 1921. Joined SUP in 1951. Died in Redondo Beach, California, June 5, 2014. (Pensioner)

Paul Ellila, Book #1858. Born in Washington in 1924. Joined SUP in 1947. Died in Woodland, Washington, September 23, 2014. (Pensioner)

Willous Fitzwater, Book #2180. Born in Illinois in 1926. Joined SUP in 1951. Died in Rockledge, Florida, October 11, 2014. (Pensioner)

John Furrie, Book #2230. Born in Wisconsin in 1945. Joined SUP in 1968. Died in Honolulu, Hawai'i, November 5, 2014. (Pensioner)

Raymond Gonyer, Book #2979. Born in Minnesota in 1934. Joined SUP in 1956. Died in Cairo, Missouri, July 23, 2014. (Pensioner)

Joe Goodwin, Book #2801. Born in Texas in 1926. Joined SUP in 1944. Died in San Bruno, California, February 13, 2014. (Pensioner)

James Grassi, Book #2592. Born in California in 1926. Joined SUP in 1944. Died in Rio Linda, California, September 2, 2014. (Pensioner)

Albert Boston, Book #5695. Born in the Philippines in 1919. Joined SUP in 1949. Died in San Francisco, California, September 9, 2014. (Pensioner)

Clinton Gregg, Book #2925. Born in Florida in 1931. Joined SUP in 1951. Died March 8, 2014. (Pensioner)

Junior Hart, Book #5819. Born in West Virginia in 1944. Joined SUP in 1967. Died in Reno, Nevada, January 9, 2014. (Pensioner)

Knud Jensen, Book #3940. Born in Denmark in 1923. Joined SUP in 1953. Died in Santa Rosa, California, November 2, 2014. (Pensioner)

Preben "Freddy" Jensen, Book #4247. Born in Denmark in 1928. Joined SUP in 1946. Died in Santa Rosa, California, October 26, 2014. (Pensioner)

William Jolly, Book #4166. Born in Nevada in 1928. Joined SUP in 1944. Died in Concord, California, January 8, 2014. (Pensioner)

Alexander Kane, Book #3152. Born in Hawai'i in 1925. Joined SUP in 1963. Died in Westminster, California, January 25, 2014. (Pensioner)

Edward Kelley, Book #2023. Born in Hawai'i in 1919. Joined SUP in 1949. Died in Honolulu, Hawai'i, January 20, 2014. (Pensioner)

Francis Kim, Book #3083. Born in Hawai'i in 1926. Joined SUP in 1953. Died in San Francisco, California, December 25, 2013. (Pensioner)

Eli Lalich, Book #4062. Born in Ohio in 1922. Joined SUP in 1957. Died in Salisbury, North Carolina, January 27, 2014. (Pensioner)

James Larsen, Book #4055. Born in Washington in 1933. Joined SUP in 1956. Died in Seattle, Washington, September 19, 2014. (Pensioner)

Roy Levett, Book #4091. Born in California in 1929. Joined SUP in 1967. Died June 27, 2014. (Pensioner)

Belfred Lomba, Book #4011. Born in Massachusetts in 1920. Joined SUP in 1943. Died in Daly City, California, June 1, 2014. (Pensioner)

James Meador, Book #6507. Born in Arizona in 1946. Joined SUP in 1988. Died in Hayward, California, December 30, 2013. (Pensioner)

Billy Megrue, Book #5593. Born in Nebraska in 1925. Joined SUP in 1944. Died in Lincoln, Nebraska, October 19, 2014. (Pensioner)

Melvin Morgan, Book #6344. Born in Utah in 1927. Joined SUP in 1945. Died in Washington, February 23, 2014. (Pensioner)

Sven Ostman, Book #2393. Born in Sweden in 1927. Joined SUP in 1948. Died in Costa Mesa, California, November 18, 2014. (Pensioner)

Edward Pardo, Book #3839. Born in California in 1935. Joined SUP in 1967. Died in South San Francisco, California, July 14, 2014. (Pensioner)

Raymond Person, Book #3040. Born in North Carolina in 1924. Joined SUP in 1941. Died in San Pedro, California, January 2, 2014. (Pensioner)

Otis Phelps, Book #3463. Born in American Samoa in 1937. Joined SUP in 1944. Died in San Francisco, California, June 23, 2014. (Pensioner)

Earl Phillips, Book #3796. Born in Hawai'i in 1924. Joined SUP in 1946. Died in Honolulu, Hawai'i, February 21, 2014. (Pensioner)

George Pope, Book #3828. Born in Washington in 1939. Joined SUP in 1961. Died in Everett, Washington, August 14, 2014. (Pensioner)

Wallace Rowley, Book #3037. Born in California in 1929. Joined SUP in 1953. Died in Redding, California, August 1, 2014. (Pensioner)

Lloyd Rust, Book #3146. Born in Texas in 1928. Joined SUP in 1944. Died in Henderson, Nevada, October 9, 2014. (Pensioner)

Andy Simkanin, Book #6553. Born in Pennsylvania in 1925. Joined SUP in 1944. Died in Ft. Lauderdale, Florida, May 17, 2014. (Pensioner)

Harold C. Smith, Book #6805. Born in Washington in 1928. Joined SUP in 1944. Died in Washington, October 6, 2014. (Pensioner)

Michael Sokoloff, Book #7414. Born in China in 1926. Joined SUP in 1957. Died in Panama City, Florida, January 28, 2014. (Pensioner)

John Stofanik, Permit #19201. Born in Michigan in 1959. Joined SUP in 2007. Died in Oakland, California, January 26, 2014.

Joseph Suire, Book #7393. Born in Louisiana in 1926. Joined SUP in 1953. Died in Jefferson, Louisiana, July 3, 2014. (Pensioner)

William Tice, Book #3239. Born in Pennsylvania in 1929. Joined SUP in 1957. Died July 21, 2014. (Pensioner)

Wallace Tiffany, Book #3216. Born in Washington in 1925. Joined SUP in 1944. Died in Columbia Falls, Montana, May 22, 2014. (Pensioner)

Robert Torano, Book #3251. Born in Massachusetts in 1929. Joined SUP in 1951. Died July 23, 2014. (Pensioner)

Gerald Zinn, Book #273. Born in Pennsylvania in 1930. Joined SUP in 1962. Died in Pennsylvania, September 29, 2014. (Pensioner)



A celebration of life was held in Honolulu last month for Brother John Furrie who made his final departure on November 5. Pictured from left is: Retired Matson skipper Kim Magnuson, Sally Furrie (John's wife), John's brother, Bill Esselstrom, SUP pensioners Archie Aki and Rich Reed.

Union member rights under U.S. labor law

The Labor Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to Union members. Office of Labor Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by Union members through private suit in Federal court.

Subchapter II. [Title I of LMRDA]. Bill of Rights of Members of Labor Organizations

Sec. 411. [Sec. 101.] Bill of rights; constitution and bylaws of labor organizations

(a)(1) Every member of a labor organization shall have equal rights and privileges within such organization to nominate candidates, to vote in elections or referendums of the labor organization, to attend membership meetings, and to participate in the deliberations and voting upon the business of such meetings, subject to reasonable rules and regulations in such organization's constitution and bylaws. (2) Every member of any labor organization shall have the right to meet and assemble freely with other members; and to express any views, arguments, or opinions; and to express at meetings of the labor organization his views, upon candidates in an election of the labor organization or upon any business properly before the meeting, subject to the organization's established and reasonable rules pertaining to the conduct of meetings: Provided, That nothing herein shall be construed to impair the right of a labor organization to adopt and enforce reasonable rules as to the responsibility of every member toward the organization as an institution and to his refraining from conduct that would interfere with its performance of its legal or contractual obligations. (3) Except in the case of a federation of national or international labor organizations, the rates of dues and initiation fees payable by members of any labor organization in effect on September 14, 1959 shall not be increased, and no general or special assessment shall be levied upon such members, except—

(A) in the case of a local labor organization, (i) by majority vote by secret ballot of the members in good standing voting at a general or special membership meeting, after reasonable notice of the intention to vote upon such question, or (ii) by majority vote of the members in good standing voting in a membership referendum conducted by secret ballot; or

(B) in the case of a labor organization, other than a local labor organization of a federation of national or international labor organizations, (i) by majority vote of the delegates voting at a regular convention, or at a special convention of such labor organization held upon not less than thirty days' written notice to the principal office of each local or constituent labor organization entitled to such notice, or (ii) by majority vote of the members in good standing of such labor organization voting in a membership referendum conducted by secret ballot, or (iii) by majority vote of the members of the executive board or similar governing body of such labor organization, pursuant to express authority contained in the constitution and bylaws of such labor organization: Provided, That such action on the part of the executive board or similar governing body shall be effective only until the next regular convention of such labor organization. (4) No labor organization shall limit the right of any member thereof to institute an action in any court, or in a proceeding before any administrative agency, irrespective of whether or not the labor organization or its officers are named as defendants or respondents in such action or proceeding, or the right of any member of a labor organization to appear as a witness in any judicial, administrative, or legislative proceeding, or to petition any legislature or to communicate with any legislator: Provided, That any such member may be required to exhaust reasonable hearing procedures (but not to

exceed a four-month lapse of time) within such organization, before instituting legal or administrative proceedings against such organizations or any officer thereof. And provided further, That no interested employer or employer association shall directly or indirectly finance, encourage, or participate in, except as a party, any such action, proceeding, appearance, or petition. (5) No member of any labor organization, may be fined, suspended, expelled, or otherwise disciplined except for nonpayment of dues by such organization or by any officer thereof unless such member has been (A) served with written specific charges; (B) given a reasonable time to prepare his defense; (C) afforded a full and fair hearing.

(b) Invalidity of constitution and bylaws Any provision of the constitution and bylaws of any labor organization which is inconsistent with the provisions of this section shall be of no force or effect. (P.L. 86-257, title I, Sec. 101, Sept. 14, 1959, 73 Stat. 522.)

Sec. 412. [Sec. 102.] Civil action for infringement of rights; jurisdiction

Any person whose rights secured by the provisions of this subchapter have been infringed by any violation of, this subchapter may bring a civil action in a district court of the United States for such relief (including injunctions) as may be appropriate. Any such action against a labor organization shall be brought in the district court of the United States for the district where the alleged violation occurred, or where the principal office of such labor organization is located. (P.L. 86-257, title I, Sec. 102, Sept. 14, 1959; 73 Stat. 523.)

Sec. 413. [Sec. 103.] Retention of existing rights of members

Nothing contained in this subchapter shall limit the rights and remedies of any member of a labor organization under any State or Federal law or before any court or other tribunal, or under the constitution and bylaws of any labor organization. (P.L. 86-257, title I, Sec. 103, Sept. 14, 1959, 73 Stat. 523.)

Sec. 414. [Sec. 104.] Right to copies of collective bargaining agreements

It shall be the duty of the secretary or corresponding principal officer of each labor organization, in the case of a local labor organization, to forward a copy of each collective bargaining agreement made by such labor organization with any employer to any employee who requests such a copy and whose rights as such employee are directly affected by such agreement, and in the case of a labor organization other than a local labor organization, to forward a copy of any such agreement to each constituent unit which has members directly affected by such agreement; and such officer shall maintain at the principal office of the labor organization of which he is an officer copies of any such agreement made or received by, such labor organization, which copies shall be available for inspection by any member or by any employee whose rights are affected by such agreement. The provisions of section 440 of this title shall be applicable in the enforcement of this section. (P.L. 86-257, title I, Sec. 104, Sept. 14, 1959, 73 Stat. 523.)

Sec. 415. [Sec. 105.] Information to members of provisions of chapter

Every labor organization shall inform its members concerning the provision of this chapter. (P.L. 86-257, title I, Sec. 150, Sept. 14, 1959, 73 Stat. 523.)

New regulations help reduce pollution at Port of Oakland

Scientists at the Lawrence Berkeley National Laboratory have measured dramatic reductions in diesel emissions from trucks, including drayage trucks moving cargo to and from the Port of Oakland.

Thomas Kirchstetter—who is a staff scientist in the Sustainable Energy Systems Group at the Berkeley Lab and is a professor in the University of California Berkeley Department of Civil and Environmental Engineering—and his collaborators performed detailed measurements of pollutants emitted by thousands of trucks both in the port and at the Caldecott Tunnel, a four-bore tunnel to the northeast of the port that leads Route 24 in and out of Oakland.

With a specially outfitted research van equipped with sophisticated monitors for several types of pollutants, scientists studied emissions levels from diesel trucks to understand and analyze the impact of new air pollution control technologies and California air pollution regulations.

Kirchstetter, Rob Harley, professor of civil and environmental engineering at UC Berkeley, and Phil Martien of the Bay Area Air Quality Management District, found the regulations are having their desired effect. "At the Port of Oakland, we

measured dramatic reductions of nitrogen oxides and black carbon PM (particulate matter), indicating a large degree of success, which should translate into local improvements in air quality, especially as more trucks on the road use these technologies," said Kirchstetter.

While the U.S. Environmental Protection Agency has set emissions standards for new engines, most trucks and buses run for several decades. So the California Air Resources Board has sought to accelerate emissions reductions with aggressive new regulations in recent years. As a result, growing numbers of heavy-duty diesel trucks in California are using two control technologies—a diesel particle filter, which removes most particulate matter, and selective catalytic reduction, which targets emissions of nitrogen oxides, a precursor to ozone.

A video, which shows how pollutants such as carbon monoxide, particulate matter, carbon black particulate matter and nitrogen oxides can be measured in real time as trucks pass, can be viewed on the Berkeley Lab website.

Between 2009 and 2013, the amount of trucks at the Port of Oakland equipped with a diesel particle filter increased from

2% to 99%, and the median engine age fell from 11 years to six years. During the same period, the emission factor (or average emission rate) decreased by 76% for black carbon and by 53% for NOx.

The researchers monitored drayage trucks at the Port of Oakland in 2009 before a new emissions rule was implemented; in 2011, during the rule's phase-in; and in 2013, after the rule was implemented.

The technologies come with some trade-offs that the research team is investigating. Selective catalytic reduction can cause some trucks to have increased emissions of nitrous oxide, a potent greenhouse gas. With diesel particle filters, the catalytic oxidation process leads to increased tailpipe emission of nitrogen dioxide, NO₂, which is a toxic air contaminant and is involved in the formation of ozone. While these were known side effects, the research team is measuring the amounts of these increases.

The team plans to return to the Caldecott next summer and again in 2017, when nearly all heavy-duty trucks will have diesel particle filters installed. CARB's truck and bus regulation applies to approximately one million trucks and buses operating statewide.

Matson ups profit forecast

U.S. liner operator Matson Inc. has upped the operating income outlook for its fourth quarter 2014 to \$45 million. The company attributes this to higher than expected freight rates in its China service and continued rate and volume growth in Hawai'i and Guam. In addition, the company states that the timing of fuel surcharge collections in its Hawai'i and Guam services positively impacted operating income performance in the quarter as bunker fuel prices declined sharply, leading to better than expected fuel surcharge collections relative to the company's fuel expenditures. Matson lowered its fuel surcharge in two separate announcements during the fourth quarter.

The company also said that for the full year 2015, ocean transportation operating income is expected to be flat to modestly higher than 2014 levels. It cautioned that the full year 2015 outlook excluded any future effects from the September 2013 molasses incident and the pending transaction with Horizon Lines to acquire Horizon's Alaska operations and the assumption of all of Horizon's non-Hawai'i business liabilities. Matson operates a fleet of 18 vessels including containerships, combination container and roll-on/roll-off ships and custom-designed barges.

War on Social Security continued from page 3

Security – to be struck from the House’s bill entirely, leaving a much smaller version of welfare for the elderly. “Never in the history of the world has any measure been brought here so insidiously designed as to prevent business recovery, to enslave workers and to prevent any possibility of the employers providing work for the people,” Congressman John Taber (R-New York) said, arguing against the program.

In the Senate, Senator Daniel Hastings (R-Delaware) also moved to strike the program from the legislation, warning that it would “end the progress of a great country and bring its people to the level of the average European.”

Social Security still passed Congress and was signed by Roosevelt in 1935, though it did not cover nearly as many people or provide the same level of benefits as the program does today.

TRYING TO STOP ITS GROWTH (1935-1955)

Despite the passage of Social Security, conservatives still believed that they could undo the new program. In the 1936 presidential campaign, Republican candidate Alf Landon, governor of Kansas, described Social Security as “a fraud on the workingman” and “a cruel hoax.” “The Republican party will have nothing to do with any plan that involves prying into the personal records of 26 million people,” Landon said in one address. The Republican National Committee sent out mailers campaigning against it.

But FDR trounced Landon, and the Roosevelt administration, his successor Truman, and Democrats in Congress started working on ways to expand the program toward its goal of universal coverage. When the disability program was up for debate in 1949, Republicans criticized it. They also petitioned against an increase in benefits, arguing that Social Security was intended to provide only a income floor for older Americans.

Some still pushed for the program to be repealed entirely. “The old-age and survivors insurance program is a grossly unsound and ineffective tool for the social-security purposes it attempts to accomplish,” Congressman Carl Curtis (R-Nebraska) said when the 1949 amendments were being debated. He lobbied to replace it with a program with much smaller benefits.

But by 1955, with the notable assistance of Republican President Dwight Eisenhower, who called those who wanted to abolish Social Security “stupid,” the program as it exists today – with near-universal coverage, better benefits and a disability component – was effectively in place.

THE REAGAN “REFORMS” (1980s)

As Social Security cemented itself as a fixture of the American safety net, Republicans faced something of a crisis about how to discuss the program. As late as 1962, conservatives like Ronald Reagan were saying that the program had put the United States “down the road in the image of the labor Socialist Party of England.”

The debate largely subsided with the program solvent and other issues dominating the political discourse for the next two decades. But, coincidentally, as Reagan took the White House, demographic trends were putting a squeeze on the program. Reagan appointed Congressman David Stockman (R-Michigan), who had once called Social Security “closet socialism,” to oversee his budget office.

Publicly, Reagan warned that the program was “teetering on the edge of bankruptcy,” but Stockman’s private remarks suggest that the administration saw the crisis as an opportunity for cuts. The White House pushed through an elimination of a “frozen” minimum benefit and student benefits without much Democratic support in 1981. The crisis “will permit the politicians to make it look like they’re doing something for the beneficiary population,” Stockman said, “when they are doing something to it which they normally wouldn’t have the courage to undertake.”

But the public rhetoric was markedly different. “Today, we see an issue that once divided and frightened so many people now uniting us,” Reagan said as he signed a 1983 bipartisan bill that slowly increased the retirement age while also boosting payroll tax rates.

PREPPING FOR NEXT BATTLE (1980s-2000)

Behind the scenes, though, conservative thinkers were dismayed that the Reagan White House had come nowhere close to dismantling the program as had once been hoped. Wonks at the conservative Heritage Foundation warned that they must work to “prepare the political ground so that the fiasco of the last 18 months is not repeated” and they could achieve the “radical reform of Social Security.”

Privatization – called “individual accounts,” which had people investing their money, eliminating the base benefit that Social Security had been conceived as -- was the goal. They considered young people “the most obvious constituency for the private alternative” and pondered ways “to detach, or at least neutralize” the older Americans who were or would soon be benefiting from the program in its current form.

Again, however, Republicans seemed to recognize the political realities that the last few decades had solidified and what that required of their public rhetoric. “It’s not a welfare program,” President George H.W. Bush said. “It’s sacrosanct.”

BUSH’S FAILED PRIVATIZATION PLAN (2000-2005)

Conservatives finally made their play for privatizing Social Security during the second Bush administration.

George W. Bush told conservatives in the midst of the 2000 campaign that Republicans “have to find a way to allow people to invest a percentage of their payroll tax in the capital markets” – a new incarnation of the individual accounts or privatization concept.

But the GOP was getting sharper with its rhetoric. The libertarian Cato Institute renamed its existing Project on Social Security Privatization to the Project on Social Security Choice in 2002. The overall effect of the Bush-era proposals was the same, turning a guaranteed benefit into something else entirely, but they had figured out what they thought were better ways to talk about it.

“BANISH PRIVATIZATION FROM YOUR LEXICON,” read a memo that Republican pollster Frank Luntz gave Bush during the 2004 campaign. But while Bush made Social Security a top priority at the onset of his second term and undertook a national tour to discuss the issue, those who support the traditional program rallied against it.

The effort proved to be a debacle for Bush. Formal legislation never even got a full vote in Congress, and in 2006, Democrats took control of both chambers. Republicans appeared to be so scarred by the episode that the notion of major changes to Social Security was rarely broached in the following years.

But now, nearly a decade later, conservatives think they have another shot.

Parts of this article was published by Talking Points Memo (TPM) on January 14.

Jones Act receives strong support from Congress

The United States Congress last month enacted its strongest statement of support for the Jones Act and the American domestic maritime industry since the Merchant Marine Act of 1936, according to a American Maritime Partnership (AMP) press release. The SUP is a member of AMP.

The measure was included as part of the National Defense Authorization Act (H.R. 3979), which noted that the national security benefits of the domestic maritime industry and the Jones Act are “unquestioned.”

The bill states that the Jones Act and the American domestic maritime industry are vital to “the national security and economic vitality of the United States and the efficient operation of the United States transportation system.”

The legislation has been approved by both chambers of Congress and was signed into law by President Obama.

“Today, Congress reaffirmed its support for the American domestic maritime industry, the Jones Act, and the critical role both play in the national security and economic vitality of our nation,” said AMP Chairman Tom Allegretti. “It is hard to imagine a more emphatic and unambiguous statement of support for the Jones Act than this legislation. The fact that it originated from both the House and Senate Armed Services Committees is only further evidence of the national security benefits of the Act and the American domestic maritime industry.”

The Congressional statement of support for the Jones Act as part of the National Defense Authorization Act specifically stated that the national security benefits of the domestic maritime industry are unquestioned as the Department of Defense depends on United States domestic trades’ fleet of container ships, roll-on/roll-off ships, and product tankers to carry military cargoes.

It also stated that the U.S. Department of Defense benefits from a robust commercial shipyard and ship repair industry and current growth in that sector is particularly important as Federal budget cuts may reduce the number of newly constructed military vessels and that the domestic fleet is essential to national security and was a primary source of mariners needed to crew United States Government-owned sealift vessels activated from reserve status during Operations Enduring Freedom and Iraqi Freedom in the period 2002 through 2010.

House Majority Whip Steve Scalise (R-Louisiana) and Coast Guard and Maritime Transportation Subcommittee Chairman Duncan Hunter (R-California) both recently noted that the Jones Act contributes to America’s national security, saying “without the Jones Act, vessels and crews from foreign nations could move freely on U.S. waters, creating a more porous border, increasing possible security threats and introducing vessels and mariners who do not adhere to U.S. standards into the bloodstream of our nation.”

Nicaragua breaks ground for canal

Nicaragua on December 22, broke ground on its Chinese-led \$50 billion shipping canal, a massive infrastructure project that aims to rival Panama’s waterway and revitalize the economy of the second-poorest country in the Americas.

Nicaragua’s government says the proposed 172-mile canal, due to be operational by around 2020, would raise annual growth to over 10% and help put an end to endemic poverty in the country of six million people. It could also give China a major foothold in Central America, a region that for years has been dominated by the United States, which completed the Panama Canal a century ago.

Construction of the new waterway will be run by Hong Kong-based HK Nicaragua Canal Development Investment Co Ltd (HKND Group), which is controlled by Wang Jing, a little-known Chinese telecom mogul well-connected to China’s political elite. “This moment will surely go down in history. I announce the start of work on the great canal of Nicaragua,” Wang Jing said at an opening event on Nicaragua’s Pacific Coast, attended by the country’s Vice President Omar Hallesevens.

Foreign-flag cruise line worker jailed for rape, attempted murder

A former crew member for Holland America Line was sentenced to 30 years and five months in prison on January 8, in a South Florida federal court, to be followed by a lifetime of supervised release, for the brutal attack and attempted murder of a female passenger last year aboard the *Nieuw Amsterdam*, according to the U.S. Department of Justice.

Ketut Pujayasa, who is an Indonesian citizen, admitted to FBI agents that he entered the woman’s stateroom with his company-issued master key, and hid on the balcony waiting for her to return.

Earlier while delivering room service, Pujayasa said the woman disrespected him and his parents by referring to him as a “son of a bitch.”

The victim, a 32-year-old American woman, was assaulted by Pujayasa while on a seven-day western Caribbean charter cruise.

Pujayasa told FBI agents that when the woman got into bed, he immediately choked and punched her numerous times. According to the complaint, Pujayasa

struck the woman with a laptop and curling iron, and tried to strangle her with a telephone cord and curling iron cord. The victim was rendered unconscious at least once during the attack, at which time Pujayasa sexually assaulted her.

The brutal attack continued onto the stateroom’s balcony where Pujayasa tried to throw her overboard. The woman was able to escape after stabbing Pujayasa with a corkscrew, according to the report. She escaped into the hallway and found another passenger who administered first aid.

Pujayasa was placed under guard and the crime scene was secured. According to Holland America Line, Pujayasa was immediately fired.

The company says Pujayasa was hired in 2012 after a careful screening that included a clean criminal history check. He had good references and no prior performance issues, according to the company.

Pujayasa pled guilty to the attack in September. He is expected to be deported after serving out his sentence.

ESU Office Assignments

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

ESU NEWS

JANUARY 2015

Official Publication of the Exxon Seamen's Union

ExxonMobil affiliate SeaRiver Maritime christens *Eagle Bay*

On January 12, 2015, Exxon Mobil Corporation's marine affiliate, SeaRiver Maritime, Inc., christened the *Eagle Bay*, the second of its two new U.S.-flag crude oil tankers, at a naming ceremony at Aker Philadelphia Shipyard, in Philadelphia.



Despite a cold and rainy Monday at AKERS Shipyard in Philadelphia, the enthusiasm of those in attendance for the naming ceremony of SeaRiver's newest ship would not be dampened. On the bridge wing of the *Eagle Bay*, Lady Sponsor, Claire Madden delivers a two hand smash of the champagne bottle to the applause of all those on hand for this special occasion.

Attending were representatives from SeaRiver's leadership and project team, ExxonMobil, XTO, Aker Philadelphia Shipyard, the U.S. Coast Guard and elected officials from the state of Pennsylvania. Following a reception, guests were escorted to the wheelhouse of the *Eagle Bay* for the ceremony. After the invocation and comments from

APSI, the Governor of Pennsylvania, Tom Corbett, Governor elect, Tom Wolfe, Jack Buono and Andy Madden, all eyes turned to Lady Sponsor, Claire Madden, who had the honor of bringing the ship to life by smashing the traditional bottle of champagne on the ship's bridge wing, along with the following comment, "I name this ship *Eagle Bay*. May GOD bless this ship and all who sail with her."

The second-in-class vessel, constructed at the shipyard, incorporates the latest safety, navigation and engine room technologies and will begin supplying crude oil from Alaska North Slope to refineries along the U.S. west coast later this year. The double hull *Eagle Bay* is 820-foot long and has capacity to carry 800,000 barrels of oil.

SeaRiver Maritime's contract with Aker for two tankers, valued at \$400 million, delivered a significant economic boost to the greater Philadelphia region where it generated employment and millions of dollars in revenue. When placed into service, the new tankers' economic contributions will extend across the United States to Alaska, California and Washington as they begin to support oil production and refining operations. The new vessels will replace two existing double hull tankers (*Kodiak* and *Sierra*).

"This project has had a significant economic impact, creating more than 1,200 jobs and generating millions of dollars in revenue for the city of Philadelphia, the commonwealth of Pennsylvania and beyond," said Andy Madden, Vice President of ExxonMobil Refining & Supply Company. "What we celebrate today is a reminder of what America's energy industry can do and is doing – investing in our country. Expanding supplies of affordable, reliable energy has been a major contributor to our economy, creating jobs and helping meet our government's fiscal challenges."

In addition to double hulls for all cargo and fuel tanks, the *Eagle Bay* is equipped with redundant components for key systems, including main engine components and controls as well as fuel, lube oil and electrical systems to deliver energy efficiencies and better performance. These features reflect the results of SeaRiver Maritime's consultation with independent specialists to complete an extensive evaluation of the vessel's design using Failure Mode and Effects Analysis, a methodology used by the aerospace industry and the U.S. Department of Defense. The ship's main engine and auxiliary systems will be energy efficient and generate lower air emissions than what regulatory standards currently require.



Following the Naming Ceremony a reception and dinner was held at the Union League in downtown Philadelphia. Captain Sean Wilcox, Chef Engineer Curt Carter and ESU Vice President Leo DeCastro present the vessel's sponsor, Mrs. Madden with a portrait of the *Eagle Bay* that was painted by Patrick O'Brien (far left) an award-winning marine artist who specializes in paintings of the age of the fighting sail.

PPE reminder

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

Effective this year employees may redeem their clothing form for 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 paid through company payroll after you submit your receipt. Safety glasses frames and lenses must meet Z87.1 standard and needs to be specified on the receipt.

The Safety Shoe Program was changed during 2011 bargaining and is now a cash subsidy amount of \$200 and will be paid on a non-taxable basis through payroll by February 15, 2015.

The Winter (Arctic) Clothing allowance is paid every three years and is due to be paid again this year by February 15, 2015. 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

The vessel was visited by ESU Board officer John Straley on January 20, at Motiva Norco outside of New Orleans. Over the past few weeks the vessel has been trading between ports in the Mississippi River and Florida. Deck Trustee, Jeff Harris is filling in with the Ship Rep. duties and reports no problems.

Eagle Bay

Naming Ceremony held on January 12, at Akers Shipyard. As we go to press there is no firm date when the vessel will be fully crewed. A couple of unlicensed were assigned to the vessel on the 19th. Indications are that the vessel will be crewed and enter service within a few weeks.

Liberty Bay

The vessel's last couple of trips have been Valdez to Long Beach. ESU Board officer Leo DeCastro visited the ship at Tesoro 121 on January 15. Engine Trustee, Will Ackley filling in as Ship Representative and staying in touch with ESU office.

Sierra

The *Sierra* continues in the ANS trade between multiple discharge ports. Joe Bernavich is filling in with the Ship Rep. duties. Vessel is expected to continue to operate for a couple more months. Once the *Eagle Bay* enters service the plan is for the *Sierra* to exit service shortly thereafter.

Final Departure – Marianne Miller



The ESU was saddened to learn that Ms. Marianne Miller, 69, of West Linn, Oregon passed away on December 17, 2014. Marianne, who was an ardent supporter of the ESU throughout her career, sailed as a Cook in the fleet and will be remembered as a good friend and shipmate. Ms. Miller retired from SeaRiver on June 1, 2007 after a 20-year career with Exxon Shipping/SeaRiver. We extend our heartfelt condolences to Marianne's family and friends.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

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

Labor Law for the 0.01%

By John Logan, Truthout.org

In the December 15 edition of the *Washington Post*, right-wing lobbyists Rick Berman and Newt Gingrich call for the new Republican Congress to pass without delay the ludicrously mistitled “Employee Rights Act” (ERA), a reactionary bill that would promote the interests of powerful corporations and billionaires at the expense of U.S. workers.

Between them, Berman and Gingrich have decades of experience opposing workers’ collective rights. At a recent meeting of oil and gas executives, Berman – CEO of the virulently anti-labor Center for Union Facts – was recorded saying, “I get up every morning and . . . figure out how to screw with the labor unions.” Politics, Berman explained, is “an endless war” in which corporations must use “fear and anger” because they can “either win ugly or lose pretty.” Gingrich, too, has a long history of “screwing” with unions. In 1992, then GOP whip, Gingrich advised Labor Secretary Lynn Martin to overhaul union financial reporting rules to “weaken our opponents and encourage our allies.” (Under George W. Bush, the Department of Labor adopted his brazenly partisan advice.)

Given those credentials, it is unsurprising that the ERA would not “protect” workers from unions – the fallacy that workers need protection from unions is a standard right-wing talking point – but would “encourage” the billionaire allies of the GOP by “winning ugly.”

The ERA would mandate that any worker who wants a union must go through a lengthy management-dominated certification election. Berman and Gingrich compare union elections with political elections, but fail to say that during union elections, employers and “union avoidance” consultants enjoy exclusive access to the workplace, force workers to attend group and one-on-one anti-union speeches, and tell them that voting for the union may threaten their job security. Many workers face direct threats of retaliation and dismissal. They also fail to mention that, under the ERA, unions need to win not just a majority of votes cast, but a majority of eligible voters, and the bill requires that certification votes proceed even following allegations of serious unlawful management conduct. Thus, the ERA would mandate long election campaigns that enable unscrupulous employers and their highly paid consultants to intimidate and coerce their workers into voting against the union.

The ERA would strengthen the penalties against unions that allegedly use coercion to get workers to support them. This is a red herring intended to distract from the real problem – widespread intimidation by corporations. Every year the labor board finds merit in thousands of unfair labor practice complaints against companies – compared with a tiny number of complaints against unions – but the penalties for employers who intimidate, coerce or fire workers are pathetically weak. In other words, the ERA punishes unions that don’t coerce workers, gives a free pass to unscrupulous corporations that do, and makes it as difficult as possible for workers to choose a union – all in the name of “employee freedom.”

The ERA would also make it far more difficult for unions to spend money on politics by forcing them to get annual

written permission from every single member. This idea, commonly known as “paycheck protection,” has been popular in right-wing circles since first promoted by the American Legislative Exchange Council in the early 1990s. California voters have rejected it three times over the past 16 years – most recently in November 2012 – because they recognized it for what it is: a cynical partisan effort to increase the stranglehold that corporations and billionaires hold over our political process. California’s dishonest 2012 paycheck Proposition 32 even originated with the Lincoln Club of Orange County – the folks who indirectly brought us the Supreme Court’s Citizens United decision.

Most union members understand that political action is essential to protect their economic benefits, but may not realize that through their pension investments, many union members subsidize corporate political speech. Moreover, union money doesn’t compare with the corporate cash that Berman believes should enjoy “total anonymity.” In 2012, the top 0.01 percent’s donations to Democrats were, according to former Secretary of Labor Robert Reich, “more than four times larger than all union donations to Democrats put together.” The biggest spender of all in the 2012 election cycle was Gingrich ally Sheldon Adelson, who gave well over \$100 million to conservative causes and candidates. Adelson told *The Wall Street Journal* he would spend double that figure next time, especially to support anti-union legislation like the ERA.

The country desperately needs labor law reform – but not the labor law for the 0.01% supported by Berman and Gingrich. Under the existing law, unscrupulous corporations and their “union avoidance consultants” are the ones that really choose whether a workplace gets a union. Every reputable survey shows that millions of non-union workers would like union representation but can’t get it under the current system because of weak legal protection and strong employer opposition. The real scandal is that millions of U.S. workers lack protection from powerful corporations that offer poverty wages, precarious employment and poor working conditions. Strong unions would help workers at Walmart, McDonald’s and Amazon gain a living wage and win respect at work.

The ERA offers U.S. workers nothing but greater economic inequality and even more misery. Given who supports it, this should surprise no one. When education expert Diane Ravitch challenged Rick Berman’s invented “facts” denouncing teachers’ unions, he replied: “I am a PR man, not an education researcher.” Don’t be fooled by their misleading “facts” and disingenuous “pro-employee” rhetoric. Berman and Gingrich are nothing but slick PR men peddling labor law reform for the 0.01%.

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**Support the
SUP Political
Fund**

Welfare Notes

January 2015

Member Assistance Program

The Member Assistance Program is a confidential, professional resource that is provided by your Trust Fund. It includes a staff of counselors, psychologists and other professionals to help members and their dependents resolve personal problems. The services are provided by Human Behavior Associates, Inc.

Human Behavior Associates is a private firm that specializes in providing employee counseling and assistance programs. The staff includes psychologists, clinical social workers, marriage and family therapists and addictions counselors.

All contact between employees and the Member Assistance Program is strictly confidential. Your Trust Fund has contracted with Human Behavior Associates to provide a specific number of no-cost counseling sessions. For continued treatment you will be referred to your medical plan. Be sure to enroll in a medical plan. There may be charges for continued treatment.

To request help call 1-800-937-7770 or collect at 707-747-0117. The help line is available 24 hours per day. The program staff will refer you to the appropriate resource for your issues. You will be referred to local counselors and treatment centers, self-help programs and other sources for immediate assistance.

You can also contact Human Behavior Associates, Inc. online at: www.callhba.com.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870

berittrainrep@sbcglobal.net

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

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

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

Seafarers Medical Center 415-392-3611

Big belly, bigger heart risk

Having a beer belly significantly increases the risk for sudden cardiac death, a new study has found.

Sudden cardiac death is the result of an electrical malfunction that causes the heart to beat irregularly. It is not the same as a heart attack, which results from a failure of blood circulation to the heart, but it accounts for about half of all cardiac-related deaths.

Researchers followed 14,941 men and women, with an average age of 54 at the start of the study, for almost 13 years. The subjects had detailed health examinations five times, and there were 253 sudden cardiac deaths. The study is online in *Heart*.

As the researchers expected, those who died suddenly had higher rates of other

cardiac risk factors, including obesity, hypertension, high cholesterol and more. But independent of these factors, those with the highest waist-to-hip ratio had more than double the risk of sudden cardiac death compared with those in the normal range. The increased risk was apparent only in nonsmokers.

“We’re not sure what’s mediating it,” said the lead author, Dr. Ahmet Selcuk Adabag, a cardiologist in Minneapolis. “But abdominal obesity is much worse than general obesity.”

For those with a midriff bulge, Dr. Adabag said, “there’s no easy answer. You have to make a significant effort to reduce your cardiac risk by weight loss, diet and exercise.”

Membership and Ratings Committee

The Committee met on January 2, 2015, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

<u>Name and Membership Number</u>	<u>Seatime</u>	<u>Rating</u>	<u>Seniority</u>
Joseph Nugent #2472	6 Years	A.B.	A
Jonnel Hodges #19372	1 Year	O.S.	B
Warlito Sapin #19373	1 Year	O.S.	B
Rachid Ayache #19374	1 Year	O.S.	B
Martin Machado #19375	1 Year	A.B.	B
Elorde Ramos C-2463	30 Days	A.B.	C
Derick Glenn C-2471	30 Days	A.B.	C
Matthew Dulay C-2472	30 Days	O.S.	C
Rory Swank C-2473	30 Days	O.S.	C
Lavell Burton C-2474	30 Days	O.S.	C
Pim Orosz C-2475	30 Days	O.S.	C
Herbert Oquendo C-2476	30 Days	A.B.	C
John Lucia C-2477	30 Days	O.S.	C
Limneo Bation C-2478	30 Days	A.B.	C
Roberto Morante C-2479	30 Days	A.B.	C
Jayson Lacey C-2480	30 Days	O.S.	C
John Dalao C-2481	30 Days	A.B.	C

Rating Stamps - None

Membership and Ratings Committee’s Report: M/S to concur in the Committee’s report. Carried unanimously. Membership and Ratings Committee: Chris Bunheirao #5749, Paul Fuentes #2239 and Sam Worth #19320.

NLRB ruling lets work email be used to organize

In a decision that could affect millions of workers across the country, the National Labor Relations Board (NLRB) ruled last month that employers could not prohibit employees from using their company's email to communicate and engage in union organizing on their own time.

The 3-to-2 ruling overturned a decision made in 2007, when Republicans held a majority on the board, that had forbidden such use of email.

Calling that ruling "clearly incorrect," the current majority noted how technology had transformed daily habits. "The workplace is 'uniquely appropriate' and 'the natural gathering place for such communications,'" the board wrote, "and the use of email as a common form of workplace communication has expanded dramatically in recent years."

The board did carve out an exception, saying that in special circumstances, employers might be able to create an overall ban on non-work use of email if they could show it was necessary for productivity or discipline. The board said that as long as workers were allowed to send non-work-related emails, then employers could not bar the messages from being about Union organizing.

The case was brought in 2012 by the Communications Workers of America, which tried to unionize workers at Purple Communications, a California company that provides services for the deaf and hard of hearing. Organizing efforts failed, the union complained, because of the company's email restrictions, which it said violated the National Labor Relations Act.

The case pitted employers' property rights against workers' freedom to communicate and organize. The 2007 ruling on email prohibitions, which involved *The Register-Guard*, a newspaper in Eugene, Oregon, incorrectly erred on the side of the employer, the board wrote, and slighted "the importance of email as a means of workplace communication" and "failed to adequately protect employees' rights."

The majority in the ruling wrote: "Empirical evidence demonstrates that email has become such a significant conduit for employees' communications with one another that it is effectively a new 'natural gathering place'."

Union leaders applauded the decision. Calling it a "common-sense ruling," Matt Ginsberg, associate general counsel of the AFL-CIO, said: "The decision does not break new ground but instead simply applies well-established law regarding the right of employees to discuss working conditions during breaks and other non-working time to the modern context of email communication."

What is marine snow?

Marine snow is a shower of organic material falling from upper waters to the deep ocean. Biological debris that falls from higher in the water column is also known as marine snow.

As plants and animals near the surface of the ocean die and decay, they fall toward the sea floor, just like leaves and decaying material fall onto a forest floor. In addition to dead animals and plants, marine snow also includes fecal matter, sand, soot, and other inorganic dust.

The decaying material is referred to as "marine snow" because it looks a little bit like white fluffy bits. The "snowflakes" grow as they fall, some reaching several centimeters in diameter. Some flakes fall for weeks before finally reaching the ocean floor.

The continuous rain of marine snow provides food for many deep-sea creatures. Many animals in the dark parts of the ocean filter marine snow from the water or scavenge it from the seabed. NOAA scientists and others have measured the amount of usable material in marine snow and found that there is plenty of carbon and nitrogen to feed many of the scavengers in the deep sea.

The small percentage of material not consumed in shallower waters becomes incorporated into the muddy "ooze" blanketing the ocean floor, where it is further decomposed through biological activity. About three-quarters of the deep ocean floor is covered in this thick, smooth ooze. The ooze collects as much as six meters every million years.

Smugglers put ships on autopilot

Smugglers who bring migrants to Europe by sea appear to have adopted a new and more dangerous tactic: cramming hundreds of them onto a large cargo ship, setting it on an automated course to crash into the coast, and then abandoning the helm.

It happened twice this month in the span of three days, and both episodes could have ended in tragedy if the vessels had not been intercepted at sea.

In the latest such incident, the cargo ship *Ezadeen* was stopped with about 450 migrants aboard after smugglers sent it speeding toward the coast of Italy in rough seas with no one in command. Italian authorities lowered engineers and electricians onto the wave-tossed ship by helicopter to secure it, and the Italian Coast Guard towed it to the Italian port of Corigliano. Children and pregnant women were among the migrants, most of whom were believed to be from war-ravaged Syria, Italian Coast Guard Commander Filippo Marini said.

An Italian Coast Guard patrol plane had spotted the 220-foot *Ezadeen* about 90 miles east of Italy's Calabria region and contacted it to see if it needed assistance. "There was no crew, and one migrant, a woman, took the call," Marini said. "She said: 'We are alone. Please help us. We are in danger.'"

Two days earlier, the *Blue Sky M*, a Moldovan-flagged cargo ship carrying about 800 migrants, was similarly abandoned by smugglers who locked the ship on automatic pilot and set it on a collision course for a stretch of Italy's southern coast, authorities said. Despite strong winds and high waves, Coast Guard officers were lowered onto the ship's bridge and managed to regain control of the steering about a half-hour before it was due to strike the coast, Marini said.



Gang in the *Manoa*, December 29, from left: Bosun Frank Portanier, Robert Booth, Tom Koppel, Romo Alexander, Jerry Komoto, delegate, and John Ross. Photo: Roy Tufono.

IMB concerned over decision to compensate pirates

The International Maritime Bureau (IMB) has joined other maritime organizations in expressing concern over the decision to compensate convicted Somali pirates.

These criminals have been responsible for taking hostage thousands of seafarers, who were subjected to unprovoked violence and sometimes torture. Some seafarers have also been murdered while carrying out their lawful business on the high seas.

In December, the European Court of Human Rights (ECHR) ordered France to pay thousands of euros to Somali pirates who had attacked French ships in 2008. The pirates were captured by French military on the Somali coast after they hijacked two French yachts in separate attacks in 2008. French authorities held one group for four days and the other group for six days and 16 hours before they were taken to France to stand trial. (See the December *West Coast Sailors* for more information.)

The ECHR said the pirates should be paid compensation because they were not immediately brought before a French court but instead kept in custody for a further 48 hours after arriving in France. According to the judge this was a "violation of their rights to freedom and security".

IMB said that, there were practical complexities when dealing with the crime of piracy that needed to be fully appreciated. "There are practical difficulties with respect to the gathering of evidence and transporting of the alleged perpetrators when a crime is committed at sea, thousands of miles from where the court proceedings take place, compared to a crime committed ashore," said an IMB spokesman. The IMB added it was worried about the message that the ECHR's decision might send out to other pirates and the implications it may have on shipping and seafarers' safety. In light of this decision, IMB states, "We hope this does not discourage the European navies from taking the required actions necessary to keep piracy suppressed along these vital international trade routes."

IMB had at the time of the attacks warned of the growing Somali piracy trend in which pirates operating from "mother ships often attacked vessels hundreds of nautical miles out to sea before taking them into Somali waters to demand ransoms.

The ECHR's decision has been criticized by the British seafarers' support group, Maritime Piracy Humanitarian Response Program (MPHRP). Roy Paul, program director for MPHRP, said, "This decision would be unbelievable if it wasn't made by the European Court of Human Rights. The claim that this constituted a 'violation of their rights to freedom and security' is an insult to the seafarers and yachtsmen they attacked as surely this is the true violation of the seafarers' rights to freedom and security. These pirates, in my opinion, gave up any of their rights when they set sail to attack innocent seafarers who were simply doing their essential work."

While the number of pirates attacks have dropped significantly in Somali waters, largely due to increased naval presence in the area, the threat is still present says IMB. "There can be no room for complacency as it will take only one successful Somali hijacking for the business model to return. Masters are, therefore, advised to maintain vigilance and adhere to the latest Best Management Practices recommendations," the IMB advises.

Ships are advised to maintain strict anti-piracy watches and report all pirate attacks, both actual and attempted, and suspicious sightings to the IMB Piracy Reporting Center in Kuala Lumpur, Malaysia.

Captain, mate charged with manslaughter in Egypt

Egypt's public prosecutor charged the captain and first officer of a Kuwaiti container ship with manslaughter in connection with a collision in the Red Sea last month that killed 25 Egyptian fishermen, the state news agency MENA said on December 20.

The fishing boat capsized after colliding with the Panamanian-flagged ship *al-Safat* after the vessel had passed through the Suez Canal on its way to Saudi Arabia.

The defendants have been detained since the incident and the prosecutor has ordered the seizure of the ship, last reported as docked in Safaga port, 300 miles southeast of Cairo.

The collision is at least the second in the last four months involving vessels passing through the Suez Canal. In September, two container ships collided at the northern end of the canal, knocking containers into the sea and delaying traffic in both directions.

Initial reports said 13 Egyptians had died in the collision near Ras Ghareb about halfway down the Gulf of Suez, but the death toll increased to 25. The MENA report said 134 other people were injured and three were missing.



SUP President's Report

January 12, 2015

CHEVRON SHIPPING COMPANY

In accordance with the 2012-2017 agreement between the SUP and Chevron, wages and overtime rates shall increase by 2.5% on February 1. New wage scales will be published in this month's *West Coast Sailors*.

PATRIOT CONTRACT SERVICES

In accordance with the agreement between Patriot and the SUP, MFOW and SIU-Marine Cooks, effective January 27, there will be a 2% increase in Total Labor Cost (wages, overtime, Supplemental Benefits, SUP Money Purchase Pension Plan, SUP Welfare Plan, etc.) in the surge sealift Large Medium Speed Roll-On/Roll-Off (LMSR) vessels *USNS Gilliland*, *USNS Gordon*, *USNS Shughart* and *USNS Yano* operated and maintained by the company for the Military Sealift Command (MSC).

The increase marks the sixth year of the contract between Patriot and MSC. There is one more one-year-option period and two six-month-award-term periods. If all option periods are exercised by the government, Patriot will be operating the ships until 2017.

New wage scales will be published in this month's *West Coast Sailors*.

SAN FRANCISCO BAR PILOTS

In accordance with the 2013-2015 agreement between the SUP and the San Francisco Bar Pilots, wage and overtime rates for Marine Personnel and Dispatchers increased by 3% effective January 1.

FOSS MARITIME COMPANY

Responding to membership concerns regarding the assignment of SUP call-out tugs to Inlandboatmen's Union (IBU) crews due to a lack of SUP engineers, the Union met with Foss on July 14, of last year to address the problem. Taking the lead for the SUP was Vice President Dave Connolly along with rank-and-file members employed by the company: Ed Chilbert, Sterling Jones, James McGuire, Tom Tynan and Eric Weintraub. Foss was represented by San Francisco Regional Operations Manager Bob Gregory and Marine Personnel Manager Laura Rosenberg.

At the meeting, the Union objected to the cancellation of SUP jobs for the lack of a qualified engineer, insisted on parity with the IBU and proposed modifications to the call-out engineer guarantee to make it a more desirable job. Out of that discussion, an amendment to the Agreement was drafted and revised in conjunction with the company and vetted by SUP members employed by Foss.

The change is to Section 29.06 which modifies the schedule of the call-out guarantee from 10 days on and five days off to seven days on and seven days off. It also expands the number of jobs to address any imbalance with the IBU and allows for the retention of the jobs subject to certain conditions (i.e. by refusing to take the job when requested).

Foss agreed to the final language on December 8, with the amendment circulating amongst SUP members, without objection since December 9.

Therefore, recommend general membership approval of the amended Agreement.

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 finances of the Union for the fourth quarter of 2014, and report back to the membership at the February coastwise meetings. In the event the Committee cannot be filled today, or is short-handed when it convenes, recommend that necessary committee members be shipped off the hiring hall deck as per past practice.

The Committee will meet at Headquarters at 8:00 A.M. on Monday, February 9.

2015

This year will bring the usual challenges to the SUP and the maritime industry, some anticipated and some not.

The Sailors' Union has always been affected by what transpires in Washington, D.C. and we will continue to be active in combating those who would gut the Jones Act, shrink U.S.-flag cargo preference, monetize Food for Peace and abolish the Export-Import Bank. These laws, programs and institutions are critical to maintaining the U.S. Merchant Marine.

The Maritime Security Program (MSP) is also critical. Without this program it is doubtful that there would be any U.S.-flag vessels engaged in the international liner trades. The program is authorized until 2025 but needs to be funded by Congress every year. Full funding was achieved this year but the process was difficult as \$20 million was initially cut from the \$186 million required but restored under the National Defense Authorization Act for fiscal year 2015. In practical terms, this means that the nine vessels SUP-contracted APL Maritime Services has enrolled in MSP will continue operating under U.S. flag.

The agreement between the SUP, MFOW, SIU-Marine Cooks and APL expires on September 30. It is anticipated that a Negotiating Committee will be elected at the August Headquarters' meeting.

The Union will also be in bargaining with the San Francisco Bar Pilots. The Agreements covering Marine Personnel and Dispatchers, expires on December 31.

Also, some time during the year the SUP membership will gain work when Matson takes over Horizon Lines' Alaska service.

In preparation for the triennial balloting for Union officers and propositions submitted by the membership to amend the SUP Constitution and Shipping Rules, a Committee on Constitution will be elected at the June Headquarters' and Branch meetings. The committee will review the proposals submitted and make its

recommendations to the July membership meetings. Proposals that are approved by the membership will go on the 2015-2016 ballot.

Nomination of regular officers of the Union shall be made at the September Headquarters and Branch meetings. Those who are nominated and qualified to hold Union office will have until October 14, to accept the nomination.

Balloting for officers and proposed amendment to the Constitution and Shipping Rules will begin on December 1, and end on January 31, 2016. The new term for officers will begin on March 1, 2016 and end on February 28, 2019.

HOLIDAYS

Martin Luther King, Jr.'s Birthday: All SUP halls will be closed Monday, January 19. 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 20.

Lincoln's Birthday: All SUP halls will be closed Thursday, 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 16, in accordance with the agreements with APL, Foss, Matson and Patriot Contract Services. Due to the holiday, Branch meetings will be held Tuesday, February 18.

Washington's Birthday: Since this holiday (February 22) falls on a Sunday this year, it will be observed on Monday, February 23, under the Chevron agreement. For members employed by the San Francisco Bar Pilots, Station Boat crews, Run Boat crews and Dispatchers the holiday will be observed on Sunday, February 22. The Dock Bosun will observe the holiday on Monday, February 23.

ACTION TAKEN

M/S to approve amendment to the SUP/Foss Agreement. Carried unanimously.

Quarterly Finance Committee – Nominated and elected: Phil Coulter, Noel Itsumaru, Dave Larsen, Art Thanash and Mike Worth. M/S to accept nominees. Carried unanimously.

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

Gunnar Lundeberg

Patriot Contract Services								
LMSR wage and benefit rates								
USNS Gordon, USNS Gilliland, USNS Shughart, USNS Yano								
Effective January 27, 2015								
Full Operating Status (FOS)								
	Monthly Base Wage	Daily Base Wage	Hourly Overtime Rate	Vacation Days Per Month	Monthly Benefit Base	Monthly Supple. Benefit	Daily Supple. Benefit	Daily Money Purchase Plan
Bosun	7,462.47	248.75	26.36	16.00	5,460.13	2,912.07	97.07	11.04
AB	5,282.05	176.06	18.41	16.00	3,882.66	2,070.76	69.02	11.04
OS	4,268.25	142.28	16.99	16.00	2,977.05	1,587.75	52.93	11.04
Reduced Operating Status (ROS)								
	Weekly Base Wage	Daily Base Wage	Hourly Overtime Rate	Vacation Days Per Month	Monthly Benefit Base	Monthly Supple. Benefit	Daily Supple. Benefit	Daily Money Purchase Plan
Bosun	1,312.10	187.44	26.36	6.00	5,460.13	1,092.02	36.40	11.04
AB	929.04	132.71	18.41	6.00	3,882.66	776.53	25.89	11.04
OS	710.94	101.55	16.99	6.00	2,977.05	595.41	19.84	11.04



This serenely monumental Union hall opened in 1950 as a throwback: Streamline Moderne served straight up in a stripped-down modern age, done by the architect responsible for Pacific House at 1939's Golden Gate International Exposition on Treasure Island. Now it's a different sort of anomaly, a blue-collar outpost amid residential towers, where mariners show up each morning looking for work. There's talk of honoring the building as a city landmark; preservation of the culture it represents is vital too, in this fast-changing city.

*By John King, writing about SUP Headquarters.
San Francisco Chronicle, January 11. Reprinted with permission.*

Piracy down, but hijackings up in Southeast Asia

World sea piracy fell to its lowest level in eight years in 2014, but ship hijackings rose due to attacks against small tankers off Southeast Asia's coasts, a global maritime watchdog said this month.

Pirates hijacked 21 ships last year and took 442 crew members hostage, up from 12 vessels and 304 crew members in 2013, London's International Maritime Bureau (IMB) said in its annual piracy report. It said global pirate attacks fell to 245, a 44% drop since Somali piracy peaked in 2011, and down from 264 in 2013. Somali pirates were responsible for only 11 attacks last year, all of which were thwarted, but there were 124 attacks in Southeast Asia, it said.

"The global increase in hijackings is due to a rise in attacks against coastal tankers in South East Asia," IMB Director Pottengal Mukundan said. The IMB's piracy reporting center is based in Kuala Lumpur, Malaysia. "Gangs of armed thieves have attacked small tankers in the region for their cargoes, many looking specifically for marine diesel and gas oil to steal and then sell," he said in a statement.

The report said most of the attacks in the region were aimed at low level theft from vessels using guns and long knives. However, it warned that the hijackings may become increasingly violent, citing the case of a crew member who was shot dead on his bitumen tanker in December.

It said pirates were particularly active in waters around Bintan island and the South China Sea, where 11 vessel were hijacked last year. It commended the Indonesian, Malaysian and other maritime forces in the region for increased patrols, and called for the gangs to be caught and punished before the attacks become more violent.

In other parts of the world, the report said 41 incidents were reported in West Africa with five vessels hijacked, while Bangladesh reported 21 attacks, up from 12 in 2013.

New port at Pacific side of Panama Canal approved

Development and construction of a transshipment port at the Pacific entrance to the Panama Canal was approved by the canal authority's board last month.

Located on a 296.5-acre site in Panama's Corozal region, the terminal will be capable of handling more than five million TEUs when finished. The project now awaits approval by Panama's National Assembly.

Panama Canal Authority (ACP) said the project is an example of its ongoing "commitment to develop new products, enhancing customer service and furthering Panama's position as the logistics and maritime hub of the Americas."

The project will be built in two phases and includes a 6,800-foot-long dock, a container yard, offices and warehouses on land the canal authority owns.

The project's first phase will include a 4,400-foot-long of docks capable of accommodating three post-panamax containerships, and have a capacity to handle about three million TEUs. With a 20-foot-deep access canal and a depth of 60 feet along the dock, the new facility will eventually provide facilities to accommodate five post-panamax ships.

Currently, terminals on the Pacific side of Panama are able to handle about five million TEUs, but demand for container handling is projected to grow to six million after the canal's new locks open and increase to eight million TEUs by 2020.

If approved, ACP will move forward with the development and tender process. The project is expected to create hundreds of jobs. ACP will issue a call for bids to hire a company that will be responsible for all stages of the project. The contract will, most likely, consist of a 20-year concession, renewable once for 20 years.

"Advancing the terminal in the Corozal region is a priority. It is part of the Panama Canal's goal to explore and develop areas, products and services that are close to our core business, and that add substantial value to our customers as a one-stop gateway with multiple services," said Panama Canal Administrator and Chief Executive Officer Jorge Luis Quijano in a statement.

Vice President's Report

January 2015

What to do when you test positive

Call your Employee Assistance Provider – for participants in the SUP Welfare Plan that's Health Benefit Associates at 1-800 937-7770 – and request a referral to a Substance Abuse Professional (SAP) in your area. Depending the specifics of your case and on the assessment and recommendation of the SAP, you then a) go back to work after answering honestly on the DOT positive test self-certification form which includes the contact information of the SAP, b) attend an out-patient awareness class, or c) enroll in a residential rehabilitation facility. SUP Welfare Plan staff can help with any problems.

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

APL Singapore: Brett Lange, delegate. In a Chinese shipyard. Clarifications on lodging, cargo rate, and 1500 KO.

California Voyager: Terry Black, delegate. Grievance on restriction to ship in Panama filed at Step 1. Investigation underway.

APL Belgium: Peter Johnsson, delegate. Clarifications on sanitary. Sailors can be assigned to general sanitary work independent of the quarters sanitary just not during the those Section 17 hours.

Moku Pahu: Phil Romei, delegate. Clarification on shift ship minimums in Section 39: when the minimum expires straight time hours resume between 0800 and 1700 or overtime is continued from 1700 to 0800.

USNS Sisler: Adam Tassin, delegate. Reports indicate most things okay there in tropical Indian Ocean outpost. Eduardo Zepeda doing a bang-up job as bosun. Reliefs in March.

USNS Pomeroy: Rebecca Fisk, delegate. Vessel management ran off a qualified and experienced bosun for reporting safety problems. Leadership deficiency drives attrition more than any other cause. Managers and captains should understand that in today's maritime labor market qualified sailors are a rare treasure and should be treated with the respect they deserve. New bosun is Scott Weideman. Jonathan Eitz did a stand-up job as temporary bosun.

USNS Dahl: Chris Cupan, delegate. In FOS in Virginia before loading in Florida, followed by an exercise off Africa, and eventual re-deployment to Saipan. John LaPollo, has things well in hand as serang.

Foss Maritime Company: JD Rymel, Ed Chilbert, Tom Faraola, Tom Tynan, delegates. Improvements to call-out engineer position will help secure jurisdiction. See President's Report.

Dave Connolly



Onboard Pilot Boat California at Pier 9, San Francisco, January 8, from the left: Mike Sposeto, Adian Minty, Mark Hargus, Erick Weiss, Peter Winter. In front Geoff Knight and Raymond Reed. Photo: Roy Tufono.

Chevron Shipping Company

Wages and Overtime Rates

Effective February 1, 2015

Rating	Monthly Wages	Overtime Rates
Boatswain	\$4,611.62	\$24.87
Able Seaman	3,325.71	24.87
Machinist	4,208.74	24.87
Pumpman	4,208.74	24.87
Machinist Trainee	3,325.71	24.87
Oiler/QMED	3,325.71	24.87
Wiper	2,789.27	19.35
Ordinary Seaman	2,789.27	19.35
Steward Cook	4,593.96	24.87
Cook	3,325.71	24.87
Messperson	2,789.27	19.35

*Wages based on a 40-hour week

SUP Branch Reports

Seattle

December 15, 2014

Shipped during the period: 2 Boat-swains, one A-card return and one B-card to a Navy bottom; 9 Able Seaman jobs shipped and filled with 3 A-cards, 4 B's, 1 C and 1 D registrant; 3 Ordinary Seaman slots filled with 2 C's and 1 D registrant; 7 standbys went to 3 A-cards and 4 B cards.

Registered during the period: 14 A cards for a total of 21; 7 B cards for a total of 24; 1 C cards for a total of 7.

Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The Patriot vessels *USNS Watkins*, *USNS Charlton*, *USNS Soderman*, *USNS Martin* and *USNS Shugart*. And the APL vessels *APL Pearl*, *APL Philippines* and *APL Coral* all called Seattle for SUP/MFU crew replacements.

I represented the SUP/MFU at the following meetings. The King County Labor Council meeting; the Washington State Labor Council annual luncheon.

I attended a meeting regarding proposed changes to the Spokane Street Swing Bridge openings. This is the third bite of the apple Seattle Department of Transportation has attempted in this matter and this time a very "fair but firm" United States Coast Guard said "No"! This is the position of the SUP/MFU

We held the SUP/MFU Holiday Benefit party on December 6. We experienced a

slight decrease in attendance this year due in part to shipping being very good for our members and the loss of several of our retired steady attendees. We wish to thank Greg Schauf and Norm Christianson for their tremendous effort in making this year's event a success. And Mike Bailey, Mike Burpee and Danny Penor for clean-up. "A Good Time Was Had By All!"

Vince O'Halloran, Branch Agent

Wilmington

December 15, 2014

Shipping: Bosun: 3, AB: 11, AB Maint: 5, OS: 2, STOS: 1; standby: 57. Total jobs shipped: 79.

Registrations: A: 45 B: 23 C: 12 D: 17

Ships Checked

APL Korea, *Manulani* (Leon Leighton made), *Maunawili*, *APL Thailand* (chief mate lowering gangway), *APL China*, *Mokihana*, *Maunalei*, *USNS Watkins* (report from Bosun Mike Ruan that all is well), *APL Philippines* (Chief Mate doing sailors work), *R.J. Pfeiffer*.

The C-11's are going into the shipyard starting with the *Singapore*. The *Philippines* is next, then *China*, *Thailand* and *Korea*.

On December 11, attended the MTD annual Christmas lunch meeting at the Whale and Ale. Good food, and conversation. The labor movement is gospel to these good people.

We had our Christmas Party on December 13. Bill and Diane Berger made a surprise appearance. As a result, we also had visits by retirees Red and Mrs. Bell, Duane Nash, Harry and Mrs. Naeole, Carl Zeigler and Captain Joe Itson. We had a good turn out and plenty of food and drink for everyone. I would like to thank all the SUP/MFOW&W brothers and sisters for all the work putting it together and cleaning it up.

Big thank you to Leon Leighton for relieving me during Thanksgiving for a week.

Let's make this 130th year of the SUP another good one.

Mark Hurley
Branch Agent

Honolulu

December 15, 2014

Shipped the following jobs in the month of December: 1 Bosun steady, 3 AB Day steady, 1 AB Day relief, 5 AB Watch steady, 2 AB Maint steady and 1 OS steady. The shipping jobs were filled by 4 A cards, 7 B cards, and 2 C cards.

Shipped 37 standby jobs. The standby jobs were filled by 6 A cards, 10 B cards, 16 C cards, and 5 D cards.

Registered in December: 10 A cards, 8 B cards, 2 C cards, and 1 D card.

To date totaled registered: 16 A cards, 13 B cards, 8 C cards, and 6 D cards.

Ships checked

I visited the *Manukai*, *Maunalei*, *Manulani*, *R.J. Pfeiffer*, *Maunawili*, *Manoa*, *Maui*, *Mokihana*, *Mahimahi*, *Kauai*, 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 where we met with two deacons from the Apostleship of the Sea and discussed opening a Seaman's Club in Honolulu. I will keep the membership informed if they open a Seaman's Club in Honolulu.

I hope that everyone's New Year has started out well and I would like to thank all the members who helped out with the Honolulu holiday luncheon.

Aloha,
Michael Dirksen, Branch Agent

Business Agent's Report

January 12, 2015

Kauai – Yvette Cavan, delegate; Chris Bunheirao, bosun: Crewed up after a long lay up in West Sacramento. The deck gang did a bang up job to get this ship up and running despite the glitches and a minor breakdown. *Kauai* sailed for Seattle, Honolulu then to the shipyard in China. Flew the crew home. The latest is 65 days in the shipyard.

Manoa – Romo Alexander, delegate; Frank Portanier, bosun: In from Seattle, no beefs.

Mahimahi – Haz Idris, delegate; Mick McHenry, bosun: In and out with no problems.

Moku Pahu – John Dacuag, delegate; Benjamin Garman, bosun: In from the Islands. Met with the Captain and the Chief Mate about a few issues concerning the deck department. Clarifications on shifting and discharging sugar in Crockett, then to the shipyard in China for some major reconstruction.

APL Korea – Received an email from Allen Gonzalez saying APL would not accept his passport because of a typing error. The same passport he's been using to sign-on with APL and Matson for the past year. Brother Gonzalez was forced to take a trip-off to handle the issue. Be sure your documents are accurate so you can avoid this hardship.

APL Philippines – Robert Leaper, delegate; Charles Duke, bosun: Ship's due in the yard in March.

APL Singapore – In the shipyard; kept two sailors for security watch.

Also dispatched and worked in the front office.

Roy Tufono

Former pro-football player falls from boat, swims 9 miles to shore

A former Miami Dolphins football player saved himself from certain death by swimming a reported nine miles to shore after falling overboard from his fishing boat in the Atlantic ocean.

Former Miami Dolphins player Rob Konrad told police that he was headed to the Bahamas from Deerfield Beach in southern Florida on January 7, when he slipped and fell overboard from his 36-foot fishing boat, which then motored away on autopilot, according to media reports.

Konrad said he was in the water for an astonishing 12 hours and he saved himself by swimming nine miles to shore, reaching the shores of Palm Beach at about 4:40 A.M. on January 8. Remarkably, Konrad was suffering only from a case of hypothermia, for which he was hospitalized but has since been released. His boat was later found washed up on the beach at Grand Bahamas Island.

Konrad, who is now 38, was drafted in 1999 by the Miami Dolphins and was a fullback on the team through the 2004 season.



Wilmington Branch Christmas Party, December 13: from the left: Lane Victory Captain, H. von Rettberg; Lane Victory 3rd Assistant, Stephen Silkotch; Bill DeBenedictis, Joe McDonald, Harry Naeole, Duane Nash, Red Bell, Back Row: Eli Wegger, Tom Larkin, Bill Berger, and Captain Joe Itson. Photo by Mark Hurley

Attend your Union meetings

SUP Meetings

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

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

Dispatcher's Report

Headquarters—Dec. 2014

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	7
AB.....	9
OS.....	2
Standby.....	33
Total Deck Jobs Shipped.....	54
Total Deck B, C Shipped.....	29
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.....	54
Total B, C Shipped-All Depts.....	29
Total Registered "A".....	24
Total Registered "B".....	26
Total Registered "C".....	13
Total Registered "D".....	33

