



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, June 20, 2014

Maritime Security Program full funding still in limbo as House votes program cuts

As reported in last month's *West Coast Sailors*, the House of Representatives Appropriations Subcommittee slashed \$20 million from the \$186 million budget needed to fully fund the 60-ship Maritime Security Program (MSP). On June 10, the full House approved the Transportation, Housing and Urban Development (THUD), and Related Agencies Appropriations Act of 2015 (H.R. 4745) by a vote of 229-192 that reaffirmed the \$20 million cut to MSP that could translate into the loss of up to eight U.S.-flag ships.

However, in the Senate, the Appropriations Committee in its THUD bill voted this month to restore full funding for MSP for Fiscal Year 2015.

It remains to be seen how the differences between the House and Senate bills will be resolved. In the meantime, the Sailors' Union will be working with other maritime Unions and companies, and our supporters in Congress, to assure this critically important program receives full funding.

It should be noted that Congressman Duncan Hunter (R-California) Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, made an impassioned defense for the full MSP money during House Floor debate on the THUD. Representative Hunter implored members to restore full funding if a conference committee is tasked to reconcile the House bill with a Senate version.

"I know a lot of difficult decisions had to be made," he told members on the House Floor, "but I wanted to express my concern over a \$20 million reduction in funding for the Maritime Security Program...The U.S.-flag fleet is critical to our military in delivering cargo overseas to ensure proper readiness and sustainment." He pointed out the cost savings to the government that the program realizes is justification for full funding. Further he praised the U.S.-flag ship operators and mariners that ensure the success of the program. "They have a demonstrated record of delivering these cargoes efficiently and safely."

SUP-contracted American President Lines has nine vessels enrolled in the Maritime Security Program.

Another attempt to scuttle Food for Peace program

Despite the passage of the Farm Bill earlier this year that maintains the successful Food for Peace program (see the February *West Coast Sailors*) and the unanimous passage in the House of Representatives of the Coast Guard and Maritime Transportation Act, which restores the U.S.-flag share of food aid cargoes to 75% (see the April *West Coast Sailors*), two U.S. senators introduced legislation this month to scuttle the program.

Senator Bob Corker (R-Tennessee) the top Republican on the Senate Foreign Relations Committee and Senator Chris Coons (D-Delaware), Chairman of the Africa Subcommittee, introduced the so-called Food for Peace Reform Act of 2014 (S.2421) on June 3.

The Corker-Coons bill mirrors what was proposed in President Obama's budget request for fiscal year 2014 (see the April 2013 *West Coast Sailors*), which was rejected by Congress.

The Corker-Coons bill proposes to repeal the successful Food for Peace program (PL 480) and set up in its place a vast new

State Department program outsourced to the United Nations.

Corker-Coons trades the reliability and transparency of U.S. food donations for transfers of American taxpayer cash to foreign interests without accountability. These cash transfers and vouchers can be used by anyone for anything – not just food.

Corker-Coons would virtually eliminate the role of the American farmer, mariner, dock worker, and other stakeholders by purchasing commodities abroad instead of requiring the procurement of wholesome U.S. food. This would result in the loss of over 30,000 U.S. jobs and undercut key domestic support for U.S. foreign assistance.

The savings and benefits claimed by the U.S. Agency for International Development (USAID) under the Corker-Coons approach are the same savings and benefits Congress has already rejected as unproven and speculative. For this reason, the Farm Bill directed USAID to provide annual performance reports documenting such claims. The first of these reports has not even been produced yet.

Corker-Coons is premature.

Corker-Coons would repeal cargo preference requirements applicable to the carriage of international food aid and replace U.S. seafarer jobs with foreign seafarer jobs. Cargo preference provides American mariners the chance to earn freight dollars our government is already spending, so we can plow some of that money back into our economy.

Cargo preference leverages transportation dollars we already have to spend by using them to ensure a viable, U.S.-owned, U.S.-crewed, U.S.-flag Merchant Marine needed to provide sealift in times of war and national emergency.

Food aid subject to cargo preference is by far the greatest source of peacetime tonnage for the U.S. Merchant Marine, and is essential to sustaining U.S. sealift capacity needed to support our nation in times of war and national emergency. Corker-Coons would scuttle the program and our nation's sealift capacity.

The Sailors' Union will continue to work with others to defeat Corker-Coons.

The Harsh Treatment of Foreign Seafarers by the United States

By Dennis I. Bryant

The United States effectively treats foreign seafarers more harshly than any other group that enters the country without breaking the law.

The general rule is that all persons who are not U.S. nationals or permanent residents must have a visa to enter the United States.

Persons desiring to become U.S. citizens or permanent residents must obtain an immigrant visa. Most other persons desiring to enter the United States for a limited period of time must obtain a nonimmigrant visa. To obtain a nonimmigrant visa, one must have a valid passport and complete the Nonimmigrant Visa Application, Form DS-160 and submit it and a photograph (head shot) to the relevant U.S. embassy or consulate.

The applicant must then schedule an interview, but the interview is generally required only for persons between the ages of 14 and 79.

An application fee of \$160 must be paid prior to the interview. In many cases, there is also a visa issuance fee. But some nationalities may be eligible for more favorable treatment.

The Visa Waiver Program (VWP) allows citizens from participating countries to travel to the United States without a visa for stays of 90 days or less.

Such travelers must be eligible to use the VWP and have a valid Electronic System for Travel Authorization (ESTA) approval prior to travel. The traveler's purpose must be permitted by a Visitor (B) Visa (e.g., tourism

or various business purposes). Travel must be performed on an approved air or sea carrier and the traveler must have a round trip ticket indicating return passage to a country outside the United States that is a participant in the VWP. Currently, there are 38 participating VWP countries.

These countries include all the European Union and European Economic Area countries (Iceland, Liechtenstein, Norway), plus Australia, Brunei, Japan, New Zealand, Singapore, South Korea and Taiwan.

Citizens of Canada and Bermuda do not require visas to enter the United States for visit, tourism and temporary business travel purposes. Also, citizens of Canada and Bermuda do not require visas to enter the United

States for purposes of travel as a crewmember. Citizens and permanent residents of Mexico generally must have a nonimmigrant visa or a Border Crossing Card (also known as a "Laser Visa"). For ease of travel, the B-1/B-2 visa and the Border Crossing Card have been combined into one document (DSP-150).

A Crewmember Visa (D-1) must be obtained by persons working on board vessels or international airlines entering the United States, if the individual intends to depart the vessel or airliner (even for short periods) while it is in the United States. The process for obtaining a Crewmember Visa includes all the requirements for obtaining a regular nonimmigrant visa. In

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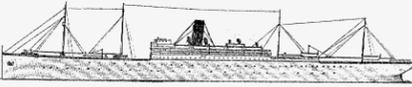


SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

- Thor Erikson 30.00
- Leo Moore 100.00
- Robert Turner 50.00
- John Winterling 100.00



Dues-Paying Pensioners

- Gordon Abbott Book #3785
- William Berger Book #4642
- Robert Copeland Book #4763
- Donald Cushing Book #4777
- Romaine Dudley Book #2593
- Diane Ferrari Book #2251
- Knud Jensen Book #3940
- Kaj E. Kristensen Book #3120
- Hannu Kurppa Book #3162
- James K. Larsen Book #4055
- Duane Nash Book #2437
- John Perez Book #3810
- Alex Romo Book #3193
- Francisco Salvatierra Book #7498
- James Savage Book #7488
- Ralph Senter Book #7323
- David Shands Book #7483
- Arthur Thanash Book #3249

Political Fund

- Emo Aulelava 10.00
- Archie Bickford 50.00
- Robert Bourne 100.00
- Dave Connolly 100.00
- Jay Dillion in memory of
Andy Andersen and
Henry Johansen 30.00
- Marshall Griggs 50.00
- Monte Kalama 50.00
- Mike Koller in memory of
Andy Andersen 100.00
- Kaj Kristensen in memory of
Andy Andersen 100.00
- Gunnar Lundeberg 50.00
- John Mancilla in memory of
Andy Andersen 50.00
- Lige Midkiff 25.00
- Donald O'Halloran 25.00
- Nestor Pascual 50.00
- Richard Stinson 10.00
- Grant Wegger 40.00
- Patrick Weisbarth 50.00
- Elston Wong 20.00

West Coast Sailors

- Thor Erikson 10.00
- Richard Kingsbury 50.00
- W. Paul Rehfus 25.00
- Eugene Souza 25.00

Aboard APL Singapore burial at sea for SUP pensioner

All crew ceremony mustered on the stern remove hats and turn off radios, for the ceremonial scattering of the remains of a deceased seaman Mr. Richard D. Filkins, born 1926 in Iowa, joined SUP 1957, and died in Cottonwood, Arizona April 4, 2014.

On this Memorial Day, 26th day of May 2014, we, the Captain and crew of the U.S.-flag ship *APL Singapore*, do hereby with utmost respect and dignity scatter the remains of deceased sailor Richard D. Filkins, Sailors' Union of the Pacific Book Number 2214, upon the waters of the North Pacific at Latitude 49-51.7N and Longitude 145-21.8W at 1426 local time as we sound eight bells on the ship's bell to bid end of watch and final departure.

Reading 1 by the Captain: For Burial at Sea:

For as much as it has pleased Almighty God to take unto Himself the soul of our brother departed, we therefore commit his body to the Sea; in sure and certain hope of the resurrection from the dead at the appearing of our Lord Jesus Christ. Amen

Reading 2 by the Captain:

Crossing the Bar by Alfred Lord Tennyson

Sunset and evening star, and one clear call for me!
And may there be no moaning of the bar, when I put out the sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep turns home again.
Twilight and evening bell, and after that the dark!
And may there be no sadness of farewell, when I embark;
For tho' from out our bourne Time and Place the flood may bear me far,
I hope to see my pilot face to face
When I have crossed the bar.

Captain George Werdann scatters the ashes while the ship's bell is struck eight times. All hands remain still for a moment of silence. Ceremony completed.



World Cup forecast to kick up U.S. beer imports

The start of the World Cup in Brazil this month could spur U.S. beer imports.

Beer imports jumped in the last four years the FIFA World Cup was played, with the most recent tournament in 2010 helping imports in terms of value rebound 5%, *Journal of Commerce* Economist Mario Moreno said. The virtual "save" came after an 8.8% decline in beer imports in the previous year on recession-era belt-tightening.

Moreno expects beer imports to rise 2.2% year-over-year in 2014 to \$3.8 billion after they inched up only 0.1% in 2013. Increased competition from domestic breweries, many of which have ridden the popularity of craft brews, along with weak wage growth, have slowed beer import growth in recent years, he said.

The majority of the imported swilled by soccer and non-World Cup watchers will likely come from Mexico. Fifty-two percent of imported beer last year came from the home of Corona and Modelo, according to figures from PIERS, the data division of JOC Group. The Netherlands was the second-largest supplier of U.S. imported beer, with a 22.9% market share, followed by Belgium (6.5%) and Ireland (4.5%).

German beer last year continued to lose favor with American drinkers, possibly reflecting American preference for generally cheaper Mexican suds. German beer exports on a year-over-year basis plunged 11% last year and 24% in 2012.

Diver killed by ship propeller

A commercial diver has been killed in Singapore after the propeller of the container ship he was working on was turned on.

Kwok Khee Khoo, 37, was sucked in and killed while he was working on the bottom of the ship with two colleagues, *Shinmin Daily News* reports. Khoo was apparently photographing welding work at the time. Investigations are underway.

Final Departures

Wallace Tiffany, Book No. 3216. Born in Washington in 1925. Joined SUP in 1944. Died in Columbia Falls, Montana, May 22, 2014. (Pensioner)

Belfred Lomba, Book No. 4011. Born in Massachusetts in 1920. Joined SUP in 1943. Died in Daly City, California, June 1, 2014. (Pensioner)

SUP Meetings

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

	Hdq.	Branch
July	14	21
August	11	18
September	8	15
October	Tues. 14	20
November	10	17
December	8	15

SUPPORT THE SUP POLITICAL FUND

**Timely Reminder
Third quarter 2014
dues are due
and payable now!**

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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

West Coast Sailors

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(415) 764-4987

AFL-CIO endorses Staples boycott over post office privatization

As of May 29, the AFL-CIO has endorsed the American Postal Workers Union's (APWU) boycott of Staples, Inc.

In 2013, the United States Postal Service (USPS) entered an agreement with Staples to establish a "pilot program" that placed knock-off "post offices" in 82 Staples stores, utilizing non-Union, low-paid Staples employees instead of Unionized, well-trained, uniformed Postal Service employees.

The APWU has filed numerous unfair labor practice charges with the NLRB protesting the Postal Service's refusal to provide information to the APWU about the contract with Staples, as well as numerous instances of illegal actions by postal management against employees protesting the Staples deal.

The "pilot program" between the U.S. Postal Service and Staples jeopardizes mail services provided by U.S. Post Offices and the good jobs that come with them.

APL wins prestigious award

SUP-contracted American President Lines is the recipient of the U.S. Coast Guard's Rear Admiral Richard E. Bennis Award for Excellence in Maritime Security for 2013-2014. This bi-annual award serves to highlight and recognize outstanding achievements and contributions of the maritime community with regards to implementation of Maritime Transportation Security Act (MTSA) requirements and other maritime security best practices in safeguarding our nation's maritime transportation system. The intent is to recognize and encourage organizations demonstrating a true comprehensive culture of security.

In addition, the award serves as a tool to encourage organizations to assess their overall security program to identify strengths and weaknesses, seek creative solutions for addressing known risks, build a system of continuous improvement, and share best practices that would benefit similar organizations.

The Rear Admiral Richard E. Bennis award honors an outstanding Coast Guard leader who demonstrated an exceptional commitment to the security of the United States and the marine transportation system. The late Rear Admiral Bennis began his career in 1972 as a graduate of the University of Rhode Island. He went on to serve as Captain of the Port Charleston, South Carolina, and Hampton Roads, Virginia. On September 11, 2001, while serving as Captain of the Port New York, Rear Admiral Bennis organized the extraordinary waterborne evacuation of nearly 500,000 people from lower Manhattan after the terrorist attacks on the World Trade Center. Rear Admiral Bennis served honorably in the Coast Guard for 30 years until his retirement in 2002.

Senators call for transparency on cruiseship safety checks

Three senators are putting more pressure on cruiseship operators by demanding that the results of enhanced Coast Guard safety checks on their ships should be made available to the public.

The move is part of a drive headed by Senator John D. Rockefeller (D-West Virginia), Chairman of the Commerce, Science and Transportation Committee, to improve the safety of the cruise industry after a series of high-profile accidents.

The United States has the largest cruise market, currently estimated to be around 22 million passengers per year. Earlier this year, the Coast Guard said it would be carrying out additional impromptu safety inspections on cruiseships with a record of safety faults.

In a letter to the Coast Guard, Commandant Admiral Robert J. Papp, Rockefeller, along with Senators Richard Blumenthal (D-Connecticut) and Edward Markey (D-Massachusetts), said the public needs to know the results of those safety checks.

"We respectfully request that the records and results of the unannounced inspections be made public and easily available over the Internet for prospective cruise passengers to peruse before booking a trip," they said.

At a recent U.S. National Transportation Safety Board (NTSB) safety forum on cruiseship safety, the Coast Guard revealed that some cruiseships have "above-average deficiencies" in port state control checks. These vessels, the Coast Guard said, would be subject to additional checks. "We believe that the exposure of deficiencies will provide an added level of protection for the safety of cruise passengers," the three senators said.

The United States safety initiative began in response to major accidents like the 3,780-passenger *Costa Concordia* and others, including the fires on the 2,700-passenger *Carnival Triumph* and the 2,000-passenger *Grandeur of the Seas*.

USDA forecasts agricultural exports to reach \$149.5 billion

The U.S. Department of Agriculture (USDA), on May 29, released a report forecasting that the country's agricultural exports will reach \$149.5 billion, an estimated \$6.9 billion higher than previous estimates and a new record, if realized.

USDA's latest *Outlook for U.S. Agricultural Trade* report "indicates that the record growth is due not just to rising prices, which have driven export numbers in the past, but also to an increase in the volume of U.S. agricultural exports, which is projected to increase by 31% between fiscal years 2013 and 2014."

Last fiscal year, U.S. agricultural exports reached \$140.9 billion, while fiscal years 2009 to 2013 represent the strongest five years in the history of agricultural trade, with U.S. agricultural product exports totaling \$619 billion over those five years, USDA said.

USDA will continue to focus its efforts on tapping into new markets for what is grown and made in rural America," stated Agriculture Secretary Tom Vilsack.

Hawai'i GOP wants to gut U.S.-build requirement of Jones Act

The Hawai'i Republican Party meeting in convention last month, adopted a platform resolution calling for Jones Act "reform" that would exempt the noncontiguous trades —Alaska, Guam, Hawai'i and Puerto Rico— from the domestic ship-build requirement.

The Jones Act is a federal cabotage law enacted as Section 27 of the Merchant Marine Act of 1920 and requires a vessel be U.S.-built, flag, owned, crewed and managed to transport cargo by water between two domestic points.

The U.S. build requirement has created an artificial shortage of capital ships in domestic trades disproportionately penalizing the noncontiguous jurisdictions.

The party resolution follows four companion resolutions that were introduced in the Hawai'i State Legislature during its 2014 session. The resolutions called on the Hawai'i Congressional Delegation to introduce, and Congress to enact, federal legislation that would exempt the noncontiguous trades from the domestic build requirement of the Jones Act. Two

of resolutions were introduced by State Senator Sam Slom (R-Hawai'i Kai, Aina Haina, Kahala, Diamond Head) and the other two by State Representative Gene Ward (R-Hawai'i Kai, Kalama Valley) with six Democratic House members including the Speaker Joseph Souki, (Kahakuloa, Waihe'e).

To reach out to the other noncontiguous jurisdictions, three Hawai'i State Legislators held a bipartisan press conference at the Hawai'i State Capitol on March 13, with participation of legislators from Alaska, Guam and Puerto Rico, demonstrating widespread support for Jones Act reform. A month later on April 15, the Legislature of Guam adopted a resolution calling on their Congresswoman Madeleine Z. Bordallo to introduce federal legislation to exempt the noncontiguous trades from the U.S.-build requirement. The Senate of Puerto Rico is readying a report due out shortly covering the extensive hearings held earlier this year (January 27-February 10) to learn the impact of the Jones Act on the Commonwealth.

Change of command at U.S. Coast Guard

Admiral Paul F. Zukunft assumed command as the 25th commandant of the Coast Guard on May 30, relieving Admiral Robert Papp during a military ceremony at the Douglas A. Munro Coast Guard Headquarters Building.

"Admiral Papp's leadership and resolve have left an indelible mark on the service," said Zukunft. "The Coast Guard is more proficient, more capable and more resilient due to his contributions and I wish him fair winds and following seas. To the men and women of the Coast Guard, I'm humbled to stand before you as your 25th Commandant," said Zukunft. "You embody the world's best Coast Guard."

Admiral Zukunft reports to Coast Guard Headquarters from Alameda, Calif., where he served as the Coast Guard Pacific Area Commander since 2012. In this capacity, he was the operational commander for all Coast Guard missions from the Rocky Mountains west to the east coast of Africa.

Zukunft will lead the largest component of the Department of Homeland Security, comprised of 41,700 active duty, 7,800 reserve and 8,300 civilian personnel as well as more 31,000 volunteer Coast Guard auxiliaries.

During the change of command ceremony, Papp received the Homeland Security Distinguished Service Medal from Secretary of Homeland Security Jeh Johnson and the Defense Distinguished Medal from the Commandant of the Marine Corps, Gen. James Amos.

"I thank Secretary Johnson for the personal recognition, but it is the men and women of the Coast Guard who deserve credit for all that we have accomplished over the past four years," said Admiral Papp. "I'm very proud to have led the service."

Admiral Papp became the 24th Commandant of the Coast Guard on May 25, 2010. Under Papp's leadership, the Coast Guard focused on proficiency, expanding family programs for service members and recapitalizing aging assets. Additionally, Papp worked to secure funding for completion of the National Security Cutter program of record, the acquisition of new Fast Response Cutters and initial funding for the Offshore Patrol Cutter. He also oversaw the restoration of the nation's only heavy icebreaker. As Commandant, Admiral Papp led the service's efforts to respond to the *Deepwater Horizon* oil spill of national significance and directed the roll out of the Coast Guard Arctic Strategy, the first in government to further the President's National Strategy for the Arctic.

Panama Canal to charter vessel for lock testing

The Panama Canal Authority said last month it will charter a post-Panamax vessel before the opening of the Canal's new, expanded entrance to train pilots and tugboat captains how to maneuver the bigger ships through the locks.

Construction delays and a dispute with the contractor in charge of building the new sets of locks on the Atlantic and Pacific sides of the Panama Canal have pushed the projected opening to commercial traffic until about March 2016.

Once construction is completed in late 2015, crews will test the locks operations and practice moving vessels through the facility for several months.

Two-thirds of the 280 Canal pilots have already undergone training at the Panama Canal's simulation center using post-Panamax model ships, the Canal authority said. The software has been updated to replicate the new locks and changes to the navigational channels to accommodate larger vessels.

Many of the pilots have had experience maneuvering the vessels, which are currently too large to transit the Canal, in and out of ports located on both coasts of Panama. Some have also practiced at the Berendrecht Locks in the Port of Antwerp in Belgium.

Matson Navigation Company Wage Rates

effective July 1, 2014

071, Roll-On/Roll-Off, C-8, C-9, CV-2500 & CV-2600

Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit Daily	Supp. Benefit Monthly	Money Purchase Pension Plan Daily
	Monthly	Daily				
Bosun	\$5,910.16	\$197.01	\$6,090.52	\$115.04	\$3,451.20	\$25.00
A.B.	\$4,168.39	\$138.95	\$4,551.21	\$85.97	\$2,579.10	\$25.00
O.S.	\$3,199.77	\$106.66	\$3,576.30	\$67.55	\$2,026.50	\$18.51

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings except the Ordinary Seaman shall be..... \$33.93
 Ordinary Seamen (overtime rate)..... \$25.44

CARGO RATES

The hourly cargo rate for all ratings shall be:
 Straight Time..... \$25.44
 Overtime..... \$41.93

SHORTHANDLED (SECTION 7. SUP Work Rules)

Bosun..... \$57.93
 A.B..... \$43.64

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time..... \$39.70..... \$25.00
 Overtime..... \$64.41
A.B.
 Straight Time..... \$32.71..... \$25.00
 Overtime..... \$54.22

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time..... \$28.74..... \$25.00
 Overtime..... \$47.76
A.B.
 Straight Time..... \$27.01..... \$25.00
 Overtime..... \$45.62

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
 Straight Time..... \$38.61
 Overtime..... \$57.91
A.B.
 Straight Time..... \$29.10
 Overtime..... \$43.64

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time..... \$19.76

SHOREGANG: MAINTENANCE AGREEMENT

Working Bosun
 Straight Time..... \$39.30..... \$25.00
 Overtime..... \$64.41
General Maintenance
 Straight Time..... \$32.32..... \$25.00
 Overtime..... \$54.22
 Spraying, Sandblasting enclosed spaces: additional per hour \$1.98

SHOREGANG: EXTRA MAINTENANCE AGREEMENT

Standby Bosun
 Straight Time..... \$39.70..... \$25.00
 Overtime..... \$64.41
Standby AB
 Straight Time..... \$32.71..... \$25.00
 Overtime..... \$54.22

Moku Pahu Wages

Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit Daily	Supp. Benefit Monthly	Money Purchase Pension Plan Daily
	Monthly	Daily				
Bosun	Monthly Base Wage.....	\$4,900.02				
	Daily Base Wage.....	\$163.34				
	Daily Supplemental Wage.....	\$60.27.....				\$23.00
A.B.	Monthly Base Wage.....	\$3,289.04				
	Daily Base Wage.....	\$109.63				
	Daily Supplemental Wage.....	\$47.00.....				\$19.00
	Overtime.....	\$31.60				

CARGO RATES

Straight Time Hours:..... \$23.69
 Overtime Hours:..... \$39.05

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time..... \$18.44
 Supplemental wages at 10 days per month.

APL Wage Rates

(Non-Maritime Security Program vessels)

effective June 16, 2014

Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit Daily	Supp. Benefit Monthly	Money Purchase Pension Plan Daily
	Monthly	Daily				
Bosun	\$4,984.09	\$166.14	\$4,604.58	\$86.98	\$2,609.42	\$25.00
A.B.	\$3,724.72	\$124.16	\$3,457.60	\$65.31	\$1,959.42	\$25.00
AB Watchstander/ Daystander	\$3,724.72	\$124.16	\$3,457.60	\$65.31	\$1,959.42	\$25.00
O.S.	\$2,440.28	\$81.34	\$2,727.11	\$51.52	\$1,545.45	\$18.51

OVERTIME RATES

The hourly overtime rate for all ratings except the Ordinary Seaman \$29.90
 Ordinary Seamen \$22.42

CARGO RATES

The hourly cargo rate for all ratings:
 Straight Time Hours..... \$22.42
 Overtime Hours \$36.92

SHORTHANDLED (Section 7 SUP Work Rules)

Bosun \$51.02
 A.B. \$38.47
 STOS..... \$28.84

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time Hours..... \$28.54..... \$25.00
 Overtime Hours \$46.94
A.B.
 Straight Time Hours..... \$27.34..... \$25.00
 Overtime Hours \$45.06

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time Hours..... \$25.27..... \$25.00
 Overtime Hours \$42.03
A.B.
 Straight Time Hours..... \$23.82..... \$25.00
 Overtime Hours \$40.19

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun
 Straight Time Hours..... \$34.02
 Overtime Hours \$51.04
A.B. and STOS
 Straight Time Hours..... \$25.62
 Overtime Hours \$38.45

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings \$17.44

Patriot Contract Services

effective July 28, 2014

Ready Reserve Force Vessels

Admiral Callaghan and Cape Orlando

Full Operating Status (FOS)

Rating	Wages		Supp. Wage Daily	Overtime Rate	Penalty Rate	Money Purchase Plan Daily
	Monthly	Daily				
Bosun	\$4,785.48	\$159.52	\$79.76	\$37.23	\$21.13	\$13.06
A.B.	\$3,776.79	\$125.90	\$62.94	\$31.79	\$16.18	\$13.06
O.S.	\$2,590.42	\$86.34	\$43.18	\$19.01	\$12.81	\$13.06

Reduced Operating Status (ROS)

Rating	Wages		Supp. Wage Daily	Overtime Rate	Money Purchase Plan Daily
	Weekly	Daily			
Bosun	\$1,497.36	\$213.91	\$10.69	\$37.23	\$13.06
GVU	\$772.56	\$110.36	\$5.52	\$19.01	\$13.06
O.S.	\$772.56	\$110.36	\$5.52	\$19.01	\$13.06

Unions urge Congress to reject efforts to fix the Highway Trust Fund by cutting U.S. Mail service

Dear Congressman/Congresswoman:

On behalf of the undersigned affiliated unions of the Transportation Trades Department, AFL-CIO (TTD), we write to express our strong opposition to eliminating Saturday mail delivery service as a condition of fixing the impending shortfall in the Highway Trust Fund. This careless and ideologically driven attack on the employees at the United States Postal Service (USPS) should be a non-starter as it fails to offer a bipartisan plan to fund America's immediate and longer-term surface transportation needs.

As unions that represent workers in every mode of transportation, we understand the need to secure new revenues to upgrade and expand our system and infrastructure. We also agree that allowing default of the Highway Trust Fund would devastate critically needed highway and transit projects across the country, idle thousands of construction and transit workers, and impose self-inflicted damage to our still fragile economy. But seeking to eliminate Saturday delivery would only serve to delay and distract policy makers from considering legitimate proposals that are necessary to avoid a summer default. In fact, this misguided plan has already been condemned by key Senate and House leaders of both parties that are otherwise committed to funding our surface transportation needs.

The Postal Service would be earning profits if not for a congressionally imposed mandate from 2006 that forces the agency to prefund decades of future retiree health costs in advance. In absence of this ridiculous mandate, which no other company or agency faces, there would be no talk of a future "bailout" of the Postal Service. We should not have to choose between transit systems and decent highways and six-day delivery from the Postal Service. Slowing mail delivery and weakening the Postal Service will not solve our infrastructure crisis. However, eliminating Saturday delivery does come with one guarantee: it will kill jobs and stunt economic growth. The U.S. mailing industry supports 8 million jobs and represents 7 percent of GDP. Moving to five-day delivery will eliminate 80,000 good-paying jobs.

The fact remains that the USPS achieved an operating profit of \$600 million for 2013 and is hiring and entering into successful partnerships with businesses like Amazon.com. Eliminating Saturday delivery would needlessly undercut these efforts and has no place in a debate over the solvency of the Highway Trust Fund.

We urge you to oppose any effort to fund the Highway Trust Fund through cutting Saturday mail delivery and instead pursue a bipartisan solution to avoid default. We stand ready to work with you towards this goal and on efforts to responsibly meet our nation's transportation needs.

Lee Moak, President, Air Line Pilots Association

Lawrence Hanley, International President, Amalgamated Transit Union

J. David Cox, President, American Federation of Government Employees

Lee Saunders, President, American Federation of State, County, and Municipal Employees

Loretta Johnson, Secretary-Treasurer, American Federation of Teachers

Sara Nelson, International President, Association of Flight Attendants-CWA

F.L. McCann, President, American Train Dispatchers Association

Dan Pickett, President, Brotherhood of Railroad Signalmen

Larry Cohen, President, Communications Workers of America

Harold Schaitberger, General President, International Association of Fire Fighters

Sito Pantoja, General Vice President, International Association of Machinists and Aerospace Workers

Newton Jones, International President, International Brotherhood of Boilermakers,

Iron Ship Builders, Blacksmiths, Forgers and Helpers

Edwin D. Hill, President, International Brotherhood of Electrical Workers

Harold Daggett, President, International Longshoremen's Association

Donald Marcus, President, International Organization of Masters, Mates &

Pilots, ILA

Terence O'Sullivan, President, Laborers' International Union of North America

Marshall Ainley, President, Marine Engineers' Beneficial Association

Fredric Rolando, National President, National Association of Letter Carriers

Michael Perrone, National President, Professional Aviation Safety Specialists

Gunnar Lundeberg, President, Sailors' Union of the Pacific

Tony Ianonne, Director of Railroad and Shipyard Workers Sheet Metal, Air, Rail and Transportation Workers

John Previsich, President, SMART-Transportation Division

Robert Scardelletti, National President, Transportation Communications Union/IAM

Harry Lombardo, International President, Transport Workers Union of America

Tim Barnes, Legislative Representative UNITE HERE!

Leo Gerard, International President, United Steelworkers



Bosun Kris Skorondynski aboard the APL Singapore on May 23, in Oakland before a fire and boat drill. Photo: Dave Connolly

Taiwan bolsters prized South China Sea outpost

Taiwan is building a \$100 million port next to an airstrip on the lone island it occupies in the disputed South China Sea, a move that is drawing hardly any flak from the most assertive player in the bitterly contested waters – China. The reason, say military strategists, is that Itu Aba could one day be in China's hands should it ever take over Taiwan, which it regards as a renegade province.

While Itu Aba, also called Tai Ping, is small, no other disputed island has such sophisticated facilities. Its runway is the biggest of only two in the Spratly archipelago that straddles the South China Sea, and the island has its own fresh water source. "Taipei knows it is the only claimant that (China) will not bother, so it is free to upgrade its facilities on Tai Ping without fear of criticism from China," said Denny Roy, a senior fellow at the Hawai'i-based East-West Center think tank. "China would protect Taiwan's garrisons if necessary."

The upgraded facilities on Itu Aba should be finished late next year or earlier, officials from Taiwan's defense and transport ministries said, replacing an existing wharf that can only handle small vessels. That would give Taiwan a port able to accommodate 3,000-ton naval frigates and coast guard cutters while improvements are being made to the 3,940-foot long runway for its Hercules C-130 transport planes, they told *Reuters*.

Officials said the new port was not just a demonstration of sovereignty but also a way to support a trade dependent economy while helping Taiwanese deep-sea fishermen and marine and mineral research in the area. About \$5 trillion in ship-borne goods pass through the South China Sea every year.

China and Taiwan share claims to virtually the entire South China Sea, a legacy of the Chinese civil war when the Communists split from the Nationalists and eventually took control of the Chinese mainland in 1949. The Nationalists settled on Taiwan, and still claim to be the legitimate rulers of greater China.

Vietnam, the Philippines, Malaysia and Brunei also claim parts of the potentially oil-rich South China Sea.

While China-Taiwan ties have warmed since Ma Ying-jeou was elected Taiwan president in 2008, there has been no political reconciliation or a lessening of military distrust. China has never ruled out force to bring Taiwan under its control.

The Spratlys are one of the main flashpoints in the South China Sea, where military fortifications belonging to all claimants but Brunei are dotted across some of the world's busiest shipping lanes. China for example occupies eight shoals and reefs but its strategists have long bristled at Vietnam's two dozen holdings. Manila occupies eight reefs and islands and Malaysia seven. Incidents at sea in recent years, such as ships getting rammed or attempted blockades, have usually involved China against the Philippines or Vietnam.

Chinese Nationalist forces took over Itu Aba in 1946 after Japan used it as a submarine base during World War II. France had occupied the island before the war as part of its colonial rule over then-Indochina.

The island, administered by Taiwan's coast guard, is some 1,000 miles southwest of Taiwan, out of range of its U.S.-made F-16 warplanes. It lies between the Philippines, Vietnam and Malaysia. Taiwanese coast guard personnel and soldiers are routinely stationed on Itu Aba, served by regular military transport flights and protected by coastal defense weapons.

Unlike Beijing, Taipei is low-key about asserting its claims in the South China Sea and does not deploy naval or civilian fleets to the outer limits of the so-called nine-dash line that Beijing displays on its official maps and which reaches deep into maritime Southeast Asia. Taiwan has not trumpeted its upgrade to Itu Aba.

The facility would provide services to any Taiwanese ships in the region, said Chen I-piao, acting chief engineer at the Taiwan Area National Expressway Administration Bureau, the unit responsible for building the wharf. "Previously our vessels in the area had to liaise with other ships if they needed assistance. After the port is finished they'll be able to directly call at port."

While Vietnam and the Philippines have protested plans by Taiwan to upgrade the wharf, the construction is generating much less heat than Beijing's muscle-flexing in the South China Sea.

Itu Aba is the largest island in the Spratlys and the only one with natural water supplies, legal experts say this could help any future formal claim to a 200-nautical mile exclusive economic zone and any fish and oil within it.

**ATTEND YOUR SUP
BRANCH MEETINGS!**

National Maritime Center

Providing Credentials to Mariners



National Maritime Center Processing Times – Update

On December 20, 2013, the National Maritime Center (NMC) announced that it was experiencing elevated processing times and inventories for credential applications. This information bulletin is intended to provide the merchant mariner community with an update on our current status. Although the issues identified in the previous bulletin have largely been overcome, several challenges remain that have significantly impacted the NMC's ability to return to previous performance levels. In this bulletin, we want to share what we believe have caused the delays, the actions we are taking and what actions mariners and employers can take to help us, and themselves, get our net processing time (NPT) back to under 30 days, which remains as one of our primary goals at the NMC.

The recent implementation of the new STCW Final Rule and medical certificates, a shortage of several NMC employees, and persistent IT issues have all contributed to the continuation of elevated processing times and credential application inventories. These issues, coupled with an unusually high 'Spring Surge' of credential applications, have created an environment which is challenging our previously established turnaround times. Since January of this year, the NMC has worked aggressively to address these performance degrading issues while issuing nearly 40,000 credentials and 90,000 medical certificates. Extensive training and process enhancements have been implemented to increase efficiency and productivity. Expanded uses of overtime funds have been employed in an effort to boost production as well as new hires to replace recently departed personnel. Our network connectivity was recently greatly increased allowing much improved efficiency and speed. While all this had been instituted, we have been extending mariners credentials on a case-by-case basis and will continue to do so.

What can you do to help? As always, the industry at large and individual mariners can do a few things to help us improve our processing times:

- We ask that marine employers be conscious of what the mariners are experiencing and allow us to get their credentials to them as soon as we can.
- Renewals: Submit applications for renewals at least 90 days before your expiration. Visit the [National Maritime Center's](http://www.uscg.mil/nmc/) website for information on the new process for Post Dating straight renewal applications (credential creep and delayed issuance are no more).
- Originals: Submit your applications for original credentials approximately 90 days in advance of when you will need it.
- Medical Certificates: If you are unaware of the new medical certificate requirements, visit our website for additional information. Ensure you bring a copy of Navigation and Inspection Circular (NVIC) 04-08 with you when you get your physical and ask your practitioner to provide as much information as possible for any listed medical condition. Most of the information needed to complete your medical evaluation, including additional tests, can be found in NVIC 04-08.

Contact the Customer Service Center at IASKNMC@USCG.mil or 1-888-IASKNMC (427-5662), and visit our website at <http://www.uscg.mil/nmc/>. Thank you for your patience while we process your requests.

Sincerely,

Jeffrey P. Novotny
Captain, U. S. Coast Guard
Commanding Officer

Captain of Japanese tanker found dead

The captain of a Japanese tanker that exploded on May 29, was found dead on May 31, the Japan Coast Guard announced. The body of Masaichi Ando, 64, was found after a search lasting more than 24 hours.

Ando was the only one of the *Shoko Maru's* eight-man crew who was not rescued after the 1995-built 2,242dwt oil tanker exploded near Himeji port around 0930 hours Japanese time.

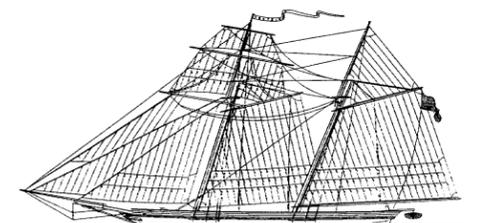
Coast guard officials said: "Divers found Ando's body in the hold of the ship after it sank and his family has identified the body."

The *Shoko Maru*, owned by Hiroshima-based Shoho Kaiun, sank about 10 hours after the explosion. Four other crew members were sent to hospitals after suffering severe burns. All crew members are Japanese nationals. The tanker had just unloaded crude oil at Himeji, about 280 miles west of Tokyo, when the explosion occurred.

Japan's Transport Minister Akihiro Ota said that the explosion was likely to have been caused by a crew member using a grinder to remove rust from the vessel.

“Don't let any man into your cab, your home, or your heart, unless he's a friend of labor.”

*James "Jimmy" Hoffa
Former President of the
International Brotherhood
of Teamsters*



Semi-submersible drug vessel captured in Pacific

Working with the Colombian Navy and Air Force, U.S. Navy and Coast Guard forces aboard the *USS Ingraham* captured a semi-submersible vessel packed with \$107 million worth of cocaine in the Eastern Pacific in May. The seizure of such a vessel—classified as a Self-Propelled Semi-Submersible—is a significant feat for U.S. and multinational forces that conduct year-round counter illicit trafficking operations in the waters off Latin America and the Caribbean.

Semi-submersibles are commonly used by illicit traffickers to move large amounts of drugs and other contraband because the vessel's low profile makes it extremely difficult to detect at sea. U.S. and regional partner nation law enforcement agencies rarely spot a semi-submersible on the high seas. And when they do, capturing a semi-submersible is very difficult since the crews often attempt to scuttle and sink the craft to dispose of evidence. The recent semi-submersible seizure followed this script.

When the semi-submersible was tracked by the *Ingraham* and visually located by its SH-60B Seahawk helicopter and rigid-hulled inflatable boat, the suspected traffickers punctured their hull in an

attempt to scuttle the craft. A U.S. Coast Guard Law Enforcement Detachment from the *Ingraham* boarded the semi-submersible, detained the crew and gained control of the sinking vessel. *Ingraham* then quickly arrived on the scene and brought the semi-submersible alongside the ship. As the Colombian navy worked to tow the vessel into port, Sailors from *Ingraham* worked to pump water out of the slowly sinking semi-submersible and kept the vessel afloat long enough to retrieve the contraband loaded inside.

The Coast Guard said the semi-submersible was transporting about 2,380 kilograms of cocaine worth \$107 million. Three suspects who crewed the semi-submersible were taken into custody. The semi-submersible and cocaine seizure was part of Operation Martillo, a multinational effort targeting illicit traffickers and the movement of narcotics, precursor chemicals, bulk cash, and weapons in Central American waters.

Self-Propelled Semi-Submersibles are low-profile vessels capable of carrying a crew of four and vast quantities of contraband. Constructed of low-signature materials, the crafts are extremely difficult to locate. The vessels are designed to

have a reduced wake and lowered thermal signature. In addition, a semi-submersible has an extremely low freeboard. Transiting along the surface, the watercraft is difficult to observe visually.

Under the coordination of the Key West, Florida-based Joint Interagency Task Force South, U.S. military, Coast Guard and law enforcement agencies, and regional partner nation law enforcement agencies patrol the waters in the Caribbean Sea, Gulf of Mexico, and the eastern Pacific on a year-round basis in an effort to detect, monitor and interdict illicit traffickers.

During at-sea busts in international waters, a suspect vessel is initially located and tracked by U.S. military or law enforcement aircraft or vessels. The actual interdictions—boarding, search, seizures and arrests—are led and conducted by U.S. Coast Guard Law Enforcement Detachments or partner nation law enforcement agencies.

U.S. maritime law enforcement and the interdiction phase of counter-smuggling operations in the Eastern Pacific occurs under the tactical control of the 11th Coast Guard District headquartered in Alameda, California.

Although *Ingraham* has already disrupted 1,375 kilograms of cocaine during her deployment, this is her first successful interception since arriving in the region to support Operation Martillo.

Operation Martillo (Hammer) includes the participation of fourteen nations that are working together to counter transnational organized crime and illicit trafficking in coastal waters along the Central American isthmus. Joint Interagency Task Force South, a National Task Force under U.S. Southern Command, oversees the detection and monitoring of illicit traffickers and assists U.S. and multinational law enforcement agencies with the interdiction of these illicit traffickers. U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command's joint and combined military operations by employing maritime forces in cooperative maritime security operations in order to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

ESU Office Assignments

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



JUNE 2014

Official Publication of the Exxon Seamen's Union

ESU membership rejects 2014 MOU

On June 5, 2014, the American Arbitration Association in New York, NY, notified the ESU Seabrook office with the results of the 2014 Memorandum of Understanding (MOU) vote. The 5-year Contract proposal along with a \$2,500 non-benefit ratification bonus was rejected by a majority membership (41 to 35).

After receiving the results of the vote, the ESU Board notified and consulted with our attorney Sharon Groth, also notified the Federal Mediation & Conciliation & Service of our current status. Additionally, we have notified SeaRiver management of the results and formally submitted a request to resume bargaining on June 13. The ESU board stands ready to meet as soon as possible with management in order to resolve the primary issues and concerns that lead to the membership rejection of the MOU.

Since receiving the voting results the membership has been very vocal and active in communicating their reasons for voting down the Contract through ship board ESU meetings, e-mail correspondence and many phone calls. The feedback received indicates that the 5-year length was a major problem since the

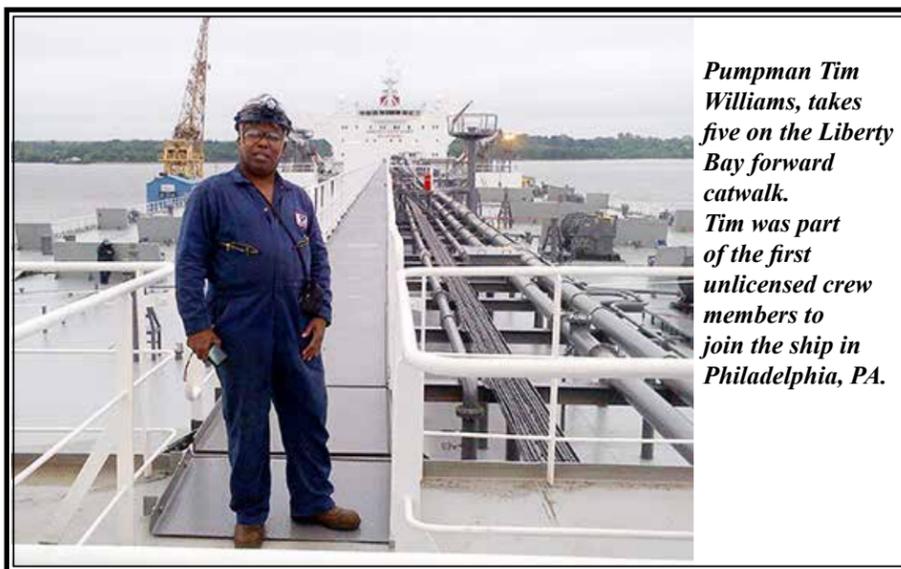
economic compensation was not adequate enough to lock in for the longer period of time especially when the membership evaluated the lower increases in the 4th and 5th year of the Agreement. What is more, the membership is very cognizant of the increases that our unlicensed competitors have received in 2014. Polar received a 3% across the board increase on wages and an additional day of paid leave this year. Chevron received a 2.50% across the board increase on wages and also an additional day of paid leave this year. Considering that paid leave is valued at around 2% the Polar 2014 package is approximately 5% and Chevron's package around 4.5%. The increase in the first year of the SeaRiver MOU that was voted down was 3.5%.

Another significant source of dissatisfaction with the MOU was the \$2500 one time non benefit bearing bonus. Dividing the \$2500 bonus over the 5-year period equals \$500 per year. Unlicensed competitors at Polar and Chevron receive annual bonuses in addition to their contractual increases. This year Polar received an 11.44% non-benefit bonus on W-2 wages while Chevron received a 6.35% bonus on base wage for the compensation earned

during 2013. These increases are significantly more than what is being offered to ESU members. Furthermore, Polar and Chevron unlicensed employees are and have been for many years routinely rewarded with significant annual bonuses in addition to pay increases. SeaRiver on the other hand offers a one-time ratifica-

tion bonus that pales in comparisons to the competition.

The ESU Board is prepared to return to the bargaining table and have notified SeaRiver management of our willingness to continue Contract negotiations as soon as the week of June 23. The current ESU Contract expires August 31, 2014.



Pumpman Tim Williams, takes five on the Liberty Bay forward catwalk. Tim was part of the first unlicensed crew members to join the ship in Philadelphia, PA.

ExxonMobil retirement seminar dates for July through December 2014

(Late Career Pre-Retirement Planning Course)

If you are eligible, or soon to be eligible, to retire from the Company, you should consider attending a pre-retirement planning seminar that is offered by ExxonMobil. Eligibility normally means within 3 years of the minimum age to retire for the unlicensed group (50) with a minimum 15 years of service at the time you elect to retire. The classes tend to fill up quickly; some may be filled up by the time we go to print. If you are interested in attending and know the session you wish to attend, you should then notify Helen Wright at 713-656-2786 for enrollment. Limited space is available per each class so plan ahead. Below are the dates for the last six months for 2014.

Date	Location	Date	Location
July 9-10	Houston, TX (800 Bell St.)	Sept. 18-19	Houston, TX (800 Bell St.)
July 17-18	Baytown Refinery, TX	Sept. 24-25	Clinton, NJ
July 21-22	Houston, TX (800 Bell St.)	Sept. 25-26	Baton Rouge, LA (Marriot)
July 21-22	Fairfax, VA	Sept. 25-26	Baytown Refinery, TX
July 22-23	Baton Rouge, LA (Marriot)	Sept. 29-30	Houston, TX (800 Bell St.)
July 22-23	Beaumont Civic Center, TX	Oct. 7-8	Baton Rouge, LA (Marriot)
July 29-30	Houston, TX (800 Bell St.)	Oct. 7-8	Houston, TX (800 Bell St.)
Aug. 11-12	Greenspoint Houston, TX	Oct. 21-22	Fairfax, VA
Aug. 18-19	Fairfax, VA	Oct. 22-23	Baton Rouge, LA (Marriot)
Aug. 20-21	Clinton, NJ	Oct. 22-23	Baytown Refinery, TX
Aug. 21-22	Beaumont Civic Center, TX	Oct. 23-24	Beaumont Civic Center, TX
Aug. 27-28	Houston, TX (800 Bell St.)	Oct. 23-24	Houston, TX (800 Bell St.)
Sept. 2-3	Houston, TX (800 Bell St.)	Nov. 4-5	Houston, TX (800 Bell St.)
Sept. 8-9	Torrance Refinery, CA	Nov. 20-21	Houston, TX (800 Bell St.)
Sept. 17-18	Baton Rouge, LA (Marriot)	Dec. 1-2	Houston, TX (800 Bell St.)
Sept. 18-19	Fairfax, VA	Dec. 8-9	Houston, TX (800 Bell St.)

Ship reports

S/R American Progress

ESU Board Member Leo DeCastro visited the ship at the Phillips 66 dock in Lake Charles, TX on June 11. The vessel continues to call on Gulf and East coast ports for mogas and diesel trades. After loading the vessel departed for Tampa. The next trip the ship is supposed to load in the Mississippi river. Regular Ship Representative Mike Harrison back on board. During the ESU ship visit at Phillips 66, the crew members had the opportunity to have a small meeting in order to address the concerns with the recent results on the 2014 MOU.

Kodiak

The vessel discharged its last cargo for Sea River Maritime at the end of May in Long Beach, CA. After departure the crew started extensive tank cleaning that continued for approximately 10 days before the vessel arrived at Vigor Shipyard in Portland, OR, on June 10, where it purged all stores, fuel and slops. The last move was to the lay berth in Vancouver, WA, on June 12. The crew was then signed off the vessel, with some crew members being transferred to the Liberty Bay in Philadelphia while the remainder commenced paid leave. AB Peter Flaherty filled in as Temporary Ships Representative for the last few weeks and reported everything went well and a smooth clean-up operations. The Kodiak will remain in a warm layup status with a couple of officers on board until middle September when it is expected to be sold.

Liberty Bay

Sea River officially took delivery of the vessel on June 12. Unlicensed personnel are currently aboard and preparing the ship for service and getting used to the new equipment and different array of machinery. The vessel at the time of print is supposed to leave Philadelphia around the 26th of June and head south to the Gulf of Mexico where it will then take its first cargo from a lightering to discharge at the ExxonMobil Refinery in Baytown, TX. It will then undergo a third party SIRE audit and certifications. Afterwards the vessel may complete additional loads and discharges in the U.S. Gulf before proceeding to the West Coast for ANS service. The vessel is expected to start its trip to the west coast of the United States sometime at the third week of July. The Liberty Bay is expected to be in Valdez, AK around September 15th to load it's first cargo on the West Coast.

Sierra

The Sierra continues in ANS trade between Valdez and Puget Sound with a trip to Long Beach, CA at the beginning of July. Wen Shie Tai has the Ship Rep. duties and reports everything going well aboard ship. The unlicensed also held a meeting after the announcement of the 2014 MOU ratification vote and after discussing different issues and concerns and promptly communicated with the ESU office. Great job guys well done!

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

P.O. Box 754, Seabrook, TX 77586

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President/Secretary John Straley

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

Deck Trustee Jeffrey Harris
Engine Trustee William Ackley
Steward Trustee Joel Mitchell



AB Mat Frazier (left) and Bosun Thor Erikson (right) aboard Chevron Shipping Company's Florida Voyager, May 23, at Richmond Long Wharf. Photos: Dave Connolly

Welfare Notes

June 2014

Dental Treatment

When major dental work is necessary, it is recommended that you get an estimate from your dentist before the services are started. You should know in advance what your payment obligations will be.

Most plans for Active participants have a waiting period for new members before major work is allowed. The waiting period may be 6 months to 12-months. Crowns, bridges, and dentures are considered major work.

All plans also have limitations and calendar year maximums. Implants and cosmetic dental work are not covered expenses. Co-payments required for treatment by members can be submitted to the Plan office for reimbursement. Non-covered services are not reimbursable by the SUP Welfare Plan. Co-payments for dependents are not reimbursable expenses.

Your HMO or PPO dentist should submit a treatment plan to the HMO or PPO carrier prior to beginning major work. After the treatment plan is approved, your dentist can then inform you of what your payment obligations will be. Active Participants can contact the Plan office to make sure you are enrolled in a dental plan.

Emergency treatment performed by a dentist outside of the Plan can be submitted to the HMO carrier as a claim, however, the reimbursement allowance is very limited.

The maximum allowance for dental treatment under the Pensioners' Annual Allowance is included in the \$500.00 fiscal year maximum for medical co-payments and vision. (Example: \$250.00 medical, \$100.00 dental, & \$150.00 vision would total the \$500.00 maximum).

It is also recommended that Pensioners check with your dentist about your payment obligations before proceeding with major dental work. The dental office may be willing to arrange for a payment plan. The new fiscal year begins August 1, 2014.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin 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

Bloody Thursday events - July 5

Seattle: The annual family picnic sponsored by ILWU Locals 19, 52 and 98, will be held at Vasa Park Resort, west side of Lake Sammamish from 11:00 A.M. to 3:00 P.M.

Portland: A memorial wreath ceremony begins at 11:00 A.M., then a walk to the Willamette River followed by a picnic sponsored by ILWU Local 8. A family picnic follows at Oaks Park with BBQ, soft drinks and live music provided.

San Francisco: At ILWU Local 10, at 400 North Point starting at 10:00 A.M. followed by a complimentary lunch at noon. Family event with lots of activities for kids.

Los Angeles/Long Beach: The ILWU Local 13 will be hosting a picnic at Peck Park in San Pedro, 560 N. Western Ave. (corner of Western and Summerland) from 9:00 A.M. - 6:00 P.M.

Membership and Ratings Committee

The Committee met on June 5, 2014, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name / Membership Number	Seatime	Rating	Seniority
Steve Meyer Bk #6538	6 Years	A.B.	A
Ruta Kaupiko Bk #3285	6 Years	A.B.	A
Lourdes Macia B-19358	1 Year	O.S.	B
Nestor Pascual B-19359	1 Year	A.B.	B
Giovanni Navarro C-2437	30 Days	O.S.	C
Wilfredo Caido, Jr. C-2438	30 Days	A.B.	C
Jonnell Hodges C-2439	30 Days	O.S.	C
Alfred Aquino C-2440	30 Days	A.B.	C

Rating Stamps

Julian Torre Book #3293 - Bosun

Emo Aulelava Book #3813 - Bosun

Membership and Ratings Committee's Report - M/S (Berry-several) to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Dmitri Seleznev #7511, Allen Gonzalez #3003 and Thomas Koppel #3169.

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

Receive the
West Coast Sailors
via First Class Mail

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____



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

Panama faces more heat over licensing

Panama's government is again facing fire over documentation for crew, with the latest scrutiny focused on the role of the country's consulates in issuing licenses.

An audit has uncovered irregularities in crew licensing in two honorary consulates in Turkey, which served shipping outfits and crews operating under the Panama flag. The results of the audit led authorities to close the consulates, according to a local news report.

Separately, the country's officers' Union is complaining that Panamanian cadets who have been unable to meet the requirements for authorization to work as Oilers and Able-Bodied seamen through domestic licensing have been turning to the private sector to obtain the same licenses from Panama's foreign consulates.

The revelations come as the country's outgoing government faces criticism over a monopoly on officers' training granted to low-profile Orion Maritime Training and contribute to concerns of lax crew licensing. But the latest scrutiny focuses on the army of consulates that operate as a link between the foreign shipping community and the world's largest maritime flag.

In Turkey, the audit commissioned by the Foreign Ministry uncovered certificates of officers' licenses that were blank but still carried the official government signature and seal. The signature also came from Panama's vice-consul in Barcelona, according "to the report from *La Prensa* newspaper.

Meanwhile, Panamanian Association of Marine Officers (APOM) president Luis Fruto says that officer cadets in Panama who are unable to obtain Oiler and AB certificates from the Panama Maritime Authority (AMP) as a result of sea time are being directed to a private company to obtain the same certificate from a foreign consulate.

It is a roundabout solution to a lack of berths on commercial ships for cadets to complete their year at sea before graduating from Panama's maritime university. The cadets get their sea time by finding jobs as an Oiler or AB. But even authorization to do that work requires two months on a vessel in domestic trades, a requirement that is not apparently necessary through the consulates.

"Panama, being the largest flag state, should have created some incentive for shipowners" to take on cadets, says Fruto, a tug captain who is also the International Transport Workers' Federation (ITF) inspector in the country.

"But that does not interest them (government officials)," he said. "For them, this is not beneficial. What is beneficial is flagging ships, selling licenses ... and everything else."

The Union contends the lax licensing situation as contributing to the death of 22-year-old cadet Dayra Wood, whose body was found in 2012 in the engine room of the 3,340-dwt products tanker *El Valencia* (built 1972). The organization blames the death on insufficiently trained officers.

The Panama Maritime Law Association (Apademar) has urged president-elect Juan Carlos Varela to reform Panama's maritime policy with a package that includes hiring more technically trained maritime staff for consulates, rather than political appointees.

June 6, 1994, a remembrance of D-Day in the *Jeremiah O'Brien*

To: Gunnar Lundeberg
Captain Peter McIsaac, Port Agent, San Francisco Bar Pilots

Gentlemen:

Twenty years ago this morning I was on the Liberty Ship S.S. *Jeremiah O'Brien*, at anchor in the English Channel. We were anchored up off the Normandy Coastline a few miles from Pointe du Hoc, and just abeam of the American Cemetery at Colleville.

The day before on June 5, I was honored to meet President and Mrs. Clinton while at anchor in Solent, just off Portsmouth England, and actually have a short conversation with each of them. The Royal Yacht *Britannia*, with the heads of state for all of the allied countries in WWII steamed by as they reviewed all of the ships at anchor in the Solent. Later that night as we were crossing the English Channel I was sitting in my room with the door on the hook, when somebody knocked and asked if he could come visit for a minute. I opened the door to Lane Kirkland (a member of the MM&P) who at the time was head of the AFL-CIO. He says to me "Any Bosun I ever knew who was worth his salt always had a bottle in his room." Well he was right, I did have a couple of jugs. As he said later "I just wanted to sit and have a drink or two and get away from all those King's Point stuffed shirts." We put a pretty good dent in a bottle of Johnny Walker, told a few lies and enjoyed each others company for a couple hours....Looking back, it was one hell of an exciting day for me.

June 6, was a solemn day for us at anchor. It was the day that we had all worked for to get to the Normandy beach heads. A day to represent maritime history, and to acknowledge the American Merchant Marine, as well as honor all of those who fought and died on the beaches.

The voyage was a huge undertaking and could never have been completed without the willingness, help and cooperation of those in the San Francisco waterfront community. To me personally the Sailors' Union of the Pacific and the San Francisco Bar Pilots played a big role in making that historic voyage possible. Many may have forgotten, but I haven't, so I just wanted to take a minute and give each of you a big "Mahalo Nui Loa"....thanks again for all of your help as I think of this voyage twenty years later.

Aloha, Rich Reed
Book #3181 (Retired)



Bosun Rich Reed, AFL-CIO President Lane Kirkland and Maritime Administrator Rear Admiral Al Herberger aboard the *O'Brien* in Portsmouth, England on June 5, 1994.

The Harsh Treatment of Foreign Seafarers by the United States

continued from page 1

In addition, the applicant for a Crewmember Visa must provide evidence of the purpose of the trip the intent to depart the United States after the trip, and the ability to pay all costs of the trip if applicable. Evidence of family ties in the applicant's home country may suffice for showing the intent to depart. The Visa Waiver Program is not applicable to entry as a crewmember, but (as noted above) citizens of Canada and Bermuda do not require visas to enter the United States for purposes of travel as a crewmember.

Commercial airlines have scheduled routes. In addition, airline crewmembers tend to stay with the same airline for extended periods. Therefore, crewmembers on foreign airlines that call at U.S. airports know with certainty that they will need Crewmember Visas. The same cannot be said of most merchant vessels. They have no scheduled routes in most cases and sometimes change destinations en route. Many merchant mariners are employed by the same maritime employer for only one year at a time; long-term employment contracts are the exception rather than the rule on the marine sector. A merchant mariner on a foreign vessel, in most cases, has no idea whether the vessel will call in a U.S. port during the six-month period during which a Crewmember Visa is valid. Therefore, most merchant mariners do not go through the time and expense required to obtain such a visa.

An example (from the pre-9/11 era) may illustrate the visa conundrum. A ship's officer from a visa waiver country was assigned to join his ship in a U.S. port. He received the assignment several weeks in advance and decided to visit the United States as a tourist during the period before he was to join the ship. After two weeks of touring the U.S., he joined the ship as scheduled. The U.S.

immigration officer for the ship noted his arrival and promptly informed the master that a civil penalty would be assessed if this particular ship's officer went ashore for any reason. I was attending a major shipping conference in Washington, D.C. shortly thereafter. During a Q&A with the Deputy Chief Counsel of the Immigration and Naturalization Service (INS), a senior representative of the shipping company involved related the above and asked why this individual presented no threat to the United States during the two weeks that he toured the country, but was suddenly a threat when he boarded his ship. The INS representative's reply was that tourism and crewmember issues were entirely separate programs. In other words, common sense was and is not applicable.

When cargo from outside the United States is bound for unloading in the U.S., advance notice of the particulars concerning the cargo is transmitted to the U.S. Government. Every cargo is screened. If the cargo is deemed suspicious, it undergoes scanning and possibly other individualized examination. Less than 10% of cargo coming to the United States is subjected to this enhanced examination. In other words, more than 90% of the cargo coming to the U.S. is deemed to not present a security threat and is admitted through routine processing, based largely upon the paperwork related to cargo.

The U.S. Government is also provided advance notice of all crewmembers on all ships bound for a U.S. port. The advance notice of arrival must include, for each crewmember, the individual's full name, date of birth, nationality, passport or mariner document number, position or duties on the vessel, and where the crewmember embarked. This information is then compared against an extensive database of known and suspected terrorists and similar undesirables. If the individual is determined to be a severe threat, the

vessel can be barred from entry into U.S. waters while the individual remains on board. If the threat is deemed less serious, the vessel must hire armed guards to keep the individual from departing while the vessel is in U.S. waters. Even if a crewmember presents no known threat, he or she may not depart the vessel (generally may not even come down the gangway to check draft marks or to make a telephone call from a landline) unless that individual has a U.S. Crewmember Visa. In other words, unlike with cargo where a particular piece of cargo is deemed unthreatening unless shown otherwise, a crewmember without a U.S. Crewmember Visa is deemed a threat to the security of the United States if he or she steps ashore even for a moment. A passport (even from a country that participates in the Visa Waiver Program) is insufficient. Likewise, possession of a seafarers' identity document issued in accordance with the ILO Seafarers' Identity Documents Convention will not suffice.

For all practical purposes, the United States treats foreign seafarers as threats to the security of the U.S. unless and until that seafarer has jumped through various bureaucratic hoops. Those hoops are effectively impossible for most foreign seafarers to negotiate. Thus, foreign seafarers are substantially denied the ability to take liberty or shore leave when their ships call in U.S. ports. It is ironic that the United States Government allows these same seafarers to navigate large vessels loaded with oftentimes hazardous cargoes through U.S. waterways and to call at and unlash/lade in U.S. ports. The threat potentially presented by these ships and their cargoes appears far greater than that presented by an individual crewmember without a U.S. Crewmember Visa, but I am unfortunately getting logical.

There are a variety of means by which a terrorist might enter the United States

to wreak havoc. The 9/11 terrorists all obtained tourist visas and then flew to the U.S. on commercial airliners. A terrorist could join the numerous economic migrants who successfully cross the southwest border each year. Alternatively, a terrorist could walk across the unguarded border with Canada. If a terrorist opted to try to enter the United States as a foreign crewmember, the process becomes more complex and uncertain. The individual would have to undergo at least rudimentary training so as to qualify as a seafarer. Failure to have some basic skills will generally prevent one from getting hired. If hired, being unskilled will likely lead to quick dismissal. Assuming that the terrorist demonstrates the requisite skills and gets hired on an ocean-going merchant vessel, the individual must wait for the vessel to make a U.S. port call, which is certainly a long-shot within the six-to-12 month period on a particular vessel. No self-respecting terrorist or terrorist organization would select the maritime option as an efficient means of getting a malefactor into the United States.

Approximately 90% of goods imported to the United States from overseas arrives by ship and, of that, over 95% arrives on foreign-flagged ships manned by foreign crewmembers. If imported cargoes were treated like foreign crewmembers, the U.S. economy would grind to a halt. Fortunately, there is a strong lobby in Washington, D.C. to ensure that foreign trade is expedited. There is no such lobby in Washington for foreign seafarers.

Dennis L. Bryant is with Maritime Regulatory Consulting, and a regular contributor to Maritime Reporter & Engineering News as well as online at MaritimeProfessional.com. This article was reprinted with permission from the May 2014 edition of Maritime Reporter & Engineering News - www.marinelink.com



SUP President's Report

June 9, 2014

SAN FRANCISCO BUSINESS AGENT and SUP BUILDING CORPORATION TRUSTEE

With the retirement of San Francisco Business Agent and Building Corporation Trustee Bill Berger, those offices need to be filled in accordance with Article XIII, Section 3, of the SUP Constitution.

Recommend that Brother Roy Tufono be elected as San Francisco Business Agent and that Brother Leo Moore be elected as SUP Building Corporation Trustee.

Brother Tufono joined the SUP in 1979 and has sailed under most Union contracts. Brother Moore, currently Dock Bosun for the San Francisco Bar Pilots, joined the SUP in 1976 and has also sailed under most Union contracts.

PATRIOT CONTRACT SERVICES

Watson-Class LMSRs

As reported last month, the SUP has successfully crewed seven (*USNS Charlton, USNS Dahl, USNS Pomeroy, USNS Red Cloud, USNS Sisler, USNS Soderman, USNS Watson*) of the eight Large, Medium-Speed Roll-On/Roll-Off (LMSR) vessels awarded to Patriot by the Military Sealift Command (MSC). The last vessel, *USNS Watkins*, is in a Bayonne, New Jersey shipyard in Repair Availability Status with Bosun Dave O'Neill dispatched from the Wilmington Branch on May 25. The rest of the gang will join in early August before sailing for Saipan.

Recent reports from the LMSRs indicate they are in good shape with all SUP agents handling minor issues. There has also been recognition of SUP seamanship. For example, the crew of the *Pomeroy* joined in Charleston, South Carolina after the vessel was in a shipyard. Immediately following vessel familiarization the gang under the leadership of Seattle-dispatched Bosun Mike Thomsen, began cargo operations while cleaning up from the shipyard. In these extremely challenging conditions, the sailors handled the ship like veterans. As the MSC told the vessel's master: "You and your crew definitely stepped up to the plate and hit a home run."

Another example of seamanship and bravery occurred in the *Watson*. Coming back to the ship from Diego Garcia a sailor fell from the pilot ladder, hit his head on the launch and tumbled into the ocean. Ordinary Seaman Bruce Lepule from Honolulu immediately dove into the shark-infested waters to rescue him. With the sailor back on deck, Lepule and San Francisco-dispatched AB Eduardo Zepeda worked fast to apply a tourniquet to stop the bleeding from the severe laceration caused by the fall, effectively saving his life for a second time. A tip of the Stetson to Brothers Lepule and Zepeda.

Ready Reserve Force Vessels

On May 16, the SUP and MFOW were informed by Mark Gallagher, who is in charge of contracts for the MEBA, that accumulated sick leave and vacation pay will not be paid in the last year of the current RRF contracts which in the case of Patriot's RRF vessels Admiral Callaghan, Cape Henry and Cape Orlando starts on July 28, but already in force in accordance with the directive by the Maritime Administration (MarAd).

That directive advises crew members in Reduced Operating Status (ROS) "to use or lose sick and vacation leave during the fourth (last year) of the contract. The directive further states that "MarAd will not 'buy out' any ROS leave remaining on the books and will not carry over into the next contract."

MarAd did "buy-out" sick leave and vacation pay prior to 2005, however, it is anticipated, according to Brother Gallagher, that ship managers and MarAd will insist that mariners have to be ill to use accrued sick days and that accrued vacation pay will have to be used prior to leaving the vessel.

To compound the situation, reliefs for departing crew members will not be filled until the departing crew members' sick and vacation are used.

The Unions have protested to MarAd and have pointed out that RRF vessels may not be sufficiently crewed to perform maintenance and maintain readiness.

Chemical Tankers

Late last month the SUP, MFOW, SIU-A&G, MM&P and MEBA were informed by Patriot that the company was interested in operating two tankers currently under foreign-flag but built in the United States. Under the proposal, Alterna Capital Partners, a private equity fund, would buy the ships; Buccaner Maritime Enterprises, a newly formed company with experience in shipbuilding and ship repair, would be responsible for garnering legislative support for the project; and Quincannon Associates, a ship brokerage company, would provide logistics. Again, Patriot would be the operator.

Accordingly, the SUP, MFOW, MM&P sent the following letter to Congressman Duncan Hunter (R-California), Chairman of the House Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Maritime Transportation and Congressman John Garamendi (D-California), the Ranking Member of the Subcommittee. It should be noted that the SIU-A&G did not sign the letter as they oppose the project:

May 28, 2014

Dear Chairman Hunter &

Ranking Member Garamendi:

We are writing to express our strong support for legislation requested by Patriot Contract Services (Patriot) to allow two chemical tankers that were built in the United States to return to the United States flag with full coastwise trading privileges. Patriot Contract Services, a California based company, is a wholly-owned United States citizen company with extensive experience operating United States-flag vessels for the United States Government and in the U.S. commercial trades.

At the outset we wish to emphasize that our organizations are vigorous and proud defenders and supporters of the Jones Act. We believe very strongly that the Jones Act continues to provide critically important economic, homeland and military security benefits to the United States. At the same time, we believe just as strongly that there are circumstances, including the Patriot Contract Services request, when a narrow, technical waiver of the Jones Act is warranted and granting the waiver will contribute to the overall growth and strength of the domestic shipping industry.

As we mentioned, Patriot is seeking a waiver to the oil/chemical tankers *M.V. Algosea* and *M.V. Algoma Hansa* to operate in the coastwise trade. Both vessels were built in 1998 at Alabama Shipyard in Mobile, Alabama. The vessels can carry crude oil, clean petroleum products and sophisticated chemicals (i.e., IMO II products), including lube oils, liquid fertilizer, ethanol, paraxylene and a variety of feedstocks. These American built vessels were built to handle many small parcels of chemicals and can actually manage up to 14 independent cargoes with separate pumps and two valve separations. There are no direct competitors for these vessels in the current domestic fleet.

Recently, Congress granted a similar waiver to three U.S. built LNG vessels that operated under a foreign flag, losing their coastwise trading privileges. In that instance, Congress recognized that allowing U.S. built, U.S.-owned vessels to operate in the domestic trades in full compliance with all requirements applicable to other Jones Act vessels was consistent with the principles embodied in the Jones Act. This situation is no different. The vessels at issue were built in the United States, will be owned by an American citizen, will be operated in the domestic trade by an American company in full compliance with all domestic shipping requirements, and will be crewed by licensed and unlicensed American merchant mariners.

It is not often that Congress has the opportunity to take action that increases the size of the U.S.-flag fleet increases the number of jobs available to American mariners, and enhances the ability of American companies to ship cargoes efficiently and economically between American ports, all while maintaining and reaffirming the basic principles inherent in the Jones

Act. This is such an opportunity and we ask you to support the necessary waiver legislation.

We stand ready to discuss this important matter with you at your convenience.

Sincerely,

H. Marshall Ainley, President, Marine Engineer's Beneficial Association

Gunnar Lundeberg, President, Sailors' Union of the Pacific

Captain Don Marcus, President, International Organization of Masters, Mates & Pilots

Anthony Poplawski, President, Marine Firemen's Union

APL MARINE SERVICES

In accordance with the April 1, 2009, collective bargaining agreement between the SUP, MFOW, SIU-Marine Cooks and APL, wages and wage-related items (overtime, cargo rates, Supplemental Benefits) will increase by 3% on June 16, in non-Maritime Security Program (MSP) vessels. Currently, APL is operating one non-MSP vessel: the APL Belgium.

Recommend that the 3% increase be applied to wages and wage-related items.

New wage rates will be published in the June issue of the *West Coast Sailors*.

It should be noted that on October 1, wage and wage-related items in MSP vessels (*APL Agate, APL China, APL Coral, APL Cyprine, APL Korea, APL Pearl, APL Philippines, APL Singapore* and *APL Thailand*) and those employed under the Maintenance and Extra Maintenance Agreements will increase by 3%.

MATSON NAVIGATION COMPANY

In accordance with the 2013-2017 Agreements with Matson, wages and wage-related items will increase by 3% on July 1, in all company vessels plus those employed under the Maintenance and Extra Maintenance Agreements.

Recommend that the 3% increase be applied to wages and wage-related items.

New wage rates will be published in the June issue of the *West Coast Sailors*.

MILITARY SEALIFT COMMAND

On May 20, at the invitation of Rear Admiral Thomas K. Shannon, Commander of the Military Sealift Command, participated in the MSC Maritime Labor Executive Session at MEBA Headquarters in Washington, D.C. Other participants included MFOW President Anthony Poplawski, MM&P President Don Marcus, SIU-AGLIWD President Mike Sacco and MEBA President Marshall Ainley.

Rear Admiral Shannon and his staff briefed the Unions on force protection; base security and TWIC; cyber threats to vessels; evolving missions and new construction programs. An open discussion then followed regarding solicitations for operating MSC vessels, contract awards and training requirements.

As a follow-up to the meeting, Rear Admiral Shannon notified all Unions on May 30, that MSC had decided to crew 10 new Joint High Speed Vessels (JHSV) with civil service mariners instead of putting the ships out to bid to commercial operators. This is disappointing news as the SUP planned to work with Patriot Contract Services to formulate a bid for the operation and maintenance of the vessels.

HOLIDAY

All SUP halls will be closed on Friday, July 4, in observance of Independence Day.

continued on next page

SUP President's Report continued

BLOODY THURSDAY

The annual commemoration of Bloody Thursday will be held at ports up and down the West Coast this year on Saturday, July 5. Details of the observance will be published in the June *West Coast Sailors*.

SUP members on the beach are urged to attend these events which mark a red letter day during the 1934 coastwise maritime strike.

Two SUP brothers were killed in the 1934 strike and its aftermath. Olaf Helland was struck by a tear gas bomb on July 20, 1934, in Seattle, during the Battle of Pier 41 and died August 6.

On ships at sea, particularly those owned by Dollar Line (the predecessor of American President Lines), it was a continuous battle to rid the ships of scabs in 1934 and 1935. Union men and scabs fought on the Presidents Grant, Hoover, Hayes, Adams and Coolidge in Hong Kong and Manila. SUP member Bruce Lindberg, aged 20, was knifed and killed by the ship's scab carpenter on the President Grant on February 3, 1935, in Hong Kong. The murderer, Alvin Chown, was never brought to justice. That same year on July 5, Brother Lindberg's mother and the widow of slain ILA longshoreman Shelvly Daffron, led a parade of 5,000 maritime workers in Seattle to mark Bloody Thursday.

ACTION TAKEN

M/S to elect Roy Tufono as San Francisco Business Agent. Carried unanimously.

M/S to elect Leo Moore as Building Corporation Trustee. Carried unanimously.

M/S to allocate 3% APL increase to wages. Carried unanimously.

M/S to allocate Matson 3% increase to wages. Carried unanimously.

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

Gunnar Lundeborg



MV Mahimahi all dressed up for Maritime Day, May 22, in Honolulu

Vice President's Report

June 2014

Maunalei: Paul Barbour, delegate. Sanitary work is sailors work. Mark Hurley shipped a pierhead jump on a weekend to relieve a sailor off sick in Xiamen.

Mau: Nick Hoogendam, delegate. Boarded with San Francisco Business Agent Roy Tufono to investigate food and storing problem. Resolved with MFOW delegate Ken Paddock.

Mahimahi: Ricky Pangan, delegate. No problems in Oakland with Billy Sullivan, serang.

Manoa: Michael Soper, delegate. No problems in Oakland with Rhonda Benoit, bosun.

California Voyager: Terry Black, delegate. Step 3 grievance filed with the Company without success. New grievance filed in Hawai'i on the same topic (unilateral imposition of one-man watch enroute Singaporean yard). A second meeting with the Company produced no agreement. Step 3 response from management is pending. Delegates are instructed to protect the two man watch by filing anew at each violation.

APL Korea: Wil Williamson, delegate. Standby time for crane is payable as a call out.

APL Singapore: Harry Freeman took over the sheets from Joel Schor. Clarification on night hot meal. Clean up of oil spill not part of port prep and should be accounted for separately.

Florida Voyager: Bob Turner, delegate. Room inspections should be announced at least a day in advance and made with the delegate present. Interference with personal effects not appropriate.

APL Pearl: Scott Hudson, delegate. Sorting garbage is payable at the low cargo rate on straight time (overtime on overtime hours) as per Section 11q.

APL Coral: Aaron Weibe, delegate. Budgetary cutbacks causing maintenance problems.

APL Agate: Mike Henderson, delegate. Maintenance job orders should come through the Bosun.

APL Belgium: Raul Taganas, delegate. C/M wanted a lodging form. MFOW President Anthony Poplawski squared away a sanitary jurisdiction problem by providing the ship's sanitary assignments chart as agreed between the SUP and the MFOW at turnover.

USNS Charlton: Joe Zeason, delegate. Clarification on sanitary jurisdiction, maintenance and cure, and delegate's duties.

USNS Dahl: Joe Carson, delegate. Under-payment of overtime for Memorial Day joining investigated and collected.

USNS Sisler: Pat Nicholas, delegate. Collected straight time daily rates for the crew's arrival in Diego Garcia but before joining pending turnover.

USNS Watson: Eduardo Zepeda, delegate. Heroic actions of OS Bruce Lepule and the delegate saved the same life twice (see President's Report on page 10) Relief dispatched for injured sailor.

Dave Connolly

China sinks proposed Maersk Line network

Authorities say carriers' application lacks corresponding legal grounds and convincing supporting evidence

In a strongly-worded statement on its website, China's Ministry of Commerce (MofCom) said on June 17, that it had decided to "forbid Maersk Line, Mediterranean Shipping Company (MSC) and CMA CGM to concentrate" via setting up an operational network after a seven-month long antitrust review.

"Based on a comprehensive analysis of market share, market access and industry characteristics, MofCom concludes that, if completed, the concentration will enable the operators to become a close-knit alliance, commanding 47% market share in Asia-Europe container liner service and will result in a significant increase in market concentration rate," the statement said.

The intended P3 Network would have been a shipping alliance of the world's largest containership lines; MSC, France's CMA CGM and Maersk. The participants described the alliance as a long-term operational vessel-sharing agreement.

China said it held multiple talks with the applicants, regarding how to

reduce a possible adverse impact on competition from the proposed alliance and had demanded relief plans from the carriers. "The applicants have submitted several relief plans," it said. "After evaluation, MofCom thinks the relief plans lack corresponding legal grounds and convincing supporting evidence and that they failed to prove the proposed concentration will bring more advantages than disadvantages to market competition, or in accordance with public interest. "Therefore, MofCom decides to forbid such concentration of business operators according to the Anti-Monopoly law."

Adopted in 2007, China's Anti-Monopoly law require companies that propose to concentrate their business to lodge a declaration with MofCom, which will conduct a 30-day preliminary review to decide whether a further review is needed, which will take 90 days at most. In exceptional cases, MofCom may again extend the review period by a maximum of 60 days, which seemed to have happened to P3. Accord-

ing to MofCom statement, it received a concentration declaration notice from the lines on September 18, 2013. However, a case was not officially registered until December 19 when the applicants handed in what MofCom deemed to be adequate materials. One month later, the competition authority decided to conduct a further review. Three months later, on April 18, MofCom again extended the review with a deadline set at June 17, the statement shows.

Lloyd's List reported in January that as of mid-December, the three carriers had yet to file additional information that the Chinese competition authority had demanded and that a decision was unlikely to be made before May. Due to the prolonged regulatory process in Beijing, P3 partners have twice deferred their operation commencement, originally slated for the second quarter this year. In April, they decided to delay the operation until July, followed by a change of mind in late May that put off the mega-alliance until the autumn.

Beijing's decision came as a surprise

as both the United States and the European Union have given a green light to the proposed mega-alliance, the biggest topic in the container industry over the past year. To win the approval from the Federal Maritime Commission, P3 scrapped the plan to negotiate jointly with U.S. suppliers.

As *Lloyd's List* also reported, MofCom, with assistance from the Ministry of Transport, has consulted a variety of industry groups on the matter, including China Shippers' Association, China Shipowners' Association, China Ports & Harbours Association and Shanghai Shipping Exchange.

China Shippers' Association and Asia Shippers' Council vice-chairman Cai Jiayang said: "We welcome MofCom's decision, which is a very wise one. MofCom's analysis entirely reflects the reality. P3 indeed excludes competition."

A long-time hardline opponent of container alliances, Cai said P3's actual goal, disguised by claims of improved

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SUP Branch Reports

Seattle

May 19, 2014

Shipped during the period: 3 Boat-swains billets dispatched to 1 A-card in the container fleet and 2 B-cards to USNS bottoms; 9 Able Seaman jobs shipped and filled with 8 B-cards and 1 C-card, all navy bottoms; 3 Ordinary Seaman slots filled with 2 C-cards and 1 D registrant. 12 standbys to 5 A-cards, 6 B and 1 C card.

Registration: 7 A cards for a total of 20; 4 B cards for a total of 21; and 1 C card for a total of 6.

Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The *APL Pearl* and *APL Coral* called in New Jersey requesting SUP/MFU crew replacements.

Patriot Contracting Services vessels *USNS Pomeroy*; *USNS Red Cloud*; *USNS Soderman*; and *USNS Charlton*; job orders for these vessels were received and dispatched. SUP/MFU HQ's and all Branch Agents get a "tip of the Stetson" in working together putting a significant number of our members back to work!

I represented the SUP at the following meetings. The King County Labor Council Executive Board meeting; the Seattle Manufacturing Industrial Council meeting. Seattle Manufacturing and Maritime stakeholders meeting; and the Seattle Marine Business Coalition meeting.

Early reports from the joining crews in these Watson-Class billets are that these are "good jobs". The certifications for dispatch in these bottoms are extensive. It behooves all mariners to continuously review your documents for expiration dates so you will be eligible to compete.

Vince O'Halloran
Branch Agent

Wilmington

May 19, 2014

Shipping: Bosun: 2, AB: 15, AB Maint: 8, STOS: 1, OS: 6 Standby: 50 Total Jobs Shipped: 82

Registrations: A: 25 B: 28 C: 6 D: 15

Ships Checked

APL Korea, Manulani (lots of disputed ot), APL Thailand, Mahimahi, Matsonia, APL China, Mokihana (happy gang with Jay Loe as Bosun), *Maunalei, APL Philippines, Mahimahi, RJ Pfeiffer*.

Things are running very smoothly at the APL shore gang under the firm and steady hand of Bosun Gary Gelfgren.

Meetings attended: 5/1 Harbor Labor Coalition Meeting, 5/8 MTD Meeting swearing in MFOW's Bob Bugarian as president.

In preparation for Maritime Day, cleaned up, painted, and hosed down the Maritime Memorial. Thanks to Eli Wegger, Eve Sullivan, MFOW Agent Sunny Gage, Bob Bugarian and several rank and file MFOW members. Jerry Aspland ran the gang and AMMMC President, John Pitts bought us lunch afterwards.

Congratulations to Eve Sullivan for getting her AB ticket.

Mark Hurley
Branch Agent



Honolulu

May 19, 2014

Shipped the following jobs in the month of May: 1 Bosun return, 4 AB Day steady, 1 AB Day relief, 3 AB Watch steady, and 1 OS Watch steady. The shipping jobs were filled by 6 A cards, 2 B cards, and 2 C-cards. Shipped 22 standby jobs. The standby jobs were filled by 3 A cards, 10 B cards, and 9 C cards.

Registered in May: 4 A cards, 5 B cards, 3 C cards, and 1 D card. To date totaled registered: 9 A cards, 12 B cards, 4 C cards and 2 D cards.

Ships Checked

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

I received an email from the delegate on the *USNS Watson* in Diego Garcia. He reported that one of the SUP AB's fell off the ladder climbing up the stern from the launch boat and fell face down in the water. SUP OS Bruce Lepule immediately jumped into the water fully clothed and rescued him. Nice job Bruce!

I received a phone call from the Bosun on the *USNS Charlton* and he reported that everything is going good in Saipan.

I represented the SUP at the AFL-CIO Executive Board meeting, the AFL-CIO Council of Affiliates meeting, and the Hawai'i Ports Maritime Council meeting where one of the topics discussed was the 3rd Annual Maritime Bar-B-Que. This year's BBQ will be held on Monday, August 4th - 5pm to 9pm at the Disabled American Veterans hall. All members and their ohana (families) are invited. I will be looking for volunteers to help with parking control. (As soon as the cars are parked, we will be done.) Mahalo,

Michael Dirksen
Branch Agent

Dispatcher's Report

Headquarters—May 2014

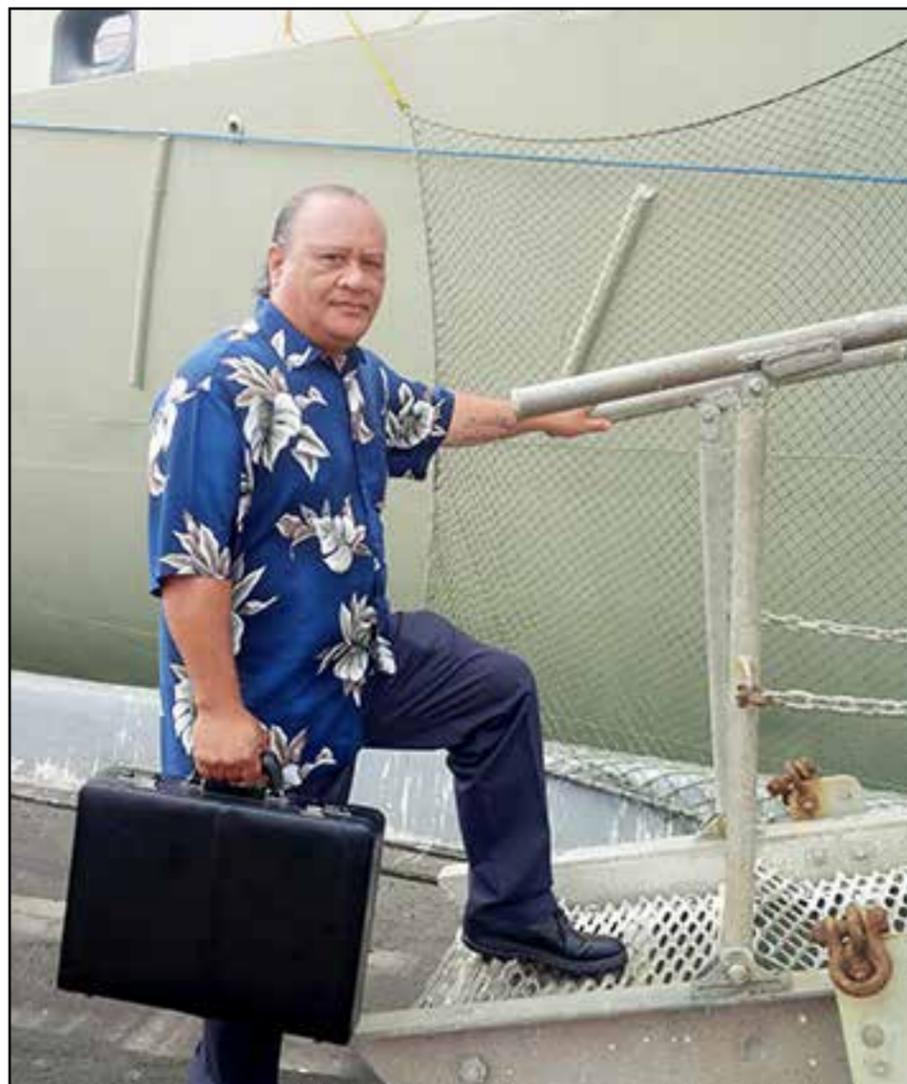
Deck	
Bosun.....	1
Carpenter.....	0
MM.....	2
AB.....	16
OS.....	6
Standby.....	36
Total Deck Jobs Shipped.....	61
Total Deck B, C, D Shipped.....	36
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts.....	61
Total B, C, D Shipped-All Depts.....	36
Total Registered "A".....	28
Total Registered "B".....	24
Total Registered "C".....	14
Total Registered "D".....	21

San Francisco TWIC Enrollment Center moves to South City

The new location for the TWIC Enrollment Center is:

Hampton Inn
300 Gateway Boulevard
South San Francisco, CA 94080

Hours of operation:
Tuesday, Wednesday & Thursday
8:00 A.M.-Noon,
1:30 P.M.-4:30 P.M.



Roy Tufono, the new San Francisco Business Agent, boarding the Maui on June 10. Photo: Dave Connolly

China sinks proposed Maersk Line network

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fuel consumption and operational efficiency, is to gain market share, squeeze out smaller carriers and eventually to increase freight rates and levy more permanent surcharges. "P3 will greatly hurt the interest of China's exporters," he said. "China's situation is different from that in the US, where there are no international lines. "If P3 comes online, eventually it will be China's exporters that bear the costs of the surcharges that always go up and never go down. "P3's market share in China trade will probably exceed 65%. It was never looked into, but I estimate just Maersk Line alone already reaches the 30% cap set by China's international maritime regulation."

Article 35 of China's International Maritime Regulation stipulates that the Ministry of Transport can launch a probe if a liner-shipping consortium or a single carrier carries more than 30% of volumes to and from Chinese ports on one trade route over a year. This article has been regarded as the main gatekeeping rule to keep P3 and other alliances in check if MofCom was to grant monopoly-waiver to the lines.

The Federal Maritime Commission's (FMC) Richard Lidinsky has welcomed the decision by China to block the P3 vessel-sharing alliance. Lidinsky was the only commissioner to vote against P3 when the US agency granted regulatory approval in March. Since then, "it has been a very lonely experience", he said. "So I am personally pleased that other regulatory colleagues apparently shared my concerns over the excessive dangers to all of maritime commerce of the late P3 combination."

He added that from the time of the FMC summit of regulators in December, attended by U.S., European and Chinese competition officials, "it was apparent that the Chinese maritime authorities fully understood and appreciated not only their national, but international responsibilities, in this landmark case, and by studious and serious process, have taken a decision that will benefit carriers and shippers of all nations."

FMC commissioners voted four to one in support of P3, but with modifications to the agreement and stipulating that it should be monitored closely.