



West Coast Sailors

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The Sailors' Union is 130 years young Centennial of the Seamen's Act of 1915

A milestone in the history of the American maritime labor movement was reached this month as the Sailors' Union of the Pacific observed the 130th Anniversary of its founding and the enactment of the LaFollette Seamen's Act marked its centennial.

March, often called The Sailors' Month, also marks the

struggle to pass the Seamen's Act which freed American merchant mariners from indentured servitude and Harry Lundeberg (March 25, 1901), who laid the foundation for wages and conditions American mariners now enjoy.

The founding of the Union

The year 1885 dawned for sailors bleak and hostile. A severe depression that started in 1883 showed no signs of ending. Many thousands of workers were unemployed. On March 4, 1885, a notice was posted on the San Francisco waterfront that wages for coastwise sailors would be cut to \$25 per month for "outside" or unprotected ports and \$20 per month to other ports. This was for a 10-hour day, six days

a week in port and 12 hours a day at sea with no overtime.

In the wake of shipowners threats, sailors walked off their vessels and debated how to respond.

On March 6, 1885, nearly 600 sailors gathered amid the lumber piles on the Folsom Street Wharf, with 222 men signing their names to organize the Coast Seamen's Union.

The men voted to strike and successfully won an increase of \$30 per month on most coastwise vessels. And the Union continued to organize.

One of the first goals of Furuseth who was elected Secretary-Treasurer of the Coast Seamen's Union in 1886 was to end the jurisdictional battles with the Steamship Sailors' Union that had been ongoing since that organization was organized in the same year. The issue was that whenever a sailing ship was modified for steam,

both organizations claimed jurisdiction. Finally, after years of negotiations, on July 29, 1891, the Coast Seamen's Union and the Steamship Sailors' Union amalgamated to form the Sailors' Union of the Pacific, with a membership of nearly 4000 and a treasury of \$50,000.

But around the same time, the shipowners had also organized, vowing to crew their vessels non-Union by avoiding the SUP hiring hall. The Union fought back with a variety of tactics, but by the end of 1893, the shipowners had won. Losing this battle was a stinging defeat, but Furuseth reminded the membership that "Tomorrow is Also a Day" and we will live to fight again.

The Maguire Act

The defeat of 1893 accelerated a shift, already underway, where there would be less emphasis on direct action and more on legislative reform. That same year SUP members walked door-to-door to support the election of James C. Maguire of San Francisco for Congress.

Furuseth and Congressman Maguire, despite the howls of the shipowners, were successful in passing the Maguire Act which allowed American mariners the right to quit a ship in a United States Port. It was the first time maritime law had been changed to favor sailors since the medieval Rolls of Oberon were promulgated in 1160. President Grover Cleveland signed the legislation on February 18, 1895.

The White Act

The victory was short-lived. Shipowners backed the prosecution of the case of the *Arago* to undermine the Maguire Act. In 1895 SUP members Robert Robertson, John Bradley, P.H. Olsen and Morris Hanson signed articles before the Shipping Commissioner in San Francisco to sail in the barkentine *Arago* to Knappton, Washington, then to Valparaiso, Chile, and other foreign ports, and return to the United States. In Knappton, they

quit the ship believing they were protected by the Maguire Act. Hunted down, they were dragged aboard in irons. They refused to turn-to and were transferred to police custody in Oakland for "refusing duty." Furuseth petitioned for a writ of *habeas corpus* and hired attorney H.W. Hutton to defend the men.

While the lawyers argued the case all the way to the Supreme Court, the sailors remained in Alameda County Jail. In January 1897, the Supreme Court shockingly upheld imprisonment for desertion on the grounds that "surrender of personal liberty" implied in the seamen's contract was not pre-empted by the Thirteenth Amendment, which outlaws involuntary servitude. Moreover, the Court sought comfort in the same special circumstances they used in the infamous Dred Scott decision to uphold slavery for African Americans—that sailors are sub-human and since the provisions of the Constitution apply only to men, then

seamen are not covered by the basic rights and freedoms accorded to others. The Court stated that "seamen are treated by Congress... as deficient in that full and intelligent responsibility for their acts which are accredited to ordinary adults." The decision became known as Dred Scott II.

To remedy this injustice, Furuseth remained in Washington, passionately lobbying for legislation to overturn the Supreme Court's decision. The sponsor of that bill was Senator Stephen White of California.

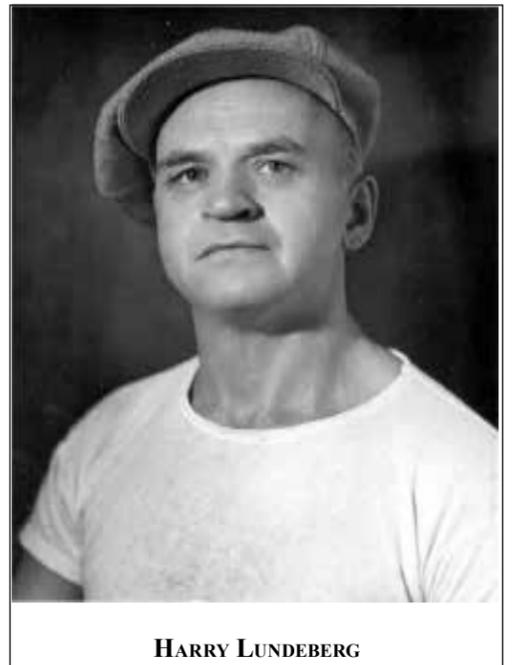
Although considerably watered-down from what was originally sought by Furuseth,

the White Act passed the Congress and was signed into law on December 21, 1898 by President William McKinley. As enacted, its principal provision were: abolition of imprisonment for desertion from American vessels in any port of the United States; reduction from three to one month's imprisonment for desertion in a foreign port, and then only at discretion of the judge; one month's wage permitted as allotment to an "original creditor" in the foreign trade; total abolition of corporal punishment; the majority of the crew, without concurrence of an



ANDREW FURUSETH

birthdays of two of its legendary leaders: Andrew Furuseth (March 12, 1854), who spearheaded the long legislative



HARRY LUNDEBERG

officer as previously required, given the right to demand the survey of an unseaworthy vessel before commencement of the voyage; and an improved scale of rations.

It also gave seamen on vessels of the United States the right to receive in ports of loading and discharging cargo half of the wages due them, unless the contrary was expressly stipulated in the contract. The previous proportion (fixed by the Act of July 20, 1790) had been one-third wages due, with a like proviso. In both cases the proviso was the means of rendering the right of

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West Coast Sailors

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Sailors crushed in Australian port

Two seafarers have been hospitalized after being crushed between a 1.5-ton load and the bulkhead of a heavy lift vessel in Port Hedland, Australia last month.

The Australian Transport Safety Bureau (ATSB) on February 26, released an initial report on the casualties with the final report due after all investigations are concluded. According to the ATSB, the crew was moving a stack of four load spreaders into the cargo hold on board the Netherlands-flagged *Happy Buccaneer* alongside the Roy Hill wharf at the time of the incident.

The two crew members disconnected the slings for the stack but as the crane operator was lifting the slings clear, one caught on the top load spreader. It was tipped off the stack, pinning two crew members by the legs against the nearby bulkhead.

“Both men suffered serious leg injuries,” the ATSB reported. “They were freed with the assistance of a shore rescue team and taken to a hospital in Perth for treatment.”

It is the fourth serious incident at the port reported by the ATSB in the past 12 months. In October a 41-year-old Chinese seafarer fell from a ladder and was swept out to sea while attempting to clear entangled fishing lines on the 260,000-ton Singapore-flagged *Cape Splendour* at anchor. In June, an Indian crewman lost his leg below the knee after a mooring accident on board the *Julia N.* And in July three seafarers were treated for burns after the 207,250-ton bulk carrier *Marigold* caught fire in Port Hedland while loading ore at BHP Billiton.

Record breaking 20,150 TEU capacity ships ordered by Japanese company

Mitsui O.S.K. Lines (MOL) has entered into a contract with Samsung Heavy Industries for the construction of four 20,150 TEU capacity Ultra Large Container Carriers.

MOL also announced that it has concluded a Memorandum of Understanding for long-term charter of two additional 20,150 TEU capacity containerships with Shoei Kisen Kaisha, headquartered in Imabari-shi, Japan. Those two containerships will be built at Imabari Shipbuilding Co., also of Japan.

MOL says that the six ships are the world’s largest among delivered and on order containerships. The vessels will measure 1312-feet long by 193-feet wide, and have a designed draft of 48-feet and 53-feet load draft. The vessels will be

equipped with a MAN B&W G95ME, with specifications that will enable the use of LNG fuel in the future. The vessel’s will serve the Asia-Europe service.

The four ships ordered from Samsung Heavy Industries reportedly cost \$619.6 million.

Previously, Imabari Shipbuilding said in January that it had secured orders for a total of eleven 20,000 TEU capacity containerships, marking the first-ever orders for ships at or above the 20,000 TEU mark. Although Imabari did not specify which carrier placed the order, the vessels are widely believed to be the 1312 foot long ships to be chartered by Evergreen Group upon delivery in 2018 and 2019. To build the ships, Imabari is in the process of constructing a large dry dock measuring about 1969 feet length by 263 feet in breadth to be located on reclaimed land located next to their Marugame City Headquarters.



Oregon Voyager at Richmond Long Wharf, March 13. Photo: Roy Tufono.

Container lines attempt West Coast rate increase

Liner operators in the TransPacific trade will attempt to raise rates after losing money amid a prolonged labor battle at West Coast ports.

The TransPacific Stabilization Agreement (TSA), a discussion forum of the 15 major container lines serving the trade, reaffirmed on February 25, its March 9 general rate increase (GRI) of \$600/feu for all shipments. The carriers have also filed a previously announced April 9, GRI in the same amount.

TSA said its members had begun the “slow work of repairing their networks” after a standoff between the Pacific Maritime Association and the International Longshore and Warehouse Union backed up container yards and left dozens of container ships stranded outside the ports waiting for berths. The two sides reached a tentative settlement on February 20, but working through the backlog is expected to take months.

Timely Reminder 2nd quarter 2015 dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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

SUP Meetings

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

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

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West Coast Sailors

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ILWU and PMA reach tentative agreement

On February 20, after nine months of bargaining, the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) reached tentative agreement on a five-year pact.

The ILWU's Coast Longshore Committee will caucus from March 30 through April 3, in San Francisco, to review the agreement. The 90 delegates expected to attend will decide whether to recommend the contract to the Union's membership.

If the delegates approve the agreement, it will go to a membership vote.

'Gray' chassis pool begins operation in Los Angeles, Long Beach

Three major chassis providers in the ports of Los Angeles and Long Beach have launched a "gray" chassis pool that will allow 80% of the chassis in service at the two ports to be used interchangeably.

A lack of chassis, as well as rules about when and where they could be obtained and returned, were seen by trucking companies and shippers as a major reason for the congestion that has plagued the two ports during the past year.

Direct ChassisLink Inc. (DCLI), Flexi-Van Leasing and TRAC Intermodal said the agreement will allow unprecedented chassis interoperability for about 81,500 chassis contributed to three pools in which the companies manage or contribute equipment. The chassis are used to transport marine containers between ports, rail yards and cargo destinations such as warehouses.

Also called the "pool of pools," the gray chassis pool will bring together the DCLI pool or "DCLP" and two pools managed by Flexi-Van – the Grand Alliance Chassis Pool and Los Angeles Basin Pool. TRAC currently contributes 30,000 chassis to the pools managed by Flexi-Van. Another pool called the West Coast Chassis Pool could participate at some point in the future.

DCLI, Flexi-Van and TRAC said in a joint press release, "Interoperability of chassis across the terminal complex should reduce time spent in travel to pick up or return chassis, improving motor carrier productivity that will also benefit the steamship lines and beneficial cargo owners utilizing the ports.

"Marine terminal operators will no longer be required to segregate chassis from the participating pools which, along with greater utilization efficiencies, should

free up valuable terminal real estate in the crowded port area," the companies added. "The general public and the environment should also see the benefits of this program, in the form of decreased fuel usage, reduced engine emissions and less port congestion as the transportation of containers entering and exiting the ports becomes more efficient."

A dozen container terminals at the San Pedro Bay ports, as well as the off-dock rail yards, are expected to participate in the pool of pools.

"This is a historic agreement that will help our ports overcome a major challenge that has played a significant role in the congestion we've experienced," said Port of Long Beach Chief Executive Jon Slingerup.

Port of Los Angeles Executive Director Gene Seroka said, "The gray chassis pool, along with other initiatives underway to improve efficiencies, will help our marine terminals move effectively toward restoring cargo flow through this important gateway."

The agreement creates a new chassis supply model with a team of representatives from each of the three pool operators overseeing day-to-day logistics and repositioning of the more than 81,500 chassis. The pools will remain commercially independent, with each chassis provider competing for business and setting its own leasing terms and rates.

A third party service provider will audit cross-pool chassis usage to allow the pools to compensate one another for such usage on a regular basis, and assist in preventing the exchange of competitively sensitive information between the pools and chassis providers.

Hawai'i legislators reform mimics McCain's Jones Act repeal attempt

Hawai'i legislators have filed resolutions seeking "reforms" to the Jones Act because they said it's driving up costs for Hawai'i and other isolated areas dependent on shipping.

State Senator Samuel Slom (R-Hawai'i Kai, Aina Haina, Kahala and Diamond Head) introduced concurrent senate resolutions co-sponsored by eight senators, which State Representative Sam Kong (D-Honolulu, Aiea) introduced two House resolutions co-sponsored by five more. They all urge the U.S. Congress to exempt Hawai'i, Alaska, Guam and Puerto Rico from domestic build requirement of the Jones Act.

"The Jones Act was originally meant to protect the shipping industry and maritime trade, but almost a century has gone by and it's easy to see that the law does not serve its original purpose," Slom said in a press release. "Today, the effect of the Jones Act is that people in Hawai'i, Alaska, Puerto Rico and Guam pay significantly more than the rest of the country for everyday necessities."

U.S. Senator John McCain (R-Arizona) introduced legislation to repeal the domestic build requirement in the Jones Act in January. The amendment was to be added to the Keystone XL Pipeline Approval Act, but never got a hearing.



Onboard the USNS Charlton, operated by SUP-contracted Patriot Contract Services for the Military Sealift Command, February 18, from the left: Bruce Lepule-Pim Orosz, Kelly Eggers-Bosun, Nicole Withers, Elizabeth Zeiger, and Gonzalo Sarra.

Congresswoman Janice Hahn questions PMA tactics during bargaining with ILWU

Congresswoman Janice Hahn, (D-California), late last month called on the Federal Maritime Commission (FMC) to investigate the Pacific Maritime Association's (PMA) decisions during its recent contract negotiations with dockworkers. Specifically, PMA suspended night, weekend and holiday shifts in the weeks before a tentative deal was reached.

The multi-employer bargaining unit said it eliminated the off-peak shifts for vessel loading and unloading to concentrate on clearing clogged container yards, and to avoid paying premium wages. PMA contended productivity was low due to a work slowdown orchestrated by the International Longshore and Warehouse Union in an attempt to gain leverage in the talks.

"I would like the Federal Maritime Commission to look into some of the unilateral actions by PMA in terms of not allowing workers to work evenings and weekends," Hahn told FMC Chairman Mario Cordero during a House Transportation and Infrastructure subcommittee hearing on the budget for the Coast Guard and maritime programs. "I would like to see a full investigation so in five years during the next contract negotiations we don't have that kind of lockdown at our West Coast ports."

Hahn, who represents the 44th district (San Pedro) in the Los Angeles metropolitan area, repeatedly sided with the ILWU during the nearly 10-month labor talks. She blamed the PMA for locking out longshoremen and creating the congestion that caused cargo owners to wait four to five weeks to retrieve their shipments.

"PMA's actions were inexcusable, and I worry that the damage they did will be irreversible," the congresswoman said in a statement issued by her office. "I think it is possible that the business our West Coast ports lost might never come back."

Her fear that shippers may permanently shift discretionary cargo to other gateways to avoid getting burned again by port dysfunction may be well founded, based on anecdotal reactions from businesses involved in international trade. Whether companies follow through on the frustrations being expressed remains to be seen, but many have used alternative modes and routes to bypass congestion in Southern California since last year.

During her question time, Hahn also criticized terminal operators for charging demurrage – a penalty charged to shippers and often incurred by motor carriers for not picking up cargo within a window of several days – at a time when port operations were so jammed that truckers couldn't get in the gate or were turned away. Shippers across the country have vehemently complained about the feeling of double jeopardy because they can't pick up their cargo when they want and are then fined for being late.

"I really felt something fishy was going on at our ports with PMA not allowing the workers to load and unload cargo, meanwhile charging folks for the storage of the containers on the docks which weren't able to be loaded and loaded," she said.

Feds OK LA/Long Beach port partnership

America's biggest container port complex will get more latitude to address major congestion issues with new approvals granted by the Federal Maritime Commission (FMC).

The agency on February 26, expedited an amendment to a 2013 agreement between the ports of Los Angeles and Long Beach. The amended agreement will allow the ports to work more closely on initiatives that increase terminal productivity, address shortages of chassis used to haul containers in and out of the terminals, and improve drayage truck turn times.

"This FMC action will assist us in our efforts to grow cargo and jobs in the nation's busiest trade gateway," said Port of Los Angeles Executive Director Gene Seroka. "We look forward to collaboration and the development of strategies that will benefit both ports as we adjust to the changing dynamics of seaborne trade."

DEFEND THE JONES ACT
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Right wing declares ‘guerilla war’ on NLRB, again

By John A. Logan

Here we go again. For the umpteenth time in the past six years, big business and its GOP allies in Congress have declared war on the National Labor Relations Board (NLRB) – except this time, they are openly boasting about it.

Last month, Randy Johnson, vice president of the nation’s most powerful lobbying organization, the U.S. Chamber of Commerce, stated that his organization would engage in “guerrilla warfare” against the NLRB. While a startling admission, Johnson’s comments provide an accurate description of the behavior of big business and Republican lawmakers toward the NLRB during the Obama administration.

The right wing is apoplectic because the NLRB dared issue a new rule intended to modernize the union certification process and eliminate the worst cases of pre-election delay. The modest changes under the rule would not radically alter the balance of power in NLRB elections. But big business is determined that it will not stand. Johnson stated: “It really amounts to guerrilla warfare where you’ve got a variety of weapons at your disposal.” Thus, the chamber will employ an array of obstructionist tactics to sabotage the election rule. Johnson outlined “various devices to rein them in ... litigation, oversight hearings and appropriations riders.” True to his words, big business filed two legal challenges to the election rule, which is due to take effect on April 14, in early January. The chamber has asked the courts to grant summary judgment blocking the implementation of the election rule.

In addition to their legal strategy, the chamber and other anti-union groups expect the GOP to ramp up harassment of the NLRB now that it controls both chambers of Congress. According to Johnson: “One [weapon] is oversight hearings. ... If you have intense oversight hearings and investigations it puts a damper on the desire of these people downtown to go forward on some of these issues.”

The GOP has not disappointed its anti-union friends among the 0.01%. Republicans in the House and Senate filed a challenge to the rule under the rarely used 1996 Congressional Review Act. Representative John Kline (R-Minnesota), chair of the House Education and Workforce Committee, stated that the GOP would be “pushing back” aggressively against the election rule because controlling both chambers “gives us more oversight capability.” A Senate Health, Education, Labor and Pensions (HELP) committee hearing, titled “Ambushed,” even adopted the preposterous over-the-top rhetoric of anti-union organizations.

The Senate hearing provided a stark illustration of how the GOP and anti-union organizations are now effectively joined at the hip. Almost laughably, Senator Mike Enzi (R-Wyoming) accused the NLRB of “ensuring that the odds are stacked against” big business and in favor of employees who are trying to form a union. Parroting another right-wing talking point, HELP Committee Chairman Lamar Alexander (R-Tennessee) called the election rule “a solution in search of a problem.” But the election rule addresses a very real problem: unscrupulous employers use deliberate delaying tactics to undermine employee free choice on unionization. Consider what one of the country’s largest anti-union law firms tells its corporate clients: Delay union elections whenever possible because “time is on your side.” A pre-election hearing of “some length” will extend the duration of anti-union campaigns, thus allowing employers to “erode support for the union.”

Adopting similarly far-fetched rhetoric, Senator Tim Scott (R-South Carolina) claimed the election rule “drastically tilts the playing field in favor of unions” – it doesn’t – and “chills employer-employee communications” – also untrue. According to Scott, the NLRB’s efforts to streamline and modernize the union certification process “absolutely feel like an ambush.” Alexander claimed that “making even the slightest mistake can require an employer to automatically bargain with employees.” In reality, the NLRB issues bargaining orders requiring an employer to bargain with employees only when a company has engaged in legal violations so severe, when the evidence of employer misconduct is so great, that a fair election cannot be held, and even then, the union must provide evidence of prior majority support. Moreover, the NLRB seldom issues such bargaining orders.

In the Alice in Wonderland reality of GOP lawmakers, the NLRB election rule will give pro-union employees an unfair advantage over anti-union corporations such as Wal-Mart and McDonald’s. In reality, powerful corporations will continue to dominate the union certification process, even under the new rule: they will still enjoy exclusive access to employees at the workplace; they will still force employees to attend group and one-on-one anti-union meetings; they will still communicate their anti-union message from the moment employees are first hired; they will still hire expensive union avoidance consultants and law firms that excel at operating in the grey areas of the law; unscrupulous employers will continue to intimidate and terminate pro-union workers but will face no meaningful sanction; and they will still rely on their GOP lackeys to parrot their far-fetched arguments against commonsense reform.

Republicans’ obsession with waging war on the NLRB caused one *Los Angeles Times* columnist to ask in utter disbelief, “With all the nation’s problems, GOP leaders pick this labor fight?” But the GOP assault on the NLRB makes perfect sense: Few things are more important to the party of the super-rich than destroying workers’ right to choose a union. Big business exercises a virtual stranglehold over the existing system of union certification and it is determined to keep it that way.

For members of the NLRB, who have now endured six years of relentless attacks from GOP and big business, it must feel a lot like Groundhog Day.

Professor Logan is the Director of Labor and Employment Studies at San Francisco State University.

GOP’s blind hate of labor Union members

To Wisconsin Governor Scott Walker, America’s labor union members are the same as murderous, beheading, caged-prisoner-immolating ISIS terrorists. Exactly the same.

That’s what he told the Conservative Political Action Conference (CPAC) this month. The governor said that because he destroyed public sector labor rights in Wisconsin after 100,000 Union supporters protested in Madison he could defeat ISIS as President of the United States.

That sums up all the GOP hate and vitriol against labor union members in recent years. It would appear that Republicans can’t discern the difference between suicide bombers and working men and women who band together to collectively bargain for better wages and safer conditions. Republicans, it seems, can’t see that a foreign extremist group that kidnaps 276 schoolgirls is not the same as an American labor organization seeking to improve the lives of families and communities. This GOP blindness explains the relentless campaign by GOP leaders to renege on contractual obligations to workers, squash labor rights and slash the pay and benefits of union members.

That Governor Chris Christie believes New Jersey’s unionized teachers, snow plow drivers and child welfare caseworkers are evil explains how he could negotiate a plan to resolve a massive shortfall in funding for their pensions, brag about it as an accomplishment, then refuse the state funds he’d pledged to make it work. A Republican, Christie felt no obligation to keep his word to public servants who he perceives as the enemy.

When Christie took office in 2010, he inherited a \$54 billion pension deficit. His fix required workers to contribute more into the fund and for the state to make increasingly large payments into it over time. State law institutionalized Christie’s plan. The workers fulfilled their commitment to pay more. And the governor hailed himself for creating a national model solution.

But then, just a few years later, Christie turned his back on both the plan and his promises.

In 2014, the state legislature proposed getting the funds necessary to make the pension payments by increasing taxes on incomes exceeding \$1 million and instituting a corporate tax surcharge. Christie vetoed that and shortchanged the fund by \$884 million. This year, he planned to cheat the fund by \$1.6 billion. As a result, the pension shortfall now is estimated at \$83 billion. That’s 50 percent more than the problem Christie boasted about solving five years ago. It’s a crater so massive that it has provoked Wall Street rating agencies to downgrade New Jersey’s credit rating a record eight times.

Now Christie is talking about forcing public servants to pay even more to fill the hole Christie dug.

And that makes sense, of course, if the New Jersey workers who record birth and death certificates and protect the elderly from fraud are terrorists.

Apparently, at least one New Jersey jurist doesn’t see it that way. Superior Court Judge Mary Jacobson ruled that Christie broke the law and ordered him to make the pension payments. Despite the fact that Judge Jacobson was appointed

by a Republican, Christie labeled her a liberal judicial activist, which to the GOP is equivalent to being a ruthless ISIS terrorist.

Like Christie, the new Republican governor of Illinois last month showed that he’s willing to violate state law to clobber unionized state workers who he sees as enemies.

Within a month of being sworn in, Illinois Gov. Bruce Rauner issued an executive order prohibiting the state from turning over to labor organizations the fair share payments made by state workers who decline to join a Union. This violates a state law regarding these payments, but that’s irrelevant to Rauner because, for him, this is warfare.

State workers in Illinois aren’t compelled to join a union or pay dues. But because federal law mandates that the union provide them with services, including representation in grievances, Illinois requires them to pay a fee that covers their share of the cost of negotiating labor contracts and enforcing them. That’s the fair share payment.

Typically, Republican governors handle this by getting legislation passed that says workers who decline to join the union don’t have to pay anything for the collective bargaining services that benefit them. That’s called right-to-work-for-less legislation because it’s intended to bankrupt unions and destroy workers’ capacity to collectively bargain for better wages.

That’s what Scott Walker did to public sector workers in Wisconsin, where both houses of the legislature are controlled by Republicans. But both houses of the Illinois legislature are controlled by Democrats who fail to regard union members as terrorists. So Rauner circumvented them and acted by executive fiat.

He ordered State Comptroller Leslie Munger, who he appointed, to put the fair share fees in an escrow account rather than turn them over to the unions. Munger asked state Attorney General Lisa Madigan if that would be legal.

Madigan said no.

Unfazed, Rauner ordered the fair share fees withheld from the unions anyway. He told the directors of agencies under the governor’s control to take the money from the workers and keep it in department accounts.

No deed, no matter how underhanded or illegal, is too low for Republicans bent on battling imaginary demons!

Republican governors across the country, just like Rauner and Walker, feel entitled to thrash the American labor union, the institution responsible for dramatically reducing income inequality in this country by organizing working people into concerted actions essential to securing better wages, benefits and working conditions.

It has never been clear until now why Republicans so hated the idea of hard-working Americans banding together to negotiate to receive a more fair share of profits derived from the sweat of their brows. Walker’s conflating ISIS terrorists with labor protesters while CPAC conference attendees cheered explains it all.

Republicans are so blinded by hatred of empowered workers that they’re irrational.

SUP—130 years continued from page 1

no practical value. It became important only with the abolition of the proviso in 1915 with the passage of the Seamen's Act.

The Seaman's Act of 1915

Furuseth finally realized his goal of abolishing the feudal relationship between shipowner and sailor only through the passage of the Seaman's Act of 1915. It was here that allotments to crimps were banned for good. It was here that the three man watch became standard, establishing the eight-hour day at sea. So many other basic conditions of humane seagoing employment were established by the Seaman's Act that it is easier to list than describe them. For example, it was here that the ability to understand orders spoken in English became a requirement. Minimum standards regarding food and living quarters aboard ship were set in this legislation. Safety rules, especially the requirement of lifeboats, were now a matter of law. The minimum percentage of sailors that must be Able Seamen in any seagoing crew was also established for the first time. The Act made basic competencies for seamen required, elevating the craft by setting standards that benefited competent seaman by excluding the incompetent. The Act also provided that the master or the owner of a vessel shall be liable in damages if the master fails to use due diligence in surrendering to the proper authorities the officer of such vessel who has flogged or administered corporal punishment to a seaman.

The Seaman's Act of 1915 took such a comprehensive view on regulating seagoing employment it is hard to find what it missed. Probably the most important oversight was the rules for seaman injured at sea, which would be addressed by the Merchant Marine Act of 1920, also known as the Jones Act.

The passage of the Seaman's Act of 1915 was a monumental task, requiring the near-fanatical dedication of Furuseth for more than 20 years. Aided by Senator Robert "Fighting Bob" LaFollette of Wisconsin, Furuseth spoke at countless meetings, wrote thousands of letters, and lived in Washington much of the time. He used his natural eloquence, his indomitable persistence, and his considerable political skills to overcome the financial advantages of the shipowners and their capitalist backers. The achievement is almost unthinkable by today's standards: to single-handedly convince a majority of Congress and a skeptical administration to enact a broad series of regulatory reforms that would force an industry to increase its costs and treat its workers with a modicum of respect. More than any particular skill or trait, Furuseth consistently compared the inhuman employment practices of the waterfront to the human rights provisions built into the U.S. Constitution, especially the Thirteenth Amendment. Furuseth took the moral high ground and never lost it despite a minimum of resources. For the seaman of the day this kind of moral courage easily called to mind the then not-too-distant example of Abraham Lincoln and eventually the informal title of "Emancipator of Seamen" was applied to Furuseth.

Editor's Note: For more history, go to the History link on the SUP website: www.sailors.org. Also, under the West Coast Sailors link, choose View All Archive Issues to see the Centennial Tribute to Harry Lundeborg, March 30, 2001; The Special Edition on Andrew Furuseth, March 12, 2004; and the Special Edition on the SUP's 125th Anniversary, March 6, 2010.

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He Fought the Good Fight!



PRESIDENT WOODROW WILSON is shown in this artist's conception signing the world-famous Seamen's Act of 1915, with SUP Secretary Andrew Furuseth standing behind his right shoulder. (Copyright, 1953, by Coronet Magazine).

Let's debate the Trans-Pacific Partnership—history's largest trade deal—before OK-ing it

By Robert Reich, Richard Trumka

This spring, President Obama and Republican leaders in Congress want to use an outdated process used to pass the North American Free Trade Agreement more than 20 years ago, a rule called "fast track", to force through trade deals without a real debate or any amendments. And fast track would be used to speed passage of the giant Trans-Pacific Partnership, or TPP, trade deal.

If you haven't heard much about the TPP, that's part of the problem. It would be the largest trade deal in history – involving countries stretching from Chile to Japan, representing 792 million people and about 40% of the world economy.

Yet it's been devised in secret, with a disproportionate amount of advice coming from corporations and Wall Street. This secrecy is the norm since NAFTA. Most of the details that are known to the public have come through WikiLeaks. Instead, we'd like to see the negotiating texts made public, so there can be an honest and open debate.

A fast-tracked TPP would lock in a rigged set of economic rules, lasting potentially forever, before most Americans –let alone some members of Congress– have had a chance to understand it thoroughly. If the administration gets fast-track authority, it could hand a completed deal to Congress, which must then vote yes or no, without amendments and little debate, within 90 days.

It would be a grave mistake for Congress to authorize fast-tracking this giant trade deal.

We were both involved in the NAFTA debate, one of us as the leader of a major Union, the other as Secretary of Labor. No one knew how the agreement would turn out or the full ramifications of approving a trade deal without a full debate. We now know that NAFTA has cost the U.S. economy hundreds of thousands of jobs and is one reason why America's workers haven't gotten a real raise in decades. It and agreements like it have also contributed to the huge U.S. trade deficits. We now import about \$500 billion more in goods and services each year than we export.

Following NAFTA with the Trans-Pacific Partnership is like turning a bad television show into a terrible movie. It will be on a bigger screen and cost a lot more money. A few might walk away happy and rich, but it won't be the audience.

This isn't a contest between free trade and protectionism.

In the first three decades after World War II, "free trade" meant other countries opening their borders to American-made products, and the U.S. opening its borders to their goods. The United States chose free trade, and it worked. Living standards rose here and abroad. Jobs were created to take the place of jobs that were lost. Worldwide demand for products made by American workers grew and helped push up U.S. wages.

But American corporations have gone global, and in recent decades the payoffs from trade agreements have mainly gone to those at the top. Now they make many of their products overseas and ship them back to the United States. Recent trade agreements have

protected their intellectual property abroad—patents, trademarks and copyrights—along with their overseas factories, equipment and financial assets.

But those deals haven't protected the incomes of most Americans, whose jobs have been outsourced abroad and whose wages have gone nowhere.

As for the problems with the TPP? What's been leaked about its proposals reveals, for example, that the pharmaceutical industry would get stronger patent protections, delaying cheaper generic versions of drugs.

The deal also gives global corporations an international tribunal of private attorneys, outside any nation's legal system, that can order compensation for lost expected profits resulting from a nation's regulations, including our own. These extraordinary rights for corporations put governments on the defensive over legitimate public health or environmental rules.

The deal would encourage and reward American corporations for outsourcing even more jobs abroad. And it does nothing to prevent other nations from manipulating their currencies to boost their exports and undermine the competitiveness of U.S.-made products.

The administration calls the TPP a key part of its strategy to make U.S. engagement in the Asia-Pacific region a priority. It thinks the TPP will help contain China's power and influence. But the trade pact is likely to make giant U.S. global corporations even more powerful and influential. White House strategists believe such corporations are accountable to the U.S. government. Wrong. At most, they're answerable to their worldwide shareholders.

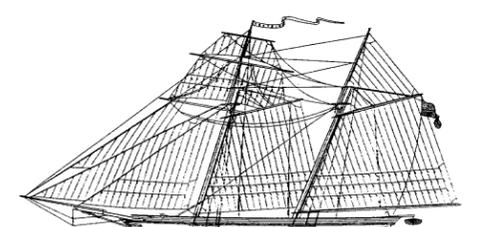
At a time when corporate profits are at record highs and the real median wage is lower than it's been in four decades, most Americans need protection, not from international trade, but from the political power of giant global corporations and Wall Street.

We need trade agreements that address unfair trade practices such as currency manipulation, foreign subsidies to exports, corporate power grabs and systematic and egregious violation of internationally recognized labor rights.

Congress should debate whether the Trans-Pacific Partnership promotes the shared values of democracy and prosperity that the United States stands for, as well as sets high standards for countries such as China to follow. Or whether it merely speeds the global race to the bottom.

If it's the latter, Congress should be able to change it, not act as a rubber stamp on agreements negotiated in secret. It can start by not fast-tracking the Trans-Pacific Partnership.

Robert Reich was Secretary of Labor in the Clinton administration; Richard Trumka is President of the AFL-CIO. This OP-Ed was published in the Los Angeles Times on March 2.





Hijacked tanker located aground in the Philippines

Philippines authorities have located a chemical tanker missing since it was boarded by pirates on January 28, in Indonesian waters.

The regional ReCAAP Information Sharing Center reports that the Indonesian-flagged *MT Rehobot* was located aground near Mati City in the Davao Oriental province of the Philippines, on February 24.

The *MT Rehobot* was hijacked by a gang of eight masked pirates armed with knives on January 28, in the vicinity of Lambah Island, Indonesia after departing from Bitung earlier that day. All 14 Indonesian crewmembers were later found on January 31 in the ship's liferafts in the vicinity of the attack, however there were no signs of the ship.

On February 1, the ReCAAP ISC issued

an Incident Alert to ships and authorities in the area to keep an eye out for the missing tanker. The vessel was believed to be headed towards Philippines waters, prompting the ReCAAP to alert the Philippines Coast Guard.

The *MT Rehobot* was located on February 24, after the Philippines Coast Guard received a report that a ship had ran aground. Local authorities later confirmed that it was in fact the missing chemical tanker.

The ReCAAP report said that there was sign of spillage of an unknown substance found onboard the ship. What exactly happened to the ship after the initial attack is unclear at this time, the report said.

The *MT Rehobot* was laden with 1,100 tons of diesel upon its initial departure from Indonesia.

Navy releases new maritime strategy

The United States Navy released its new maritime strategy on March 13, a key aspect of which is having more ships deployed and basing more of them outside of the United States. The new strategy will design, organize and employ naval forces.

The new strategy emphasizes operating forward and engaging partners across the globe, especially in the Indo-Asia-Pacific region and calls for increasing the Navy's forward presence to 120 ships by 2020, up from about 97 ships today. That number includes forward-basing four ballistic-missile-defense destroyers in Spain and stationing another attack submarine in Guam by the end of 2015. The Navy is also scheduled to increase presence in Middle East from 30 ships today to 40 by 2020, according to the new strategy.

The Navy said that changes in the global security environment, new strategic guidance and the changed fiscal environment have driven the development of the strategy. "The world has changed since 2007, when the last strategy was published, violent extremist organization like [Islamic State in Iraq and Syria] have grown. We have a continued threat from North Korea and Iran and you've seen the recent Russian aggression. There's also the question of the rise of China," said Navy Rear Admiral William McQuilkin, director Navy strategy and policy division.

The essential functions of the maritime strategy released in 2007 were adjusted to include a new function called "all domain access" which underscores the challenges forces face in accessing and operating in contested environments. This includes sea, air, land, space and cyberspace. "Since 2007, all of the services have placed a greater emphasis on the cyber aspects of warfare," McQuilkin said.

The new strategy reinforces the continued need to strengthen partnerships and alliances by stressing the importance of operating in NATO maritime groups and participating in international training exercises. "No one nation can do this alone. Every country can make a contribution no matter how small they are," said McQuilkin.

Further Arctic development is discussed in the strategy including the ability to operate in ice-covered and ice-obstructed waters. The U.S. Coast Guard will apply the multi-mission capabilities of the National Security Cutter to provide a tailored seasonal presence for command and control and aerial surveillance, and will begin the design process for a new, heavy icebreaking capability to support operations in both the Arctic and Antarctic.

The Coast Guard will also pursue the formation of a maritime assistance, coordination, and operations group, open to members of the eight Arctic Council nations. The purpose of this group will be coordination of multinational search and rescue operations, training exercises, maritime traffic management, disaster response and information sharing.

Additionally, the strategy outlines plans to maintain readiness by implementing the Navy's Optimized Fleet Response Plan which improves readiness and leads to a predictable cycle for maintaining, training and deploying carrier strike groups and amphibious ships.

Port of New York/New Jersey sees record January volumes

In January 2015, the Port of New York and New Jersey handled 268,442 containers of all sizes, 7.8% more than the 249,043 in January 2014 and 2.7 more than in the previous monthly record for January in 2012, when the port handled 261,268 containers. The port's terminals handled 463,002 TEUs in January 2015, 428,918 TEUs in January 2014, 428,367 TEUs in January 2013, and 448,681 TEUs in January 2012.

ExpressRail, the port's intermodal rail terminal handled 39,355 containers in January, 20.8% more than the 32,586 in January 2014.

East Coast ports have been seeing increased volumes in recent months as many shippers rerouted cargo because of congestion at West Coast ports.

For example, the Georgia Port Authority said Savannah handled 293,654 TEU in January, 13.3% more than in January 2014. Imports at Savannah increased 6.4% to 147,903 TEUs.

Demand is so strong that in the coming weeks, a large number of sweeper ships or "extra loaders" with containers from the Far East are expected to arrive at East Coast ports because of congestion on the West Coast.

Richard Larrabee, the Director of the Port Commerce Division of the Port Authority of New York and New Jersey, said last week, "Between January and the end of March, we will see at least 12 extra loader vessels. I would expect that this concept will continue through May." He said the ships are expected to deliver cargo that normally would have moved through West Coast ports and take back empties.

Jorge Quijano, the Chief Executive Officer of the Panama Canal Authority, said his country's waterway has seen about a 5 to 7% increase in the amount of cargo on containerhips transiting the canal to the U.S. East and Gulf Coasts and a 7% increase in utilization on the backhaul from the East Coast.

Earlier this month, leaders of the International Longshoremen's Association (ILA), which represents dock workers on the East and Gulf Coasts said they do not plan to take advantage of the congestion at West Coast ports.

"I have made two statements this past year stating in the strongest of terms that the ILA would not handle diverted cargo that might be shipped to East and Gulf Coast ports as the result of unsuccessful negotiations between our Sisters and Brothers with the International Longshore and Warehouse Union (ILWU) and Pacific Maritime Association (PMA)," said ILA President Harold J. Daggett. "We have been in close contact with Bob McEllrath, the ILWU president and his negotiating team throughout the past year reaffirming our strong bonds of solidarity and support."

ILA spokesman Jim McNamara said Tuesday if the ILWU felt that cargo was specifically being diverted to the West Coast to the East Coast and sent pickets to the East Coast, the ILA would honor them, as the ILWU did in 1977 when the ILA sent pickets to the West Coast.

McNamara said there has been no indication that the ILWU will make such a request.

LA/Long Beach launch "peel off" program

Loaded export containers on the West Coast will be getting more priority as a box expediting program spreads throughout the Los Angeles-Long Beach port complex.

The port of Los Angeles' "peel off" program, which launched on February 25, is helping clear a backlog of import boxes at port terminals that have been piling up for months. The program involves peeling off high-volume customers' containers to a near-dock yard where they are sorted for destination to inland distribution centers.

The port of Long Beach voted on March 6, to use its Pier S as a pick up and drop off point for loaded containers and chassis. That approval paved the way to expand on the peel off concept. "We're creating a document that will allow the program to work (at Pier S) the same way for exports as it does for imports" at the Port of Los Angeles, Jeff Burgin, Senior Vice President of Pasha Stevedoring & Terminals, told IHS Maritime. He said the Pier S version will be in partnership with container liner operators rather than with retailers, as is the case with the Los Angeles program.

Congestion at the port complex, which began reaching crisis levels late last year, has been attributed to equipment shortages, slacking terminal productivity, and fallout from a bitter labor negotiations between the ILWU and the PMA.

As of March 12, 25 containerhips were anchored waiting for berth space outside the LA-Long Beach harbor, according to the Marine Exchange of Southern California. Terminal operators estimate it will take at least four months before the supply chain is functioning at more normal levels.

Matson reports higher profits in 2014

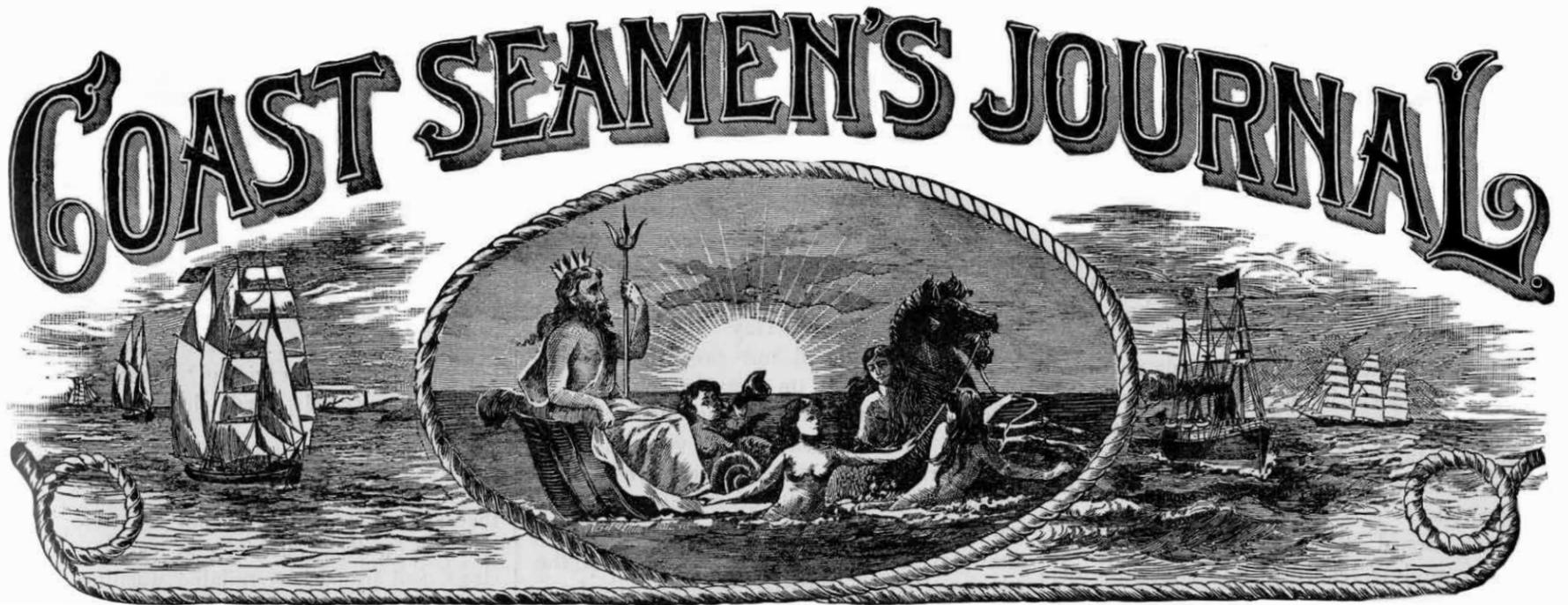
SUP-contracted Matson Navigation Company had a profit of \$27.8 million in the fourth quarter of 2014, compared with \$7.3 million in the same 2013 period, in which earnings were reduced by a nearly \$10 million settlement for a lawsuit over freight charges. Consolidated revenue for the fourth quarter 2014 was \$443.5 million, compared with \$410.9 million reported for the fourth quarter 2013.

For the full year 2014, Matson reported a profit of \$70.8 million, compared with \$53.7 million in 2013. Consolidated revenue for the full year 2014 was \$1.7 billion compared with \$1.6 billion in 2013.

"2014 was a good year for Matson, punctuated by a strong fourth quarter," said Matt Cox, Matson's President and Chief Executive Officer. "Performance improved in all of our business lines, buoyed by demand for our expedited China service, modest market growth in Hawai'i and Guam, and continued improvements in logistics operations and Stevedoring Service of American Terminals (SSAT)," the company's terminal joint venture.

A look astern...

The following article appeared in the March 10, 1915 issue of the *Coast Seamen's Journal*, the predecessor publication of the *West Coast Sailors*. The article is a timely look astern as the SUP observes the 100th anniversary of the Seaman's Act of 1915.



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXVIII, No. 26.

SAN FRANCISCO, WEDNESDAY, MARCH 10, 1915

Whole No. 1072.

PRESIDENT APPROVES SEAMEN'S BILL.

Seamen's Long Struggle for Freedom Crowned With Success.

It has come to pass at last!

And it "happened" when many of us had given up all hope of securing the enactment of the Seamen's bill at "this" session of Congress.

Some of the more pessimistic among us had even abandoned the hope of "ever" securing justice at the hands of Congress.

We had been told to wait and wait for so many, many years; and we had been disappointed so often and so regularly that many of us had ceased to look upon patience as a virtue.

Of course, the *Journal* had never lost hope and faith in ultimate victory.

And victory came on March 4, 1915, —just twenty-three years and two months from the time the organized seamen on the Pacific Coast determined to secure such legislation from Congress as was necessary to secure for seamen the same rights —the same freedom—as is enjoyed by the workers ashore.

Well, Congress finally did pass such legislation.

And the President of the United States has signed it.

It is no longer the "Seamen's bill." It is now an "Act." Let us christen it "The La Follette Act."

And it will be in full force and effect on November 4, 1915, so far as American shipping is concerned. And with reference to all foreign shipping touching at United States ports it will be in effect twelve months from the date of enactment, namely, on March 4, 1916.

Here are the salient features of the La Follette Act:

Abolishment of Compulsory Servitude.

Freedom for seamen is secured in this enactment by wiping from the United States statutes all imprisonment penalties for desertion of seamen. This applies to all American ships—whether in United States port or abroad. It also applies to seamen on foreign ships at United States ports but it will first be necessary to abrogate so much of our treaties with other nations as provides for the arrest and imprisonment of seamen.

A MESSAGE FROM SENATOR

LA FOLLETTE

Among other inspiring messages read at the meeting held in San Francisco on March 6th in honor of the thirtieth anniversary of the Sailors' Union of the Pacific, was the following telegram:

Washington, D.C., March 6, 1915.

Sailors' Union of the Pacific,
San Francisco, Cal.

As you meet to celebrate the thirtieth anniversary of your organization I rejoice that in the Providence of God I am permitted at last to hail you as free men under the Constitution of our country. The fourth of March, 1915, is your emancipation day. The Act approved by President Wilson makes America sacred soil and the Thirteenth Amendment finally becomes a covenant of refuge for the seamen of the world. In the years to come, as you commemorate this great event, you should dedicate a part of the service to the memory of Andrew Furuseth. Except for his intelligent, courageous and unswerving devotion to your cause for twenty-one years you would be bondsmen instead of free men today.

ROBERT M. LA FOLLETTE

A Standard of Efficiency.

The Act provides that no one shall be rated or qualified to serve as able-seaman on ocean-going vessels unless he is nineteen years of age and has had at least three years' service on deck at sea.

For service on the Great Lakes or on the smaller lakes, bays or sounds, the same age is required but only one and one-half years' service on deck is required.

The foregoing stipulations are somewhat modified by the following section of the Act:

"Graduates of school ships approved by and conducted under rules prescribed by the Secretary of Commerce may be rated able-seamen after twelve months' service at sea; provided, that

upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, and physical condition, such persons or graduates are found to be competent; provided, further, that upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, physical condition, and knowledge of the duties of seamanship a person found competent may be rated as able-seaman after having served on deck twelve months at sea, or on the Great Lakes; but seamen examined and rated able-seamen under this proviso shall not in any case compose more than one-fourth of the number of able-seamen required by this section to be shipped or employed upon any vessel."

The Language Test.

The Act provides that at least seventy-five per cent of each department of a vessel's crew must be able to understand any order given by the officers of such vessel.

Able-Seamen Must Be Employed.

Under the old law shipowners were permitted to employ any landsman who had never seen service on the water.

Under the terms of the Act just passed no vessel will be permitted to depart from any port of the United States unless she has on board a deck crew composed of a certain percentage of able-seamen exclusive of licensed officers and apprentices.

In the first year after the passage of the Act such percentage must be at least forty. In the second year forty-five; in the third year fifty; in the fourth year fifty-five and thereafter sixty-five per centum of the deck crew.

Enforcement of "Standard of Efficiency."

The section of the Act providing the machinery for the enforcement of the "able-seamen" standard, and the "language text," reads as follows:

"Any person may make application to any board of local inspectors for a certificate of service as able-seaman, and upon proof being made to said board by affidavit and examination, under rules approved by the Secretary of Commerce, showing

the nationality and age of the applicant and the vessel or vessels on which he has had service and that he is entitled to such certificate under the provisions of this section, the board of local inspectors shall issue to said applicant a certificate of service, which shall be retained by him and be accepted as prima facie evidence of his rating as an able-seaman.

"Each board of local inspectors shall keep a complete record of all certificates of service issued by them and to whom issued and shall keep on file the affidavits upon which said certificates are issued.

"The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section: provided, that the collector of customs shall not be made unless said sworn information has been filed with him for at least six hours before the vessel departs, or is scheduled to depart; provided further, that any person that shall knowingly make a false affidavit for such purpose shall be deemed guilty of perjury and upon conviction thereof shall be punished by a fine not exceeding \$500 or by imprisonment not exceeding one year, or by both such fine and imprisonment, within the discretion of the court. Any violation of any provision of this section by the owner, master, or officer in charge of the vessel shall subject the owner of such vessel to a penalty of not less than \$100 and not more than \$500; and provided further, that the Secretary of Commerce shall make such rules and regulations as may be necessary to carry out the provisions of this section, and nothing herein shall be held or construed to prevent the Board of Supervising Inspectors, with the approval of the Secretary of Commerce, from making rules and regulations authorized by law as to vessels excluded from the operation of this section."

Watch and Watch at Sea.

The Act provides that sailors shall, while at sea, be divided into at least two watches; and the firemen, oilers, and water tenders into at least three watches.

The Act also provides that seamen shall not be shipped to work alternately in the fireroom and on deck, nor shall those shipped for deck duty be required to work in the fireroom, or vice versa.

It is expressly stated in the Act, however, that the foregoing "provisions shall not limit either the authority of the master or other officer or the obedience of the seamen when, in the judgment of the master or other officer, the whole or any part of the crew are needed for the maneuvering of the vessel or the performance of work necessary for the safety of the vessel or her cargo, or for the saving of life aboard other vessels in jeopardy, or when in port or at sea from requiring the whole or any part of the crew to participate in the performance of fire, lifeboat, and other drills."

A Nine-Hour Workday and no Unnecessary Work on Sundays.

The Act provides that while a vessel "is in a safe harbor no seamen shall be required to do any unnecessary work on Sundays or the following named days: New Year's Day, the Fourth of July, Labor Day, Thanksgiving Day and Christmas Day, but this shall not prevent the dispatch of a vessel on regular schedule or when ready to proceed on her voyage. And at all times while such vessel is in a safe harbor, nine hours, inclusive of the anchor watch, shall constitute a day's work. Whenever the master of any vessel shall fail to comply with this section, the seamen shall be entitled to discharge from such vessel and to receive the wages earned. But this section shall not apply to fishing or whaling vessels, or yachts."

Prompt Payment of Wages.

The Act provides that two days' pay shall be paid to a seaman for every day he is kept waiting for wages due him if such waiting period extends

beyond twenty-four hours after the cargo has been discharged or four hours after the cargo has been discharged or four days after the seaman has been discharged, whichever first happens.

The old law allows only one day's pay for each waiting day.

Increased Forecastle Space.

The old law relating to space for crew's quarters allowed only seventy-two cubic feet of space and twelve square feet floor measurement per man. The new law reads as follows:

"That on all merchant vessels of the United States the construction of which shall be begun after the passage of this Act, except yachts, pilot boats, or vessels of less than one hundred tons register, every place appropriated to the crew of the vessel shall have a space of not less than one hundred and twenty cubic feet and not less than sixteen square feet, measured on the floor or deck of that place, for each seaman shall have a separate berth and not more than one berth shall be placed one above another; such place or lodging shall be securely constructed, properly lighted, drained, heated, and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvia of cargo or bilge water. And every such crew space shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage."

Health and Sanitary Regulations.

Hospital quarters, washing accommodations and occasional fumigation of forecastles is provided for in the following sections of the Act:

"On all merchant vessels of the United States which in the ordinary course of their trade make voyages of more than three days' duration between ports, and which carry a crew of twelve or more seamen, there shall be constructed a compartment, suitably separated from other spaces, for hospital purposes, and such compartment shall have at least one bunk for every twelve seamen, constituting her crew, provided that not more than six bunks shall be required in any case.

"Every steamboat of the United States plying upon the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far as they are applicable thereto, by providing sleeping room in the engine room of such steamboat, properly protected from the cold, wind, and rain by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the Supervising Inspector General of Steam Vessels, and shall be properly heated.

"All merchant vessels of the United States, the construction of which shall be begun after the passage of this Act having more than ten men on deck must have at least one light, clean, and properly ventilated washing place. There shall be provided at least one washing outfit for every two men of the watch. The washing place shall be properly heated. A separate washing place shall be provided for the fireroom and engine-room men, if their number exceed ten, which shall be large enough to accommodate at least one-sixth of them at the same time, and have hot and cold water supply and a sufficient number of wash basins, sinks, and shower baths.

"Any failure to comply with this section shall subject the owner or owners of such vessel to a penalty of not less than \$50 nor more than \$500; provided, that forecastles shall be fumigated at such intervals as may be provided by regulations to be issued by the Surgeon General of the Public Health Service, with the approval of the Department of Commerce, and shall have at least two exits, one of which may be used in emergencies."

One-Half of Wages Due at Any Port.

One-half of the wages due may be demanded by seamen at any port where the vessel shall load or deliver cargo. This was provided in the old law but a clause was usually inserted in the shipping

articles practically nullifying the intent of the law. Under the Act just passed all stipulations in the contract to the contrary are void.

This section also applies to seamen on foreign vessels while in the harbors of the United States, and the courts of the United States are held to be open to such seamen for its enforcement.

Vessel Liable for Escape of Buck Mates.

The Act provides that the master of a vessel or the owner of a vessel shall be liable in damages if the master fails to use due diligence in surrendering to the proper authorities the officer of such vessel who has flogged or administered corporal punishment to a seaman.

Under the old law only the master was liable in damages.

Life-Saving Appliances.

The Act contains elaborate and comprehensive regulations upon different types of boats, rafts, davits, life jackets and life buoys.

This phase of the new law will be dealt with in a subsequent issue of the *Journal*.

Manning of Boats.

The Act provides that "a licensed officer or able-seaman shall be placed in charge of each boat or pontoon raft; he shall have a list of its lifeboat men, and other members of its crew which shall be sufficient for her safe management and shall see that the men placed under his orders are acquainted with their several duties and stations.

"A man capable of working the motor shall be assigned to each motor boat.

"The duty of seeing that the boats, pontoon rafts, and other lifesaving appliances are at all times ready for use shall be assigned to one or more officers."

"Certificated Lifeboat Men."

In addition to the "one able-seaman or licensed officer" to be placed in charge of each boat, the Act provides for a specified number of "certificated lifeboat men" for each boat or raft, as follows:

"There shall be for each boat or raft a number of lifeboat men at least equal to that specified as follows: If the boat or raft carries twenty-five persons or less, the minimum number of certificated lifeboat men shall be one; if the boat or raft carries twenty-six persons and less than forty-one persons the minimum number of certificated lifeboat men shall be two; if the boat or raft carries forty-one persons and less than sixty-one persons the minimum number of certificated lifeboat men shall be three; if the boat or raft carries from sixty-one to eighty-five persons, the minimum number of certificated lifeboat men shall be four; if the boat or raft carries from eighty-six to one hundred and ten persons, the minimum number of certificated lifeboat men shall be five; if the boat or raft carries from one hundred and eleven to one hundred and sixty persons, the minimum number of certificated lifeboat men shall be six; if the boat or raft carries from one hundred and sixty-one to two hundred and ten persons, the minimum number of certificated lifeboat men shall be seven; and, thereafter, one additional certificated lifeboat man for each additional fifty persons; provided, that if the raft carries fifteen persons or less a licensed officer or able-seaman need not be placed in charge of such raft; provided further, that one-half the number of rafts carried shall have a capacity of exceeding fifteen persons.

"The allocation of the certificated lifeboat men to each boat and raft remains within the discretion of the master, according to the circumstances.

"By 'certificated lifeboat man' is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Secretary of Commerce, who is hereby directed to provide for the issue of such certificates.

"In order to obtain the special lifeboat man's certificate the applicant must prove to the satisfaction of an officer designated by the Secretary of Commerce that he has been trained in all the operations connected with launching lifeboats and the use of oars; that he is acquainted with the practical handling of the boats themselves; and,

further, that he is capable of understanding and answering the orders relative to lifeboat service.”

“Fellow Servant” Rule Abrogated.

The notorious “fellow servant” rule which usually protects shipowners in damage suits brought by seamen is abrogated in the following language:

“That in any suit to recover damages for any injury sustained on board vessel or in its service seamen having command shall not be held to be fellow-servants with those under their authority.”

THE 6TH OF MARCH CELEBRATION.

“A Record Breaker.” That is the most concise description of the event to be known in history as the thirtieth anniversary celebration of the Sailors’ Union of the Pacific.

The 6th of March meeting at San Francisco was called primarily for the purpose of fittingly observing the Union’s thirtieth birthday, but it developed into a general jollification—with plenty of smiles and more pleasant words and expressions of mutual good will than had ever been heard before.

Of course, there was a reason. Rather, there were several reasons.

First of all it was the Union’s birthday. Second, it was the first meeting of this kind in the Union’s “own” beautiful home.

And finally, the men and women present at this gathering knew that the Seamen’s long struggle for emancipation had finally been won by the enactment of the Seamen’s bill on March 4th.

Then, there was some splendid music by an orchestra under the direction of Professor Schuppert.

So it was little wonder that this meeting turned out to be a “record breaker.”

The prettily decorated commodious assembly hall of the Sailors’ Union of the Pacific had been doubled in capacity by throwing open the wide doors leading to the reading room. Still every seat was taken even before the meeting was called to order by Edward Andersen, Treasurer of the Sailors’ Union of the Pacific, and one of the few surviving charter members of the organization.

Comrade Andersen briefly described the events which led to the formation of the Union thirty years ago. He feelingly spoke of incidents he recalled from the meeting which gave birth to the Union on the lumber pile at Folsom Street wharf on March 6, 1885. Comrade Andersen then introduced the chairman of the evening, Paul Scharrenberg, Editor of the *Coast Seamen’s Journal*.

The chairman expressed his pleasure and pride in having been chosen to preside at such a momentous gathering. He referred briefly to the Seamen’s glorious victory in the legislative field and stated that the old “Seamen’s bill,” was no longer in existence, that it had become a thing of the past because the bill was now an “Act,” to be known as the “La Follette Act of 1915.”

The chairman then proceeded with the reading of the following telegrams:

(The first telegram read was from Senator La Follette.)

Washington, D. C., Mar. 5, 1915.

Sailors’ Union of the Pacific, San Francisco, Cal.

Absent in body, with you in spirit, I celebrate with you on this our thirtieth birthday the freedom gained and the larger hope for the future. When the act just passed becomes operative we shall be free and have power to protect our freedom. Freedom ever demands loyalty and prudence. (Signed) Andrew Furuseth.

Washington, D.C., March 6, 1915.

Sailors’ Union of the Pacific, San Francisco, Calif.

Thirty years ago on Folsom street dock you commenced your fight for justice and freedom. What a change in three decades. You certainly can rejoice to-night. Many years ago you secured the Maguire Act. Then the White Act. Now in nineteen fifteen the La Follette Act which means emancipation for the seamen of the world. All honor to Andrew Furuseth and the Seamen’s trade-union movement.

(Signed) John I. Nolan, Congressman Fifth California District.

San Pedro, Cal., March 6, 1915.

Sailors’ Union of the Pacific,

59 Clay Street, San Francisco.

Congratulations from San Pedro Branch. Our thirty years’ struggle for emancipation has been won. Let us give thanks to those who made victory possible.

(Signed) Harry Ohlsen, Agent.



SUP Secretary and President of the International Seamen’s Union of America (ISU) Andrew Furuseth, Senator Robert M. LaFollette of Wisconsin and muckraking journalist Lincoln Steffens, 1915.

Vancouver, B.C., March 6, 1915.

Chairman, Sixth of March Meeting, Sailors’ Union of the Pacific, San Francisco, Calif.

Congratulations. You have labored long and with good results. Keep the good work going. No boundary line divides us. We are all in one and one in all—the “Brotherhood of the Sea.” Let us always pull together.

(Signed) W. S. Burns, Agent.

Seattle, Wash., March 6, 1915.

Sailors’ Union of the Pacific, San Francisco, Calif.

Seattle Branch sends greetings. Now that we have secured the legislation so long hoped for let us not forget that with freedom comes responsibility. Let us prove to the sponsors of our bill that no mistake was made by its passage. Let us forget our differences and work together to the end that the movement will continue to advance the interests of seamen all over the world.

(Signed) P. B. Gill, Agent.

Portland, Ore., March 6, 1915.

Sailors’ Union of the Pacific,

59 Clay Street, San Francisco, Calif.

Union seamen sailing to Columbia River ports send greetings to comrades celebrating the thirtieth anniversary of the Sailors’ Union of the Pacific. We seamen have now removed the last vestige of slavery attaching to workers of modern civilization. Prior to our organization the slavery laws were abolished for Negroes by the Civil War. But they still applied to seamen because the United States Supreme Court in the “Arago” case so held. Four of our members the crew of the “Arago,” voluntarily served eleven months in jail and thus forced the Court to make that decision. We have long ago abolished slavery of American seamen in American ports but not for all seamen. Only recently seamen of the Norwegian ship “Hero” were kept in jail in Portland and put aboard as prisoners. Then they ran away again and are still being hunted like slaves. The Seamen’s bill as now enacted will change all this and no seaman will be forced on his ship as a slave when the American flag and American law has proclaimed him a freeman. Thus America will ultimately liberate the Seamen of the World.

(Signed) Jack Rosen, Agent.

San Pedro, Cal., March 6, 1915.

Sailors’ Union of the Pacific,

59 Clay Street, San Francisco.

With the passing of the Seamen’s bill you have just cause for a glorious 6th of March celebration. You are entitled to the thanks of all toilers of the sea for your efforts to secure freedom. Congratulations.

(Signed) Harry Pothoff, Agent, Marine Cooks’ and Stewards’ Ass’n.

The chairman then referred to the obvious fact that the Seamen’s legislative victory would have been impossible had it not been for the loyal and active support of the workers ashore, and introduced

Daniel Murphy, President of the San Francisco Labor Council.

Brother Murphy, in a well-worded address, congratulated the Union upon its deserved success. He also referred to the pleasant relations which had always existed between the Sailors’ Union and the many other Unions in the San Francisco labor movement.

Patrick Flynn, Secretary of the Marine Firemen, Oilers and Watertenders’ Union of the Pacific, President of the Water Front Workers’ Federation and First Vice President of the International Seamen’s Union of America, was introduced as the next speaker.

Comrade Flynn confessed that while he was now known as a marine fireman he had for years sailed “before the mast” as a sailor, and later abaft the mast as an officer. He referred to several important features of the new legislation and urged the audience never to forget the men who had so loyally stood by the Seamen during all the years of struggle.

In introducing the next speaker, Mr. James H. Barry, editor of “The Star,” the chairman stated that Mr. Barry, like Comrade Andersen, was present and delivered an address to that famous gathering at the Folsom street wharf lumber pile, where the Union was organized. Mr. Barry, the chairman stated, had remained a loyal and staunch friend of the Union ever since and was just as happy over the victory just won as the most enthusiastic member in the hall.

Mr. Barry’s speech was a feature of the day. He was in fine mettle and evoked continued applause. Mr. Barry paid a touching tribute to the late Senator Stephen M. White, the father of the White Act of 1898. He also delivered a message from the sickbed of ex-Congressman Maguire, the first American in public life to take up the cudgels for the seamen.

Walter Macarthur, for many years editor of the *Coast Seamen’s Journal*, was the next speaker. Comrade Macarthur in his usual vigorous manner of speaking painted a word picture of the Union’s history. He too paid a compliment to the unionists ashore and to others not formally identified with the trade-union movement who had stood by the Seamen through thick and thin and thereby made this victory possible.

Comrade Macarthur expressed his utmost confidence in the future of the Seamen’s cause. He declared that the Seamen’s trade-union movement, more so than any other, is and always had been, international and world-wide in character; and he said, “we shall make it more so—if that be possible.”

Comrade I. N. Hylen, Secretary of the Alaska Fishermen’s Union, and a Vice President of the International Seamen’s Union of America, then briefly addressed the meeting, voicing his pleasure and gratification at the victory just won in Congress.

The chairman then announced that there were two new names on this year’s list of speakers, namely, Rudolph Spreckels, a banker, and James Rolph, a shipowner and Mayor of San Francisco. Mr. Spre-

ckels had been invited by the Union because of the assistance he had repeatedly rendered at Washington and particularly because of his unsolicited, yet powerful aid in effectively silencing the arguments of Mr. R. P. Schwerin, the local champion of cheap coolie labor. Unfortunately, Mr. Spreckels had a previous engagement and was therefore unable to accept the invitation.

Mayor Rolph, however, was present and, said the chairman, this was the first time to his knowledge that a shipowner had been asked to address a Sailors' Anniversary meeting. One of the reasons for inviting Mr. Rolph was his persistent refusal to ally himself with the selfish interests who had always so vigorously opposed the Seamen's bill. Not only had Mr. Rolph refused to oppose the bill but he had for years given his active support to the measure, and that was a further reason why he had been asked to come to this meeting.

Mayor Rolph was well received. He said it had been a pleasure and privilege to him to support the Seamen's legislation. As a shipowner he fully understood all the opposing arguments made by his colleagues. He was convinced, and always had been, "that the Seamen's bill would give only simple justice to the men who go down to sea in ships."

He also very ably answered some of the statements to the effect that "American shipping would have to go out of business" when the La Follette Act went into effect. He himself had every confidence in the future of American shipping and had only recently placed an order for a 10,000-ton steamer at the Union Iron Works in San Francisco. And the Union Iron Works seemed to have equal confidence in the future of American shipping because they promptly decided to build a duplicate of that steamer for their own account.

Mayor Rolph spoke in detail about the first agreement entered into between the Sailors' Union of the Pacific and the Shipowners' Association of the Pacific Coast, at a time when he was President of the latter organization. He had never regretted doing business with unions of seamen, and while dwelling upon that subject, paid a remarkable tribute to Andrew Furuseth.

In conclusion Mr. Rolph said he desired to say a few words as the Mayor of San Francisco. He did so and eulogized the spirit of San Francisco which had produced "our" unmatched and unexcelled World's Fair.

The chairman then formally thanked all the speakers and visitors for their attendance. He again spoke of the gratitude the seamen owed to those who were the Seamen's real friends during the years of endeavor.

He also gave a brief outline of the principal points in the La Follette Act and called attention to the necessity of "getting ready" and being prepared for the benefits that would accrue to Seamen everywhere when the law shall take effect.

Then before closing the meeting, the chairman called for three rousing cheers for Andrew Furnseth, Senator La Follette, President Wilson, for the dear old Sailors' Union of the Pacific, for the International Seamen's Union of America, for the Brotherhood of the Sea, and finally for all the Union's friends who were present and for all those who were not. The cheers were given with a will and the Thirtieth Anniversary came to an end while the orchestra played "America."

WEDNESDAY, MARCH 10, 1915.

FREEDOM'S BATTLE WON.

On Thursday, March 4, at about 9:30 a.m., the good news arrived at San Francisco that the Seamen's battle for freedom had been won —i.e., that President Wilson had signed the Seamen's bill.

Throughout the country the same good news was disseminated by the afternoon papers of that day.

March 4, 1915, was truly a day of rejoicing. And all will agree that there was ample reason for rejoicing. In the language of Senator La Follette, the noble champion of the Seamen's cause, March 4, 1915, should be fittingly described as "the Seamen's Emancipation Day".

It has been a long and weary struggle—a contest that might well exhaust the patience of the most enduring and persevering of mortals.

From January, 1892, to March, 1915, the organized seamen of America have struggled and striven in the legislative field, always using their very best efforts to secure that measure of justice so long denied and only just now secured.

During the years in which the Seamen's bill has been pending in Congress, boys have grown into manhood and men have reached the declining years of life.

There have been more investigations and hearings and conferences upon the legislation asked for by the Seamen than on any other subject that ever engrossed the attention of Congress. The various Congressional committees, sub-committees, conference committees, etc., have each in turn referred, re-referred or harbored, sheltered and housed the bill for periods varying from days to months. Nearly every pigeon-hole in every committee room where maritime affairs are considered has at some time or other served as a resting place to the Seamen's bill. The volumes of printed matter issued with regard to the questions involved in the Seamen's bill if placed side by side and measured with a lead line would run well up into the 'steenth fathom mark. The actual time consumed by the various sessions of Congress in which the Seamen's bill received consideration, if measured by a monetary standard, would exceed several of the largest fortunes rolled into one.

But why relate or dwell upon the past?

The fight has been made and won

For Freedom's battle once begun,
Bequeath'd by bleeding sire to son,
Though baffled oft is ever won.

Freedom's battle has been won, and after Nov. 4, 1915, when the La Follette Act is in effect, as far as American shipping is concerned, the American seaman will stand relieved from any criminal proceedings for violating a contract to labor. In a word, he will be in exactly the same position as other workmen. And after March 4, 1916, when the Act takes effect with regard to foreign shipping at American ports, the seamen on foreign ships will enjoy the same blessings of freedom so long as they are in American ports.

As for the other important features of the La Follette Act—and there are many—it behooves every seaman to thoroughly familiarize himself with the changes and the improvements made upon existing statutes.

Without the intelligent effort of each individual seaman and the loyal backing of his economic organization, it will be utterly impossible to reap to full advantage the benefits of the new charter of freedom.

Comrades of the Pacific, the Lakes and the Atlantic, it is necessary now, more than ever before, to attend your Union meetings. It is essential to bring in every straggler not yet within the fold and, above all, remember the words of Daniel Webster:

"God grants liberty only to those who love it, and are always ready to guard and defend it."



The picture/poster titled "The Dawn of the New Day" includes 26 cameo portraits: President Woodrow Wilson, Secretary of Labor William Wilson, AFL President Samuel Gompers, three pioneer seamen who drafted preliminary legislation in 1892 (George Bolton, Nicholas Jortall, Walter Macarthur), three member of the ISU legislation committee (Andrew Furuseth, Victor Olander, Patrick Flynn), thirteen Senators and Representatives involved in the effort and four rank-and-file SUP members (the *Arago* Four). The picture/poster elaborately framed with sailors' knots is on display at SUP Headquarters and at MFOW Headquarters in San Francisco.

ESU Office Assignments

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

ESU NEWS

MARCH 2015

Official Publication of the Exxon Seamen's Union

SeaRiver Maritime moves to the new ExxonMobil Campus

On March 9, 2015, SeaRiver Maritime, Inc. relocated their office to the new ExxonMobil campus just north of downtown Houston. The state-of-the-art campus has multiple low-rise office buildings, laboratory, conference and training centers and facilities such as child care, a wellness center and other employee amenities.

The campus is located on a 385-acre wooded site on company-owned land near the intersection of I-45 and the Hardy Toll Road. It will accommodate approximately 10,000 employees and is being constructed to high standards of energy efficiency and environmental stewardship.

The office buildings are designed to harvest daylight and minimize water use, and are designed to be 40 percent more efficient than a typical office building. For example offices will utilize window features that allow the optimal amount of sunlight into office buildings while minimizing radiant heat.

Construction of the ExxonMobil Houston campus began in 2011. Early site work

included the construction of access roads and bridges, central utilities, computer support and parking facilities. Employees from the different divisions have been moving to the campus in phases as the buildings are constructed, beginning in early 2014. Full occupancy for employees is expected by the end of 2015.

For SeaRiver employees the mailing address for the fleet mail is still the same:

SeaRiver Ocean Fleet
P.O. Box 4353
Houston, TX 77251-4353

For Overnight Packages:

SeaRiver Ocean Fleet
4300 Dacoma, Room 132
Houston, TX 77092

If you need to send mail to SeaRiver office personnel (i.e. Fleet Manning or Medical) the mailing address is as follows:

SeaRiver Maritime, Inc.
P.O. Box 1512
Houston, TX 77251-1512

United Steel Workers and Shell Oil reach a tentative agreement

The United Steelworkers and Shell Oil Co. reached a tentative agreement on Thursday March 12, on a four-year labor agreement after six weeks of strikes at 15 refineries and chemical plants around the Gulf Coast. The deal, which includes annual pay raises and an agreement to review safety and staffing levels, still must be approved by union members. From the strike's February 1 outset, union leaders said the primary sticking points were safety and the contracting out of routine maintenance work. They pointed to excessive overtime for workers and raised concerns over the competence and site-specific knowledge of contractors being brought into the plants. Wages, they said, were not their primary focus in negotiations. The new contract includes raises of 2.5 percent the first year, 3 percent in each of the following two years and 3.5 percent in the final year.

Fleet Chef John Martins final departure

Sadly, the ESU has learned of the passing of former member Fleet Chef John B. Martins, age 70, died February 24, 2015 at home in East Providence, Rhode Island with his family at his side. He was born in Brava, Cape Verde Island, a son of the late Jose G. Martins and Carmen B. Martins.

Mr. Martins is survived by his children; Jos A. Martins of Holland and Gabrielle Johanna Martins of Holland. He is survived by his brothers; Gabriel Barros Martins of Miami, FL, Jose Barros Martins of Somerville, MA, his half brother Manuel Monteiro of Johnston, RI and sister Eugenia Elisa Barros Martins of Cape Verde Island. He was the brother of the late Antonio Barros Martins, John Martins and Adalberto Antunes.

John retired as a Fleet Chef from SeaRiver Maritime in April of 2004 after 29 years of service. His last ship was the *S/R American Progress* where the crew recognized John for his many years of excellent service. The Exxon Seamen's Union extends our deepest sympathy to the Martins' family during this time of sorrow.



Ship reports

S/R American Progress

ESU Board officer Leo DeCastro visited the vessel on March 10, at Kinden Morgan Galena Park in Houston, TX. After a week of delays and waiting outside Galveston at anchorage due to fog the vessel finally came in to load gasoline, it continued to Florida (Tampa/Port Everglades) to discharge the cargo. Regular Ship Rep. Michael Harrison is back and reports no problems.

Eagle Bay

As we go to print the vessel is still at Akers Shipyard in Philadelphia, the company took delivery of the vessel on March 13, and expectations are the newest SeaRiver addition will depart for the Gulf Coast the 3rd week of March where it will dock at a undetermined dock to finalize the deck coatings. Unlicensed personnel have been assigned. Newly elected ESU Ship Rep. Thor Floreen joined the vessel before departing Philadelphia and staying in touch with the ESU office he's expected to take the ship around to the West Coast.

Liberty Bay

ESU Board officer visited the vessel on March 15, in Long Beach. The vessel's last couple of trips have been Valdez to Long Beach. Newly elected Board Member at Large, Ein Cooley as been filling in with the Ship Representative duties and staying in touch with ESU office, also newly elected Ship Representative AB Joe Buffington joined the vessel in Long Beach and took over his duties, the ESU wants to thank Ein for filling in and also welcome Joe to his new role as Regular Ship Representative.

Sierra

The vessel continues in the ANS trade

between multiple discharge ports. Regular Ship Rep., Dave Franklin aboard for his first hitch as the *Sierra* Ship Representative and staying in touch with the ESU office reporting everything going well. At this point the vessel is expected to do another load and then possibly going out of service.



Newly elected Board Member at Large, AB Ein Cooley, on the deck of the *Liberty Bay* doing a security check out of Board officer Leo DeCastro during the last ship visit. Ein started his career with SeaRiver over 14 years ago and has demonstrated his strong support on many occasions by filling in as Temporary Ship Representative. He has also filled in during the preparation days and the first round of Contract negotiations in 2011. The ESU Board welcomes our newest officer and looks forward to working alongside Ein over the course of his office term.

Mileage Reimbursement Rate for 2015

As of January 1, 2015, the optional standard mileage rate for all miles of use for business purposes increased to 57.5 cents per mile. Reimbursements made using this rate will satisfy IRS accounting requirements and will not be included in the employee's W-2 income or subject to tax withholding.

Mileage reimbursement is intended to cover normal vehicle operation costs including: gas, oil, repairs, tires, registration fees, licenses, depreciation, lease payments, and insurance. Road tolls and parking fees are not included in the standard mileage reimbursement but are reimbursable when incurred during business travel and submitted with receipts.

Under the current Collective Bargaining Agreement unlicensed employees are permitted to use an automobile for business

travel and receive reimbursement from the company. Current contract language states in part, "When an employee uses an automobile as transportation from his/her home to a vessel, to/from a training program, or to/from a meeting, or for other reasons approved by the Company, the employee shall be paid for the actual miles driven for a reasonably direct route at the mileage rate then current for the Company. Actual miles driven shall include round trip mileage when an employee is driven by another person who returns to the employee's home. The Company will also reimburse any tolls actually paid for the trip. In no case will the total payment be greater than the cost of the prevailing coach class airfare as described herein plus ground transportation allowances provided when traveling by air."

2015 Holiday Schedule *Per the CBA, Article IV:*

New Year's Day, Thursday, January 1
Martin Luther King Day, Mon., Jan. 19
President's Day, Monday, February 16
Memorial Day, Monday, May 25
Independence Day, Friday, July 3

Labor Day, Monday, September 7
Columbus Day, Monday, October 12
Veteran's Day, Wed., November 11
Thanksgiving Day, Thurs., November 26
Christmas Day, Friday, December 25

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 Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell



SUP members at the TRL Chemical, Radiological & Biological Defense training in San Diego, California.

Peanuts help heart, study says

Eating peanuts may lower the risk for cardiovascular disease and death, a large study suggests.

Consumption of peanuts and tree nuts has been linked to lower mortality, but mainly in studies conducted among people of European descent and high socioeconomic status. This new report, published in the *Journal of the American Medical Association* (JAMA), is a prospective study of 71,764 black and white Americans, primarily of lower socioeconomic status, and 134,265 men and women living in Shanghai. They consumed some tree nuts, but primarily peanuts.

The researchers used questionnaires to gather information on nut consumption. After following participants for as long as 12 years, and after controlling for more than two dozen other health variables, they found that compared with those in the lowest one-fifth for nut consumption, those in the highest one-fifth had a 21% lower risk of death in the American study and a 17% lower risk in the Chinese analysis.

There was a similar association for ischemic heart disease in all ethnicities.

The senior author, Dr. Xiao-Ou Shu, a professor of medicine at Vanderbilt University, said that "the evidence is quite strong that peanuts are beneficial to heart health.

Pirates hijack tanker off Indonesia

A Malaysia product tanker was hijacked off the Indonesian island Pulau Repong, by armed pirates, reported anti-piracy watchdog International Maritime Bureau (IMB).

The *Singa Berlian* was under way around 37 nautical miles south of Pulau Repong when it was boarded by seven masked men armed with guns and long knives on March 9, at 21:08 local time.

The armed men held the crew hostage and took control of the ship. The 1993-built, 1,940 dwt tanker's communication and navigational equipment were later damaged by the pirates and the vessel's marine fuel oil cargo was transferred to another ship. The pirates then left the vessel, leaving a crew member injured.

The owner of the tanker notified the Malaysian Maritime Enforcement Agency (MMEA), which later dispatched their vessel to investigate the incident.

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

Receive the West Coast Sailors via First Class Mail

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



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

Welfare Notes

March 2015

Dependent Coverage

Dependents must be added to your health plan enrollment within 30 days of acquiring the dependent by marriage, birth, or adoption. Dependents who are not added within 30 days of becoming dependents can only be added during the Plan's open enrollment period. An exception is made for dependents who lose their coverage through another plan such as a spouse losing coverage through their employer.

If you need help completing forms, please contact the SUP Welfare Plan office. Be sure to respond to mail, e-mail, or telephone inquiries from the SUP Welfare Plan office that are needed to complete enrollments.

Also check to make sure you have ID cards for your Plan coverage. Most medical plans have individual ID cards for all covered Members and dependents. Many of the dental plans issue only one ID card for the family, but do have all dependents listed in their records.

Reimbursement for Vision Care

The vision care benefit for active participants is allowed once in a two year period. The \$200.00 maximum includes the exam and glasses. The cost of tints is not included in the reimbursable amount. The vision benefit is for members only and does not include dependents. An itemized bill must be submitted to the Plan office within 90 days of the service. The bill must indicate the patient's name, date of service, and an itemization of the charges.

The vision care allowance for pensioners is included in the \$500.00 maximum of the Pensioners Annual Allowance for medical, dental, and vision co-payments. Glasses are an allowable expense once in a fiscal year.

Foreign Dental Services for Active Participants

Dental services for active participants performed in foreign countries are not covered by the SUP Welfare Plan. Your Dental plans cover limited emergency services out of area. Claims must be submitted to your Dental Plan for out of area emergency services.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Virginia Briggs, Claims vbriggs80@sbcglobal.net

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870
berittrainrep@sbcglobal.net

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

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

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

Seafarers Medical Center 415-392-3611



Membership and Rating Committee from the left: Tshomlee Go, Dennis Solijon and Apolinario Aguirre. Photo: Roy Tufono

Membership and Ratings Committee

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

Name and Membership Number	Seatime	Rating	Seniority
Paul Davis B-19376	1 Year	A.B.	B
Matthew Doyle C-2488	30 Days	O.S.	C
Jesus Derramas C-2489	30 Days	A.B.	C
Cesar Runatay C-2491	30 Days	A.B.	C
Timothy Tynan C-2492	30 Days	O.S.	C

Rating Stamps - None

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Apolinario Aguirre #3814, Dennis Solijon #2376 and Tshomlee Go #19749.

DEFEND THE MARITIME SECURITY PROGRAM
SUPPORT THE SUP POLITICAL FUND

Container business jumps 56% at Prince Rupert

Container volume at the Canadian port of Prince Rupert soared 56.6% to 55,941 TEUs in February versus February 2014, ostensibly due to cargo diversion from congested U.S. West Coast ports.

For the first two months of the year, Prince Rupert has handled 37.4% more cargo than the same period a year ago. During the height of the U.S. port slowdown in January, Prince Rupert's container business picked up 23% year-over-year, while traffic at the ports of Los Angeles, Long Beach, Oakland, and Seattle/Tacoma dropped 22.8%, 18.8%, 32% and 13%, respectively.

In February, the number of loaded shipping units at the British Columbia port increased 40.6% to 45,056 TEUs, while empty boxes were up 197% to 10,885, reflecting ocean carriers desire to quickly flip boxes in short supply and get them back to Asia for the next shipment, rather than sending them inland to return later with a less lucrative export load. Loaded import TEUs at the port were up 41.73% to 32,212 TEUs, while loaded export TEUs were increased 32% to 12,844 TEUs.

Prince Rupert is a mid-size player in the container market. Last year it processed 618,167 TEUs, a 15% increase from 2013, but still less than a U.S. port like Baltimore. By comparison, Port Metro Vancouver, also on Canada's West Coast, handled 2.9 million TEUs in 2014. Prince Rupert's growth is significant, however, considering its Fairview container terminal is less than eight years old.

The International Chamber of Shipping warns of ships registered in Tanzania

The International Chamber of Shipping (ICS) says Tanzania does not comply with the United Nations' labor standards and tops the list of states with sub-standard ship registers.

Last month, the ICS published its annual Shipping Industry Flag State Performance Table. Amongst the 19 largest ships registers, covering more than 85% of the world fleet, none have more than three potential indicators of negative performance. However, there are a number of smaller flag states that still have considerable work to do, and ICS continues to suggest that ship owners may want to think very carefully about using such flags.

According to the ICS table the largest of these is Tanzania, but Mongolia, Moldova, Cambodia and Sierra Leone are also conspicuous examples of sub-standard ship registers.

New rules approved for Alaska's Aleutian Islands

The International Maritime Organization (IMO) has approved protective buffer zones ("Areas to be Avoided") around Alaska's Aleutian Islands, approximately ten years after a massive shipping disaster occurred off its coasts.

In December 2004, the *M/V Selendang Ayu* foundered off the Aleutians amidst severe weather and was blown to shore, eventually breaking into two pieces. The accident caused more than 300,000 gallons of heavy fuel oil to spill into pristine marine waters and resulted in the deaths of six crew members.

Shipping in and around the Aleutian Islands is significant. In 2012, nearly 2,000 individual vessels made more than 4,600 transits through Unimak Pass at the eastern end of the island chain. Traffic through the islands, as well, is projected to increase substantially over the next few decades, due to expanded trade between Asia and North America.

In addition, fossil fuel exports from the Alberta tar sands, Bakken shale oil from the Dakotas, and coal from the Powder River Basin could also be transported to Asia through the Aleutians, further contributing to vessel traffic figures.

This intense shipping activity, which includes many large vessels carrying immense quantities of heavy oil for fuel, traverses fragile Aleutian waters and shores teeming with marine life. The area is home to millions of sea birds, endangered marine mammals such as the Stellar sea lion, and unique cold water corals. Valuable commercial fisheries also are prevalent, and Aleut communities engage widely in subsistence use practices.

As a consequence of the tragic *M/V Selendang Ayu* incident, a comprehensive shipping risk assessment was undertaken with company plea agreement funds. The Transportation Research Board of the National Academies designed the assessment's framework, and consulting firms conducted numerous studies and analyses over a five-year period that identified and quantified risks to navigational safety and the environment, and measures to reduce those risks.

Under the leadership of the Coast Guard and other entities, these measures were vetted by various teams, including an advisory body composed of representatives from the shipping sector, fishing industry, conservation field, and the subsistence use community.

This multi-stakeholder process yielded several recommendations, including, among others, the placement in the Aleutians of a designated assist tug and the establishment of Areas to be Avoided. The latter suggestion was formally brought forward by the U.S. government to IMO this month.

The five proposed Areas to be Avoided encompassing the Aleutian Islands stretch for some 1200 miles across the North Pacific and generally extend no more than 55 miles from the shoreline. This new buffer area provides critical time for a powerless, drifting vessel to undergo repairs, or to launch an emergency response effort. The protected zone also reduces the likelihood that a ship will run aground.

Commander of U.S. Transportation Command highlights vital roles of U.S. merchant marine, MSP, VISA, Jones Act

"I want to thank you all for the privilege of standing before you today to talk about what I believe to be the foundation of the strength of our nation, which is our maritime trades and the ability to move our forces to any point on the globe at the time of our choosing. Without you, without all of your efforts, that would not be possible."

These were among the opening remarks of U.S. Air Force General Paul Selva, Commander of the U.S. Transportation Command, during his address to the Maritime Trades Department in February in Atlanta, Georgia.

General Selva followed with a detailed presentation on the importance of the U.S. merchant marine and the laws and programs that support the maritime industry, as well as challenges facing the U.S.-flag fleet.

"The fact of the matter is our nation depends on you not only for its economic security but for its actual physical security," he said. "I'm a big fan of saying: If we have to get into a fight, I want it to be an away game. You make that possible."

"Whether you're crewing the ships that are in our surge fleet or our ready reserve fleet, or whether you're crewing the American-flagged international trade vessels that are so important to our national defense, you make that possible."

"We depend on the ships and the crews in the Maritime Security Program (MSP) and the Voluntary Intermodal Sealift Agreement (VISA) to be successful," he said. "You carry fully two-thirds of all of the cargo that will ever go to a fight that we send our soldiers, sailors, airmen and marines into. You are the backbone, you are the very backbone, of our national defense, and it is very important that we protect that relationship."

"The mission set for transportation has declined from a dollar value of nearly \$12 billion a year in transportation spent in the Defense Department just two years ago to the pre-9/11 rate of about \$6 billion a year. That's the real set of numbers," he said, adding that we are migrating "to the very set of circumstances the Maritime Security Program and the Voluntary Intermodal Sealift Agreement were designed to sustain. The stipend that comes to the 60 ships in the Maritime Security Program – which I value for their military utility – is a peacetime scheme. The Voluntary Intermodal Sealift Agreement, where industry gives the Defense Department access to both their over-ocean and inland capacity, is a peacetime readiness scheme designed to make us ready in crisis. And so you'll find that I'm an ardent defender of both."

Additionally, General Selva highlighted the importance of the Jones Act to national defense and sealift operations.

"It's easy for me to say the economics favor the Jones Act; national security favors the Jones Act; and my operational requirements demand access to the labor pool that is supported by the jobs that are provided by the Jones Act," he said.

"I can stand before any group as a military leader and say: Without the contribution that the Jones Act brings to support of our industry, there is a direct threat to national defense."

General Selva also addressed the need to recapitalize the aging Ready Reserve Force fleet, and said USTRANSCOM is working with the U.S. Navy and Military Sealift Command on a plan meet this need.

Source: American Maritime Officer

Japan escorts 3,522 ships in Gulf of Aden

The Japan Self-Defense Forces (JSDF) vessels escorted a total of 3,522 commercial ships in the waters of the Gulf of Aden between July 28, 2009 and February 28, 2015, to protect them against pirate attacks, the Japanese transport ministry said this month.

Of the 3,522 commercial ships escorted by the JSDF vessels on 593 occasions under Japan's Anti-Piracy Law, only 16 were Japan-registered and the remaining 3,506 were foreign-registered. Of the 3,506 foreign-registered ships, 643 were operated by Japanese shipping firms, while the remaining 2,863 were operated by foreign shipping companies, including 123 vessels indirectly related to Japanese companies.

From July 28, 2009 to February 28, 2015, the JSDF vessels escorted 1,718 oil tankers, 1,365 general cargo ships, 150 special cargo vessels, 107 LPG carriers, 79 container ships, 67 automobile carriers, 24 passenger vessels, and 12 LNG carriers.

The Anti-Piracy Law, which was enacted in Japan's parliament on June 19, 2009 and took effect on July 24, that year, allows the JSDF to escort foreign commercial ships and fire at pirate vessels if they ignore warning signals and approach merchant ships.

Japan's post-World War II pacifist constitution imposes strict restrictions on the JSDF's activities abroad. The JSDF had previously been allowed to escort only Japan-related ships, such as Japan-registered and Japan-operated vessels, and its use of weapons had been limited to acts of legitimate self-defense.

Somali pirates release four longest-held hostages

Somali pirates have freed four Thai nationals seized from a fishing vessel at sea in April 2010, ending the longest-running hostage drama in the Horn of Africa state, the United Nations said on February 27. "I am grateful to see the longest-held hostages released from Somalia, and thank all those involved who made it happen," said Nicholas Kay, the U.N. Secretary General's Special Representative for Somalia. Of the original 24 crew members of the *FV Prantalay 12* who were taken hostage, six died from illness in captivity while 14 from Myanmar were freed in 2011. The only other remaining hostages of Somali pirates are 26 crew members of the *FV Naham 3* ship who were snatched in 2012. Kay called for the release of the 26 without further delay.



SUP President's Report

March 9, 2015

APL MARINE SERVICES

The SUP was notified by APL on March 4, that it plans to flag the APL Pearl foreign on or about April 20, in Cagliari, Italy. The Pearl is one of nine company vessels enrolled in the Maritime Security Program (MSP). To replace her in the program, the APL Belgium – which is not an MSP vessel – will be enrolled in the program. MSP wages, etc., will be implemented in the Belgium, the day the Pearl is flagged out.

Due to the reflagging of the Pearl, APL is offering a “safety completion award” or bonus, to crew members currently aboard the vessel and to those who will join prior to her reflagging. The award has two parts: 1) Each crew member who successfully completes his or her assignment without a reported injury, regardless of the individual's final sign-off port will receive \$500; 2) If all personnel in the vessel are injury free from the departure port in the United States to sign-off in Italy, the unlicensed crew members will receive an additional \$1500.

APL had the same bonus program when the C-10s and the APL Japan were reflagged.

Reducing the APL U.S.-flag fleet from 10 to 9 vessels is not surprising given the steep decline in military cargoes out of East Coast ports and the slot-sharing agreement the company has with Maersk Line on the East Coast. (See the December 2014 *West Coast Sailors*.)

CALIFORNIA LABOR FEDERATION, AFL-CIO

As a Vice President of the California Labor Federation, AFL-CIO, attended an Executive Council meeting on February 10, in Sacramento. This was the first Executive Council meeting since the November election last year. Despite low voter turnout, working people in California prevailed over corporate interests at the polls. Labor-endorsed candidates won a clean sweep of all eight statewide offices. In congressional races, labor endorsed candidates won 39 of 53 seats including defending four hotly contested seats (those of Congressman Ami Bera, Congresswoman Julia Brownly, Congressman Raul Ruiz and Congressman Scott Peters) and picking up one Republican held seat by Democrat Peter Aguilar. The votes in the State Assembly and Senate were also positive, maintaining the Democratic majority in both houses.

None of this would have happened without the strategic planning of the Federation led by Executive Secretary-Treasurer Art Pulaski –which has become a model for labor nationally– and the thousands of Union volunteers who worked phone banks and walked precincts to get out the vote.

On the legislative front, the California labor movement worked hard to get significant worker protections to Governor Jerry Brown's desk. There were some good victories but also some disappointing defeats. A Federation sponsored bill (S.B. 1182) introduced by State Senator Mark Leno (D-San Francisco) and signed by the Governor is of particular importance as it impacts health care costs, which your secretary has reported on numerous occasions, are becoming unsustainable. Senator Leno's legislation will require health care plans to provide Union Trust Funds – like the SUP Welfare Plan – with data used to rate premiums for their group from health plans to assist Union Trust Funds to negotiate better rates.

The Federation's 2015 legislative agenda places health care as the number one priority to protect workers and employers in Taft-Hartley Trust Funds (i.e. the SUP Welfare Plan) from rising health care costs. In this regard, the Federation will co-sponsor legislation to require rate review and regulation of large group health plans; host a health care summit to share best practices; coordinate Unions on using increased transparency to find cost-savings; and examine practices by health plans that create unfair costs to Union Trust Funds and all consumers.

MARITIME TRADES DEPARTMENT

Along with MFOW President Anthony Poplawski, attended the annual Executive Board meeting of the Maritime Trades Department (MTD), AFL-CIO, on February 19 and 20, in Atlanta, Georgia.

Resolutions of direct importance to the membership were acted upon including those in support of the Jones Act, the Maritime Security Program (MSP), cargo preference and Food for Peace. If space permits, some of the resolutions will be published in the *West Coast Sailors*.

Speakers included U.S. Air Force General Paul Selva, Commander of the U.S. Transportation Command (US-TRASCOM); AFL-CIO President Richard Trumka; Paul Jaenichen, Administrator of the Maritime Administration (MarAd); Teresa Gerten, Deputy Assistant Secretary of Labor; Congressman Bobby Scott (D-Virginia) and Congressman James Clyburn (D-South Carolina). All emphasized—particularly General Selva—the importance of the U.S. Merchant Marine to the Nation's economic and military security.

TRANSPORTATION TRADES DEPARTMENT, AFL-CIO

As a member of the Executive Committee of the Transportation Trades Department (TTD), AFL-CIO, attended and participated in a meeting of the Committee on February 22, in Atlanta.

This year marks the 25th Anniversary of the TTD and in convention, the Executive Committee re-elected Ed Wytkind as President and Larry Willis as Secretary-Treasurer.

Discussed at the meeting in depth were the challenges facing transportation labor given the fact the Congress is controlled by the Republican Party. High on the agenda was Senator John McCain's recent attempt to gut the Jones Act and the struggle of airline pilots and flight attendants to prevent flag-of-convenience airlines from calling in the United States.

Addressing the group were transportation-friendly Congressmen Peter King (R-New York) and Rodney Davis (R-Illinois). Also speaking were Peter Rugoff, Under Secretary of Transportation for Policy and AFL-CIO President Richard Trumka.

TRANSPACIFIC PARTNERSHIP TRADE AGREEMENT

Last month, California Labor Federation Executive Secretary-Treasurer Art Pulaski requested that Federation Vice Presidents contact members of California's Democratic Congressional delegation regarding giving President Obama “Fast Track” trade promotion of authority for the proposed TransPacific Partnership Trade Agreement (TPP).

On February 28, your secretary sent the following letter to the delegation:

“The Sailors’ Union of the Pacific opposes “Fast Track” Trade Promotion Authority for the Trans-Pacific Partnership trade agreement that would keep trade policy-making behind closed doors.

The Trans-Pacific Partnership (TPP) trade agreement would be the largest trade deal in American history. This trade agreement would govern trade between the U.S. and 11 other nations: Canada, Mexico, Japan, Vietnam, Chile, Peru, Brunei, Singapore, Australia, New Zealand and Malaysia. That translates to involving more than 792 million people and 40 percent of the world economy. A trade agreement of this magnitude deserves a proportionate amount of review and full consideration.

The Obama administration is seeking “Fast Track” trade promotion authority for the TPP trade agreement. This process would circumvent congressional review, limit transparency, and potentially devastate American working families. Previous Fast Track trade agreements resulted in the loss of millions of American manufactur-

ing jobs. Since the fast-tracking of the North American Free Trade Agreement in 1994, over five million manufacturing jobs have been lost nationwide, with large numbers of service-sector jobs now going offshore. California has lost 432,517 manufacturing jobs and has seen a net job loss of over 370,000 jobs.

Sixty-two percent (62%) of voters say they oppose passage of Fast Track negotiating authority for the TPP trade deal. President Obama recently acknowledged Fast Tracking TPP is unpopular outside of Washington's corporate lobbies, noting “a public perception generally that trade has resulted in an erosion of our manufacturing base as companies moved overseas in search of lower-wage labor.” The public perception is backed up by government data showing a massive \$177 billion NAFTA trade deficit and millions of jobs lost.

Fast Track trade agreements have harmed job growth, put downward pressure on wages, and made workers rightly skeptical. It is incumbent on this Congress to learn from past mistakes and develop a new process that is transparent, democratic, and participatory. TPP will affect environmental protections, labor rights, investment incentives, food safety policies, and anti-trust policies. The agreement will cover 12 nations and set standards for hundreds of millions of workers around the globe. The American working people have made it clear that decisions of this magnitude should not be made in secrecy, behind closed doors.

We urge you to oppose “Fast Track” Trade Promotion Authority for the Trans-Pacific Partnership trade agreement”.

HOLIDAYS

“Teddy” Gleason's Birthday:

March 17 is a recognized holiday under the International Longshoremen's Association (ILA) agreement honoring former ILA President Thomas “Teddy” Gleason. Therefore, in accordance with the SUP/APL Agreement, it is a holiday for APL vessels in East Coast ports on that date.

Harry Bridges Memorial Day

The Honolulu Branch will be closed on Monday, March 30, in observance of an ILWU Local 142 holiday. Under the SUP agreement with Matson, this is a holiday for company vessels in Hawai'i ports on that day, the Paint & Rigging Gang and those employed under the Extra Maintenance Agreement.

This is not a holiday in West Coast ports. Harry Bridges Birthday is a holiday in West Coast ports on July 28.

Cesar Chavez' Birthday

All SUP halls on the West Coast will be closed on Tuesday, March 31, in observance of Cesar Chavez' Birthday. As an ILWU holiday, it is therefore, a recognized holiday for SUP members working under the APL and Matson Maintenance Agreements and for those in APL and Matson vessels in West Coast ports on that day. The holiday is also applicable to members employed by the San Francisco Bar Pilots. Cesar Chavez' birthday is not a holiday in Hawai'i.

Good Friday

All SUP halls on the West Coast will close at Noon on April 3, in observance of Good Friday. Under the Agreements with APL and Matson, unlicensed personnel shall be granted a three-hour holiday between Noon and 3:00 P.M. Overtime shall be paid when required to work during those hours.

The Honolulu Branch will be closed on April 3, as it is an ILWU Local 142 holiday. Therefore, it is a holiday for Matson ships in port and for those working under the SUP/Matson Maintenance and Extra Maintenance Agreements.

For APL vessels in East Coast ports on Good Friday, it is a holiday in accordance with the ILA Agreement.

ACTION TAKEN

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

Gunnar Lundeberg

Texas, California reign as top U.S. exporting states

The U.S. Commerce Department last month released data that shows Texas and California firmly in the lead as the nation's two top exporting states for 2014. Texas's exports for the year registered at \$289 billion and California topped \$174.1 billion in export value.

The next five top exporting states included Washington (\$90.6 billion), Illinois (\$68.2 billion), Louisiana (\$65.1 billion), Ohio (\$52.1 billion), and Georgia (\$39.4 billion). Commerce said a total of 26 states set export records over 2013 levels.

Total merchandise exports from all 50 states helped the United States achieve its fifth year in a row of record-setting goods and services exports, which reached \$2.35 trillion in 2014, according to the department.

The Commerce Department credits a number of White House initiatives that have promoted U.S. export growth in recent years, such as the National Export Initiative and the president's "Made in Rural America" initiative.

Machinists move closer to Unionizing Boeing's South Carolina factory

The Machinists' Union filed a petition with the National Labor Relations Board (NLRB), on March 16, that would allow Boeing workers in South Carolina to vote on unionizing the Dreamliner assembly facilities there. It's quite likely the NLRB will approve the petition.

It's unlikely to be that simple, though. South Carolina's government is strongly anti-Union, so expect ferocious opposition from South Carolina Republican Governor Nikki Haley, and from Boeing itself.

The filing is the culmination a year of organizing by the International Association of Machinists and Aerospace Workers (IAM), which represents assembly line mechanics in the Puget Sound area, under District Lodge 751.

A win by the Union would radically change Boeing's balance of power between its commercial aircraft base in the Puget Sound area, which is Unionized, and its South Carolina plant, which is not.

It could slow the attrition of workers to South Carolina, and might make Boeing think twice about moving any future aircraft model, such as a successor to the 737, into production there.

The Union already has cited stiff opposition from the company and the governor, and is anticipating more. "Boeing workers have a legal right to an election process that is free of intimidation and harassment," said IAM lead organizer Mike Evans. "This is their decision and their decision alone. We expect Governor Haley and her friends, who have no clue what it's like to be a front-line production employee for

Boeing, to keep their personal biases to themselves and remain neutral in the weeks leading up to the union vote."

The IAM opened an office in North Charleston last March, and have been conducting a house-by-house campaign since to win support from Boeing workers and gather "authorization cards," asking for an election.

Boeing employs 7,744 people at the site. South Carolina is a "right-to-work" state, which means that workers wouldn't have to join the Union, even if it won the vote.

"We're trying to build a better life for ourselves, our families and our community," said four-year Boeing employee Gerald Guarena, in a statement from the Machinists. "We feel the best way to do this is with a collective bargaining agreement that allows us to negotiate with the company over wages, benefits, safety procedures and more."

But in its own statement, Boeing tried to paint the Union as outsiders, more concerned with building an organization than helping workers. "We think our teammates deserve to pave their own future and keep their hard-earned money in their own pockets, rather than be locked into a contract and pay Union dues to an organization that hasn't contributed one bit to job growth in South Carolina and has repeatedly insulted our teammates, their experience and capabilities," said Boeing spokeswoman Candy Eslinger in an email.

Election times and places are expected to be issued in "coming weeks," according to a release from the Union. The Union would need a simple majority of those voting to win.

APL Logistics signs agreement to invest in Sri Lanka

Singapore-headquartered container transportation and shipping company APL Logistics has signed an agreement with the Board of Investment of Sri Lanka for investment in the Katunayake Export Processing Zone (EPZ).

APL Logistics, the logistics arm of Singapore-listed Neptune Orient Lines (NOL), stated that its wholly owned subsidiary APL Logistics Lanka has been granted a lease on the land and premises located in the EPZ.

APL Logistics plans to focus on the reconstruction and upgrading of the existing facility, which upon completion will offer 100,000 square feet of bonded warehousing space, container freight stations, and other logistics-related businesses.

The new facility is expected to complement APL Logistics' existing cargo hubs located in the North and Southeast Asia. In addition, it will also connect with as many as 18 container freight stations located within APL Logistics' South Asia network to meet growing regional demand for reliable supply chain solutions.

Previously, NOL had confirmed the sale of APL Logistics to Japan-based Kintetsu World Express for \$1.18 billion. The purchase will be completed by June of this year and will help the Japanese freight mover to expand its presence beyond the domestic market. NOL will use the proceeds from the sale to strengthen the financial position of the company, including to repay its debts.

Vice President's Report

March 2015

APL Agate: Mark Relajo, delegate. Clarifications on penalty meal hour, continuous time after a meal, and garbage penalty: low cargo payable on straight time hours for moving garbage from shipside dock landing to disposal area.

Mau: Joe Ginez, delegate. Clarifications on lodging for loss of hot water and carpenter's work. Delegate collected the hot water claim.

USNS Waters: Michael Jean relieved by Paul Parisi, delegate. In and out of San Diego on a variety of missions. Member with family emergency held on until properly relieved. Relief wave in this ship underway as in most others.

USNS Dahl: Jan Bularz, delegate. Exposure to coal dust at a Newport News dock may present a serious safety hazard. Advised reporting to captain at the next safety meeting with suggestions for mitigation such as rotation. Ship scheduled to depart in April for African exercise and foreign deployment in the Western Pacific.

USNS Pomeroy: Rebecca Fisk, delegate. Relief requests noted. Working on clearances. Activating for routine mission from Indian Ocean base.

USNS Watkins: Gabe Moreno, delegate. Reliefs working through the clearances. Clarification on email policy: crew access to ship's network is limited due to perceived cyber-security threats. Continuing to press for alternate network access with some limited success.

USNS Sisler: Jeff Martinez, delegate. Reliefs in process; working hard to get them traveling before the ship sails for U.S. East Coast load out and yard period.

Dave Connolly

House Armed Services Committee leaders urge support of Maritime Security Program full funding

The Chairman and Ranking Member of the House Committee on Armed Services have written a letter this month, urging their colleagues to support full funding for the Maritime Security Program (MSP) for the 2016 fiscal year.

In their letter, Committee Chairman Mac Thornberry (R-Texas) and Ranking Member Adam Smith (D-Washington) warned that "the failure to approve the requested funding for the Maritime Security Program will not only put American troops at risk, but will weaken America's overall security interests and will cost the American taxpayer significantly more than the amount requested (\$186 million) for FY 2016."

MSP was enacted to ensure that the United States has the U.S.-flag commercial sealift capability and trained U.S.-citizen mariners available to crew the government and privately owned vessels needed by the Department of Defense in time of war or other national emergency.

MSP and its fleet of 60 U.S.-flag, militarily useful commercial vessels ensure that America will be able to support and supply our troops overseas. SUP-contracted APL has nine vessels enrolled in MSP.

It would cost the government \$13 billion to replace just the dry cargo vessel capacity provided by MSP, according to a report prepared for the National Defense Transportation Association. The U.S. Transportation Command has estimated that it would cost \$52 billion to replicate the intermodal system made available to DOD by MSP participating companies.

In the letter, Thornberry and Smith called on congressional appropriators to fully fund MSP, calling it "a highly efficient and low-cost public private partnership" that saves U. S. taxpayers billions of dollars each year.



SUP Branch Reports

Seattle

February 17, 2015

Shipped the following: 1 Boatswain shipped to a Navy Bottom, filled by a B-card; 4 Able Seaman jobs shipped and filled with 1 A-card, 1 B and 2 C's. 1 Ordinary Seaman to a "C", 2 standbys went to 8 A-cards and 4 B cards.

Registered: 10 A cards for a total of 22; 10 B cards for a total of 25; 7 C cards for a total of 8.

Ships Checked

Matson vessels *MV Manoa* and *SS Maui* called twice in Seattle with little or no problems. The *APL Cyprine* requested an AB be flown out to Cagliari for medical relief. The vessels: *APL Pearl*, *USNS Soderman*, *USNS Sisler*, *USNS Yano*, *USNS Shugart* and *Martin* all called for SUP/MFOWW reliefs.

I represented the SUP/MFOWW at the following meetings. The MLK Central Labor Council Executive Board and Delegates meetings. The SUP/MFOWW put forward a Resolution in support of the Jones Act and condemning Senator John McCain for his recent amendments calling for the repeal of the Jones Act.

I represented the SUP/MFOWW at meetings with Congressmen Jim McDermott and Adam Smith both of whom are strong supporters of the Jones Act.

We have many members flying to jobs these days. Please keep in mind that when you are traveling and your plane is either canceled or late; you must call the company and the travel agent on your itinerary. Regardless of what the airlines agents may be offering you, you may be responsible for any additional costs if further arrangements are not okayed by the company.

Vince O'Halloran
Branch Agent

Wilmington

February 17, 2015

Shipping: Bosun: 2, AB: 6, AB Maint: 5, OS: 2; Standby: 41. Total Jobs Shipped: 56. Registrations: A: 34 B: 24 C: 13 D: 18

Ships Checked

R.J. Pfeiffer, Mahimahi, Manukai, APL China, Mokihana, APL Singapore, Manulani, Mahimahi, Maunawili (In short lay-up after some bow and water damage resulting from going through storm), *Mokihana, Maunalei*.

On January 20, attended the American Merchant Marine Veterans Memorial Committee meeting. Preparations are being made for Maritime Day which this year will be on Friday, May 22nd.

On January 22, about 6,000 of us marched down Harbor Blvd. in San Pedro from the Vincent Thomas Bridge to the Maritime Museum in support of the ILWU. There were speeches by ILWU officials and many local politicians.

On January 29, attended (Kam) George Lau's funeral with Sonny Gage and a half dozen MFOW shore gang guys. George started in MFOW&W in 1943 when he was 16 and was shore gang foreman for many years before retiring. Aloha George.

Our clinic is now charging for annuals if it is taken three weeks or more before your annual has expired, and two weeks before your drug screen has expired.

Good News! In order to fulfill their contract obligations, Matson has increased their food budget by \$600 per trip.

Be careful with the ship's internet: anyone has access to it. This is reported by a ship's delegate who had a problem with someone forwarding his personal emails.

Thanks to Michele Chang from Welfare and Brian Christ from The Standard for coming down to our meeting, giving presentations, and answering questions.

Mark Hurley, Branch Agent

Honolulu

February 17, 2015

Shipped the following jobs in the month of February: 1 Bosun Return, 3 AB Watch steady, and 3 AB Maint steady. The shipping jobs were filled by 2 A cards, and 5 B cards. Shipped 26 standby jobs. The standby jobs were filled by 10 B cards, 13 C cards, and 3 D cards.

Registered in February: 7 A cards, 8 B cards, 4 C cards, and 3 D cards. To date totaled registered: 15 A cards, 11 B cards, 7 C cards, and 6 D cards.

Ships checked

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

I represented the SUP at the Hawai'i Ports Maritime Council meeting.

Shipping has really been slow in Hawaii since after the holidays. For a steady job you need to be on the head or close to it. I have A-cards taking relief AB Watch jobs. Of course if you are LMSR qualified sailor shipping has been great. I have had to use Seattle, San Francisco, and Wilmington halls to fill the LMSR jobs. This is just my way of reminding all the B and C members that if you get the chance to take the LMSR training do it. Everyone I have sent to the LMSR training school I have sent to work within three weeks of completing the training.

I want to wish the Sailors Union of the Pacific a Happy 130th Birthday. (March 6, 1885) May we have another 130 years of the best Union in the world continuing to lead the way! Aloha,

Michael Dirksen, Branch Agent

Business Agent's Report

March 9, 2015

Kauai - Laid-up in Chinese shipyard.
Moku Pahu - Still in the shipyard.

Manoa/Mahimahi - In twice; both running smoothly with no beefs.

Matsonia - Called for a crew after a long lay up alongside Oakland #62. Captain commented that the gang did a bang-up job on the activation to get the ship up and running. Allen Gonzalez, delegate and Allen Peightal bosun.

Maui - In twice, sailed short-handed last trip before sailing; one of the sailors went ashore with a medical issue. Brendan Bohannon is Bosun, Dave Purganan as delegate.

Mokihana - Captain called for two standbys. Deck gang maxed out STCW hours. Ship's in good hands with John Hamann as Bosun; Justin is delegate.

APL Korea - In at Oakland. Heading to the shipyard in China.

APL Philippines - Out from the shipyard, inbound for San Pedro.

Admiral Callaghan - Bosun Paul Fuentes, running smoothly.

Cape Orlando - Mike Worth, Bosun: no problems.

Cape Henry - Mike Orosz, Bosun: no problems.

I attended the MTD monthly meeting in the *Jeremiah O'Brien*. Volunteers are still needed to work in this Liberty ship.

I want to remind everyone that comes to the hall to ship out have your documents in order: the medical certificate, TWIC, drug card, annual physical card, passport, and MMC. Also when your are dispatched to a stand-by job, it's your responsibility to monitor the Marine Exchange.

Also dispatched and worked in the front office.

Roy Tufono

Pacific Coast cargo volume continues to struggle

Cargo volumes at ports up and down the West Coast continued to decline during the month of February, as ports strive to catch up from the backlog of vessels that have plagued the ports during the past few months.

The Port of Los Angeles reported on March 17, that volume there declined 10.2% during the month compared the

February 2014. Imports coming into Los Angeles fell 10.7% to 254,225 TEUs while exports leaving Los Angeles dropped 10.3% to 131,806 TEUs. The amount of empty containers leaving to be refilled overseas declined 9% for the month.

Meanwhile, volumes at the nearby Port of Long Beach plummeted 20.1% during the month compared to the same time

period a year ago. Imports coming into Long Beach fell 24.7% to 204,462 TEUs while exports declined 22.9% to 110,711 TEUs. The amount of empty containers leaving Long Beach declined 3.9% to 97,941 TEUs.

The news was even worse up the coast at the Port of Oakland, who reported that volumes declined 36.67% during the month on a year over year basis. Import volume coming into Oakland dropped 39% while export volume fell 34%.

All three ports cited congestion issues as one of the reasons why volumes were much lower during the month.

However, Port of Oakland Maritime Director John Driscoll noted that the container backlog there has declined recently. "Cargo is moving and the backlog is shrinking," said Driscoll. "With capacity again available in our marine terminals, volumes should begin building soon."

Cargo volume declines were not limited to California, as the Pacific Northwest ports of Seattle and Tacoma also recorded declines during February. Combined volume for the two ports fell 9% during the month to 457,620 TEUs. Imports declined nearly 16% to 181,864 TEUs while exports were down 8% to 159,124 TEUs.



Dispatcher's Report Headquarters—Feb. 2015

Deck	
Bosun.....	4
Carpenter.....	0
MM.....	6
AB.....	13
OS.....	1
Standby.....	27
Total Deck Jobs Shipped.....	51
Total Deck B, C, D Shipped.....	43
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.....	51
Total B, C, D Shipped-All Depts.....	43
Total Registered "A".....	27
Total Registered "B".....	30
Total Registered "C".....	10
Total Registered "D".....	39



Deck gang in the *Matsonia*, February 18, in Oakland, from the left: Kevin Kestel, Ahmed Mohamed, Alan Peightal, Ariel Odion, Cory Edgil, Allen Gonzalez and Matt Henning. Photo: Roy Tufono.