



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXVIII No. 10

SAN FRANCISCO, CALIFORNIA

Friday, October 23, 2015

U.S.-flag ship sinks — all hands lost

The maritime community is in mourning after the tragic sinking of the *El Faro*, a U.S.-flag roll-on/roll-off and lift-off vessel owned by TOTE (Totem Ocean Trailer Express) Maritime.

All 28 crew members and four Polish nationals aboard as a riding crew perished. On behalf of the SUP, President Gunnar Lundberg conveyed the condolences of the Union to SIU President Mike Sacco and AMO President Paul Doell.

The *El Faro* departed Jacksonville, Florida, in the early morning of September 30, bound

for San Juan, Puerto Rico when then-Tropical Storm Joaquin was several hundred miles to the east. Throughout September 30, into the morning of October 1, Joaquin continued to track farther southwest than forecast. Ten hours after departing Jacksonville, the *El Faro* was steaming at full speed and deviating from its charted course apparently to avoid Joaquin.

Joaquin became a hurricane by 8:00 A.M. on September 30, then rapidly intensified. The storm reached Category 3 intensity by 11:00 P.M., packing maximum sustained winds of

120 miles per hour with swells estimated to be 40 feet. Around 7:30 A.M. on October 1, the U.S. Coast Guard received a satellite notification that the *El Faro* had lost propulsion, taken on water (though flooding was contained at the time of the message) and had a 15-degree list.

According to TOTE, the loss of propulsion is what ultimately sealed the fate of the *El Faro*, leaving the vessel effectively not under command and helpless in the face of the hurricane. Near the same time, the Coast Guard received a single ping from the ship's Emergency Position Indicating Radio Beacon. Subsequent attempts by the Coast Guard to open communications with *El Faro* were unsuccessful.

The *El Faro's* last known position on October 1, was northeast of Crooked Island, Bermuda. The depth of the Atlantic Ocean at that location is charted at 15,000 feet.

From October 1, through October 5, the Coast Guard threw all sea and air resources available



El Faro was built in 1975 at Sun Shipbuilding & Drydock Company in Chester, Pennsylvania, as the *Puerto Rico*. She was renamed *Northern Lights* in 1991 and finally *El Faro* in 2006. On her fateful last voyage, the 790-foot vessel was carrying 391 containers and 294 trailers and cars, plus 33 mariners.

into the mission of finding *El Faro*. They were assisted by the U.S. Navy, U.S. Air Force and the Air National Guard.

On October 5, an unidentified body in a survival suit, presumed to be from *El Faro*, was recovered. A deflated lift raft and a heavily damaged lifeboat (with no one aboard) were also found.

On this date the vessel was declared lost at sea and on October 7, the Coast Guard suspended

search and rescue operations.

As the *West Coast Sailors* went to press, the National Transportation Safety Board is in Jacksonville beginning its investigation and the *USNS Apache* departed Virginia Beach, Virginia, on October 19, to conduct an underwater search for *El Faro*. The *Apache* is equipped with a towed pinger locator, side-scan sonar and a remotely-operated vehicle.

New APL pact ratified

This month the memberships of the SUP, MFOW and SIU-Marine Cooks ratified a new three-year agreement with APL. See Page 9 for details.

MarAd chief defends Jones Act

Speaking at the 2015 Jones Act Shipping Forum in New York this month, U.S. Maritime Administrator Paul "Chip" Jaenichen affirmed the overwhelming support for the Jones Act in Congress, the Maritime Administration and the Obama Administration.

In his address, Jaenichen said that for almost a century, presidents from both parties have supported the Jones Act including, President Barack Obama, President George W. Bush, President Bill Clinton and President Ronald Reagan. "We have four presidents from both political parties over a three decade span backing and reinforcing their support of the Jones Act. I ask you, what other kind of issues would trigger that level of political census?" said Jaenichen.

In his remarks, Jaenichen said emphatically that the Jones Act is subject to many "tall tales, embellishments and outright falsehoods or misrepresentations," such as Puerto Rico's attempt to blame the Jones Act for its financial woes. "The unvarnished truth is that Puerto Rico has built a mutually beneficial relationship with Jones Act carriers and the Jones Act providing just one quarter of maritime service to the island (based on both tonnage and the number of annual vessel calls) is in no way, shape or form responsible for Puerto Rico's economic difficulties" no more than the foreign-flag shippers that service the island. It's just another Jones Act tall tale," said Jaenichen. Jaenichen also noted that while these false-

continued on page 3

Matson begins construction of "Aloha-Class" vessels

SUP-contracted Matson Navigation Company announced on October 1, the start of construction on two new "Aloha-Class" container ships designed specifically for Hawai'i service, with greater capacity and state-of-the-art "green ship technology" features. After a small ceremony at Aker Philadelphia Shipyard in Pennsylvania, the cutting of steel plates began, initiating the construction work to build both ships.

In 2013, Matson subsidiary Matson Navigation Company, Inc. signed a contract with Aker Philadelphia Shipyard Inc. (APSI) to build the two new ships for an aggregate price of \$418 million. The new vessels are expected to be delivered in

the third and fourth quarters of 2018. Matson also announced that the first of the two new ships will be named after the late Senator Daniel K. Inouye, who was a longstanding supporter of the U.S. maritime industry and its role in supporting Hawai'i's economy.

The 850-foot long, 3,600 TEU vessels will be Matson's largest ships and the largest Jones Act container ships ever constructed. They will also be faster, designed to operate at speeds in excess of 23 knots, helping ensure timely delivery of goods in Hawai'i. Though bigger, the ships are also designed to accommodate future needs by being able to navigate safely into some of Hawai'i's smaller ports.

The new vessels will incor-

porate a number of "green ship technology" features that will help protect the environment, including a more fuel efficient hull design, dual fuel engines that can be adapted to use liquefied natural gas (LNG), environmentally safe double hull fuel tanks and fresh water ballast systems.

"These new ships are the future for Hawai'i shipping and will bring a new level of efficiency and effectiveness to our service," said Matt Cox, President and CEO, Matson. "The substantial investment in new technology underscores Matson's long-term commitment to Hawai'i and our desire to serve the islands in the best, most environmentally friendly way into the future."

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ Political Fund

General Fund

Czeslaw Knobbe	50.00
Cirilo Sajonia	20.00
Joel Schor.....	20.00
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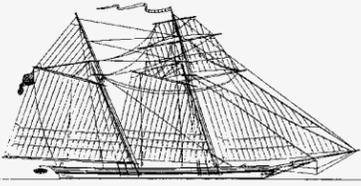
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West Coast Sailors

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Mamoru Fukano.....	25.00
James Stelpstra	50.00



Final Departures

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

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

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

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

SUP Meetings

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

	<i>Hdqs.</i>	<i>Branch</i>
November	9	16
December	14	21

West Coast Sailors

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Oakland port operating revenue at all-time high

The Port of Oakland announced last month that its operating revenue reached an all-time high for its 2015 fiscal year, which ended June 30. Operating revenue for the port reached \$336.6 million for the fiscal year, up 4.2% over the previous fiscal year. "The result is encouraging, given the

challenges we faced," said Port of Oakland Executive Director Chris Lytle. "The job now is to build on our strengths and grow our business."

The Port of Oakland reported revenue increases in all three of its major business lines, with maritime interests up 3.9%,

despite a 6.5% decline in loaded container volume that followed a labor dispute last winter along the West Coast.

The port said that its operating expense increased 6.8% during the 2015 fiscal year, which led to an 8.5% decline in operating income from the previous year.

ATTEND YOUR MONTHLY SUP UNION MEETINGS!

As infrastructure creaks, Congress still dithers

Back in July, Congress failed, once again, to pass a long-term highway bill to make improvements in the nation's transportation system.

Instead of funding big infrastructure needs with a multi-year plan, as once was the norm in Washington, lawmakers passed a bill covering a grand total of three months – the 34th time since 2009 Congress has passed a Band-Aid measure rather than a long-term one to address the nation's most basic infrastructure needs.

So, while Congress was failing to do its job, were other nations out in the competitive world economy standing still? Hardly. Consider a few projects that are moving forward while Congress squabbles:

- Cuba, with funding from Brazil and logistical aid from Singapore and China, continued to develop a new deep-water port that, unlike most on the U.S. East Coast, will be able to receive the big Panamax container ships that can pass through the newly enlarged Panama Canal.

- In India, Prime Minister Narendra Modi pushed ahead on a plan for \$12.6 billion in new roads and \$16 billion in railway improvements to crank up economic development in the world's ninth-largest economy.

- China plans to spend \$13 billion on a new airport that would have the world's largest passenger terminal.

- Indonesia moved forward on plans for its first high-speed railway, and appears ready to pick a Chinese firm to build it.

Meanwhile, Washington remains stuck in the partisan mud. That stopgap bill, passed to at least keep road and bridge repairs and improvements moving along during the summer months, expires at the end of this month. It will surprise nobody to learn that Congress still hasn't come up with a plan to keep funds moving.

There may be no better example of the kind of Washington dysfunction that has voters in rebellion against the political establishment – and no example that more directly affects real life in the country – than this failure. The standard practice has long been to pass a highway bill of six years' duration to provide the kind of funding stream that states and

cities need to plan and execute serious transportation projects. Today, that has proved impossible.

Worse, that is merely symptomatic of a failure to deal with much broader infrastructure needs, and the economic costs of that failure simply keep mounting. A recent report by the Business Roundtable chronicled some of the problems:

America's overall infrastructure quality ranks only 16th in the world, meaning it lags behind Germany, France and Japan. The United States is home to just four of the world's 50 top airports. Nearly one in four U.S. bridges is structurally deficient or functionally obsolete. Urban highway congestion costs the economy more than \$100 billion annually. On the nation's waterways, port congestion, lock delays and lack of facilities for larger ships adds billions to the cost of products annually.

Those problems with ports and waterways may be the best illustration of how the nation's unmet needs extend well beyond fixing potholes and shoring up bridges. Only two of the country's 14 major East Coast ports – Baltimore and Norfolk, Virginia – are ready for the new deep-water ships that can transit the Panama Canal; Miami's will be soon.

But it isn't just the need for deeper ports, which private industry and states might be able to finance themselves, the problem is that bigger ships create the need for a rail and road network that allows them to be efficiently offloaded and their goods moved quickly to a final destination. Thus, better surface transportation is essential to bigger ports.

"If you don't have an infrastructure bill, that doesn't come about," says Jay Farrar, manager of the Washington office of Bechtel, an engineering and construction firm.

Meanwhile, Cuba is busy building that giant new port to compete with U.S. facilities as a regional trans-shipment port. Moreover, even bigger ships than the ones now able to transit the Panama Canal are being built, and some nations already are planning or building giant offshore terminals capable of handling them. "Other nations," says Farrar, "already are ahead of us."

Deepwater Horizon settlement finalized for over \$20 billion

The U.S. Department of Justice (DOJ) has finalized a settlement of more than \$20 billion with BP PLC arising from the *Deepwater Horizon* oil spill. The settlement resolves all federal and state claims against BP for the accident. Louisiana, Mississippi, Alabama, Texas and Florida will be the settlement's primary recipients and will use the funds for environmental remediation and economic development.

The *Deepwater* disaster, the largest oil spill in U.S. waters, killed 11 crew members and leaked millions of barrels of crude into the Gulf coating hundreds of miles of shoreline with oil. DOJ announced tentative terms of the deal in July. The \$20.8 billion settlement comes in addition to the \$44 billion BP has already incurred in legal fees and cleanup costs.

Deepwater Horizon exploded on April 20, 2010, after gas seeped into the well the rig was drilling. The leak caused an eruption on the deck and the rig sank soon after. Plugging the leak took several months.

BP's payments will reportedly make payments of about \$1.1 billion per year over the next 18 years. In addition, BP has also committed to paying about \$500 million over 10 years to support independent research through the Gulf of Mexico Research Initiative.

The Gulf of Mexico Research Initiative had awarded approximately \$315 million in grants as at the end of 2014. Grant recipients are investigating topics including the fate of oil released, the ecological and human health impact of spills and the development of new technology for future spill response, mitigation and restoration. The Gulf of Mexico Research Initiative was created following the spill through an agreement between BP and the Gulf of Mexico Alliance, a non-profit partnership formed by the states of Alabama, Florida, Louisiana, Mississippi and Texas.



Activation gang in the *Cape Henry* on September 23, from the left: Rex Simbre-AB, Warlito Sapin-AB, Paul Davis-AB, Jamie Acosta-AB, David Frizzi-Bosun, Edwin Baptista-GVU, Allan O'Neal-AB, and Ronald Brito-GVU. Photo: Roy Tufono

APL announces new Asia to West Coast service

APL will launch the Eagle Express service (EX1) between China, Korea and the West Coast of the United States November 1, from Qingdao, the company said in a statement on October 8.

The weekly, U.S.-flagged loop will have a rotation of Qingdao, Shanghai, Busan, Los Angeles, Oakland, Dutch Harbor, Yokohama, Busan, Naha and Qingdao.

APL will deploy six vessels with a nominal capacity of 5,100 TEUs on the EX1: *The APL China, APL Belgium, APL Korea, APL Philippines, APL Singapore, APL Thailand*, all crewed on deck by the SUP.

At the Port of Los Angeles, the ocean carrier said it expects shippers to benefit from seamless connectivity. APL-run, U.S.-flagged vessels discharge containers at APL's Global Gateway South at the Port of Los Angeles. From there, 11 weekly APL-dedicated LinerTrain services directly depart on-dock for transits to destinations including Chicago, Memphis, Dallas, Houston and New York.

In addition, the loop will offer competitive transit times. Transits from Shanghai to Los Angeles will take 13 days, transits from Busan to Los Angeles will take 11 days and transits from Dutch Harbor, Alabama, to Yokohama will take seven days, APL said.

According to ocean carrier schedule and capacity database BlueWater Reporting's Port-to-Port Transit Analysis by Carrier application, transit time on the future EX1 from Busan to Los Angeles will be tied for the quickest between the two ports along with the CC1, operated by the G6 Alliance, and the AAS2/AWS1/Yangtze, jointly operated by the Ocean 3 Alliance and Yang Ming, which both also take 11 days.

APL's new loop will offer the second fastest transit time, based on current data, with Matson's China/Long Beach Express currently offering the fastest transit time from Shanghai to Los Angeles at 10 days.

Meanwhile, APL said in a separate statement it will end its dedicated TransPacific CC3 loop, which offers a 19-day transit from Shanghai to Los Angeles, with the October 25 sailing of the *APL Singapore* from Qingdao. The CC3 operates with six vessels with an average capacity of 4,944 TEUs and has a port rotation of Qingdao, Shanghai, Busan, Yokohama, Los Angeles, Oakland, Dutch Harbor, Yokohama, Busan, Naha and Qingdao.

In sum, a total of 21 container shipping carriers deploy capacity across a total of 39 loops that serve the Asia-to-the-West-Coast-of-the-United-States trade.

MarAd chief defends Jones Act *continued from page 1*

hoods "may weaken the popularity of the Jones Act, it will never diminish our federal government's overall support for the Act."

Echoing Jaenichen's strong remarks about the rock solid support for the Jones Act in Congress was Tom Allegretti, Chairman of the American Maritime Partnership (AMP), which the SUP is a member. In his remarks, Allegretti stated that the strong support for the Jones Act trade is due to the industry's longstanding positive impact on national, economic and homeland security, affirmatively noting that any attempt to include an amendment of the Jones Act in pending legislation is a "vote subtracter" that can hurt Congressional progress. "Some in Puerto Rico have suggested that a Jones Act exemption be included in the legislative package under the erroneous theory that the Jones Act is bad for Puerto Rico, but here's the kicker: If Congress did that – include an anti-Jones Act amendment in the package – the chances of the overall package getting enacted into law would diminish. That's because the presence of an anti-Jones Act amendment would reduce or subtract the number of Members of Congress who would vote for the overall bill. So Puerto Ricans would be undermining, and may be even sabotaging, their own assistance package by including an anti-Jones Act amendment in it," said Allegretti.

This Congressional mathematics was apparent earlier this year when Senator John McCain filed a Senate floor amendment to repeal the Jones Act, which was overwhelmingly disputed by Members in both Chambers of Congress. "Ultimately, several weeks later, facing almost certain defeat, [Senator McCain] withdrew his amendment and did not offer it. We believe his amendment would have failed overwhelmingly. Even Senator McCain jokingly admitted that his strategy for repealing the Jones Act was to "pray to the patron saint of lost causes." In other words, there is no appetite in Congress to change the Jones Act," said Allegretti.

Last December, Congress enacted the strongest endorsement of the Jones Act in history in a resolutions included in the National Defense Authorization Act of 2014.

"When everything is taken into consideration, the primary purpose of the Jones Act is to ensure a healthy domestic maritime sector for the Department of Defense to utilize in times of need, and it works, end of story," said Jaenichen. "Every time the Jones Act is smeared, demonized or becomes a scapegoat for another problem, it threatens our national defense, our economy, our way of life and it threatens our Merchant Marine."

APL MSP Wage and Overtime Rates

Maritime Security Program Vessels

*APL Agate, APL Belgium, APL China,
APL Coral, APL Cyprine, APL Korea, APL Philippines,
APL Singapore, APL Thailand*

Effective October 1, 2015

	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan Daily
	Monthly	Daily	Monthly	Daily	Monthly	Daily	
Bosun	\$5,456.02	\$181.87	\$5,622.73	\$106.21	\$3,186.40	\$25.00	
A.B.	\$3,847.89	\$128.26	\$4,202.29	\$79.38	\$2,381.44	\$25.00	
AB Watchstander/ Daystander	\$3,847.89	\$128.26	\$4,202.29	\$79.38	\$2,381.44	\$25.00	
O.S.	\$2,951.41	\$98.38	\$3,298.29	\$62.30	\$1,869.14	\$18.51	

OVERTIME RATES

	Money Purchase Pension Plan Daily
The hourly overtime rate for all ratings except the Ordinary Seaman.....	\$31.40
Ordinary Seamen	\$23.57

CARGO RATES

The hourly cargo rate for all ratings:

Straight Time Hours	\$23.57
Overtime Hours	\$38.80

SHORTHANDLED (Section 7 SUP Work Rules)

Bosun.....	\$53.61
A.B.	\$40.40
STOS	\$30.30

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$29.98	\$25.00
Overtime Hours	\$49.30	
A.B.		
Straight Time Hours	\$28.73	\$25.00
Overtime Hours	\$47.35	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$26.55	\$25.00
Overtime Hours	\$44.17	
A.B.		
Straight Time Hours	\$25.05	\$25.00
Overtime Hours	\$42.22	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun		
Straight Time Hours	\$35.75	
Overtime Hours	\$53.63	
A.B. and STOS		
Straight Time Hours	\$26.92	
Overtime Hours	\$40.39	

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings	\$19.18
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Maintenance Agreement Rates

Effective October 1, 2015

Rating	Money Purchase Pension Plan
Rigging-Splicer and Sail Maker	
Straight Time	\$35.15..... \$25.00
Overtime.....	\$58.31
Rigging-Wire Splicer's Helper	
Straight Time	\$32.30..... \$25.00
Overtime.....	\$54.16
Rigging-General Maintenance Work	
Straight Time	\$30.90..... \$25.00
Overtime.....	\$51.97
Spray Painting, Sandblasting, Steam Cleaning and Welding	
Straight Time	\$33.61..... \$25.00
Overtime.....	\$56.03
Storekeeper-General Maintenance	
Straight Time	\$32.61..... \$25.00
Overtime.....	\$54.41
Bosun	
Straight Time	\$37.62..... \$25.00
Overtime.....	\$61.67
Bosun's Mate or Leaderman	
Straight Time	\$35.16..... \$25.00
Overtime.....	\$58.31
Carpenter	
Straight Time	\$34.40..... \$25.00
Overtime.....	\$57.35
Spraying, Sandblasting enclosed spaces additional per hour....	
	\$1.65

EXTRA MAINTENANCE AGREEMENT RATES

Bosun		
Straight Time	\$37.56	\$25.00
Overtime.....	\$61.67	
A.B. (Rigging-General Maintenance Work)		
Straight Time	\$30.85	\$25.00
Overtime.....	\$51.97	

SUP Officers' Wages

In accordance with Article XV, Section 3, of the SUP Constitution: "Every time the new wage scale is printed in the *West Coast Sailors* showing the seagoing [dry cargo-offshore] members and standby gang wage scale, the benefits and wage scale of the Union officials shall be printed right along with, and in the same issue, of the *West Coast Sailors*."

Weekly Wages for SUP officers effective October 1, 2015:

President/Secretary-Treasurer	\$1,701.78
Vice President/Assistant Secretary-Treasurer	\$1,483.28
Branch Agent.....	\$1,483.28
Business Agent.....	\$1,456.70

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, participation in the SIU-Pacific District Pension Plan and a \$100 per week auto allowance. SUP officials can contribute to the SUP 401(k) Plan. No contributions are made for SUP officials to the SUP Money Purchase Pension Plan.



APL Negotiating Committee at Headquarters from left to right: Paul Fuentes, Izzy Idris, Jana Jahair, Tom Koppel and Noel Itsumaru. Photo: Roy Tufono.

Patriot Contract Services

Correction: In the September issue of the *West Coast Sailors*, the SUP Money Purchase Pension Plan daily rates for the Watson-Class LMSRs were incorrect. The rates, effective October 1, 2015 are as follows:

Bosun -	\$27.27
A.B. -	\$20.20
O.S. -	\$27.27

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

SAILORS' UNION OF THE PACIFIC

COMMITTEE ON ELECTION 2015-2018

In accordance with the SUP Constitution, Article XII: Nomination, Election and Term of Officers, the Committee on Election convened at 0900 on October 15, 2015, at Headquarters.

The Committee is charged with "...preparing the ballot" and selecting an Impartial Balloting Agent for membership approval.

The Committee recommends the Pacific Election Services, Inc. be used for this election. Pacific Election Services, Inc. will print, mail and count the ballots in accordance with the SUP Constitution. The approximate cost will be \$9,500.00.

Also, the Committee has the duty to verify the eligibility of candidates for office. In accordance with Sections 3, 4, and 5 of Article XII, all candidates duly nominated (as per Section 2 and published in the September 25, 2015 edition of the West Coast Sailors), who had returned acceptance letters (as per Section 5) were found eligible.

The following candidates accepted the nomination and will appear on the ballot:

President/Secretary-Treasurer

Gunnar Lundeberg

Vice President/Assistant Secretary-Treasurer

David J. Connolly

Daniel McDonald

San Francisco Business Agent

Roy Tufono

Seattle Branch Agent

Vincent A. O'Halloran

Jesper Pfeil

Al Rossi

Wilmington Branch Agent

Robert Burns

Honolulu Branch Agent

Michael L. Dirksen

Patrick Weisbarth

SUP Building Corporation Trustees

Brian Burns

Robert Burns

Norman Christianson

David J. Connolly

Michael L. Dirksen

Paul Fuentes

Gunnar Lundeberg

Daniel McDonald

Leo Moore

Jesper Pfeil

Roy Tufono

Mike Worth

(Five to be elected)

SIUNA Convention Delegates

Robert Burns

David J. Connolly

Gunnar Lundeberg

Daniel McDonald

Vince O'Halloran

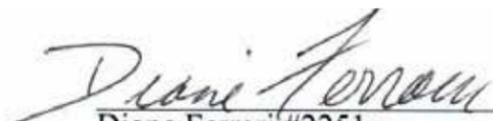
Patrick Weisbarth

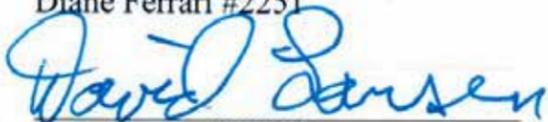
Mike Worth

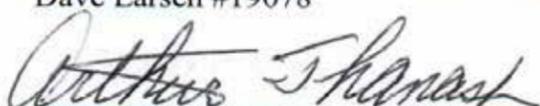
(Three to be elected)

Fraternally

Committee on Election


Diane Ferrari #2251


Dave Larsen #19078


Arthur Thanash #3249


Kaj E. Kristensen #3120


Frank Portanier #3835

The membership will vote on the Committee's report at the November Union meetings.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 14, for inclusion in the election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8½" x 14") on a first-come, first-served basis.



ESU Office Assignments

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



OCTOBER 2015

Official Publication of the Exxon Seamen's Union

ExxonMobil Healthcare Plans and open enrollment for 2016

Even though the plan cost increases are consistently below national trends, due to expected 2016 plan costs, an increase of approximately 4% in EMMP participant and Company contributions will be needed in 2016 for the POS II and HMO options. The monthly increase for participants will range from \$4 to \$19 for employees depending on the plan option and class of coverage selected.

The annual open enrollment for ExxonMobil Medical, Dental, Vision and Pre-Tax Spending Plans begins on October 19, 2015, and runs through November 6, 2015. Employees will be advised of plans changes through annual enrollment materials, currently scheduled for release by mid-October. All employees should receive the 2016 Benefits Open Enrollment booklets and forms from benefits administration around the October 19, 2016 start date. Your booklet, as it was last year, will contain options specific to each employee and the information will be sent to wherever the person is (i.e. home on paid leave or on assignment on the vessel). The Union was also informed that each vessel will receive copies of all the booklets and forms for use if anyone did not receive their own packet. Additionally, should anyone need assistance or has any questions about their benefit plans and availability they can contact Benefits Administration at 713-680-5858 or 800-262-2363.

The following monthly contributions will be in effect for participants in the POS II "A" and POS II "B" options as shown below. Total annual cost includes participant and Company contributions.

POS II "A" Option - Monthly Participant Contributions - Effective January 2016

Class of Coverage	Current		New		Total Annual Cost
	Monthly Participant Contribution	Increase	Monthly Participant Contribution	Annual Participant Contribution	
Participant Only	\$101	\$4	\$105	\$1,260	\$6,264
Participant & Spouse	\$214	\$9	\$223	\$2,676	\$13,404
Participant & Child(ren)	\$214	\$9	\$223	\$2,676	\$13,404
Family	\$310	\$12	\$322	\$3,864	\$19,332

POS II "B" Option - Monthly Participant Contributions - Effective January 2016

Class of Coverage	Current		New		Total Annual Cost
	Monthly Participant Contribution	Increase	Monthly Participant Contribution	Annual Participant Contribution	
Participant Only	\$131	\$5	\$136	\$1,632	\$6,636
Participant & Spouse	\$295	\$12	\$307	\$3,684	\$14,412
Participant & Child(ren)	\$295	\$12	\$307	\$3,684	\$14,412
Family	\$475	\$19	\$494	\$5,928	\$21,396

HMO Options

While there are limited plan changes for the EMMP, HMO options with small and declining enrollment will be eliminated. For 2016 Kaiser Mid-Atlantic and Harvard Pilgrim HMO will no longer be options. Employees impacted by these changes should select coverage under an available option during the annual enrollment period. There will be limited prescription program changes focusing on the links between choices and costs for participants in the Aetna and Cigna options, with personalized communications provided to individuals impacted.

Monthly HMO Employee Contributions – Effective January 1, 2016

Plan/State	State	Participant Only	Participant & Spouse	Participant & Children	Family
Aetna – Connecticut	CT	124.00	289.00	289.00	453.00
Aetna – Dallas/FT Worth	TX	131.00	296.00	296.00	478.00
Aetna – Houston/Baytown	TX	129.00	264.00	264.00	478.00
Aetna – Mid Atlantic	DC/DE MD/VA	124.00	272.00	272.00	445.00
Aetna – New Jersey	NJ	129.00	296.00	296.00	470.00
Aetna – New York City	NY	135.00	301.00	301.00	478.00
Aetna – Oklahoma City	OK	126.00	289.00	289.00	453.00
Aetna – Philadelphia, PA	PA	126.00	239.00	239.00	405.00
Aetna – South Florida	FL	124.00	271.00	271.00	445.00
Cigna – Beaumont SO TX	TX	136.00	307.00	307.00	494.00
Cigna – California	CA	123.00	232.00	232.00	338.00
Cigna – Chicago	IL	126.00	267.00	267.00	466.00
Cigna – DC/MD/VA	DC/MD/VA	123.00	232.00	232.00	338.00
Cigna – Gulf CoastMS/FL/AL	MS/FL/AL	136.00	307.00	307.00	494.00
Cigna – Houston SO TX	TX	126.00	249.00	249.00	453.00
Cigna – Louisiana	LA	126.00	267.00	267.00	346.00

Monthly HMO Employee Contributions effective January 1, 2016 continued

Plan	State	Participant Only	Participant & Spouse	Participant & Children	Family
Cigna – NJ/CT	NJ/CT	132.00	296.00	296.00	470.00
Cigna – N. Central IL	IL	129.00	264.00	264.00	470.00
Cigna – New York	NY	129.00	296.00	296.00	470.00
HMO Illinois (BC/BS)	IL	124.00	260.00	260.00	394.00
Kaiser – S CA	CA	124.00	231.00	231.00	346.00

ExxonMobil Dental Plan – Effective January 1, 2016

There are no increases to participant or company contributions for the EMDP, and benefits are unchanged for 2016.

Class of Coverage	Current		New		Total Annual Cost
	Monthly Participant Contribution	Increase	Monthly Participant Contribution	Annual Participant Contribution	
Participant Only	\$27	\$0	\$27	\$324	\$636
Participant + 1	\$47	\$0	\$47	\$564	\$1,116
Participant + 2 or more	\$77	\$0	\$77	\$924	\$1,836

ExxonMobil Vision Plan – Effective January 1, 2016

Participant premiums for the EMVP will increase \$1.16 - \$3.54 per month depending on the class of coverage selected. These premiums are a result of a three year rate renewal.

Coverage will be expanded to include the following:

- A second, comprehensive eye exam per calendar year
- Retinal screening photography
- Premium Progressive lenses

Class of Coverage	Current		New	
	Monthly Participant Contribution	Increase	Monthly Participant Contribution	Annual Participant Contribution
Participant Only	\$6.55	\$1.16	\$7.71	\$92.52
Participant & Spouse	\$12.72	\$2.25	\$14.97	\$179.64
Participant & Child(ren)	\$12.72	\$2.25	\$14.97	\$179.64
Family	\$20.05	\$3.54	\$23.59	\$283.08

Plan Note: Allowance Increases on Contact Lens from current \$175 to \$200

The contact lens allowance will increase from the current \$175 to \$200 for contact lenses provided as the in-network benefits for the ExxonMobil Vision Plan.



American Progress Equator Crossing

The crew of the *American Progress* took part in the longstanding traditional Equator crossing known as the "Order of Neptune" where the former Pollywogs and King Neptune's court of Shellbacks aboard the ship presided over the ceremony on its trip from the shipyard in Singapore to the West Coast. Equator crossing took place while the vessel was on sea trials, but the actual court was held after the vessel departed the shipyard. Back row standing from left to right: Bianca Cowan ("The Sea Hag/King Neptune's Wife"), Martin Sanderson (Pollywog), Monserrate Cruz (Pollywog), Kevin Proctor (Pollywog), Joseph St, Pierre (Shellback), Mallory Thomas (King Neptune), Lucas Juon (Shellback "Master at Arms"), Captain Bob Shinn (Pollywog), Scott Erhartic (Shellback). Kevin Williamson (Shellback), John McCarthy (Shellback "Court Guard"), Charles Mitchell (Sea Hag Shellback). Front row from left to right: Ein Cooley (Shellback "The Blind Barber"), Thomas LeBlanc (Pollywog) and Gregory O'Connell (Shellback "The Baby").

ESU News

2015 Exxon Seamen's Union Ship Representative Conference

The 2015 Ship Representative Conference convened on September 29, 2015 at the South Shore Harbour hotel and Conference Center in League City, Texas, and concluded on October 3, 2015.

The conference is held on a biennial basis to provide communication and training skills that will enhance the ability of the individual representatives to professionally handle the response process in regard to problems that may arise onboard his/her respective vessel. The Ship Rep. Conference is a part of the ESU effort to insure that the very best representation possible is provided to the members of the Exxon Seamen's Union.

The attendees at this year's conference were as follows: Ship Representatives Mike Harrison (*S/R American Progress*), Thor Floreen (*Eagle Bay*) and newly elected Joe Buffington (*Liberty Bay*). Executive Board members in attendance were: John Straley, Leo DeCastro, Ein Cooley, Jeff Harris, William Ackley and Joel Mitchel. Board Member at Large Donald Picou was unable to attend at the last minute due to a family emergency.

On Wednesday, September 30, SeaRiver Management's day was largely devoted to presentations by various company managers. Attending for the Company included Fleet Operations Manager, Jason Martin, Fleet Staffing Head, Tim Young, Human Resources Manager, Carol Wolfe, Fleeting Manning Coordinators, Helen Wright and Lesa Green and Miguel A. Quiñones from the Legal Department. Ops Manager Jason Martin provided a fleet update and provided an in depth explanation on the new shipboard Internet system and the way it works in conjunction with the IT department. Mr. Martin also gave us a presentation on the plans for the two ANS traders for the next two years and we also received an overview about the betterments that were completed to the *American Progress* during its last yard period in Singapore. The current plan for the *Progress* is to resume trading between Gulf Coast ports and Florida in the gasoline trade.

New HR Manager Carol Wolfe provided an extensive presentation about upcoming changes to the ExxonMobil benefit plans and covered related benefit plans that ExxonMobil employees have access to. In the afternoon the ESU Board and the Ship Representatives had an open discussion with management on questions and topics that are currently prominent in the fleet.

The remaining two days of the conference on October 1, and 2, were focused on Union business which included an overview from the Executive Board on the ESU's finances, goals/objectives, and ongoing Union issues to the Representatives. The Executive Board's session was followed by an open discussion led by Representatives designed to allow for constructive input on different issues experienced throughout the fleet.

Union attendees met for an appreciation dinner at South Shore Grill Restaurant in League City, Texas, on Friday evening to celebrate what had been an ambitious, but rewarding and successful 2015 Exxon Seamen's Union Ship Representatives Conference.

ESU Executive Board & Ship Reps



During the 2015 ESU Ship Representative appreciation dinner at the South Shore Grill Restaurant in League City, Texas, on Friday evening the ESU leadership takes a photo opportunity. From left to right standing: Mike Harrison, Ship Rep. *American Progress*, Ein Cooley, Board Member at Large, Leo DeCastro, Vice President, Jeff Harris, Deck Department Trustee, John Straley, President, Joe Buffington, Ship Rep. *Liberty Bay*, Thor Floreen, Ship Rep. *Eagle Bay*, William Ackley, Engine Department Trustee and Joel Mitchel, Stewards Department Trustee.

ExxonMobil maintains the same dividend for third quarter 2015

The Board of Directors of ExxonMobil Corporation declared a cash dividend of 73 cents per share on the Common Stock, payable on September 10, 2015, to shareholders on record of Common Stock at the close of business on August 13, 2015. This third quarter dividend compares with 73 cents per share remains at the same level as the dividend paid in the second quarter of 2015. Through its dividends, the corporation has shared its success with its shareholders for more than 100 years and has increased its annual dividend payment to shareholders for 33 consecutive years.

There are three ways to receive your dividend if you are a shareholder of ExxonMobil stock.

1. Direct Deposit: The dividend payment is transferred by electronic funds on the dividend payable date directly to your checking or savings account.
2. Check: You may have your dividend checks sent directly to your residence or bank.
3. Dividend Reinvestment: You may automatically reinvest all or part of your dividends in additional shares of ExxonMobil stock through the Computershare Investment Plan for ExxonMobil Common Stock.

Fourth quarter 2015 Lump Sum Pension rate increases to 2.75%

ExxonMobil benefits recently announced for the Fourth quarter that the interest rate for lump sum calculations will be increasing to 2.75% for the period of October 1 - December 31 2015. If you are considering retirement and plan to take a lump sum pension, a higher lump sum interest rate will generally yield a lower lump sum value. Conversely, a lower lump sum interest rate will generally yield a higher lump sum value. You should also contact the ExxonMobil Benefits Service Center (800-682-2847) 120 days before your commencement date to request an Intent to Retire package.

The ESU recommends that everyone that is eligible, or soon to be eligible to retire from the Company, you should consider attending a pre-retirement planning seminar that is offered by ExxonMobil. Other available retirement information is offered by the Company through Ernst and Young that includes retirement and financial planning and on-line financial planning tools at E&Y Financial Planner Web Site. These services are provided at no cost to U.S. employees and offer objective analysis and assistance from experienced financial planners. They will discuss all of your options with you and help you decide what makes the most sense for you. All members are encouraged to take advantage of the Financial Fitness Program. Ernst & Young Financial Planners can be reached at 866-966-1337.

If you are interested in attending retirement seminar and know the session you wish to attend, you should then notify Helen Wright at 832-624-7759 for enrollment. If you do not have a list of dates for 2016, please contact the ESU office.

Ship reports

S/R American Progress

Since departing the West Coast in late September, the vessel transited the Panama Canal with a load of Mogas for delivery to Tampa/Port Everglades. ESU Board officer Leo DeCastro visited the vessel at the ExxonMobil refinery in Beaumont, Texas, on October 19, while the vessel was loading gasoline for delivery in Florida. Regular Ship Representative Mike Harrison back on board and reports all is well. The ship looks real good.

Eagle Bay

Last discharge port was San Francisco and it appears the ship will complete a split discharge between the Puget Sound area and San Francisco for the next trip south. Scheduled to arrive Puget Sound around the 28th for discharge at Anacortes. Regular Ship Representative Thor Floreen is back on board and dealing with a couple small issues, but overall everything going well on the *Eagle*.

Liberty Bay

ESU Board officer Leo DeCastro visited the vessel while at Tesoro 121 in Long Beach on October 13. The ship continues on the Valdez to Long Beach run at the present time. Leo addressed a couple items aboard with ship management and answered some open enrolment questions. Vice President Operations Keith Trotter was onboard and took the opportunity to meet with the crew and answer some questions. AB Wen Tai filling in as Temporary Ship Representative and with the help of Deck Department Trustee Jeff Harris and reports everything is going well.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

P.O. Box 754, Seabrook, TX 77586

Tel (832) 295-3047 Cell (713) 306-9528

Fax (832) 201-0441

E-Mail: esusea@sbcglobal.net

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

Study finds 25% of fish eat rubbish

Roughly a quarter of the fish sampled from fish markets in California and Indonesia contained man-made debris, plastic or fibrous material, in their guts, according to a study from the University of California, Davis, and Hasanuddin University in Indonesia. The study, published in the journal *Scientific Reports*, is one of the first to directly link plastic and man-made debris to the fish on consumers' dinner plates.

"It's interesting that there isn't a big difference in the amount of debris in the fish from each location, but in the type, plastic or fiber," said lead author Chelsea Rochman, a researcher at the UC Davis School of Veterinary Medicine. "We think the type of debris in the fish is driven by differences in local waste management."

The researchers sampled 76 fish from markets in Makassar, Indonesia, and 64 from Half Moon Bay and Princeton in California. All of the fragments recovered from fish in Indonesia were plastic. In contrast, 80% of the debris found in California fish was fibers, whereas not a single strand of fiber was found in Indonesian fish.

Indonesia has little in the way of landfills, waste collection or recycling, and large amounts of plastic are tossed onto the beaches and into the ocean. The problem is made worse by a lack of purified drinking water that forces its residents to drink bottled water.

"Indonesia has some of the highest marine life richness and biodiversity on Earth, and its coastal regions, mangroves, coral reefs and their beaches, are just awash in debris," said co-author Susan Williams, a professor with the UC Davis Bodega Marine Laboratory who has worked on projects in Indonesia for the past several years. "You have the best and the worst situation right in front of you in Indonesia."

Meanwhile, the U.S. has highly advanced systems for collecting and recycling plastics. However, most Californians wash their clothing in washing machines, the water from which empties into more than 200 wastewater treatment plants offshore California. The authors theorize that fibers remaining in sewage effluent from washing machines were ingested by fish sampled in the state.

"To mitigate the issue in each location, it helps to think about local sources and differences in waste management strategies," Rochman said.

The scientists emphasize that the plastic and fibers are found in the fishes' guts. That means humans are likely to ingest the debris only if the fish is eaten whole, as it is in Indonesia, or such as with sardines and anchovies, rather than filleted. However, researchers are still studying whether chemicals in plastic can transfer into the meat.

Panama Canal posts record tonnage for FY 2015

The Panama Canal Authority (ACP) has announced it saw 340.8 million Panama Canal tons (PC/UMS) go through the Canal for its 2015 fiscal year, which ended September 30. That figure represented a 4.3% increase in volume on a year-over-year basis and the highest tonnage figure ever for the Canal, surpassing the previous record of 333.7 million PC/UMS tons set back in FY 2012.

"The Panama Canal continuously works to provide its customers with reliable, first-rate service in response to evolving global shipping and maritime needs," said Panama Canal Administrator/CEO Jorge L. Quijano. "This milestone attests to this commitment, which will only continue to increase after the opening of the expanded Canal."

The Panama Canal noted that container ships registered the most total tonnage,

followed by dry bulk, liquid bulk and car carriers. Compared to the other segments, liquid bulk saw the most notable boost, reporting an increase of 23%, or 11.9 million PC/UMS tons, due to booming diesel, gasoline and propane exports from the United States Gulf Coast to South America and Asia.

The container ship segment also recorded positive results, seeing a 3.7% increase in PC/UMS tonnage year-on-year. Seven new liner services were introduced in January, which also contributed to the increase in cargo passing through the Canal: five in the U.S. East Coast-Asia route, one U.S. West Coast-Europe route, and another one on the North-South route.

In addition, the car carrier segment recorded an increase of 5.2% as a result of exports from Mexico's West Coast destined to the U.S. East Coast.

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

Receive the *West Coast Sailors* via First Class Mail

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



U.S. \$25; International \$50 per year
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes

October 2015

Flu Season

October is usually the beginning of the Flu season. Your health plans provide flu shots with no payment due from you in most cases. Be sure to check with your doctor to see if any other immunizations are recommended or you need updates on previous inoculations.

Maintenance Prescriptions

If you are planning on shipping be sure to have the necessary prescriptions for your voyage. Plan Mail orders can be helpful to you and are less expensive. This can be true even when you are not shipping. Have a list of your prescriptions available in case of emergencies.

Medical plans issue ID cards for all members and dependents enrolled in their plans. Dental Plans normally issue only one ID card for the family. You can photocopy your dental ID for your family and in some cases go on line to print an ID card.

Eligibility

If you are not planning on shipping for an extended period of time check with the SUP Welfare Plan about your eligibility and when you will need to ship again to avoid a lapse in eligibility and coverage. Check with the Plan office whenever you finish a voyage to find out where your eligibility stands.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870

berittrainrep@sbcglobal.net

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

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

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

Seafarers Medical Center 415-392-3611

Hypertension meds at night

Taking hypertension medicine at night instead of in the morning may control blood pressure more effectively and significantly lower the risk for diabetes.

A dip in blood pressure during sleep is normal, and a nighttime dip of less than 10 percent in systolic pressure (the top number) is known to be associated with a higher risk of death.

Researchers studied 2,012 men and women with high blood pressure. Their average age was 53, and none had diabetes at the start of the study. The researchers randomly assigned half of the people to take all their hypertension medicine at night, and half to take it all in the morning.

Over an average of six years, 171 developed diabetes. After adjusting for fasting glucose, waist circumference, mean sleeping blood pressure and other factors, those who took their medicine before going to sleep had a 57 percent lower risk for diabetes. Taking medications at night also resulted in a greater relative decline in nighttime blood pressure. The study is in *Diabetologia*.

"We are recommending now that patients take the meds in the evening. It's a no-cost intervention," said the lead author, Ramon C. Hermida, a professor of biomedical engineering at the University of Vigo in Spain, adding that patients should not change their medication regimens without talking to their doctors.

Membership and Ratings Committee

The Committee met on October 1, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Danilo Perez Bk. 3878	6 Years	A.B.	A
Rodelio Santos Bk. 7525	6 Years	A.B.	A
Camilo Moreno, Jr. #19415	1 Year	A.B.	B
Matt Blom #19416	1 Year	A.B.	B
Taufiq Wasel C-2544	30 Days	A.B.	C
Rodolfo Bautista C-2545	30 Days	A.B.	C
Nicholas Wedel C-2546	30 Days	A.B.	C
Mike Bay C-2547	30 Days	A.B.	C
Jape Geonzon C-2548	30 Days	A.B.	C
Edwin Baptista C-2549	30 Days	O.S.	C
Ronald Brito C-2550	30 Days	O.S.	C
Ronildo Dimatulac C-2551	30 Days	A.B.	C
Romelito Linatoc C-2552	30 Days	A.B.	C
Rating Stamps - None			

Membership and Ratings Committee's Report: M/S (Pfaff-several) to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Paul Fuentes #2239, Gio Navarro #C-2437 and Raul Guillen #19213.



SUP President's Report

October 13, 2015

APL NEGOTIATIONS

During the life of the 10-year agreement with APL Marine Services that expired on September 30, the company has had its financial highs and lows. The wars in Iraq and Afghanistan were boom years, but with the withdrawal of U.S. forces from Iraq and the winding down of American involvement in Afghanistan, military cargo has all but dried up with the maritime industry being over-tonnaged worldwide, freight rates continue to sink and the differential between U.S. and foreign-flag vessel operations, including crew wages and benefits, continues to grow. What is needed, besides cargo, is increased funding for the nine vessels APL has enrolled in the Maritime Security Program (MSP).

As reported in the July and August issues of the *West Coast Sailors*, APL's parent company, Neptune Orient Lines (NOL) has lost \$1.5 billion since 2009 and is potentially up for sale.

All of the negative financials of APL/NOL were a constant presence during negotiations with the company.

Prior to the commencement of bargaining, the SUP Negotiating Committee caucused on September 18, to review proposals submitted by the membership and to formulate proposals that were agreed to by Matson in 2013. The elected rank-and-file committee was comprised of Paul Fuentes, Isnin "Izzy" Idris, Noel Isumaru and Janan Jahar plus Vice President Dave Connolly and your secretary. It should be noted that Brother Isumaru shipped prior to the conclusion of bargaining and was relieved by Tom Koppel.

Negotiations began on September 21, at SUP Headquarters between the SUP, MFOW and SIU-Marine Cooks bargaining committees and APL, which was represented by Bob Stevens, Vice President of Labor Relations; John Dragone, Director of Labor Relations; and "Jerry" Carbiener, Senior Labor Relations Consultant.

General Rules

Negotiations are often contentious and this round with APL was no exception.

The company made several proposals that would have gutted key provisions of the General Rules. Specifically and repeatedly they proposed language that would have drastically reduced the launch service requirement for the entire ship's crew. This was a cost-saving measure that was rejected by the Unions. The company also proposed a five-year term with minimal wage increases over the course of the agreement which was also rejected by the Unions.

The highlights of what was finally agreed to on the evening of September 30, is as follows:

Term of Agreement:

October 1, 2015 through September 30, 2018 (three years).

Wages:

- Wage freeze effective October 1, 2015.
- 2.5% increase in wages and wage-related items effective October 1, 2016
- 2.75% increase in wage and wage-related items effective October 1, 2017

Pensions:

A \$75 per month increase for those who retire on or after July 1, 2015 at age 60 or older with 25 years seetime with pro-rata increases for those with less than 25 years covered employment.

Members already on pension who retired at age 55 or older with at least 20 years of qualifying time will receive a 2% increase to their monthly benefit, retroactive to July 1.

(More to report on the pension later in this report.)

Other General Rules provisions agreed to are as follows:

Section 8 (a) Added the following Union proposed language: "Additionally, an accurate, transparent and consistent means of tracking STCW rest hours shall

be made available in accordance with the 2010 Manila Amendments to the STCW Convention."

Section 8 (d): The company agreed to direct deposit of wages in a crew member's designated bank if that was what he/she requested.

Section 9 (h): Smoking prohibited in all common area interior spaces, except where specifically authorized under current collective bargaining agreements.

Section 10 (a)(2): Eliminated the "hold harmless" requirements for Union official visiting ships.

Section 15 (c): Added Union proposed language: "Crews members not on duty shall be paid at the overtime rate for all time spent in drills, safety indoctrinations and meetings that exceed one hour, except for U.S. Coast Guard run drills."

Section 15 (e): "The parties agreed that unlicensed personnel shall not be required to enter lifeboats during any part of a lifeboat lowering operation during the drill."

Section 16 (a): Lodging and subsistence increased to meet those rates covered in the Matson agreement.

Section 17 (c): Limousine expenses increased from \$15 to \$30.

Section 17 (m): Regular baggage charges now will include two checked bags.

Section 19: Washington's Birthday changed to President's Day in accordance with the nation holiday structure.

SUP Work Rules

APL hit the SUP Negotiating Committee hard and heavy with draconian proposals to eliminate overtime minimums, travel time and the 3 o'clock knock-off in port. All were rejected.

The company also proposed that the one-man watch system be put into effect at all times as with Matson. The Committee rejected this proposal as it was clear during the course of bargaining that APL was not willing to offer anything for it. Therefore, the watchstanding system remains status quo: two-man watches coastwise in the United States and between certain ports-of-call in East and South Asia.

Other Work Rule proposals agreed to are as follows and are all improvements over the previous agreement:

Section 7 (a): Added SUP proposed language: "When a vessel's complement is short one or more AB watchstanders, one or more AB (watchstanders/dayworkers) shall be reassigned as AB watchstander for the duration of the voyage, or until relieved by a replacement AB watchstander. AB's that are reassigned shall receive overtime pay for all watches stood on Saturdays, Sundays and holidays."

Section 10: Equalization of overtime: "Watchstanders are to be compared to watchstanders and dayworkers to dayworkers for the purpose of meeting the requirement of this section."

Section 11 (c): "AB Dayworkers may be ordered to relieve watchstanders to achieve compliance with STCW rest hours. When this work is performed during overtime hours, the regular overtime rates shall apply."

Section 11 (i): "When called from watch below to tie up or let go, sailors shall not be required to conduct a stowaway search."

Section 11 (l): Oil spill rate increase to \$19.18 per hour during straight time.

Section 14: Add the following Union proposed language: "The bosun shall perform general maintenance work that does not interfere with his/her supervision of the gang."

Section 14: Add the following Union proposed language: "The bosun shall be required to standby the windlass when mooring, unmooring or anchoring. When relieved from this job he/she shall only be relieved by a sailor."

Section 33 (a): New deck stores language: "Sailors may be required to handle deck stores and fresh daily stores (milk, vegetables and perishable items) on the dock and/or aboard ship."

Section 33 (d): "A minimum of three sailors shall be

used to operate each existing stores crane."

Section 36 (e): New language added to the second paragraph: "When calling watchstanders for retained work, the previous watch should be used if available."

Section 39. (b)(4): "When shifting from anchorage to anchorage, all available sailors are to be used."

Section 42: "At sea, while on watch, the watchstanding ABs shall have coffee on the bridge."

Training:

Effective October 1, 2015, the company shall make contributions to the SUP Training Plan in the amount of \$6.50 per day. Effective October 1, 2016, the mandatory contribution rate will increase by 2.5% and on October 1, 2017, by 2.75%.

SUP Welfare Plan:

Contributions increased by 2.5% effective October 1, 2015, in accordance with the Medical Services Consumer Price Index (CPI).

The SUP Negotiating Committee, along with MFOW and SIU-Marine Cooks Negotiating Committees, believe they have negotiated the best possible contract with a company that is in financial straits and therefore, recommends membership ratification.

MARITIME SECURITY PROGRAM

All shipowners and operators that participate in the Maritime Security Program (MSP), including SUP-contracted APL Marine Services, have in recent years complained that the \$3.1 million is inadequate to make the program fiscally viable. Maritime labor in conjunction with the operators and the U.S. Transportation Command (TRANSCOM) have been pressing Congress to raise the amount.

The opportunity occurred on October 9, when the House of Representatives spearheaded by Congressman Duncan Hunter (R-California) and Congressman John Garamendi (D-California) voted to raise MSP funding over the next six years to \$5 million per ship for the 60-ship MSP fleet.

The vote was part of the bill (H.R. 702) to end the 40-year ban on the export of American oil.

The fight to boost MSP funding ran into a roadblock when Congressman Justin Amash (R-Michigan) introduced an amendment to strip MSP funding from the oil export bill. The vote on Amash's amendment was a definite win for the maritime industry as it was soundly defeated with only 109 (107 Republicans and two Democrats) in favor and 306 opposed – demonstrating wide support for increased MSP funding.

The oil export bill with the MSP provision passed with 261 in favor and 159 against. Many, who voted in favor of increasing MSP funding, voted against the overall export bill. Congressman Garamendi was one, stating while he supported the MSP provision, he was opposed to allow unfettered foreign exports of American domestic crude oil, saying it presented a "shocking break with precedent by not requiring the crude oil to be transported in U.S.-flag vessels."

The bill now moves to the Senate where its fate is uncertain. President Obama has threatened to veto any bill that provides for the export of American petroleum.

PENSION INCREASE

As reported in last month's *West Coast Sailors*, the SUP, MFOW and SIU-Marine Cooks proposed and successfully negotiated a pension increase for future and current retirees with APL Marine Services and Matson on September 16.

For those participants of the SIU-Pacific District Pension Plan who retire on or after July 1, 2015, the pension benefit will increase by \$75, for those who retire at age 60 or older with 25 years seetime with pro-rata increases for participants will less than 25 years covered employment.

Members already on pension who retired at age 55 or older with at least 20 years of qualifying time will receive a 2% increase to their monthly benefit, retroactive to July 1.

continued on next page

SUP President's Report *continued*

The benefit breakdown for those who retire on or after July 1, 2015, is as follows:

	Monthly Benefit 7/1/2014	Monthly Benefit w/\$75 Increase
I Long Service Benefit (25YOT)		
(1)-Retiring at age 60 or older	\$2,000.00	\$2,075.00
(2)-Eligible for Social Security Disability, any age	\$2,000.00	\$2,075.00
(3)-Retiring between ages 55 and 60	\$1,670.58	\$1,733.23
(4)-Retiring under age 55	\$300.00	\$300.00
II Basic Service Benefit (20YOT)		
(1)-Retiring at age 60 or older	\$1,600.00	\$1,660.00
(2)-Eligible for Social Security Disability, any age	\$1,600.00	\$1,660.00
(3)-Retiring between ages 55 and 60	\$1,441.18	\$1,495.22
(4)-Retiring under age 55	\$250.00	\$250.00
III Reduced Service Benefit		
(1)-15YQT	\$900.00	\$933.75
(2)-16YQT	\$960.00	\$996.00
(3)-17YQT	\$1,020.00	\$1,058.25
(4)-18YQT	\$1,080.00	\$1,120.50
(5)-19YQT	\$1,140.00	\$1,182.75
IV Disability Retirement Benefit		
(1)- 25YQT, retiring at age 60 or older	\$2,000.00	\$2,075.00
(2)- 25YQT, retiring at ages 55-59	\$1,670.58	\$1,733.23
(3)- 25YQT, retiring under age 55	\$300.00	\$300.00
(4)- 20YQT-24YQT, retiring at age 60 or older	\$1,600.00	\$1,660.00
(5)- 20YQT-24YQT, retiring at ages 55-59	\$1,441.18	\$1,495.22
(6)- 20YQT-24YQT, retiring under age 55	\$250.00	\$250.00
(7)- 15YQT-19YQT	\$187.50	\$187.50
(8)- 15YQT-19YQT and eligible for Soc. Sec. Dis.	\$218.50	\$218.50
(9)- 10YQT-14YQT	\$125.00	\$125.00
V Dependent Child Benefit		
(1)-Per child under age 18	\$25.00	\$25.00
VI Deferred Vested Benefit per Year of Qualifying Time		
(1)-200 or more Qualifying Days	\$60.00	\$62.25
(2)-125 to 200 Qualifying Days	Pro Rata	Pro Rata
(3)-Less than 125 Qualifying Days	\$0.00	\$0.00

It must be noted that the benefit increase negotiated with APL and Matson is applicable to those employed by Chevron, Foss, Patriot and the San Francisco Bar Pilots.

The pension increase was accomplished under Section 30(e) of the collective bargaining agreements with APL and Matson which was based on the net actuarial gains made by the Plan from September 1, 2013, through August 31, 2014. The market value of Plan assets as of August 31, of last year was over \$111 million with a vested funding ratio of 133%.

On paper it would appear that the Pension Plan is in good shape, but under provisions of the Pension Protection Act of 2006 a new wrinkle, known as the "credit balance," gets thrown into the mix.

Under the Act, every multi-employer defined benefit pension plan is required to have an annual actuarial valuation, and one of the purposes of this is develop a minimum required contribution in accordance with Internal Revenue Service (IRS) regulations. This minimum contribution is certified by the actuary (Greg Pastino of Bolton Partners for the Pacific District Plan) to be the amount necessary to fund the next year's benefit accruals and expenses plus an amortized portion of past service liabilities. When actual employer contributions to the plan exceed the minimum required, a "credit balance" is established. The credit balance may be used to offset minimum funding requirements in years where the employer contributions are less than the minimum. When employer contributions and available credit balance are no longer sufficient to satisfy minimum requirements, a negative credit balance, or funding deficiency, occurs and actions must be taken to avoid penalties and excise taxes. The Pension Protection Act requires that if a multi-employer defined benefit plan is projected to have a funding deficiency within seven years, then the plan is in Endangered Status. At that point, a Funding Improvement Plan must be adopted to rectify the situation, and the solution usually involves some combination of increased employer contributions and reductions in future benefit accruals.

As the membership may or may not know, APL and Matson stopped making pension contributions in 1993 when the Plan was declared "fully funded." Since that time the "credit balance" was sufficient to cover minimum required contributions as mandated by the Pension Protection Act, but as a consequence the credit balance declined each year.

Therefore, without new contributions made by APL and Matson plus Foss Maritime Company, which already makes contributions, and Patriot Contract Services, which does not, the Plan actuary projects that the credit balance will be exhausted by 2023, resulting in an Endangered Status certification by the IRS in 2017.

Since the employers have had a free ride since 1993, and since it is their responsibility

to properly fund the Plan, APL and Matson agreed on September 16, to resume making contributions at the rate of \$10 per manday effective January 1, 2016. Since Patriot has fixed rate contracts with SUP, MFOW and SIU-Cooks for government vessels, a reallocation of welfare benefits will need to occur to accomplish the \$10 per manday rate. An increase in the rate contributed by Foss will need to be accomplished in bargaining next year. In addition, the pension contributions for officers of the SUP and MFOW will increase on January 1, from \$2.05 per day to \$10 per day (for 200 days).

However, APL and Matson were adamant that, as a trade-off for making contributions, the Unions would not propose increased pension benefits in general bargaining with either company until July 1, 2021, but could propose increasing benefits under Section 30(e) in 2018 and 2020.

By funding the Pension Plan to eliminate the credit balance problem, those retiring in a few years should see a significant increase in the pension benefit.

EXPORT-IMPORT BANK

As the membership knows, re-authorizing the Export-Import Bank of the United States is critical to generating cargo for U.S.-flag vessels.

In a rare move, a bipartisan coalition of House members on October 9, collected enough signatures on a petition to force a vote on renewing the charter for the Bank.

Republican and Democratic supporters of the Bank, which provides subsidies and loan guarantees –at no cost to the American taxpayer– to foreign buyers of U.S. goods, collected 218 signatures –a majority of the House of Representatives– on what is known as a "discharge petition". That requires the House to take up legislation to revive the Bank, authorization for which lapsed at the end of June. A floor vote is set for October 26.

If the vote is successful, legislation will go to the Senate where there is significant backing. However, Senate Majority Leader Mitch McConnell is opposed to renewing the Bank but stated he is willing to let the legislation through but most likely only as an amendment to other legislation.

The Export-Import Bank is opposed by many conservative Republicans as they view it as a form of corporate welfare.

SUP ELECTION

As per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desire to become candidates for the 2016-2019 term of office shall have their acceptance in the office of the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, CA 94105) prior to midnight, Wednesday, October 14, 2015.

The acceptance shall be by letter which shall be dated and shall contain the following: a) The name of the candidate; b) His/her home address and mailing address; c) His/her membership number; and d) The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the positions of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention.

Nominees who shall fail to comply herein with shall be regarded as having declined the nomination.

The Committee on Candidates/Election Committee will turn-to at Headquarters at 9:00 A.M., Thursday, October 15, to verify the eligibility of the candidates, select and recommend for membership approval an Impartial Balloting Agent and otherwise prepare the ballot. The Committee's report will be acted upon at the November coastwise meetings.

Candidates for office may request and require the Union to distribute campaign literature at the candidate's request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 3. Campaign literature that the candidate requests to be mailed must be ready for mailing: stamped; envelopes stuffed and sealed; or flyers stamped, folded, and sealed.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 13, for inclusion in the election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8½" x 14") on a first-come, first-served basis.

The secret mail balloting for officers for the 2016-2019 term will begin on December 1, 2015 and end on January 31, 2016. The ballots will be counted on February 1, 2016.

BUILDING CORPORATION

The Trustees of the SUP Building Corporation along with Tony Crossley, Senior Vice President of Colliers International met on October 9, to listen to a presentation by a real estate development company, Mac5. The principals of the company are Enrique

continued on next page

SUP President's Report continued

Landa and Dylan MacNiven, who have a successful track record in San Francisco of developing "historic" properties such as the Union's Headquarters.

Both Landa and MacNiven recognized the importance of the hiring hall and the offices that surround it. Their plan calls for retrofitting the building to 21st Century standards: electrical, plumbing, elevators and full compliance with Americans With Disabilities Act requirements.

Under their tentative proposal, the SUP would retain ownership of 450 Harrison Street but would enter into a master lease with Mac5 for the building and two adjacent parking lots. Mac5 would provide the capital for the renovation of the building, interim rent for the Union and the construction of two residential buildings on the parking lots.

The Building Corporation thought the presentation worthwhile and requested Mac5 to provide more details.

SUP OFFICERS' WAGES

Article XV, Section 1(a) of the SUP Constitution states: "The salaries and supplemental pay [of Union officers] shall be adjusted automatically on the same percentage basis whenever the membership has a percentage adjustment in wage and vacation pay for the offshore agreements."

On July 1, members working aboard Matson Navigation Company vessels and those employed under the SUP/Matson Maintenance and Extra Maintenance Agreements received a 2.75% increase in wages and wage-related items. As reported, effective October 1, members employed aboard APL Marine Service's nine vessels enrolled in the Maritime Security Program (MSP) and those working under the Maintenance and Extra Maintenance Agreements will have their wages, etc., frozen at the October 1, 2014 rates.

Therefore, recommend consistent with the Constitution, that officers of the Union receive a 1.375% increase in wages and vacation pay retroactive to October 1.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters meeting to review the finances of the Union for the third quarter of 2015, and report back to the membership at the November coastwise meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit of the Unions funds is completed, which will be in about three weeks, necessary committee members will be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will turn-to on Monday, November 9, at 8:00 A.M.

HOLIDAYS

Veteran's Day: All SUP halls will be closed on Wednesday, November 11.

Thanksgiving Day: All SUP halls will be closed on Thursday, November 26.

ACTION TAKEN

M/S to ratify the APL contract. Carried unanimously.

Election of Quarterly Finance Committee: Diane Ferrari, Dave Frizzi, Izzy Idris, Frank Portanier and Art Thanash.

Committee on Election Candidates: Nominated and elected were: Diane Ferrari, Kaj Kristensen, Dave Larsen, Frank Portanier and Art Thanash.

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

Gunnar Lundeborg



San Francisco Pilot Boats: California, Drake, and Golden Gate, in September. The SUP represents all boat captains and dispatchers employed by the San Francisco Bar Pilots. Picture taken by Captain Einar Nyborg

Vice President's Report

October 2015

El Faro

Our brothers and sisters, in a wicked hurricane, were lost at sea. Before the search was over the Jones Act was to blame. There is something foul in the reflex of capitalism to seek opportunity in catastrophe. Some said that Jones Act abolition would honor the dead. And here we must object: those who seek to profit from misery and loss in a fake call for safety can go to hell. This was a maritime workplace tragedy of proportions as horrific as they were historic. It was a series of personal tragedies suffered together in conditions that are easily understood by people who go to sea for a living as deeply emotional and mostly unspeakable. The lives of 33 mariners were at once stopped short and the hearts of their families and friends forever broken. There are SUP members who knew some of the crew. For the rest of us, it is as if we knew them. We know the watches and the work. In the literal sense, we know the drill. Familiar with that class of ship; we know how ships behave in bad weather. The terrible things that we don't know we can all too easily imagine with a lucidity that sickens. The shocking pow of the bow buried in the trough and the screeching rattle of the wheel when it came free of the water, or how the howling increased when the main engine quit, or the frantic damage control in an absurd cacophony of alarm, or the sound of cargo breaking loose, and the scramble to don survival suits, and the grim muster to launch boats into the havoc. They did what we would do, fight for control over a menace beyond control, and the horror was not political. After the National Transportation Safety Board report we will labor to improve the safety of those in peril on the sea – but now we grieve. Speaking about both ocean waves and a metaphorical sea of love Hart Crane wrote "Mark how her turning shoulders wind the hours." We mark what shoulders turned, and founder together winding the last hours of *El Faro*.

USNS Red Cloud: Adam Tassin, delegate. Investigated and pursued satcom clearance for crew. Broke foreign articles in Charleston for load out in preparation for RAV (Repair Availability Status) status in a New Jersey shipyard.

USNS Soderman: Ean Anderson, delegate. Report of improper drug test protocol raised with management. After investigation with vendor, management agreed to our demand to destroy all samples.

APL China: Wil Williamson, delegate. Clarification on ship meetings, on delayed sailing in Dutch Harbor, and call-outs following meal periods.

APL Agate: Mark Relojo, delegate. Anchoring for seven days in Singapore before resuming the new ASI run. In good shape.

APL Cyprine: Doug Boe, delegate. Clarification on all hands work.

Florida Voyager: Danilo Perez, delegate. Dues check made and *West Coast Sailors* sent to Pascagoula address. Headed for the Canal and California.

California Voyager: Chris Thornsen, delegate. Call from Bosun Scott Oliphant indicates most things okay tramping around the Gulf. Crew handled a very long Mississippi River passage to Baton Rouge.

Pax: Noel Romero, delegate. This hard working tanker was briefly shorthanded compounding the workload. Sean Cavanaugh and Artemis Ervin deserve credit for carrying that load. Reliefs in Sakai, Japan. Clarifications on overtime and watchstanding. Management notified of problems.

Dave Connolly

Nicaragua canal project fraught with risks

Nicaragua's planned \$50 billion canal project is "fraught with risks and uncertainties," and could cause more harm than good unless the government and its Chinese builder fund a host of mitigation measures, an environmental consultancy said.

The 172-mile, Chinese-backed project to rival the Panama Canal is one of the world's most ambitious infrastructure schemes, but it has been met with widespread incredulity, especially over its source of funding and planned 2020 completion deadline.

The social and environmental impact study by the consultancy, Environmental Resources Management Ltd, echoed many of the same concerns. It urged Nicaragua's government to verify project builder and operator, Hong Kong-based HK Nicaragua Canal Development Investment Co Ltd (HKND Group), complied with international standards before construction begins. The study was commissioned by HKND. The company is controlled by Chinese telecom mogul Wang Jing, who has dodged questions about his financial backers and much of his business background.

Environmental Resources Management said the canal was likely to have an overall positive impact on Nicaragua, the second-poorest country in Latin America, but only if it follows international standards, such as protecting biological reserves and assessing possible hazards from earthquakes. The report was particularly critical of the project's planned five-year timeline, saying it would create "logistical, procurement and workforce challenges."

HKND had planned to start excavation this month but has pushed the start date to early next year, amid planned further studies. The consultancy also said HKND had not followed transparency standards, including sharing information with about 30,000 people who might have to move from their homes or lose their assets or livelihood.

The study was delivered in June and released to the public on September 29.

The report said the canal could help Nicaragua protect nature reserves near the planned route, as happened in the area around the Panama Canal. But the consultancy warned that a worst-case scenario, where the project is begun but not completed, could harm while providing none of the proposed economic benefits. Without secure financing, a strong business case for the canal and measures to limit the project's environmental impact, "Nicaragua may be worse off than doing nothing," the report said.

SUP Branch Reports

Seattle

September 21, 2015

Shipping: 1 Boatswain to Navy bottom filled with a C-cards; 6 Able Seaman jobs shipped and filled with 2 B's and 4 C-card; and 9 standbys to 5 A-card and 4 B cards.

Registration: 8 A cards for a total of 22; 10 B cards for a total of 25 and 3 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. Both the *SS Lihue* and *SS Kauai* broke out and calling for crew. The Patriot vessels: *USNS Charlton*; *USNS Soderman*; *USNS Dahl*; *USNS Shughart*; *USNS Gilliland* called Seattle for crew replacements.

I represented the SUP at the following meetings the King County Labor Council Executive Board and Delegates meetings; the Seattle Marine Business Coalition; the North Seattle Industrial Association.

The SUP appeared and testified before the Seattle Hearing Examiner as an Intervenor in the Matter of Appeal of Foss Navigation and the Port of Seattle in their claim that the City of Seattle was in error in defining what "Cargo" is and requiring the Port of Seattle to gain an individual permit for every vessel docking in the Port of Seattle. If the City prevailed in its interpretation of cargo and what is a proper use of a "cargo facility" the results would have rendered the Port of Seattle as a non-functioning port. Some examples of the City's definition of what activities should not be allowed were the following: "maintenance and repair work"; "lay berthing"; and the "loading of stores and supplies". Needless to say that would bounce Matson Navigation right out of here. Lucky for the maritime industry and those of us whose livelihoods depend on it, the Judge ruled against the City and in favor of a "working waterfront".

Vince O'Halloran, Branch Agent

Wilmington

September 21, 2105

Shipping: Bosun: 5, AB: 18, AB Maint: 7, OS: 3; standby: 69. Total jobs shipped: 102. Registrations: A: 25 B: 25 C: 17 D: 13

Ships checked

R.J. Pfeiffer (Vern Johansen, Bosun,

Jimmy Alarcon, Delegate – no beefs), *APL Singapore* (lots of kinks), *Mahimahi*, *Mississippi Voyager* (Tony Campos, Delegate), *Manukai*, *APL Thailand*, *Mokihana*, *Manulani* (first Matson ship to get new incinerator, working out jurisdiction issues), *APL Philippines*, *Mahimahi*, *Maunawili* (went through two typhoons), *APL China*, *Mahimahi*, *Maunalei*, *APL Belgium*, *Mahimahi*, R.J. Pfeiffer.

It has been a very busy month. On August 17, Eli Wegger and I attended to LA Federation of Labor delegates meeting. Went to the mike to ask for support for the Labor Day Parade.

On August 19, attended a memorial for Hugh Hunter at the ILWU Memorial Hall in Wilmington. Hugh started out as a seaman from Australia, joined the SUP when he got to the West Coast, and had a ship shot out from under him in WWII. He eventually joined and retired from the ILWU. Hugh was a highly respected and active pensioner even letting go and tying up the *Lane Victory* when he was well in to his 80's. Now he's joined Mrs. Hunter. Smooth sailing, Hugh.

Also on August 19, met the TRL Seafarer Deck Class on the *Lane Victory*. This is a new program for Ordinary Seamen. It was good to see instructors showing students how to use a needle gun!

On August 25, along with SUP and MFOW members, attended the funeral of Isaias Desousa at Holy Trinity Church in San Pedro. Condolences to Mrs. Desousa and family.

On September 7, the Labor Day Parade and picnic was held. It was a very hot but great day for labor. The Harbor Labor Coalition lead by Louie Diaz put on the 36th and biggest parade yet. IBU was followed by MM&P, and MEBA was followed by SUP and MFOW, followed by SIU. Abdulla Sankofa carried the SUP banner, and Pasquale Gazillo carried the MFOW banner. All had good feelings about the solidarity of the day. The SUP/MFOW did a lot of the barricade work. Thanks to all who helped. As is our tradition, we fed the community at the picnic following the parade. On September 10, attended the MTD meeting.

On September 13, attended Bill Berger's Celebration of Life at the San Rafael Rod and Gun Club. It was a beautiful day right next to the San Francisco Bay. There was a great mix of Bill's family and his SUP family. Many of us spoke about Bill and shared sea stories and talked about

what an impact Bill had on all of us. At the Wilmington Hall, at the same time, there was a well-attended memorial for Bill. Besides the record for longevity with the SUP (73 years), Bill sent more sailors to work, settled more beefs and chewed out more captains and mates (and sailors) than anyone in the SUP. Bill was a true SUP legend. I miss him very much. Condolences to his wife Diane and all his family members.

Congratulations to Salvador Del Rosario and Jose O. Duran, Wilmington's two newest AB's.

Mark Hurley, Branch Agent

Honolulu

September 21, 2015

Shipped the following jobs in the month of September: 1 Bosun steady, 1 Bosun return, 1 AB Day steady, 2 AB Day relief, 1 AB Watch steady, 1 OS Watch steady, and 2 AB Maint steady. The shipping jobs were filled by 2 A cards, 5 B cards, and 2 C cards. Shipped 26 standby jobs. The standby jobs were filled by 6 A cards, 11 B cards, 6 C cards, and 3 D cards.

Registered in September: 8 A cards, 6 B cards, 1 C cards and 3 D cards. To date, total registered: 15 A cards, 12 B cards, 2 C cards and 5 D cards.

Ships checked

I visited the *Manukai*, *Maunalei*, *RJ Pfeiffer*, *Lihue*, *Maunawili*, *Manulani*, *Manoa*, *Kauai*, *Mokihana*, *Maui*, *Mahimahi*, *Matsonia*, and the Paint and Rigging gang. All are running with few or minor beefs except the *SS Lihue*. The Chief Mate on there is not very knowledgeable with the SUP contract or SUP sailors. Or at least he acts like he isn't.

I represented the SUP at the Hawai'i Ports Maritime Council meeting, and the Hawai'i AFL-CIO executive board meeting.

Fair Winds & Following Seas to our beloved Brothers and Sisters aboard the *El Faro*. What a terrible tragedy. On behalf of the Honolulu SUP membership I wish to send my condolences and best wishes to the families and friends of all the crew members that were lost.

Mike Dirksen, Branch Agent

TWIC enrollment center in Honolulu changes location

The Universal Enrollment Center moved to a new facility on Wednesday, October 21. Operations have ceased at the legacy location effective close of business Friday, October 16.

The new location is approximately 3.2 miles from our legacy location at 1130 N Nimitz Hwy. The address of the new Honolulu, Hawai'i Universal Enrollment Center is:

IdentoGO
H&R Block #12237
1415 Kapiolani Blvd
Honolulu, HI 96814-4510

The hours of operation are: Monday - Friday: 8:00 AM - 12:00 PM & 12:30 PM - 4:00 PM, 2015.

Any TWICs which haven't been activated at the legacy location on N Nimitz Hwy will be available for activation at the new location on 1415 Kapiolani Blvd.

Business Agent's Report

October 13, 2015

Maui: What a difference a trip makes. The good ship *Maui* in and out of Oakland with no beefs; Mike Worth Bosun, Mike McLavy as delegate.

Kauai: Called back the crew after being laid up for over a month. All returned but one. Good to see her back in service. Chris Bunheirao as Bosun, Mick McHenry as delegate.

Manoa: Running smoothly with the Swede as Bosun; Duke Maringer delegate.

Lihue: Ongoing issues with the mate, with time back, time off, not paying when turning-to. Mate speaks with forked tongue (says one thing and red lines the sheets) and is a real penny pincher. Bottom line authorization (we don't work for free). Needs to work on his people skills. Charm school is highly recommended. Great gang on board with Dennis Belmonte as bosun, Allen Gonzalez delegate.

Mahimahi and Mokihana: Both skipped Oakland twice; running out L.A.

Matsonia: In deep lay-up at Oakland #60.

APL Thailand: In with no beefs, Dimtri Selvenez as Bosun, David Mercer as delegate.

APL Belgium: Sailed for the Far East with five fresh ABs. In good hands with Robert Jones as Bosun and Nick Hoodgendam as delegate.

APL China, APL Philippines and APL Singapore: Checked in with these ships. Little or no beefs.

Cape Henry: Running smoothly with Dave Frizzi as Bosun

Admiral Callaghan: Robert Reed is Bosun.

Cape Orlando: Paid-off over the weekend after a seven-day turbo activation. Captain complimented the deck gang on the bang-up job they did and welcomed them back any time.

Also dispatched and worked in the front office.

Roy Tufono

Dispatcher's Report

Headquarters—Sept. 2015

Deck	
Bosun	2
Carpenter	0
MM	4
AB	30
OS	7
Standby	23
Total Deck Jobs Shipped	66
Total Deck B, C, D Shipped	45
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.	66
Total B, C, D Shipped-All Depts.	45
Total Registered "A"	20
Total Registered "B"	36
Total Registered "C"	15
Total Registered "D"	34

Statement by President Obama on the *El Faro*

"The captain and crew of the *El Faro* were Americans and Poles, men and women, experienced mariners and young seamen. They were beloved sons and daughters and loving husbands and fathers. They were dedicated engineers, technicians and a cook. And these 33 sailors were united by a bond that has linked our merchant mariners for more than two centuries—a love of the sea. As their ship battled the storm, they were no doubt working as they lived—together, as one crew. This tragedy also reminds us that most of the goods and products we rely on every day still move by sea. As Americans, our economic prosperity and quality of life depend upon men and women who serve aboard ships like the *El Faro*."

I thank everyone across our government and in the private sector who worked so tirelessly, on the sea and in the air, day after day, in the massive search for survivors. The investigation now underway will have the full support of the U.S. government, because the grieving families of the *El Faro* deserve answers and because we have to do everything in our power to ensure the safety of our people, including those who work at sea. Today, 28 American families—from Florida to Maine—and five Polish families are heartbroken. May they be comforted, in some small way, in knowing that they have the love and support of their neighbors, the merchant mariner community and the American people. May God bless the men and women of the *El Faro*. May He comfort their families. And may He watch over and protect all those who serve at sea on behalf of us all."