

## Editorial

# Island Shipping Woes...

Guam, of course, has deep and abiding troubles with shipping, a necessity on an island thousands of miles away from the sources of supply. We here think our shipping rates are too high, and the ships arrive too seldom. We have trouble at the port because it is too small to take all the ships promptly, and we cringe with dismay at the inefficiency in getting our merchandise unloaded and brought to our stores and warehouses.

Yet, we are walking through a veritable bed of roses, when we compare our woes with that of our neighboring islands throughout Micronesia. Just Sunday Bernard Helgenberger, President of Transpacific Lines Inc. announced an immediate, temporary, emergency terminus charge of \$20 per revenue ton on all cargo within the Trust Territory of the Pacific Islands.

Helgenberger said that the unexpected increase in cost of fuel over the past several months has placed Transpac in a position where it is unable to handle these increases in time with normal freight rate adjustments. He said that fuel prices has jumped from \$21 per ton last spring to \$130 per ton in December. Worse than that, it is probably likely that the price of fuel will continue to rise, putting even more of a squeeze on the little shipping line.

Helgenberger noted that other than an immediate direct subsidy from the government this price increase was "the only means to keep Micronesia's supply line going through this oil embargo crisis."

Not good. Not good at all. But the fact is that the \$20 per revenue ton charge is just one in a series of problems for the harried Transpac line, already under litigation by the previous operators, and beset by lack of good harbors, inadequate financing, inadequate communication, port pilferage—and many others.

In fact very recently the Yap Chamber of Commerce, in a recent letter to Joseph Beadles, Director of Transportation and Communications for the F.T. spelled out some of their complaints over the shipping service. Those complaints were made before the recent increase. The Yap Chamber of Commerce, the letter states, "wants to go on record that we are not satisfied with the service provided by Transpacific Lines." They also said: "You will note that the same complaints exist today as they did over a year ago when Transpac first took over from MILL." Some of the complaints follow:

1. Local pilferage of cargo.
2. Release of cargo without original B/L by Transpac agents.
3. Ship scheduling is totally unreliable.
4. Inaccurate and unreliable cargo arrival notice; often cargo is said to have been loaded on board but actually has not.
5. Inability to locate cargo after delivery to Yap Port.
6. Refusal by District Transpac Management to sign OS & D forms.
7. Reporter drunkenness of employees on the job.
8. No security around dock and warehouse.
9. Short shipping of cargo.
10. Mix up in van numbering or no record of wanted cargo. This results in having to search through each van to locate one shipper's

marks and had to keep asking for further cleaning until the manikins no longer showed the marks. Perhaps this upset some of the crew; in any event, a pile of inflatable furniture of 23 pieces (inventoried early that morning) suddenly looked considerably smaller. Upon counting, I found nine pieces missing. About a half-hour earlier, one of the crew asked if they were for sale and I sold him one for half-price, \$11.25. So, you see, I had a very recent look at the pile while showing the purchaser the various colors available. As soon as I discovered the merchandise missing, I went looking for the crew, but they had left the building and the parking lot and never returned.

In addition, several of the cases (previously packed and sealed by Dodwell personnel) were broken into during the period. Unfortunately, it is impossible for me to tell what was missing because I had no way to re-count the merchandise during that period in order to compare with the inventory taken at the time of the packing.

I am enclosing Dodwell's check for \$1369.90 because Mr. Fisher informs me I have no other course, at the same time, I am pointing out to you, and to those who are receiving copies of this letter, that you are charging Dodwell in excess of \$23.00 per man/hour worked and that you have refused to discuss any sort of rebate because of the theft of our merchandise because "it could not be proved."

Dear Editor:  
This letter is addressed to Mr. Arsenio S. Sulquiano. Mr. Sulquiano, you don't have the right nor privilege to speak for all the Filipinos in Guam. Whatever you write is only yours, unless others permit you to speak for them. In the January 4th PDN, Sulquiano again praised with high heavens the martial law regime of President Marcos in the Philippines.

It appears to me that Mr. Sulquiano is planted here by Marcos to spy for him and pollute the opinions of the Filipinos in Guam. What Mr. Sulquiano has written in the Pacific Daily News Voice of the People does not necessarily reflect the opinions of others. In case Sulquiano is a Marcos spy, Filipinos in Guam should work together to have him deported back to the Philippines. Guam is a free country, unlike the Philippines at present.

While I do not discount the peaceful condition in the Philippines, I completely disagree with Marcos strong-man rule. He is a complete dictator who turns into law whatever he says. Sulquiano claims headways made by Marcos, is the 200-peso sack of rice an achievement by Marcos? Is eating rice mixed with corn an honorable deed by Filipinos who are not used to eating corn at the table?

# Voice Of The People

....and, most of all the fact that a white Maverick license number 45381 was in the road and behind that car a Cutlass (olive green) license number 34148. In the Maverick was a gray haired gentleman along with a dark-skinned pretty female driver. The white haired man signaled to the officer. I was ordered away in a very unpleasant manner as was a green pickup truck that was directly in front of me. This truck was already on the approach to the service station but was ordered on by this same officer.

I circled the area and went to the Agana Police Dept. Mr. B. Gibson immediately ordered officer Torres to go to the area and check it out. When I approached the area again said officer 82 tried for the second time to have me move on... I was again on the dirt portion of the road approaching the gas station, perhaps 10 or 15-feet from the station's actual entrance. During our confrontation, officer Torres approached officer badge No. 82 and informed him that I had registered a complaint. Said officer immediately went to the car in question, the Maverick, which now had progressed to the pump site of the station. At this point the gray-haired gentleman got out of the car and got into a Red Toyota license number 30340, backed the car into the station, had it filled with gas in front of everyone else and appeared to hang around long enough to see to it that the lady in the Maverick received her gas. In the

...aid to have been loaded on board...  
 5. Inability to locate cargo after delivery to Yap Port.  
 6. Refusal by District Transpac Management to sign OS & D forms.  
 7. Reporter drunkenness of employees on the job.  
 8. No security around dock and warehouse.  
 9. Short shipping of cargo.  
 10. Mix up in van numbering or no record of vanned cargo. This results in having to search through each van to locate one shipment.  
 11. Improper loading of ships resulting in damage to cargo.  
 12. Refusal to accept outgoing cargo.  
 13. Overlanded cargo due to priority of docks, and improper loading of ship.  
 14. Damageable cargo is being left exposed to the elements and little effort is made to protect cargo.  
 15. Limited, if any, reefer space provided.  
 16. Inability to transport the volume of cargo as dedicated by merchants and shippers; shows a need for more vessels, or a different system.  
 17. Poor communication between Transpac Saipan and local agent as to the details of incoming vessels.  
 18. General indifference of employees as to job performance.  
 19. Lack of concern of dock employees in handling of cargo.  
 20. No itemization on cargo delivery receipts.

There were several other complaints, "The businessmen of Yap as well as the people of Yap cannot continue to suffer under the strains of indifference being imposed upon them by the Transportation Division and Transpacific Lines. One of the major problems of economic development in Yap and throughout the Trust Territory is the poor shipping service provided. Irresponsible management of this vital life line needs to be corrected or replaced. On behalf of the people of Yap, the Yap Chamber of Commerce invites this board to make a decision that will relieve us from the depths of this ludicrous mess and provide us with the service that is so badly needed." The strong letter was signed by Fernando Falawaath, President, Yap Chamber of Commerce.

It merely points out emphatically what we already know, both on Guam, and in the other islands of the Pacific. Shipping, good, fast, economical shipping could be our more prized asset, and instead it seems to be turning into our worst liability. JCM.

...eating corn at the...  
 Marcos, obviously is very smart. When his term as president is up to end, he declared martial law. In the process, he and his cohorts made up a mock ambush of one of Marcos' top men. Mr. Sulquiano, do praise Marcos as a demigod. Maybe you're an Illocano.

I'll write again. My advice to Sulquiano—when you write to the Pacific Daily News keep it to yourself, please don't involve other Filipinos. It's a great shame, I believe. If you're a Marcos spy, better watch out. I, for one, will work to have you deported to the Philippines.

Very truly yours,  
 /s/ Bayani Amor

J. Sarmiento, Manager  
 Guam Commercial Port  
 Agana, Guam 96910

Dear Mr. Sarmiento:  
 In order to facilitate the moving of our store from Guam to Hong Kong (we were attempting to get the entire lot aboard the American Astronaut which sailed December 20th), Mr. Jerry Fisher of Tucor Services, requested a crew of stevedores to assist with the loading of our fixtures and merchandise.

A crew of 14 men came to Julale Center on December 18th. Because of the lack of an empty van, they did no work until 11:15 a.m. when an empty van was delivered a partly filed van was on the site. They worked until 4:30 p.m., except for a one-hour lunch period; therefore 4 1/4 hours were worked by 14 men, filled or 59.5 man/hours.

The same crew of 14 returned to Julale Center on December 19th. They did no work this day because, again, the lack of an empty van. The partially filled van of the day before was still on the site.

On Dec. 18th, one or more of our employees had used

charging...  
 \$23.00 per man/hour worked and that you have refused to discuss any sort of rebate because of the theft of our merchandise because "it could not be proved."

Needless to say, our entire shipment did not make it to the Port in time to board the American Astronaut. It is my personal opinion that the acceptance of Dodwell's check is a larger thievery than that committed by the stevedores.

Very truly yours,  
 /s/ Mrs. Ray L. Babin  
 Store Manager

Dear Editor:  
 I tried reaching someone to report a couple of errors in a UPI story in this morning's paper. But each time I was connected to a number where no one answered.

The story entitled Mormons Name 'Prophet Seer and Revelator' appeared on page 6 of the Jan. 2 edition. The errors are two:  
 1. The Church's official name is The Church of Jesus Christ of Latter-Day Saints.  
 2. Brigham Young was not the founder of the Church. The Church was organized by Joseph Smith Jr. Brigham Young succeeded Smith at his martyrdom.

I was very surprised by the blatant errors in reporting on the part of UPI. If small errors like these are slipping through, what is happening in the larger stories we read?  
 Thank you for your attention in this matter.

Sincerely,  
 /s/ Betty A. Davis

Dear Editor:  
 Today at approximately 11:00 a.m. I was attempting to join the long line of cars waiting to purchase gasoline at the Cruz Service Station, Route 10 Agana. As I pulled off the main road on the shoulder of the road I was asked by police officer and making tracks to cover up his

the car into the station. It was filled with gas in front of everyone else and appeared to hang around long enough to see to it that the lady in the Maverick received her gas. In the meantime, the officer in question informed the driver of the Maverick of my complaint and took a pad from the cruiser and proceeded to take some information from her. It is now clear to me that the pickup and I were moved from our spots in line to make room for this car and the one following it, the Cutlass. Both occupants appeared to know the officer, badge No. 82 because a running conversation, relative to my complaint was going on between the three in Chamorro. I have been on Guam long enough that I could very easily determine the subject of the conversation.

It is tragic that we have to face incidents of this sort that create a shortness of one's tempers, however, a police officer should certainly maintain his 'cool' in situations of this sort. If an officer can't operate honestly and justly in situations of this sort what happens when they are really under pressure and in line of duty. I also question why two cruisers and staff have to be assigned to one gas station. Is the Gov't of Guam being reimbursed for assisting the Cruz Gas Station in operating their business? I believe this is a mainland practice.

In reviewing this correspondence, I can't imagine that all of this is necessary in order to procure \$2.00 worth of gasoline. I also feel that it is my moral obligation to my community to bring this incident to your attention. I am willing to submit to an interfacing with the officer in question at any time. I might also remind you that I have been an educator too many years to know when a person is telling the truth and when one is making tracks to cover up his

