



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXI No. 3 185

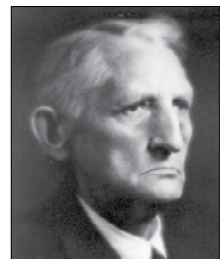
SAN FRANCISCO, CALIFORNIA

Friday, March 23, 2018



Sailors' Union marks 133rd Anniversary

The Sailors' Union of the Pacific this month observed the 133rd anniversary of its founding, March 6, 1885, on the old Folsom Street Wharf in San Francisco.



ANDREW FURUSETH

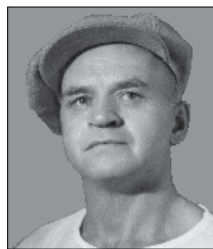
In that era, organizing a Union was a bold move as there were no laws on the books that addressed collective bargaining rights for workers. That would not occur until the passage of the National Labor Relations Act in 1935.

For sailors, there were no rights. Under federal law they were serfs at the beck and call of the shipowner, the crimp, bucko masters and mates. Recognition, respect and improved conditions did not come easy. Men bled and some died for it.

During World War I and particularly World War II, hundreds of SUP members faced enemy attacks and went down with their ships. That legacy continued during the Korea, Vietnam and Middle East conflicts. The SUP today continues to be a vital part of America's "Fourth Arm of Defense".

With a militant membership and the tenacious leadership of Andrew Furuseth (March 5, 1854) and Harry Lundeberg (March 25, 1901), tremendous obstacles were overcome and the Sailors' Union developed an enduring legacy of strength and integrity.

In addition to the anniversary of the organization of the Union and the birthdays of former secretaries Furuseth and Lundeberg, March is also the 103rd anniversary of the Seamen's Act which was signed into law by President Woodrow Wilson on March 4, 1915, after a 20-year struggle by Furuseth to free seamen from indentured servitude.



HARRY LUNDEBERG

APL to challenge Matson's China-West Coast Service

American President Lines announced last month a new foreign-flag Eagle Express X (EXX) service, offering an 11-day transit from Shanghai to Los Angeles.

Matson Navigation Company operates a highly profitable string of U.S.-flag vessel (*Manukai*, *Manulani*, *Maunalei*, *Maunawili*, *P.J. Pfeiffer*) crewed by the SUP on deck, from Shanghai to Long Beach in 11 days.

APL's service is due to start in July.

APL CEO Nicholas Sartini said the service will offer about 2,000 TEUs of capacity, using ships with a normal capacity of 2,600 TEUs which is also the container capacity of Matson's China-Long Beach Express (CLBX) vessels.

APL, like Matson, will charge shippers a premium price for the service.

APL's service will also have a second "head-haul." After discharging cargo in Los Angeles, the ships in the service will sail to Dutch Harbor, Alaska, where they will load seafood before calling Yokohama and Busan, before returning to Ningbo and Shanghai. A dual head haul has also been key for Matson's China service, which calls Hawai'i and Guam on the return to Asia. As APL will not be carrying cargo from Los Angeles to Dutch Harbor, it will not have to use U.S.-flag vessels, Sartini said.

He also noted that with a shortage of airfreight capacity from Shanghai to Los Angeles, prices have increased sharply to a level where moving the same amount of cargo by air that would fill a 40-foot container would amount to \$25,000-\$40,000. In contrast, the Shanghai Shipping Exchange's Shanghai Containerized Freight Index pegged the spot rates for 40-foot ocean containers moving from Shanghai to the U.S. West Coast at \$1,252 on March 2. That would leave plen-

ty of room for APL to charge a premium for its service, but still offer a big discount when compared to the cost of airfreight.

Of course moving a shipment by air across the ocean only takes a day, but Sartini said when the time to deliver and pick-up goods at the airport is folded in, air cargo moving between Shanghai and Los Angeles sometimes spends five days in transit. For some air shippers, the savings APL can offer may be attractive.

APL has also expanded its Eagle Go service this month, in which it now offers guaranteed loading from 29 ports in Asia instead of just four. It also has a guaranteed rapid discharge product, Eagle Get, and an expedited intermodal service called Eagle Reach. The premium these services command varies depending on the contract and customer, but can be around 20% premium, Sartini said.

CMA CGM acquired APL in 2016, but Sartini said the French owners "believe in the power of brands," and decided to have APL operate as a standalone company with different products and a different customer service experience. He noted that ANL, a specialist in the Australia/New Zealand/Oceania trades, was acquired by CMA CGM about two decades ago and has remained an independent brand.

"We have our own customer charter, we have our own KPIs (key performance indexes), we have our own way of working," he said. "We believe that by offering two different brands in some markets, we are able to access a larger base of customers."

While customer service and sales remain independent at APL and CMA CGM, he said the companies were able to combine back office staff and reduce staff by 10%. They have also been able to reduce terminal costs because of their combined buying power.

He said that APL's service to the U.S. market grew 15% in 2017. Sartini was selected to head APL after CMA CGM bought the company.

He had been CMA CGM's senior vice president of Asia-Europe and Asia-Mediterranean Lines since 2008, and was also responsible for ANL and Cheng Lie Navigation. (Cheng Lie is an intra-Asia liner company).

While the Asia-Europe trade involves calling many more ports and a great deal of focus on a feeder network, Sartini said what makes the U.S. trades "extremely complex is the intermodal component: This is huge and this is what makes it so interesting."

At this time of year, when he is meeting with customers to discuss contracts, Sartini said price is always a major issue.

This year in particular, customers are expressing concerns about constraints in the port and with the shortage of truck power.

"They want to be reassured, they want to make sure that their goods are going to reach the shelf in good time," he said.

APL operates 120 services, some with its own ships, some with CMA CGM ships, some on other members of the Ocean Alliance, and some on the ships of independents.

He said about 40% of the company's business is in the TransPacific, 40% is in the intra-Asia trades, and 20% in trades that serve Europe and Latin America.

While CMA CGM did run an experiment with one of its largest ships, the 18,000 TEU *Benjamin Franklin* between Asia and U.S. West Coast ports in 2015-2016, Sartini said the company currently believes the largest ships to use in the TransPacific are those with a capacity of about 14,000 TEUs.

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SUP Honor Roll

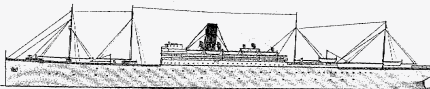
Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Abe Acosta 20.00
Sale Ugaitafa 50.00

West Coast Sailors

Abe Acosta 20.00
Martin Baccari 25.00
Brendan Bohannon 50.00
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Frank Portanier in memory of
Romaine Dudley 50.00
Jack Post 50.00
Mark Ramon 10.00
Ray Tavai 10.00
Bruce Thompson in memory of
Vigil Burnett, and
Mac McKinney 100.00
Sale Ugaitafa 50.00

Dues-Paying Pensioners

Donald Cushing	Book #4777	Duane Nash	Book #2437
Diane Ferrari	Book #2251	John Perez	Book #3810
Gerald Ingemansson	Book #0379	Alex Romo	Book #3093
Kaj E. Kristensen	Book #3120	James Savage	Book #7488
Hannu Kurppa	Book #3162	David Shands	Book #7483
Dave Larsen	Book 19078	Arthur Thanash	Book #3249

British Union calls for minimum wage for mariners and Union recognition

Members of the British National Union of Rail, Maritime and Transport Workers (RMT) protested in Aberdeen, Scotland, on February 26, calling for the enforcement of the national minimum wage for seafarers on commercial vessels in the North Sea.

The protest follows admission last month by the Chamber of Shipping that the United Kingdom (U.K.) government's guidance on fair pay would have no effect on the workers. Rather, the guidance was the result of concern over unfair working conditions and low pay on ships that were not flagged in the U.K.

In a two-stage demonstration, the Union protested outside the constituency office of Conservative MP for Aberdeen South, Ross Thomson, and outside Oil & Gas U.K.'s Aberdeen office, demanding that employers in the offshore oil and gas sector work with trade Unions to lift existing barriers to employment for offshore workers in Aberdeen, across Scotland and the U.K.

The Union says that over 160,000 jobs have gone on installations and across the supply chain in the U.K. North Sea since 2014, and increasing taxpayer support for extracting remaining resources and in decommissioning aging infrastructure must be accompanied by compliance with U.K. employment law and full trade Union recognition.

RMT General Secretary, Mick Cash said: "Our demonstrations in Aberdeen demand a response from the local MP Ross Thomson to the avoidance of the national minimum wage which Aberdeen-based companies are engaging in through their crewing policies on offshore standby and supply vessels. Domestic seafarers cannot and should not have to compete with pay below the legal minimum in offshore supply, offshore renewables and decommissioning."

Final Departures

Gene Davis, Book No. 2718. Born in Washington in 1926. Joined SUP in 1966. Died in Seattle, Washington, February 8, 2018. (Pensioner)
Barry Fisher, Book No. 1944. Born in California in 1926. Joined SUP in 1945. Died in Long Beach, California, February 12, 2018. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2018:

	Hdq.	Branch
April	9	16
May	14	21
June	Tues. 12	18
July	9	16
August	13	20
September	10	17
October	Tues. 9	15
November	Tues. 13	19
December	10	17

New Zealand moves to improve working conditions for fishermen working in virtual slave labor

New Zealand lawyer Karen Harding has secured the first stage of review of existing New Zealand legislation to improve the working conditions of fishermen.

In particular, the move has given a lifeline to a group of Indonesian fishermen seeking compensation against their former South Korean employers for unpaid wages and slave-like treatment. The men reportedly worked up to 24-hour shifts with few breaks. They were forced to live in cockroach-riddled spaces, sleep in wet bedding and eat flea-ridden food.

The Supreme Court has ruled that the men can claim proceeds from the sale of vessels seized by the government. The issues of the case required the Supreme Court to consider the relationship between the provisions of two separate pieces of legislation, the Fisheries Act and the Admiralty Act.

Harding has worked on the men's case for several years without payment. "They were promised what were said to be good jobs, to come to New Zealand on work permits to work on these Korean fishing vessels. They came and they got raped, they got abused, they got molested, they had insects in their food, their rooms were full of cockroaches and mice.

"They had to put their houses and paddy fields up to guarantee these fantastic jobs in New Zealand, so if they tried to get off the boats or resign they would have that property forfeited from them and make their families homeless."

Over the last decade, the New Zealand fishing industry has been shaken by a series of high profile allegations of abuse and exploitation of foreign crews working on foreign fishing vessels within New Zealand's waters. Following a series of non-legislative measures, the government responded with the Fisheries (Foreign Charter Vessels and Other Matters) Amendment Act which came into force on May 1, 2016. This Act requires any foreign fishing vessel operating in New Zealand waters to reflag as a New Zealand ship, removing their right to fish in New Zealand waters until they do so.

According to the government, this measure is intended to help identify issues of forced labor earlier and to ensure New Zealand employment law is applied uniformly at sea. In the first reading of the Act, the government acknowledged that forced labor in the fishing industry has resisted successive government measures for at least the last two decades.

Numerous independent organizations have produced data suggesting abuse has become endemic. An analysis by Bloomberg, for example, estimates that approximately 40% of squid exported from New Zealand has been caught on a vessel using forced labor, as well as 15% of Hoki exports and 8% of Southern Blue Whiting.

The issues of slavery in New Zealand's fisheries industry has been highlighted through the New Zealand NGO, Slave Free Seas, and the U.K.-based charity Human Rights at Sea.

ATTEND YOUR MONTHLY SUP UNION MEETINGS!

**Timely Reminder
2nd quarter 2018
dues are due
and payable now!**

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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

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Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor
BRANCH OFFICES
Seattle, WA 98199
4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
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MarAd: U.S. short almost 2,000 mariners to supply American forces in wartime or national emergency

If push comes to shove, the U.S. doesn't have enough mariners to move tanks, personnel carriers, ammunition, medicines, food and water into a hot zone in a prolonged crisis, the head of the Maritime Administration said this month.

The U.S. is short about 1,800 mariners, Retired Rear Admiral Mark Buzby told a joint hearing of the House Armed Services readiness and seapower and projection forces subcommittees. That total doesn't take into account casualties while operating in a contested environment, he said.

In answer to a question from the panel, Air Force General Darren McDew, head of Transportation Command, added, "We'll have to fight our way [in] to get to the fight" and "we don't control everything like we once did," referring to air and sea, meaning potential loss of ships and crew.

Although the number of qualified mariners is at an "historic low," the decline may not have bottomed out.

The reason for more concern is the declining number of American-flagged ships. Buzby and McDew said the number of American ships available under the existing law has dropped from 106 to 81 since 2012 with no up-tick in sight.

The reason for the drop in the number of ships: lack of cargo to move in peacetime.

"Cargo is king," Buzby said. Moving more cargo creates a demand for more ships, which need more mariners.

Buzby said, "It's my goal to get [a new maritime strategy] across the finish line" that would take in all those considerations – work for shipyards, size of the American-flagged merchant fleet, educating and training mariners for the 21st century. The last strategy was released in 1937. The draft changes are circulating in the Maritime Administration and will soon be sent to industry for comment.

McDew added another reason for a new look at a national maritime strategy comes down to the fact that many of the ships he has available are steam-powered and are more than 40-years-old.

"TRANSCOM will own [an] almost all steam-powered fleet," he said.

Similar age problems in aircraft with their accompanying needs of more maintenance and repair and the closing of the production line of Boeing C-17 Globemaster III transports dog the airlift fleet, he said.

"The readiness of the [Ready Reserve Fleet] is a constant challenge" because of the vessels' age and out-of-date propulsion systems, Buzby said.

McDew said the new Pentagon Mobilization Requirements Study will consider the impact of cyber and attrition in a contested environment in determining what is needed in the future.

"Awareness is number one," Buzby said in addressing coming information technology and cyber operations needs in that environment.

McDew said, "I still believe [the United States] is a maritime nation," but "we've got rules that say we must use the Defense Transportation System." He said the primary benefit to national security from the Jones Act, that requires ships be American-built, owned and operated and crewed, "is the mariners."

At the hearing, Congressman Duncan Hunter, (R-California), said, "The Jones Act is under fire constantly, wrongly" in setting those requirements for the maritime arena. He asked both witnesses to do a "down-and-dirty study" of the effects of repeal. He added the repeal likely would have negative consequences on small- and medium-sized shipyards survival.

Buzby said later that the Defense Department is more in the market for roll-on/roll-off cargo vessels than large deep-draft container ships because it is moving large vehicles – tanks, equipment transporters, fighting vehicles and trucks. It uses container ships for bulk cargo like ammunition, medicines, food and water.

Much of the American shipyards' commercial work is centered on barges, tankers and container ships.

As a stopgap measure until it can build or buy new ships, McDew said the command has undertaken service life extension programs for the younger ships in its fleet and having that work done in American yards. It is also buying used vessels, some from foreign sources, but bringing them up to U.S. standards in domestic yards.

Buzby said the administration is going ahead with buying two school ships for the six maritime academies, replacing *TS Empire State* and *Kennedy*. For now, MarAd is looking at used ships to replace the other training vessels. "We have the design for a new ship;" but without the appropriations to go ahead and build, it is "aspirational."

Hot water thrown on pirates

An attack by suspected Abu Sayyaf pirates was thwarted last month after boiling water mixed with oil was poured on the men as they tried to board the vessel.

The *MV Kudus 1* was sailing off the waters of Basilan in the Philippines when it was attacked by men in three motorboats. After their boarding attempt failed, the pirates fired shots at the vessel and caused some damage and minor injuries as a result, but escaped.

Lieutenant General Carlito Galvez Jr., Western Mindanao Command Commander, praised the actions of the crew who foiled the attempt before naval and coast guard forces arrived on the scene. On arrival, Coast Guard personnel treated the injured crewmen, and naval ships escorted the vessel to anchorage.



The first crew in the Kamokuiki. Starting from the left: MFOW members Oiler Gil Acosta, Oiler Jefferson Basuel, Elec/Rfr Bruce Chow, and SUP members, AB Antonio Respicio, Bosun Dave Kaupiko, AB Rex Simbre, and AB John Hartley. The Kamokuiki is owned by Matson and is slated to run out of Honolulu to the Marshall Islands.

Los Angeles/Long Beach harbor truck drivers sue to secure employee status

In the latest assault on the drayage model, attorneys representing harbor truck drivers filed a class action lawsuit last month in Los Angeles against XPO Logistics and XPO Cartage. The suit seeks penalties and back wages for hundreds of drivers and asks the court to prevent further misclassification of XPO drivers.

Attorney Julie Gutman Dickinson said that although the workers in question drive for XPO Cartage at the ports, rail yards, and distribution facilities in Southern California, the misclassification issue exists throughout the United States. "It is a nationwide problem," she said.

The lawsuit was filed in the Superior Court of California in Los Angeles. It charges that because drivers who shuttle containers between the ports of Los Angeles and Long Beach and area distribution centers and rail yards are improperly classified as independent contractors, XPO fails to pay the drivers at least the minimum wage, as well as for missed meal breaks, business expenses involving the trucks, and waiting time at cargo facilities. The attorneys did not have an exact number of drivers covered and damages that could be paid.

There are hundreds of drayage companies in Southern California and across the country. The motor carriers have said in the past that choice is the paramount issue in the debate over driver classification. Some companies employ drivers directly. Others contract with owner-operators, and some motor carriers have both models. The Teamsters Union supports drivers who seek to be employees because Unions by law are prohibited from organizing independent contractors.

At a conference call with reporters, Dickinson charged that motor carriers classify drivers as independent contractors in order to avoid paying fair wages, medical insurance, unemployment compensation, and other benefits normally afforded to employees. Why mis-classify the drivers? The answer is, "for profit," she said.

The Teamsters Union and private sector attorneys representing drivers have filed misclassification claims before the courts as well as state and federal agencies for at least the past five years. The drivers have won a number of cases and have been awarded back pay and damages. XPO and a company it has purchased, Pacer Cartage, have been sued and in some cases the drivers have been awarded damages, but most of those cases are under appeal, Dickinson said. This class action suit also seeks damages, and it asks the court to permanently enjoin XPO from misclassifying the drivers as independent contractors, she said.

Attorney C. Joe Sayas charged that one method XPO uses to demonstrate that it is maintaining an arm's-length distance from drivers is through a third-party company Bush Truck Leasing. "XPO steers the driver to the third party," he said. However, through the terms of the truck lease, the company maintains control over the drivers' work practices and charges the drivers for insurance, maintenance, and repair to the point that net earnings are inadequate and in some cases negative, Sayas charged.

One of the drivers who participated in the teleconference said that while XPO allows drivers to turn down loads, which is a key provision in demonstrating owner-operator status, drivers who refuse loads are penalized by being assigned future loads that drivers seek to avoid because they often involve long waits or driving long distances under difficult conditions. "They make your life miserable. It happens everyday," he said.

Harbor drayage was traditionally conducted on the employee model, with drivers at a number of the companies represented by the Teamsters. After deregulation of the trucking industry in 1980, drayage moved steadily into the owner-operator model in which drivers purchased the trucks, normally used trucks at a discount, and contracted with drayage companies to find them loads. However, clean-truck requirements, especially in Los Angeles greatly increased the cost of trucks by banning those with polluting pre-2007 model engines.

U.S. expands sanctions on North Korean shipping

On February 23, President Trump announced “the largest-ever set of new sanctions on the North Korean regime.” In what Trump described as the “heaviest sanctions ever,” the U.S. Treasury has added 28 vessels, 27 companies and one individual to its blacklist for sanctions-busting activity. The list includes multiple shipping firms based outside of North Korea.

“Today’s actions will significantly hinder North Korea’s ability to conduct evasive maritime activities that facilitate illicit coal and fuel transports,” said Treasury



Secretary Steven Mnuchin. “The President has made it clear to companies worldwide that if they choose to help fund North Korea’s nuclear ambitions, they will not do business with the United States.”

In order to deter North Korea from pursuing its nuclear weapons program, the United Nations Security Council prohibits most North Korean exports and imports, with limited exceptions. It also maintains worldwide prohibitions against port entry for many North Korean vessels. In response to these restrictions, the North’s ships have switched to high seas fuel transfers and foreign port transshipments to evade detection. United States, South Korean and Japanese agencies have documented multiple instances of foreign vessels transferring fuel to North Korean tankers, and analysts say that the North’s bulkers routinely offload coal at Russian Far East ports for transfer to destinations in Asia. But the entities and assets affected by the latest American sanctions are not just from North Korea. Multiple foreign firms—most from Hong Kong and mainland China—are also listed, along with vessels homeported in open-flag maritime registries around the world.

The non-DPRK companies sanctioned include: Chang An Shipping, Hong Kong; Hongxiang Marine Hong Kong; Huaxin Shipping Hong Kong; Liberty Shipping, Hong Kong; Shanghai Dongfeng Shipping; Shen Zhong International Shipping, Hong Kong; Weihai World-Shipping Freight, Weihai, China; Kingly Won International, Taiwan and the Marshall Islands; Pro-Gain Group, Taiwan and Samoa; Koti Corp., Panama; Yuk Tung Energy, Singapore.

The Treasury’s Office of Foreign Asset Control warned that the civil penalty for violating sanctions on North Korea is either twice the value of the transaction or \$290,000, whichever is greater. Additionally, UN penalties for violating shipping sanctions can include a worldwide port ban for the vessels involved.

In addition to 19 North Korean-flagged ships, the newly sanctioned vessels include: Comoros-flagged *Oriental Treasure*, Hongxiang Marine Hong Kong; Dominica-flagged *Yuk Tung*, Yuk Tung Energy; Panama-flagged *Hua Fu*, Chang An Shipping; Panama-flagged *Koti*, Koti Corp.; St Kitts & Nevis-flagged *Hao Fan 2*, and *Hao Fan 6*, Shen Zhong International Shipping; Tanzania-flagged *Asia Bridge 1*, Huaxin Shipping Hong Kong; Tanzania-flagged *Dong Feng 6*, Shanghai Dongfeng Shipping; and Togo-flagged *Xin Guang Hai*, Weihai World-Shipping Freight.

The Treasury said that these vessels have been used either to export coal from North Korea or to engage in ship-to-ship transfers of refined petroleum products.

According to the Treasury, the DPRK’s shipping agencies have taken to falsifying vessel markings in order to evade detection. In one example, the sanctioned DPRK-flagged tanker *Kum Un San 3* was spotted December 6, bearing the IMO number of a Chinese freighter and a name that does not correspond to any registered vessel. Three days later, the *Kum Un San 3* was photographed about 200 nautical miles off Shanghai in what appeared to be an illicit ship-to-ship transfer with the Panama-flagged tanker *Koti*.

**SUPPORT FOOD FOR PEACE BY
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A look astern... March 6, 1885

The Sailors’ Union of the Pacific is thirty-three years old today

As trade unions go in this hurly-burly era of rampant individualism, that is quite a respectable age. But measured in terms of achievement the Sailors’ Union of the Pacific may, on this its thirty-third birthday, be likened to a lusty youngster with his life work still before him.

This is said with all due regard for its splendid past record. But the world is on the eve of great doings. The world as we of this generation have known it is due soon for a hard fall. Changes affecting the whole structure of our civilization are almost upon us, the forerunners of that better day which has been the dream of good men and women in all ages. And with the coming of that day will come the real life work of the Sailors’ Union of the Pacific, and of all other unions of workers.

The men who, thirty-three years ago today, laid the keel of the Sailors’ Union of the Pacific had no illusions about the task they then and there set before themselves. Too long had they been industrial starvelings, contract labor slaves working excessively long hours for pitifully small wages, to underestimate the strength of the forces arrayed against them. But they hoped great things from their venture; great contrasted with what they were accustomed to. Like other slaves before them they wanted freedom: freedom of person, and freedom from exploitation. And to attain these ends they had first of all to get rid of the crimp, the immediate cause of their bondage.

At the outset of their fight against the crimps they found the public sympathetic, but ignorant of real conditions. So in 1887 they established the COAST SEAMEN’S JOURNAL that the public might get the seamen’s side of the story. It proved to be a veritable tower of strength to their cause, and is still maintaining that proud eminence in the affairs of the organized seamen.

The next hurdle that confronted the pioneers of the Sailors’ Union of the Pacific was the maritime laws of the United States. The law, they found, was all against them, setting at naught every effort on their part to free themselves.

Then was appointed from among the membership the famous “Committee on Legislation,” affectionately remembered to this day by many members as “The Old Guard.” That spelt the doom of the crimp; also of all the other forces operating to keep the seaman a chattel of the ship he was on.

For twenty-odd years the fight for freedom raged. The battle at times went against the seamen, but their courage never forsook them. At last their perseverance and faithfulness to an ideal were rewarded by that great and memorable victory, the Seamen’s Act of March 4, 1915.

That Act has brought to the younger members of the Sailors’ Union of the Pacific, and all other American seamen, the freedom for the winning of which many of the earlier members of our Union suffered persecution, imprisonment and sometimes death. So let us on this sixth of March, and every coming sixth of March that we may live to see, give a kindly thought to the memory of those brave pioneers in the brotherhood of the sea movement who made life’s path a little easier for us than they found it. Nearly all of them have passed away to the Great Beyond. But, while they lived they stuck to the ship. And, though they did not bring her into port, they were none the less victors in that great drive for freedom which they began thirty-three years ago today. For,

“They never fail who die in a great cause. The block may soak their gore. Their heads may sodden in the sun; their limbs be strung to city gates and castle walls. But still their spirit walks abroad. Though years elapse, and others share as dark a doom, they but augment the deep and sweeping thoughts, which overpower all others and conduct the world, at last, to freedom.”

Japanese company and Russia to develop Northern Sea Route

Japan’s Mitsui OSK Lines (MOL) has signed a Memorandum of Understanding (MOU) with Russia’s Far East Investment and Export Agency (FEIA) to jointly develop the Northern Sea Route and the Russian Far East.

The Northern Sea Route has been touted as a faster means to carrying oil and LNG from Russia and the North Sea to the Far East.

The melting of ice caps in the region as a result of global warming and the development of ice-class vessels has made it viable to transit the Northern Sea Route.

MOL has been participating in the Yamal LNG Project, which is the world’s first large-scale energy project that exports cargoes through the Northern Sea Route, and MOL’s first ice-breaking LNG carrier for the project is slated to go into service at the end of this month, following trials in the Arctic.

The Japanese company has also been proceeding with a feasibility study aimed at establishing an LNG transshipment terminal and marketing complex in the Kamchatka area with PAO Novatek, who is the largest independent gas producer in Russia and the main shareholder of the Yamal LNG project.

MOL sees more opportunities arising from the Northern Sea Route. “In the Arctic area, new projects are following in the steps of the Yamal LNG Project. Asian countries, including Japan, who import energy resources, will welcome the access to new energy sources, particularly with respect to energy security, and it is expected that there will be a significant trade growth in energy delivered through the Northern Sea Route,” the company said. “Moreover, for trades between Europe and Asia, compared with the traditional route via the Suez Canal, the Northern Sea Route is a much shorter distance, which equates to less time, and reduced costs and carbon emissions for transportation. It is therefore expected that there will be an increase in the trade of goods, in addition to energy resources, through the Northern Sea Route in the future.”

The Russian Far East is located at the entrance of the Northern Sea Route, making it an important gateway once the anticipated increase in trade via the Northern Sea Route is realized. This is the key element behind the signing of this MOU between MOL and FEIA.

“Horror ship” detained in Australia

The chemical tanker *Tintomara* sailed out of Gladstone, Australia, last month with a new master at the helm, after allegations of crew abuse led to the ship being detained for three days. The Liberia-flagged vessel arrived from New Orleans on February 23.

“We were doing a routine inspection,” a representative of Australian port state control body Australian Maritime Safety Authority (AMSA) told the Aussie press. “Our inspectors went on board and the crew said, ‘We are being harassed.’” The crew also alleged inadequate food provisions and underpayment of wages, she added.

From an initial inspection on February 23, AMSA inspectors were satisfied that adequate provisions had been supplied and that crew had been paid correctly, but payment of wages appeared to be two weeks late. However, allegations of harassment at the hands of their captain and chief officer were later found by AMSA to be true.

Crew complaints alleged a culture of bullying, non-payment of overtime, long working hours, and crew members losing weight due to the lack of food, according to reports. As more details emerged, local media dubbed *Tintomara* the “horror ship”.

One mariner on board the ship was sent home to India because he was too distraught to return to the vessel, according to the local press after interviewing the 26 Filipino, Bangladeshi, and Indian seamen.

This is the highest-profile case of bullying reported in Australia since the two crew deaths on board coal carrier *Sage Sagittarius* in 2012 resulted in a coroner’s inquest and senate inquiry.

“AMSA worked closely with the ship’s onshore agent and operator over

the weekend,” the organization said. “The chief officer was removed by the agent on a Friday evening and the master by an MLC (Maritime Labor Convention) auditor appointed by the operator on Sunday evening.”

The ship’s agent, Far East Management, removed the chief officer, then the captain, from the tanker and signed an International Transport Workers’ Federation (ITF) agreement before the ship sailed for Singapore on February 26. The contract included an indemnity form saying no mariners would be punished, banned from work, or further intimidated after taking action, the ITF reported.

AMSA re-inspected *Tintomara* on February 26, and was satisfied that the ship fully complied with all relevant international standards. It was released from detention shortly after 10:00 local time.

Ship detentions for MLC breaches have become monthly events in Australia. The AMSA monthly detention lists for 2017 showed a total of 14 detentions from January to November. The 2016 AMSA Port State Control Report noted a total of 133 complaints about living and working conditions on ships trading with Australia, mostly from the seafarers and ITF, government agencies, seafarer welfare groups, and pilots.

“Following investigation of the complaints received, deficiencies were issued against 32 vessels and seven vessels were detained for MLC-related breaches,” the report says. Most of the complaints were about wages owing (48), food (40), contracts (14), hours of work (15), and repatriations (16). Bullying and harassment made up 11 of the 68 complaints substantiated.

Admiral Karl Schultz named as next U.S. Coast Guard chief

Secretary of Homeland Security Kirstjen Nielsen has named Vice Admiral Karl Schultz, Commander of Coast Guard Atlantic Area, to replace Admiral Paul Zukunft as Commandant. Admiral Zukunft will be retiring in June.

“Vice Admiral Schultz provides sound leadership guiding our global military service in this extraordinary era of our nation,” Zukunft wrote in a social media post.

As the head of Atlantic Area, Vice Admiral Schultz was the operational commander for the Coast Guard’s response to Hurricanes Maria, Harvey and Irma last year. That effort won accolades from all quarters, including recognition from President Trump during his 2018 State of the Union address.

Vice Admiral Schultz’s selection may signal a continued focus on the Coast Guard’s counter narcotics operations, which netted about \$7 billion in cocaine last year. Before his tenure as head of Atlantic Area, Vice Admiral Schultz served as the director of joint military operations for U.S. Southern Command, which has responsibility for the Caribbean, Central America and South America. He also served as Commander of the 11th Coast Guard District, which is responsible for operations on the busy drug-trafficking routes of the Eastern Pacific.

Though he has a strong background in operations, Schultz will not be a stranger to politics in Washington. He has also served as liaison to the House of Representatives, liaison to the Department of State, head of the Office of Congressional and Governmental Affairs and finally the Director of Governmental and Public Affairs, the service’s top external relations post.

Nielsen’s pick for vice-commandant, Vice Admiral Charles W. Ray, currently serves as Deputy Commandant for Operations and previously served as the Pacific Area Commander. Vice Admiral Ray started his career in the Coast Guard’s aviation community.

Dangerous working conditions among Taiwan’s fishing vessels

Beatings at gunpoint, slavery, dangerous working conditions and squalid living conditions. These are just a few of the findings from a new investigative film by the Environmental Justice Foundation (EJF) telling the harrowing stories of migrant fishermen working aboard Taiwanese-owned fishing vessels.

EJF interviewed dozens of migrant fishermen who have worked aboard Taiwanese fishing vessels operating both in national waters and across the world. The fishermen, who hail mainly from Indonesia and the Philippines, reported violence, abuse and threats; squalid conditions and heavy financial deductions for food, travel, medical checks and accommodation; and working long hours, in unsafe and inhumane conditions, for little or no money.

One man, who worked on a Taiwanese-owned vessel that frequently changed its name and flag, tells of seeing his friend being dragged to the boss’s office ashore and held at gunpoint while being beaten by three men. All for working too slowly.

“My friend was hit many times. They also beat him with a sword, not chopping, but hitting. He had a gun pointed at him. I wanted to say something, I took a step forward, but the sword was already there. The boss and his bodyguards wanted to attack me too, but I was pulled back by my captain, who said: ‘This one was not involved.’”

The men also reported being underpaid or not paid at all, and having to work as slaves. “I worked [on the ships] to earn money, but I went home empty-handed,” says one fisherman despondently. “I asked for consul’s help [to get my wages]; they didn’t respond. That’s all. It would take too long to tell you the whole story.”

EJF’s investigations have found that migrant fishermen regularly have significant deductions taken from their salaries by brokers, who apply fees upon recruitment. These generate substantial debts, creating a bonded labor workforce where individuals are deterred from leaving, even when captains are abusive or force them to work hours well in excess of international standards. Despite significant deductions being made for food and accommodation from salaries, it is common that workers sleep in squalid conditions onboard their vessels and do not have access to sufficient food or clean water, even when in the port.

Taiwan is a major supplier of seafood to the world, shipping annual exports worth around \$2 billion to Europe, the U.S., Japan, and other major economies. A fleet of almost 1,800 distant water vessels with a Taiwanese flag operate across the world’s oceans, and hundreds more are owned by Taiwanese nationals but fly other flags.

Many vessels in the Taiwanese distant water fleet do not return to port for months or even years at a time, transferring their catch to another boat out at sea. These long fishing periods allow vessels to exploit marine resources to the maximum, while the extreme isolation on the high seas means that crew are vulnerable to abuse, with no government measures in place to inspect their conditions. Prosecutions for human trafficking in the industry are almost non-existent.

Taiwan has been repeatedly criticized over its failure to protect human rights in the fishing industry in the last five Trafficking in Persons reports from the U.S. Department of State. According to data provided by the Fishery Agency 5 and Ministry of Labor 6, in 2016 there were about 26,000 migrant workers working in the Taiwanese fishing industry. However, the U.S. Department of State Trafficking in Persons Report 2014 cites estimates of up to 160,000 migrant workers in Taiwan’s DWF industry. The actual number is likely to be somewhere in between, says EJF. Uncertainty exists due to a lack of any legal requirement for vessel owners to report the identity, or even total number, of crew to authorities. Such a requirement would be a basic first step toward being able to monitor crew working conditions to prevent human trafficking.

EJF’s Director Steve Trent, says: “The human rights abuses on these vessels are appalling and completely unacceptable. What is more, they underpin illegal fishing that is rapidly destroying the fisheries which millions of people rely on. As one of the world’s most advanced economies, Taiwan has the means and technology to put a stop to these abuses in its fisheries. Taiwanese authorities must empower a single, well-resourced and properly trained agency responsible for protecting migrant crew from human trafficking, and all workers should be protected in line with key International Labor Organization conventions. Unmonitored transfers of catches at sea should also be banned, and maximum trip lengths set.”

Libya seizes tanker suspected of fuel smuggling and arrests crew

Libya’s naval forces seized a Togo-flagged fuel tanker and arrested its Greek crew on suspicion they planned to smuggle oil out of the North African country, a spokesman for the forces said on March 15.

Libya’s western coast is a departure point for the smuggling of heavily subsidized gasoline to neighbors such as Tunisia and Malta, where retail prices are much higher.

“The naval forces seized a Togo-flagged oil tanker in the territorial waters without permissions from the state of Libya. It has the name *Lamar*,” naval forces spokesman Ayoub Qassem said. “It was captured about eight miles off Abu Kamash town, near the border with Tunisia,” he said.

He said *Lamar* was owned by a Greek company, and that its eight Greek crew

members had been arrested and their case referred to the general prosecutor.

A U.N.-backed Government of National Accord has been struggling since 2016 to restore stability in Libya, which descended into turmoil after long-time ruler Muammar Gaddafi was toppled in 2011.

Officials have vowed to clamp down on fuel smuggling but seizures of tankers and arrests of crew members are rare, given the small Libyan naval forces’ limited capacities.

Reuters shipping tracking data showed the *Lamar* had been in Tunisian waters before switching off its transponder on March 7, a usual tactic of smugglers. Western Libya is also the departure point for human traffickers smuggling mainly sub-Saharan Africans by boat to Italy.

China plans second new naval base in Pakistan

This month, a Chinese defense analyst and a source close to the People's Liberation Army confirmed that China's navy plans to set up a base near the Chinese-built port of Gwadar, Pakistan. It would be China's second overseas base after a recently-built facility in Djibouti.

"China needs to set up another base in Gwadar for its warships because Gwadar is now a civilian port," said analyst Zhou Chenming, speaking to the *South China Morning Post*. "The Chinese naval flotilla patrolling in the Gulf of Aden and other warships escorting Chinese oil tankers in the Indian Ocean need a naval base for maintenance as well as logistical supplies because they can't buy much of what they need in Pakistan."

The news appears to confirm a recent report from a retired American officer regarding negotiations for a new Chinese naval base at Jiwani, a small fishing port on a peninsula west of Gwadar. According to a recent column by Colonel Lawrence Sellin (U.S. Army Reserve, retired), the agreement would involve upgrades to the port and to a nearby airfield, and would require the creation of a security zone.

When Pakistani officials first proposed the Chinese port project at Gwadar in 2011, they described it explicitly as a forward naval base for Chinese warships. "We have asked our Chinese brothers to please build a naval base at Gwadar," Defense Minister Chaudhary Ahmed Mukhtar told the *Financial Times* at the time. However, in response to the recent reports of similar Chinese plans, Pakistan's government dismissed the news as "propaganda" intended to interfere with Chinese-Pakistani development projects.

"There is no proposal of building any Chinese military base near Gwadar. This is all propaganda against the development of the China-Pakistan Economic Corridor (CPEC) and strengthening of relations between Pakistan and China," Foreign Office spokesman Mohammad Faisal said.

China's Foreign Ministry has also dismissed previous reports of Chinese ambitions to build a base in Pakistan. Last year, spokesperson Hua Chunying called rumors of a potential naval base at Gwadar "irresponsible remarks" and "hearsay."

Earlier this month, the Trump Administration blocked a \$1 billion military assistance package for Islamabad over the continued presence of terrorists on Pakistani soil and Islamabad's allegedly insufficient efforts to remove them. The U.S. State Department asserts that Taliban and Haqqani network fighters are using western Pakistan as a base for their attacks on government forces in Afghanistan, and American officials complain that Pakistan is doing too little to combat them.

China's Foreign Ministry immediately defended Pakistan against these allegations. "We have said many times that Pakistan has put forth great effort and made great sacrifices in combating terrorism. It has made a prominent contribution to global anti-terror efforts, and the international community should fully recognize this," said spokesperson Geng Shuang at a regular press briefing. "China stands ready to further deepen cooperation with Pakistan in various fields to bring greater benefits to the two peoples."

Analysts expect that as Geng suggests, Pakistan is likely to deepen its ties with China in the wake of the suspension of American aid. China is already providing tens of billions of dollars in assistance for Pakistani infrastructure projects and has worked closely with Islamabad's defense establishment for years. However, cautions columnist Shamil Shams, the absence of American support could come at a price: China will now have greater leverage to set the terms for its development and defense projects within Pakistan.

ILA and East Coast employers agree to resume negotiations

The International Longshoremen's Association (ILA) and the United States Maritime Alliance (USMX) announced March 9, they are resuming master contract negotiations, with the goal of finalizing terms on a contract that will keep cargo moving at Atlantic and Gulf Coast ports. Their current contract expires September 30, 2018.

Talks between the dockworker Union and the USMX, which represents ILA employers, broke down on December 6 last year, over issues having to do with automation.

ILA President Harold J. Daggett said in December a proposal from USMX "would have killed this Union within five years – they'd be nothing left. As of today, the ILA is against semi-automated terminals."

A joint statement from Daggett and USMX Chairman David F. Adam said, "USMX and the ILA want to keep cargo moving, and we are ready to put in the effort to get this job done to the satisfaction of employers and ILA dockworkers."

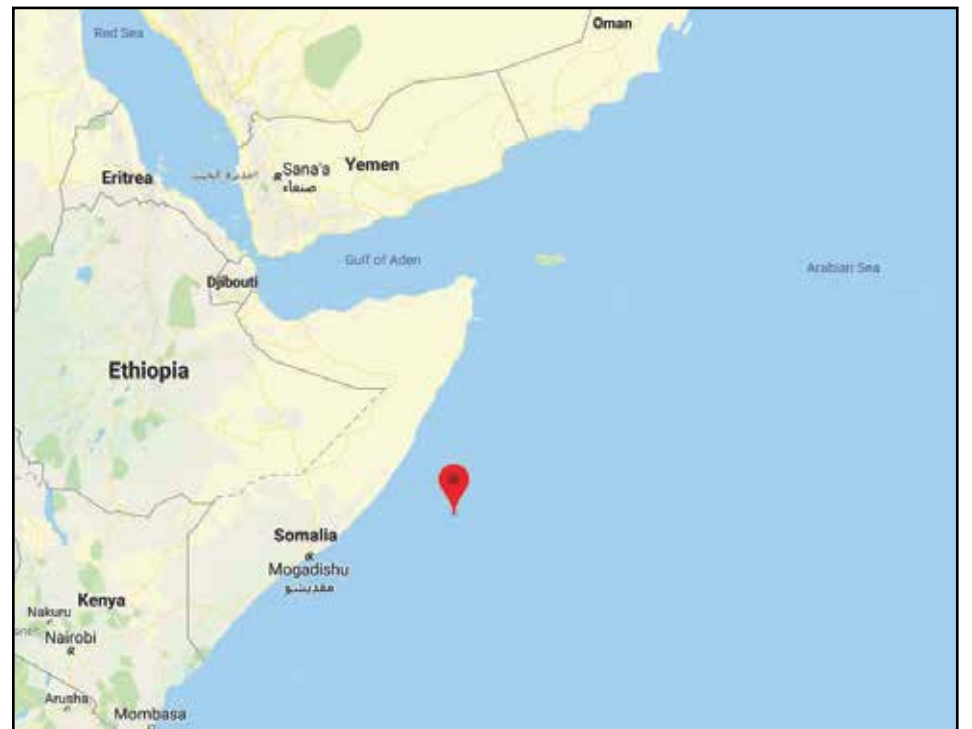
"The two sides will continue to negotiate master contract issues and will encourage local port areas to concurrently work out terms for local agreements," the statement added. "The ILA has received assurances from USMX that issues and concerns regarding automation have been adequately addressed, opening a path toward successfully negotiating a new agreement well before the current master contract expires at the end of September this year."

Jim McNamara, a spokesman for the ILA, said that the two parties were able to clarify definitions of semi-automated terminals, fully-automated terminals, and semi- and fully-automated equipment, allowing the talks to resume.

While ILA leadership has previously scheduled meetings through March 18 on other matters, McNamara said the Union would want to resume negotiations "as soon as possible."

Tanker repels pirate attack off Somalia

In the early hours of February 23, the Singapore-registered product tanker *Leopard Sun* came under attack about 160 nautical miles off the coast of Somalia. It was the second reported attack in a month within the Indian Ocean high risk area (HRA).



At 0030 local time, three skiffs approached from the *Sun's* stern and opened fire. An onboard security team returned fire with warning shots and the skiffs departed. The entire evolution lasted about 20 minutes and the *Sun* continued on her commercial voyage. UK Maritime Trade Operations (UKMTO) and EUNAVFOR (European Union Naval Force) confirmed that the vessel is safe.

"The crew employed the full range of Best Management Practices (BMP4) as well as the actions of the embarked private armed security team (PAST)," EUNAVFOR said in a statement. "It is clear the ship, crew and the security team demonstrated a very high standard of self-protection protocols in line with BMP4. The reporting of the incident ...was exemplary in both speed and detail, including the damage to the ship from gunfire from the skiffs."

The *Leopard Sun* was transiting off the coast of Somalia on a voyage from Oman to Cape Town, South Africa.

Antwerp: Europe's gateway for cocaine

Europe's largest container port for bananas has also become the continent's gateway for another tropical product: cocaine.

Last year, 41 metric tons of cocaine, with a street value of roughly \$2.5 billion, was seized in Belgium, according to Belgian customs officials. Most moved through Antwerp's port, Europe's second-largest, behind Rotterdam. In more than half of the seizures, customs officials say, the cocaine was placed in banana containers that came from some of the top cocaine-exporting countries: Colombia, Peru and Brazil.

Antwerp Mayor Bart DeWever says the port's proximity to Rotterdam, where many major drug organizations are based, and its success as a destination for legitimate Latin American exports explain why it is so popular with drug cartels.

"Being the first port of call for Latin America also has its disadvantages," DeWever said at a recent press conference, where he announced the formation of a group of local police, customs, tax and zoning-law offices to deal with the cocaine problem.

The so-called Kali team, named after a multi-armed Indian goddess but also echoing the infamous Colombian Cali drug cartel, aims to disrupt cocaine traffickers' attempts to launder money and corrupt local officials. DeWever said his "war on drugs" would include extra checks on harbor personnel and on cash-heavy local businesses such as car washes and massage parlors, which, he said, are ripe for laundering drug money.

Heading the Kali team is Antwerp Police Chief Stanny DeVlieger, who last year warned that cocaine traffickers had infiltrated police, customs and local businesses. He said members will work closely with the U.S. Drug Enforcement Administration, whose agents "are basically here every day." Dutch police are also involved in nearly all cocaine arrests because most of the arriving drugs are destined for neighboring Holland, DeVlieger said.

According to U.S. officials, Antwerp's emergence as a main drugs gateway to Europe –supplanting Spain and Portugal– is linked to a recent jump in the production of cocaine in Latin America, as well as the ease of shipping it in cargo containers. DEA agents are in Europe to help local authorities, but also to protect the U.S. from a resurgence in Latin American drug operations, U.S. officials said.

"Every thousand-kilo load that comes here simply strengthens the criminal organizations, whether they're in Colombia, Peru or Brazil," a U.S. official said. "This means they can more easily send their loads to the continental U.S." In Colombia especially output has risen after the government in 2015 halted its aerial spraying of coca because health concerns over the use a toxic defoliant and worries that rural residents were turning resentful just as peace talks were advancing with Marxist rebels. Colombia's government and the rebels are working with farmers to supplant the coca with legal crops.

The region's output has risen so fast that traffickers who once went to great lengths to hide the drugs now, in some cases, simply throw bags of it among banana crates.

Antwerp's port is a smuggler's dream. It sprawls over nearly 30,000 acres, straddling roads accessible to the public and fills warehouses outside its restricted territory that spread into the Netherlands nearby.

Training program simulates *USS Fitzgerald* collision

The U.S. Navy has created a training simulation to recreate the chain of errors that led to the collision of the *USS Fitzgerald* and the merchant ship *ACX Crystal* off Japan last year.

According to *USNI News*, the new scenario on the Surface Warfare Officer School bridge simulator takes radar data, ship tracks and other open source information and recreates the experience of being on the bridge of the destroyer in the lead up to the collision which occurred on June 17. Seven Sailors lost their lives, and the ship was damaged on the starboard side above and below the waterline.

The U.S. Navy released its final public report on the collision last last year. The *USS Fitzgerald* timeline appears to show a series of decisions and oversights that put her in close quarters situations more than once on the night of her encounter with the *ACX Crystal* – often without notification to her commanding officer, as required by standing orders.

At 1630 hours on June 16, the *USS Fitzgerald* got under way from Yokosuka, Japan, making a course southbound for sea. At 2300 hours, her commanding officer, executive officer and navigator left the bridge, leaving the officer of the deck with the conn.

USS Fitzgerald approached the vessel traffic separation (VTS) scheme north of Oshima Island and came to a course of 190 at 20 knots. Her pre-approved navigation track did not account for or follow the area's VTS patterns, she was not broadcasting an AIS signal and all her exterior lights were extinguished (except for navigation lights).

At 0108, *USS Fitzgerald* crossed the bow of a ship at approximately 650 yards, passed a second vessel at two nautical miles and a third vessel at 2.5 nautical miles. In contravention of standing orders, no reports of these three encounters were made to the commanding officer.

At 0110, *USS Fitzgerald's* watchstanders noted the radar signature of the container ship *ACX Crystal* at 11 nautical miles, and they attempted to initiate a radar track on her, without success. At 0117, the OOD plotted a track on a vessel that he believed to be the *ACX Crystal*, and determined that the contact would pass at 1,500 yards on the starboard side.

At 0120, the junior officer of the deck visually sighted *ACX Crystal* and noted that her course would coincide with *USS Fitzgerald's* track. The OOD remained convinced that *ACX Crystal* would pass at a safe distance, even after the junior officer advised him to slow down. Two other ships – the *Wan Hai* and *Maersk Evora* – were also approaching with close closest point of approach (CPA), and there were over a dozen other contacts in the vicinity.

At 0127, with the *ACX Crystal* closing fast, the OOD ordered a fifty degree turn to starboard, then rescinded the command and ordered full speed ahead and hard to port. The actions were delayed as the Conning Officer “froze” in the moment. The OOD and the Conning Officer both began to shout orders to the helm.

At 0129, two minutes and 1,200 yards of forward travel later, the Boatswain's Mate of the Watch put the rudder over hard left and pushed the ship's throttles forward.

At 0130:34, the *ACX Crystal* struck the *USS Fitzgerald* amidships on the starboard side, crushing the commanding

officer's cabin and creating a 12-foot by 17-foot hole below the waterline, leading to rapid flooding in a machinery space and a berthing area.

At no point did the bridge watchstanders on *ACX Crystal* or *USS Fitzgerald* make radio contact. In addition, *Fitzgerald's* watchstanders did not sound the general alarm to warn their shipmates of an impending collision.

The Navy concluded that the *USS Fitzgerald* collision was avoidable. Specifically, she appears to have violated COLREGS in several ways:

- She was not operated at a safe speed appropriate to the number of other ships in the immediate vicinity.

- She failed to maneuver early as required with risk of collision present.

- She failed to notify other ships of danger and to take proper action in extremis.

- Watchstanders performing physical look out duties did so only on *USS Fitzgerald's* left (port) side, not on the right (starboard) side where the three ships were present with risk of collision.

In addition:

- Watch team members responsible for radar operations failed to properly tune and adjust radars to maintain an accurate picture of other ships in the area.

- Supervisors responsible for maintaining the navigation track and position of other ships were unaware of existing traffic separation schemes and the expected flow of traffic, and did not utilize the Automated Identification System to gather information on nearby vessel traffic.

- Her approved navigation track did not account for, nor follow, the Vessel Traffic Separation Schemes in the area.

USS Fitzgerald's commanding officer, executive officer, master chief and several of her watchstanders were relieved of duty. Former *USS Fitzgerald* commander Cmdr. Bryce Benson is expected to be charged with hazarding a vessel, dereliction of duty and negligent homicide. In addition, two Lieutenants and one Lieutenant Junior Grade from the *USS Fitzgerald* face charges. A *USS Fitzgerald* Chief Petty Officer also faces charges of dereliction of duty, and administrative actions are being conducted for four crew members.

Long Beach February volume jumps 32.8%

The Port of Long Beach announced this month that it moved 661,790 TEUs during the month of February, a 32.8% increase compared to the same month a year ago. The port said it is the first time Long Beach terminals have handled more than 600,000 cargo containers in February.

The number of imports coming into Long Beach climbed 37% during February to 342,247 TEUs. The port handled 130,916 outbound containers, up 9.3%. The flourishing import market drove up the number of empty containers needed overseas, rising by 46.5% to 188,628 TEUs.

Port of Long Beach Executive Director Mario Cordero said the volumes reinforce a recent trend of ocean carriers shipping a steadier flow of cargo, noting that a decade ago, February's results would have qualified as one of the biggest months of the year.

“A month like this is now the new normal,” Cordero said. “We expect a lull in March as East Asian nations celebrate the Lunar New Year holiday, and then a rebound in April. We're very happy with our busy start to 2018.”

“It's clear new vessel alliances and the increasingly interconnected global economy have shifted cargo patterns,” said Long Beach Board of Harbor Commission President Lou Anne Bynum. “The Port of Long Beach is investing \$4 billion on infrastructure and leveraging technology to ensure our partners are productive and successful.”

Military to Maritime digital career platform launched

The American Maritime Partnership last month announced the launch of the Military to Maritime digital career platform (www.militarytomaritime.org), which is dedicated to helping veterans find meaningful, family-wage jobs in the maritime industry while supporting America's national and economic security.

Building on the numerous Military to Maritime career fairs across the country, the enhanced digital platform connects veterans with career opportunities in the U.S. shipbuilding and maritime industry and provides training and credentialing information to help in their transition from military service to the maritime sector. U.S. maritime industry employers can upload their job openings to this website, and veterans and active military can search the hundreds of maritime-related careers currently posted.

“The Jones Act is a de facto layer of our national security. U.S. shipyards build, repair, maintain and modernize the largest and most sophisticated Navy and Coast Guard vessels in the world, and do the same for the nation's 40,000 commercial vessels. The U.S. military, the most powerful military in the world, relies on U.S. flag vessels crewed by U.S. civilian mariners,” said Rear Admiral Mark H. Buzby, Administrator of the U.S. Maritime Administration. **“As part of our coordinated effort across the U.S. Navy's Military Sealift Command, the U.S. Coast Guard, and the commercial maritime industry, the Maritime Administration is working to make it easier for transitioning veterans to obtain their mariner credentials based on their service experience. In addition, MarAd supports all educational and training resources to support veterans as they transition from the military into a new, fulfilling career as a licensed mariner.”**

In times of need, America's commercial fleet and mariners provide sealift capacity to move troops and cargoes – sometimes at a moment's notice. Sustaining a ready reserve force equipped with U.S.-flagged vessels and American civilian mariners is vitally important for the nation's security, the American Maritime Partnership said.

Congressman Duncan Hunter (R-California), Chairman of the Subcommittee on Coast Guard and Marine Transportation and a Marine veteran of the wars in Iraq and Afghanistan, has been a long-time champion for the hiring of veterans into meaningful maritime careers.

“Mariners in the Armed Forces have skills that can successfully translate into the civilian workforce. Military mariners just need to know about what civilian opportunities are available and how they can attain the proper certificates during their military career to successfully transition into a civilian career,” said Chairman Hunter at a recent House Subcommittee on Coast Guard and Maritime Transportation hearing.

“The current cadre of mariners which have served the commerce and national security of the United States so admirably since the end of the Vietnam War is quickly aging out along with the ships. It's imperative that the federal government, along with its partners in the state maritime academies and maritime Unions, develop a comprehensive plan to ensure that the absence of qualified and experienced mariners in the workforce does not become an Achilles' heel limiting our military sealift operations and our national security,” said Congressman John Garamendi (D-California), who has continuously championed the importance of commercial mariners for national security.

As veterans consider career paths following their military service, the maritime industry presents numerous opportunities that build on their valuable skills and dedication to America's security. While those with seagoing experience can get a head start on many careers in the domestic maritime industry, there are many career opportunities that do not require prior seagoing experience. Many companies provide all the training needed for vessel employees as well as offer a variety of shore-based career paths.

“The American maritime industry is committed to supporting and hiring veterans. Over recent years, we have hosted job fairs across the nation for our veterans – and are excited to take this a step further through our new online platform,” said Matt Woodruff, AMP Chairman. “We know the vital role our industry serves for national and homeland security purposes – and remain dedicated to hiring veterans that share in our commitment to mission, teamwork, and service.”

The American maritime industry supports nearly 500,000 jobs, contributes \$92.5 billion to the U.S. economy and provides \$29 billion in annual wages. U.S. shipyards build, repair, maintain and modernize the largest and most sophisticated Navy and Coast Guard vessels in the world and do the same for the nation's 40,000 commercial vessels. More than 937 million tons of cargo, including grain, coal, petroleum, consumer goods and crude materials, are moved annually by the U.S. maritime industry in order to sustain our nation and support fundamental U.S. industries.

The SUP is a member of the American Maritime Partnership.

Oldest message in a bottle found on Australia beach

The oldest known message in a bottle was found on an Australian beach 132 years after being thrown from a German ship in the Indian Ocean as part of an experiment to track currents, experts said.

The Dutch gin bottle, with no cork or top, was spotted by Tonya Illman in January in remote sand dunes 112 miles north of Perth, the capital of Western Australia state.

Her family discovered a note tightly rolled up inside and tied with string, carrying the date June 12, 1886, and the name of the ship, *Paula*.

"We took it home and dried it out, and when we opened it, we saw it was a printed form, in German, with very faint German handwriting," Illman said.

Her husband searched online to find that, in an experiment run from 1864 to 1933 by the Deutsche Seewarte, or German Naval Observatory, ship captains would throw bottles overboard, each with a message giving the date, the ship's name, its location coordinates, home port and destination.

"It was clearly very exciting, but we needed a lot more information," said Illman's husband, Kym. "We wanted to know if what we had found was historically significant or a very inventive hoax."

The family took their find to the Western Australian Museum, which got

experts in Germany and the Netherlands to confirm the bottle was made in Holland in the 19th century, the paper matched the era and the vessel *Paula* had sailed from Cardiff to Makassar in 1886, as the message stated.

German experts turned up the ship's journal, with a captain's entry from June 2, 1886, showing that a drift bottle was thrown overboard. The coordinates, 590 miles from Australia's west coast, matched those on the note.

The handwriting in both journal and note also matched. The find has been authenticated by the German Federal Maritime and Hydrographic Agency (BSH) and Germany's National Meteorological Service (DWD).

"The forms have changed a lot over the years, but in the 1860 period, the form is exactly what you have," the BSH said in a report.

Researchers think the bottle probably washed up on the coast within a year of being thrown overboard, to be buried in sand until a storm uncovered it.

The message and the bottle will be on display for two years at the museum in the Australian port city of Fremantle.

"It's quite stunning, I've never experienced anything that corroborates so fully as this," said Ross Anderson, a specialist in maritime archaeology at the museum.

Extend life with exercise

For people with coronary heart disease, losing weight will not prolong life, a new study reports, but increasing physical activity will.

To their surprise, Norwegian researchers found that in some coronary heart disease patients (those of normal weight) weight loss actually increased the risk for death. The study, in *The Journal of the American College of Cardiology*, included 3,307 patients followed for an average of 16 years, with 1,493 deaths.

Lowering body mass index by more than 10% in a year was associated with a 30% increase in the risk for death, but only in those of normal weight at the start. Weight gain was not associated with mortality.

Compared with inactive patients, those who did 150 minutes of moderate exercise a week reduced their risk by 19%. Those who exercised more than that had a 36% reduction.

The lead author, Trine Moholdt, a research fellow at the Norwegian University of Science and Technology, said it was possible that people who lost weight were sicker than others, which might explain their increased mortality. Still, she said, "Being active has large effects."

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.

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Welfare Notes March 2018

Member Assistance Program

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

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

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

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

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

A copy of the brochure is available in the *West Coast Sailors* website under the SUP Welfare Plan tab.

Michelle Chang, Administrator mcsupsiup@sbcglobal.net

Patty Martin Claims, MPP & 401(k) Plans, Death Benefits
martinpatty59@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

Embezzlement conviction on foreign-flag Disney ship

A court in San Diego has sentenced a former crewmember of the Bahamas-registered cruise ship *Disney Wonder* to 15 months for embezzling hundreds of thousands of dollars on Disney gift cards.

Brazilian national Renan Dias Da Rocha Gomes, 32, was an employee at a shipboard merchandise store on the *Wonder*. From 2015 through 2017, Gomes made \$275,000 in charges on a Disney bank account and put the money onto gift cards using the store's VeriFone payment system, prosecutors said. He used \$35,000 of this amount to pay for a family vacation to Disney World, including \$8,700 for lodging and \$26,400 for food, beverages, merchandise and entertainment.

After an internal investigation by Disney, FBI agents met the *Wonder* at the pier in San Diego on October 27, 2017, and they boarded the vessel to meet with Gomes. He admitted to fraudulently uploading funds onto the cards using the VeriFone system, and said that he had started with small amounts before working his way up to the maximum amount of \$1,000 per transaction.

Gomes pled guilty to charges of wire fraud, and he will be deported to Brazil once his prison sentence is complete.

Membership and Ratings Committee

Met on March 1, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

<u>Name and Membership Number</u>	<u>Seatime</u>	<u>Rating</u>	<u>Seniority</u>
Evgenii Kim 19552	1 Year	O.S.	B
Hernani Amar 19553	1 Year	O.S.	B
Graham Sharpe 19554	1 Year	A.B.	B
Octavio Oretaga 19555	1 Year	A.B.	B
Mahon Gandy C-2730	30 Days	O.S.	C
Kelly Mena C-2731	30 Days	O.S.	C
Larry Davis, Jr. C-2732	30 Days	O.S.	C
Mark Ramon C-2733	30 Days	O.S.	C

Bosun Stamp - James Stelpstra #7528

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Jaime Acosta #0627, Robert Jenkins #C2645, Mike Worth #3629.

Record number of Indian mariners employed

The number of Indian seafarers employed globally has exceeded 150,000 for the first time according to India's maritime administration, the Directorate General of Shipping (DGS).

At the end of 2017, India had 154,349 seafarers employed on merchant ships, compared to 143,940 in 2016, 126,945 in 2015 and 117,090 in 2014, according to the DGS. Of the 154,349 seafarers, 71,177 are officers while 83,172 are unlicensed ratings or general-purpose staff accounting for 97,937 jobs on the nautical side and 56,412 on the engineering side.

India has around 130 maritime training colleges. Over 5,000 graduating cadets are not employed, because they have not been able to complete the mandatory onboard ship training.

According to the International Chamber of Shipping, the worldwide population of seafarers serving on internationally trading merchant ships is estimated at 1,647,500 seafarers, of which 774,000 are officers and 873,500 are unlicensed ratings.

China, the Philippines, Indonesia, the Russian Federation and Ukraine are estimated to be the five largest supply countries for all seafarers (officers and ratings). The Philippines is the biggest supplier of ratings, followed by China, Indonesia, the Russian Federation and Ukraine. China is the biggest supplier of officers, followed by the Philippines, India, Indonesia and the Russian Federation.

Pilot transfer helicopter crashes off Port Hedland, Australia

As the *West Coast Sailors* goes to press, a search is underway off Port Hedland, Australia for one of two occupants of a helicopter that crashed early on March 15. Eight aircraft and seven vessels are engaged in the SAR (search and rescue) effort.

The helicopter was about to pick up a marine pilot from the 90,000 dwt bulker *Squireship* at the time of the accident. The pilot on the *Squireship* saw the aircraft go down and contacted the authorities.

One of the helicopter's two pilots managed to escape the wreck and get into a life raft. He was spotted and picked up by a good samaritan vessel about one hour after the crash, and was taken to a local hospital for treatment.

"[The survivor] has done the underwater escape training and he managed to free himself and activate his personal locator beacon," said Australian Maritime Safety Authority (AMSA) spokesman Craig Condon. "As well he let . . . four flares off which greatly assisted in his retrieval."

Condon said that it is believed the helicopter flipped upside-down just after impact, and it remained that way for half an hour before sinking. The water depth in the vicinity of the crash site is about 60 feet, and police divers from Perth have been dispatched for an underwater search. SAR teams have located a debris field, but the wrecked aircraft itself has not yet been found.

The survivor and the missing pilot were both employees of Mackay Helicopters, a company that provides transportation for marine pilots. One of the men was a trainee, but both had thousands of hours of flight experience, Mackay's CEO told media.

Port Hedland is a busy export hub for iron ore, and it is Australia's largest seaport by tonnage. It handles more than 6,000 vessel movements and 500 million tonnes of cargo per year.

U.K. ports investing billions in infrastructure

The British Ports Association has published new research which shows that U.K. ports and terminals have an estimated \$2.37 billion of port infrastructure investment in the development pipeline.

The report by infrastructure advisory firm Moffatt & Nichol focuses on developments which have been announced in the press in the last 12 months and provides a snapshot of the potential scale of U.K. ports' investment in infrastructure. It's also likely that there are a many more privately financed infrastructure projects planned or underway all around the country, which haven't been discussed in public yet.

Mark Simmonds, the British Ports Association's Policy Manager, said: "Ports are doing their bit but we rely on Government to ensure that road and rail connections from the port gate are fit for purpose. The terrestrial and marine planning and consenting process is also cumbersome and costly and often holds back or even prevents some sustainable port development. We hope that this report helps Government to develop an accurate picture of the investment that industry is making when developing its policies and making its own investment decisions regarding infrastructure."

One major project is Aberdeen's \$490 million new South Harbor project. Once completed, the facilities at the South Harbor will allow enhanced activity in the decommissioning and cruise industries, amongst others, thanks to 4,600 feet of new piers and a water depth of up to 35 feet. The expansion will also create an additional 31 acre container yard, making it the largest berthage port in Scotland.

Other projects include the Port of Tyne's \$53 million investment in support of a new biomass plant and the Port of Dover's new \$21 million refrigerated cargo terminal.

Disneyland's workers are undervalued, disrespected and underpaid

by Peter Dreier and Daniel Flamin

Disneyland is famously promoted as the "happiest place on earth." But for many of the theme park's 30,000 employees, it isn't the happiest place to work. That's what we discovered after spending a year talking with Disneyland workers and conducting a survey of about 5,000 "cast members," as the company refers to its employees.

Since 2000, Disneyland's attendance (more than 27 million in 2016), daily ticket prices (\$117 most days of the year for anyone over the age of 10) and revenues (more than \$3 billion) have increased, but during that period, its employees' pay has dropped 15% in real dollars.

Our survey of food service workers, hair stylists, costumers, candy makers, security guards, custodians, hotel workers, retail workers, ticket takers, musicians, puppeteers, singers and dancers affiliated with 10 different unions revealed that 85% of Disneyland employees are paid less than \$15 an hour. Even among full-time employees who have worked at Disneyland for more than 15 years, 54% are paid less than \$15 an hour and 13% are paid less than \$11 an hour.

Workers at the Anaheim resort are paid so little that more than 1 in 10 report being homeless at some point in the last two years, two-thirds say they don't have enough food to eat three meals a day and three-quarters say they can't afford basic expenses every month.

As the largest employer in Orange County, Disneyland's low-wage policy hurts the area's economy, even as the local Anaheim government has subsidized the park's expansion and hotel development. The surrounding community is now contending with weak buying power from workers and growing social safety net costs.

Disney has used the theme park's huge profits to offset losses from its less-successful investments, particularly the sports television channel ESPN. Disney is now doubling down in its communications investments with the pending \$52-billion acquisition of Fox Network assets.

If that plan goes through and the company reaches its other major goals, Chief Executive Robert Iger will see his pay quadruple to \$162.5 million a year. That would make his annual compensation equal to the total pay of 9,284 Disneyland workers.

Many of the park's employees aren't sure they'll be able to keep a roof over their heads. Fifty-six percent are worried about being evicted from their homes or apartments. Over half of the workers who rent say they live in overcrowded housing. Eleven percent of Disneyland workers reported being homeless — living in their cars, or on friends' floors and couches, or in shelters — in the last two years. Rather than dealing with this crisis, the Walt Disney Co. has consistently opposed the construction of affordable housing in Anaheim.

Two-thirds of Disneyland workers —and three-quarters of those with young children— lack sufficient access to safe and nutritious food. They meet the Department of Agriculture's definition of "food insecure." This compares with 12% of people in California and nationwide.

Although the Walt Disney Co. requires Disneyland employees to smile at park visitors, 43% of employees report that they need, but cannot afford, dental care. More than one-third of parents with young children say they need but can't afford prescription medicine. And over a third of employees enrolled in the Disneyland health insurance plan report that they have to give up other necessities to pay the monthly premiums.

The stereotype is that Disneyland employees are teenagers or college students working temporary jobs before starting their careers. In fact, among the workers in our survey, four-fifths are 30 years or older. Disneyland is the primary source of income for nine-tenths of its workers, and a third of them support children.

Only 28% of Disneyland employees report having the same schedule every week. More than half (59%) of the employees with young children say their erratic schedules at the park make it difficult to care for their families and children. Even so, Disneyland, a family resort, has no child care center for its employees.

Walt Disney once said, "You can design and create, and build the most wonderful place in the world. But it takes people to make the dream a reality." Unfortunately, his successors at the company are shortchanging the people part of that equation. Our survey found that while 80% of Disneyland employees are proud of the work they do, they feel undervalued, disrespected and underpaid.

"I've spent the last 29 years working to give people a magical experience at Disneyland, and yet every month, I face choices between rent, food or bills," said Glynndana Shevlin, a food and beverage concierge at the park. "I have been evicted twice. . . . I'm often hungry because I'm skipping meals. At work, I'm a clean, happy person, but when I leave and get in my car, I become a sad, unhappy person who doesn't always know where I'm going to sleep."

A recent *Los Angeles Times* investigation found that over the last two decades, the Walt Disney Co. secured subsidies, incentives, rebates and protections from future taxes from the city of Anaheim that would be worth more than \$1 billion. The taxpayers' return on this investment has been meager because most Disneyland employees make too little to boost the area's businesses.

Raising the wage floor at Disneyland to \$20 an hour would increase its employees' buying power by \$190 million a year. When those workers spend their increased pay for things such as housing, groceries, restaurant meals, healthcare, car maintenance and child care, according to our analysis, it would generate \$210 million more in sales by businesses in Anaheim and other communities where workers live.

The Walt Disney Co. is attacking our results, but the survey's methodology is sound and its respondents are representative of the 58% of Disneyland employees who are unionized. Park workers signed into the survey using an ID number, assuring that they couldn't respond multiple times.

Disney is one of America's most profitable corporations. It can afford to look honestly at its workers' circumstances and pay them enough to make ends meet.

[Peter Dreier is a professor of politics at Occidental College. Daniel Flamin is president of the Los Angeles Economic Roundtable, a nonprofit research organization. The survey of Disneyland employees was underwritten by a coalition of the resort's labor unions. This article was published in the Los Angeles Times on February 28.]



SUP President's Report

March 12, 2018

MATSON NAVIGATION COMPANY

Daniel K. Inouye

This first Aloha-Class container ship is scheduled to be christened on June 30, at Philly Shipyard and will go into service in September. According to the company, the tentative ports-of-call are Oakland, Honolulu and Seattle.

Her sistership, the *Kaimana Hila* is expected to be delivered in the first quarter of 2019.

Kamokuiki

In July of last year, the membership ratified a Memorandum of Understanding covering this 700-TEU vessel which will operate out of Honolulu to the Marshall Islands ports of Kwajalein, Ebeye and Majuro.

The vessel has a crew of 14 –top to bottom– including only one person in the Steward's Department. Matson contacted the SUP, MFOW and SIU-Marine Cooks requesting that Appendix "C" (Minimum Storing List) be modified on a non-precedent basis to call for two entrees and a salad bar for lunch and dinner instead of three entrees.

Signed a Letter of Understanding to that effect on February 22, pending membership approval.

PATRIOT CONTRACT SERVICES

Surge LMSR Vessels:

As reported in October (see the October *West Coast Sailors*), Ocean Ships, Inc. was the successful bidder to operate and maintain the Military Sealift Command's Surge Sealift LMSRs (*USNS Gilliland*, *USNS Gordon*, *USNS Shughart*, *USNS Yano*) that are in Reduced Operating Status (ROS) and are currently managed by Patriot.

In last month's *West Coast Sailors* turnover dates for these vessels were published. However, on February 22, Patriot sent the Union a revised turnover schedule:

Ship	Turnover	Turnover
	Period	Location
<i>USNS Shughart</i>	Mar. 5-Mar. 18	Violet, Louisiana
<i>USNS Yano</i>	Mar. 19-Apr. 1	Violet, Louisiana
<i>USNS Gordon</i>	Apr. 2-Apr. 15	Newport News
<i>USNS Gilliland</i>	Apr. 16-Apr. 19	Bayonne, New Jersey

Kwajalein Range Services:

Effective March 1, unlicensed personnel working under the Patriot-Kwajalein Range Services crewing agreement received a Total Labor Cost increase of 2.75%. New wage rates will be published in the *West Coast Sailors*.

MARITIME TRADES DEPARTMENT

Along with MFOW President Anthony Poplawski, attended an Executive Board meeting of the Maritime Trades Department, AFL-CIO on March 8 and 9, in Orlando, Florida.

The primary focus of the meeting was the Jones Act and its critical importance to the nation and all who work and sail under the American flag.

Enacted in 1920 in response to America's lack of preparedness for World War I, the Jones Act requires that cargo moving between U.S. domestic ports be carried on vessels that are crewed, built, owned and flagged American. It calls for providing the nation with a merchant marine that can transport goods between U.S. ports, increase national security during war times, and support a U.S. maritime industry. The measure's sponsor, Senator Wesley Jones of Washington, declared, "Nations are not free that depend on foreign fleets to carry their products and bring them their supplies."

Since its inception, the Jones Act has always en-

joyed widespread support. Among its backers are legislators from both sides of the aisle, U.S. military leaders, non-partisan, non-profit think tanks, a number of well-respected journalists, published researchers, and every White House, no matter the party. Without exception, Jones Act supporters concur that the law is critical to the national, economic and homeland security needs of the United States; its value has been proven time and again.

According to the American Maritime Partnership coalition, whose member organizations include the SUP, the measure since its origin has:

1) Sustained nearly 500,000 jobs (including jobs with SUP-contracted Chevron Shipping Company, Foss Maritime Company, Matson Navigation Company and the San Francisco Bar Pilots) directly and indirectly;

2) Pumped \$29 billion in annual wages into the American economy;

3) Added \$46 billion to the value of U.S. economic output each year;

4) Moved an average of 1 billion tons worth of cargo every year with a market value of \$400 billion;

5) Produced \$11 billion in taxes annually;

6) Maintained a pool of skilled civilian mariners capable of meeting the nation's strategic sealift needs; and

7) Made sure that 70% of the oceangoing self-propelled vessels in the Jones Act fleet are militarily useful, which is of vital importance as 95% of materiel used by forces overseas moves by water.

Regardless of its merit, the Jones Act regularly comes under fire from those who either truly don't understand it or whose agendas don't include preserving the U.S. Merchant Marine.

A notable example occurred in 2010 during the aftermath of the *Deepwater Horizon* disaster. On that occasion, the Jones Act and the Obama Administration were targets of drastically inaccurate criticism by some media outlets and elected representatives who falsely claimed that the Jones Act was impeding clean-up operations following the fatal explosion, which also resulted in a cataclysmic oil spill.

The administration and then-national incident response commander, U.S. Coast Guard Admiral Thad Allen, refuted those false claims, and the official government report on the spill response later confirmed that the Jones Act in no way slowed the cleanup. The facts are that the Jones Act did not apply where the spill occurred (50 miles from the U.S.), and foreign-flag assistance was utilized (along with U.S.-flag tonnage) essentially from the start. Further, the administration quickly set up an expedited Jones Act-waiver process in case any were needed for related operations closer to shore.

More recently, critics wrongly claimed the Jones Act hampered relief efforts in Puerto Rico in the wake of Hurricane Maria. Even though nothing could have been further from the truth, Jones Act opponents used their flawed accusations as a foundation to call for weakening or eliminating the law. It was of little consequence to them that the backdrop for their claims showed stacks and stacks of containers delivered to the Port of San Juan by U.S.-flag vessels. They willingly neglected the fact that Jones Act ships were offloading in Puerto Rico within hours after the first port reopened and that these vessels continue to deliver vital cargoes even today. They completely overlooked the fact that because of damaged roads and numerous other infrastructure problems, significant portions of the waterborne cargo initially stayed in the ports. They coasted right past the fact that none of these circumstances had anything to do with any maritime law.

Simply put, virtually every statement put forth in each of the former situations as justification to weaken or kill the Jones Act was a lie; once again, the Jones Act was falsely accused.

For these and other reasons, the Maritime Trades Department, the Transportation Trades Department and all other labor organizations, in which the SUP is affiliated, must remain resolutely committed to doing everything in our power to ensure that the integrity of the Jones Act remains firmly intact.

The Maritime Trades Department reaffirmed to continue its work to promote and protect the Jones Act in every possible way, including by educating elected officials and the American public about the critical magnitude and irreplaceable value of the Jones Act.

In addition, Randi Weigarten, President of the American Federation of Teachers, gave a powerful address on the importance of the Jones Act and the voluntary relief work undertaken by teachers and many other Unions in Puerto Rico.

HOLIDAYS

Good Friday

All SUP halls on the West Coast will be closed at noon on March 30, in observance of Good Friday. Under the Agreements with APL and Matson, unlicensed personnel shall be granted a three-hour holiday between noon and 3:00 P.M. Overtime shall be paid when required to work during those hours.

The Honolulu Branch will be closed all day on March 30, as it is an ILWU Local 142 holiday. Therefore, it is a holiday for Matson ships in port and for those working under the SUP/Matson Maintenance and Extra Maintenance Agreements.

Cesar Chavez' Birthday

All SUP halls on the West Coast will be closed on Monday, April 2, in observance of Cesar Chavez' birthday. As an ILWU holiday, it is therefore a recognized holiday for SUP members working under the APL and Matson Maintenance Agreements and for those in APL and Matson vessels in West Coast ports on that day. The holiday is also observed under the Agreements with the San Francisco Bar Pilots.

Cesar Chavez' birthday is not a holiday in Hawai'i.

Harry Bridges Memorial Day

The Honolulu Branch will be closed on Monday, April 2, in observance of an ILWU Local 142 holiday. Under the SUP agreement with Matson, this is a holiday for company vessels in Hawai'i ports on that day, the Paint & Rigging Gang and those employed under the Extra Maintenance Agreement.

This is not a holiday in West Coast ports. Harry Bridges Birthday is a holiday in West Coast ports on July 30.

ACTION TAKEN

M/S to concur to modify Appendix C in *Kamokuiki* in Matson Agreement.

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

Gunnar Lundeberg

Kwajalien Range Services

Effective March 1, there was a 2.75% Total Labor Cost (TLC) increase for those employed in the *USNS Worthy*.

	Daily	Daily	O.T.	Money
	Base Wage	Supp. Wage		Purchase Pension
Bosun	\$138.83	\$46.28	\$27.47	\$13.87
A.B.	\$113.28	\$37.02	\$21.98	\$13.87

Kwajalien Range Services (KRS) has its own steady crews but calls Patriot for occasional reliefs.

Port of Oakland unveils five-year plan that envisions more job and cargo growth

The Port of Oakland on March 13, released a plan for the next five years that calls for 8% more containerized cargo volume in Oakland by 2022.

The California port, which handled 2.4 million TEU in 2017, expects to be handling 2.6 million TEU in five years. Annual passenger traffic at the agency's Oakland International Airport should increase 12-20% to between 14 million and 15 million passengers. Both numbers would be all-time highs for Oakland.

The port authority said its "Growth with Care" plan envisions more jobs and economic stimulus.

"We can grow, but we want our neighbors to grow with us," Port of Oakland Executive Director Chris Lytle said in a preamble to the 21-page strategic document. "We must conduct ourselves in the public interest for the public good."

The plan envisions cargo growth from two capital projects at the seaport.

The first is a 283,000-square-foot refrigerated distribution center called Cool Port Oakland that opens this summer. Another 440,000-square-foot distribution center is planned at a nearby Seaport Logistics Complex.

At the airport, Oakland's growth strategy is predicated on more flights – whether domestic or international. Target destinations over the next five years include New York, Boston, Washington, D.C., Asia, Canada, and South America.

The agency's third business – commercial real estate – will concentrate on maintaining high occupancy rates and supporting residential development planned in the port's Jack London Square neighborhood.

The plan also calls for further reductions in diesel particulate emissions from trucks and ports. According to port data, truck emissions are down 98% since 2009, while vessel emissions have declined 76%. The strategic plan commits the port to an overall reduction of 85% by 2020.

Despite increased cargo volumes, the port expects to achieve that by having more ships "cold iron," or use shore-based electricity rather than relying on their ship engines while at berth. It is also planning a program for near-zero and zero emissions equipment at the port.

Other goals mentioned in the five-year plan include:

- Obtaining a container service that makes Oakland a first port of call;
- Promoting new trans-load and refrigerated cargo capabilities, with the goal of increasing the discretionary intermodal cargo it handles to 15%, growing refrigerated exports by 10% and imports by 5%, and extending its market efforts to Western grain and Midwest frozen meat exporters;
- Maximizing Oakland's participation in newly permitted rice exports to China;
- Recapturing cargo, especially the Utah and Colorado markets, and continuing to market its services beyond Northern and Central California; and
- Exploring bulk and breakbulk cargo opportunities.

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



Pictured above is Matson Navigation Company's first Aloha-Class container ship *Daniel K. Inouye*. She had been on the building dock since May 4, 2017 and was floated out on February 23.

Vice President's Report

March 2018

Manukai: Dale Gibson, delegate. Clarification on gangway security watches. Watches are usually paid at the straight time rate, overtime hours are typically for work off watch in excess of eight hours. In a one-person watch situation, which includes security gangway watches that are set up the same way as the navigational watches, the usual one-person watchstanding (not dayworking) rules apply: straight time on straight time hours and overtime on overtime hours. Support in Section 56 of the SUP Work Rules in the Matson Agreement (with support from the APL agreement incorporated by reference to the one-person watch). It is important to remember that at Matson it is one-person watch all the time, unless all watches are specifically broken and everyone is on dayworking hours, in which case the normal OT rule of any work after 1700 and before 0800 applies. It is not automatic that watches are broken in port on Matson ships.

Manulani: Michael Ruan, delegate. Clarification on gangway security watches in China.

Maunawili: Roger Berioso, delegate. Time back for gangway watch work between midnight and 0600 on days of arrival and departure is good and payable.

USNS Sisler: Isiah Stafford, delegate. Two new Ordinary Seamen graduates of the Andrew Fururseth School of Seamanship, Frank Martin and Juan Gonzalez are joining this ship after extensive training and dispatch clearances. Members will recall their own first ships and compare the requirements of today's industry, and this contract, and recognize that it is a herculean task to reach the deck of a ship at any rating. Urge all hands to continue to break in new members on safety and with due care and consideration in every other respect. Running smooth in distant foreign port with Bosun Eduardo Zepeda.

USNS Charlton: Alex Glosenger, delegate. Updates on relief status. Camilo Moreno is the new Bosun. Running smooth in South Korea.

USNS Pomeroy: Jack Forde, delegate. Termination for violation of shore leave policy under investigation. Otherwise running smooth in distant foreign outpost.

USNS Dahl: Robert Lee, delegate. Investigated and intervened in heating issue in this ship on activation in Boston during historically bad winter weather. Bosun Jonnell Hodges has the ship ready for sea trials. No beefs.

USNS Watson: Jeff Titco, delegate. In good shape after no notice short window activation for mission. Returning and new sailors from all ports. Bosun Jesus Hermosillo running the gang.

Moku Pahu: Rey Clores, delegate. Gangway watch on straight time payable at the straight time rate. After a round the world trip hauling various cargoes, departed New Orleans in ballast for Puerto Rican grain bound for Jacksonville. Then Food for Peace cargo under the Cargo Preference program for African port. Clarification on delayed sailing among others. Hamilton Parone is the Bosun.

Mississippi Voyager: Terry Black, delegate. Anchor watch clarification. Thor Erikson, Bosun.

APL Gulf Express: Christopher Go, delegate. Working hard in the Persian Gulf loop. Clarifications on travel and delegate's duties.

Dave Connolly

SEA-FEVER

I must down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's shaking,
And a grey mist on the sea's face and a grey dawn breaking.

I must down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must down to the seas again to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

John Masefield, English Poet 1878-1967



The *DKI* will be christened on June 30, and will go into service in the Hawai'i trade in September, operating between Oakland, Honolulu and Seattle.

SUP Branch Reports

Seattle

February 20, 2018

Shipped: 2 B card Boatswains to Patriot, 5 AB's to Navy bottoms, 3 steady and 2 activations, all going to B cards. The RRF ship *Cape Trinity* called for a GVA and a GUDE that went to D cards. Also shipped 13 standby AB's to 7 A's, and 6 B's.

Registered: 2 A cards for a total of 4; 10 B cards for a total of 22; 2 C cards for a total of 8; and 2 D cards for a total of 4,

Meetings attended: Martin Luther King, Jr. Central Labor Council/Executive Board, and a round table labor meeting with Congresswoman Pramila Jayapal. Congresswoman Jayapal is a strong ally of labor and a tenacious fighter for workers' rights.

I encourage all members to follow and support the government representatives that have our labor interests in the forefront of their agenda. We have large blocks of time off work, so try to allocate some of it to volunteer and canvas for our industry and those that support it. Without our financial support to maritime and labor friendly representatives, special interests and corporations will overwhelm any rational conversation. Please donate to the SUP Political Fund to secure our livelihood.

Members, when you make the hall bring all your documents with you.

Let's go through them to be sure you are current. Other than your drug-free, you cannot go to work on documents that will expire during your dispatch and your passport must be valid six months beyond.

Brendan Bohannon
Branch Agent

Wilmington

February 20, 2018

Shipped: Bosun: 3, AB: 14, AB/D: 3, OS/STOS: 3, and 62 standbys, for a total of 85 jobs shipped.

Registered: A:23, B:44, C:12, D:7

Ships checked

MahiMahi, Maunawili, APL Korea, Maunalei, APL Thailand, Mokihana, RJ Pfeiffer, APL Philippines, Manulani, APL China, Manukai.

Shipping at a steady pace here in Wilmington. Patriot ships calling for crew changes as well as activations. Matson and APL making regular port calls. No major problems minor clarifications on delay sailing and caring explosives.

Keep your dues current and be sure to check your documents, dues and document must be current to ship.

Leighton Gandy
Branch Agent

Honolulu

February 20, 2018

Shipped the following jobs in the month of February: 2 Bosun steady, 2 AB Day steady, 2 AB Day relief, 8 AB Watch steady, 1 AB Watch relief 1 AB maintenance, and 1 OS Watch. The shipping jobs were filled by 7 A cards, 8 B cards, 1 C card, and 1 D card.

Also shipped 24 standby jobs. The standby jobs were filled by 0 A cards, 7 B cards, 5 C cards, and 12 D cards.

Registered: 12 A cards, 13 B cards, 5 C cards and 6 D cards.

Ships checked

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

APL Guam- no major beefs

APL Saipan- no major beefs

USNS Charlton- no major beefs

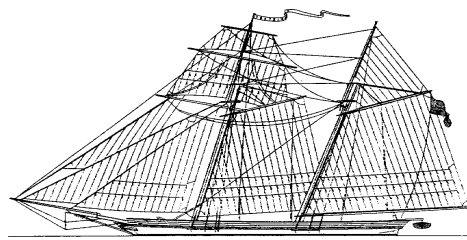
I represented the SUP at the Hawai'i Ports Maritime Council meeting, the AFL-CIO executive board meeting, and a meet and greet with most of the candidates running for office in Hawai'i this year. It was strange to see the current governor and his rival in the same room at the same time, for me anyway.

The re-flagged Matson ship *MV Kamokuiki* called for a crew to take the ship out of a Chinese shipyard and go on sea trials and then lay up two weeks later, which is what happened. The Bosun told me that Matson told the crew that the *MV Kamokuiki* would be laid up until some time in September. I will keep the membership informed as I learn more.

Remember that when you ship on any ship your papers must be valid for the duration of the voyage. It doesn't matter if it is a two-week voyage (pineapple run), a 35 day voyage (China run), or a four-month to six-month voyage (APL shuttle ship or Patriot ship).

Mahalo,

Michael Dirksen
Branch Agent



Business Agent's Report

March 12, 2018

Mississippi Voyager- In at Richmond Long Wharf. Ships running steady up and down the coast between Richmond El Segundo Long Beach in good hands with Bob Turner, Bosun. Terry Black, Delegate.

Florida Voyager, California Voyager, Florida Voyager, Texas Voyager- These ships are operating out of the Gulf and East Coast.

Manoa- In out of Oakland #62. On the Northwest run with no beefs Duke Maringer, Delegate, Robert Reed Bosun.

Matsonia- In at Oakland #63. Clarification on moving gym equipment. Sailed for Honolulu Dimtri Seleznev, Bosun. Mick McHenry, delegate.

Mahimahi- In and out Oakland #63. Sailed for Honolulu to Long Beach she on the Southern Triangle run. James Stelpestra, delegate. Dennis Sumague, Bosun.

Kauai- In and out Oakland #62. Short stay sailed with no beefs Mike Henderson Delegate, Marc Calario, Bosun.

APL Thailand- In and out Oakland #58. Sailed with no beefs for Dutch Harbor. Kenny James, delegate, Nick Hoodgendam, Bosun

APL Belgium, APL Philippines, APL China- Checked in with these ships with little or no beefs.

Cape Orlando- One of the toughest ship to work. Chris Bunheirao, Bosun.

Admiral Callaghan- Hard working Ordinary's getting the job done with Mark Pfaff, Bosun.

Cape Hudson was planning to activate last week canceled at the last minute had her up and ready to go with Isagani Cruz, Bosun.

Cape Horn- Routine with the Gang getting work done with Norhaslan Idris, Bosun.

Cape Henry still adjusting to its new surroundings in San Francisco. Jim Linderman, Bosun.

Roy Tufono

Container loaded with sulfuric acid over the side

The U.S. Coast Guard, NOAA and Environmental Protection Agency are continuing to monitor 76 shipping containers lost from a container ship off North Carolina, but are yet to locate one containing 5,900 pounds of sulfuric acid.

On March 4, the Liberia-flag *Maersk Shanghai* alerted watchstanders that during stormy conditions they lost about 70 containers about 17 miles off Oregon Inlet, North Carolina. Maersk later confirmed the total number of containers lost overboard was 76 as well as their contents.

Coast Guard Air Station Elizabeth City crews, Coast Guard Auxiliary aircraft

crews and aircraft crews contracted by the shipping company have conducted multiple overflights, locating nine containers on the surface. At present, only two of the nine sighted containers remain floating.

The Coast Guard has designated the floating containers as hazards to navigation and salvors have placed tracking devices and lights on them. Maersk plans to use side-scan sonar to locate the submerged containers to determine their risk to safe navigation and environmental impact. Weather and sea conditions will determine how quickly they are able to effectively survey the area.

A pic from the past ...



Mike Dirksen, Sal Valentine and Vince O'Halloran, aboard the SS President Taft, in 1989, Karachi, Pakistan. Brother Dirksen is now Honolulu Branch Agent, Brother Valentine retired in 1999 and crossed the bar in 2007, and Brother O'Halloran is a former Seattle Branch Agent.

Dispatcher's Report

Headquarters—March 2018

Deck	
Bosun.....	4
Carpenter.....	0
MM.....	1
AB.....	12
OS.....	5
Standby.....	11
Total Deck Jobs Shipped.....	33
Total Deck B, C, D Shipped.....	21
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.....	33
Total B, C, D Shipped-All Depts.....	21
Total Registered "A".....	21
Total Registered "B".....	55
Total Registered "C".....	15
Total Registered "D".....	23

Keep your dues and documents current

SUP members join pension ranks

The following SUP member joined the rank of pensioner, bringing the total number of SUP members to 155:

Stewart A. Putzke, 65, Book No. 3871, joined SUP in 1998, 18 years seetime.