

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, May 19, 2017

Maritime Security Program fully funded; Food for Peace sustained for fiscal year

President Trump on May 5, signed a \$1.1 trillion spending bill (Consolidated Appropriations Act, 2017) that will fund the government through September 30, of this year. The legislation fully funds the Maritime Security Program (MSP) at the authorized level for Fiscal Year 2017 and sustains other programs crucial to the U.S.-flag maritime industry.

The MSP is now fully funded at \$300 million for fiscal year 2017, bringing it to the level authorized in the National Defense Authorization Act of 2017. This amount is an increase from the authorized and appropriated level of \$210 million in fiscal year 2016.

The funding increase amounts to a stipend of \$5 million per ship for each of the 60 U.S.-flagged commercial ships in the Mar-

itime Security Program fleet. The stipend for fiscal year 2016 was \$3.5 million per ship.

The MSP supports a fleet of militarily-useful, U.S.-flagged ships, which are crewed by U.S. merchant mariners and operate in the international commercial trades. The ships and their corresponding privately-owned intermodal cargo systems and networks are available to the Department of Defense (DOD) for military sealift operations and in national security emergencies. The cost of the MSP amounts to a small fraction of the projected \$65 billion it would cost the government to replicate this sealift capacity and the intermodal infrastructure and global cargo networks provided to the DOD by private-sector MSP participants.

SUP-contracted American

President Lines has nine vessels enrolled in MSP.

The appropriations act also provides funding for U.S. food-aid programs, including Food for Peace Title II, for fiscal year 2017.

The House Appropriations Committee, led by Chairman Rodney Frelinghuysen (R-New Jersey), released the following statement regarding the \$2 billion in funding for overseas food aid contained in the omnibus bill: "This includes \$1.466 billion in base funding for the Food for Peace program and a one-time, \$134 million increase to address famine crises around the world. It also includes \$202 million for the McGovern-Dole International Food for Education and Child Nutrition program. Both of these programs deliver food to those in need around the world and are flagship examples

of the Administration's goal to 'Buy American, Hire American' by sending domestically-produced food on U.S.-flagged ships around the world."

The base funding level of \$1.466 billion for Food for Peace Title II is the same amount appropriated for fiscal year 2016, supporting the shipment of U.S.-sourced commodities to nations in need. Under U.S. cargo preference requirements, at least 50% of U.S. government impelled food-aid shipments must be carried by U.S.-flagged vessels.

The appropriations act includes approximately \$274.5 million in funding for the National Defense Reserve Fleet, including expenses related to the Maritime Administration's Ready Reserve Force. In fiscal year 2016, the appropriation was approximately \$273 million.

The legislation appropriates \$6 million for the National Security Multi-Mission Vessel Program to continue with the design and construction of a vessel type that can be used to produce multi-purpose training ships for the state maritime academies and the U.S. Merchant Marine Academy—ships that could also be used in defense sealift and humanitarian crisis missions domestically and abroad. In fiscal year 2016, \$5 million was appropriated for this program.

The appropriations act also provides \$3 million for the administrative expenses of the Maritime Administration's Title XI shipbuilding loan guarantee program, which provides loan guarantees to support private-sector financing of, among other things, the construction of commercial ships at U.S. shipyards.

Trump Administration nixes tightening Jones Act

The United States Customs and Border Protection (CBP) announced on May 10, that it has withdrawn an Obama Administration proposal to revoke rulings that allow

foreign-flag vessels to transport certain equipment from U.S. shores to U.S. rigs. It is the second time in eight years that CBP has publicly considered and then deferred the proposal.

The revocation would have affected a limited number of foreign-flag subsea construction vessels in the Gulf of Mexico, some of which are already idle due to the downturn in the offshore sector.

The proposal had support from a broad range of U.S. maritime industry associations, who argued that it would create jobs for up to 1,000 American mariners. However, it ran into vehement opposition from the oil and gas lobby and from the International Marine Contractors Association, who claimed that it would interfere with offshore energy development and cost the U.S. billions of dollars in lost economic activity.

In a statement published in CBP's regular bulletin, director of border security and trade

compliance Glen Vereb said only that the agency believed its earlier proposal should be "reconsidered" in light of the comments it has received.

"We conclude that the Agency's notice of proposed modification and revocation of the various ruling letters relating to the Jones Act should be reconsidered. Accordingly, CBP is withdrawing its proposed action relating to the modification," he wrote.

While Vereb did not give a detailed rationale for withdrawing the proposal, the Offshore Marine Services Association (OMSA) suggested that the decision came at the request of the White House Office of Management and Budget (OMB), a division of the Executive Office of the President.

"Obliging to foreign interests, the Office of Management and Budget (OMB) recommended a regulatory review process that will significantly delay the lawful and correct enforcement of the Jones Act," OMSA said in

a statement.

"The offshore service industry is deeply disappointed in the Administration's decision to delay the revocation of letter rulings that would correctly enforce the Jones Act and put American

mariners first," said Aaron Smith, OMSA's president and CEO. "We call on President Trump to take immediate action and correct these damaging rulings that have continued to put foreign compa-

continued on page 5

ILWU to vote on PMA proposal to extend contract

Nearly 90 delegates from 29 West Coast ports from San Diego, California, to Bellingham, Washington, who were elected by rank and file members of the International Longshore and Warehouse Union's Longshore Division (ILWU), convened last month in San Francisco to review a wide range of issues, including an employer-initiated proposal to extend the 2014-2019 collective bargaining agreement between the ILWU and the Pacific Maritime Association (PMA). The current contract will expire on July 1, 2019. A majority of Longshore Caucus delegates voted on April 28, to refer the employer's proposed extension to a ratification vote by the membership.

"One of the ILWU's Guiding Principles is that the rank-and-file members will make the best decision when they have the facts and an opportunity to decide for themselves, and that's how this will be decided," said ILWU International President Robert McEllrath. "The rank-and-file membership always have the final say on any contract – including this non-precedent-setting proposed extension," McEllrath said.



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

John Drolla	50.00
Dave Eriksen	100.00
Raul Guillen	50.00

Political Fund

Regelio Berioso	25.00
David Connolly	100.00
Ronildo Dimatulac	100.00
John Drolla	50.00
Dave Eriksen	100.00
Lynn Gador	10.00
Bert Genitia	10.00
JanPeter Johnsson	20.00
Gunnar Lundeberg	50.00
Ariel Odion	50.00
Ricky Pangan	50.00
David Reinking	50.00
Abdullah Sankofa	50.00
Richard Stinson	10.00
Bruce Thompson in memory of Chester Sherry	100.00
Julian Torre	10.00
Phillip Williams	100.00

West Coast Sailors

Ronildo Dimatulac	100.00
Dave Eriksen	100.00
Gary McDevitt	50.00
Ronald Reed	10.00
Eugene Souza	25.00
Reynold Minoli	25.00
James Kula	25.00

Dues-Paying Pensioners

Donald Cushing	Book #4777
Romaine Dudley	Book #2593
Diane Ferrari	Book #2251
Gerald Ingemannsson	Book #0379
Kaj E. Kristensen	Book #3120
Hannu Kurppa	Book #3162
Dave Larsen	Book 19078
Duane Nash	Book #2437
John Perez	Book #3810
Alex Romo	Book #3093
James Savage	Book #7488
David Shands	Book #7483
Arthur Thanash	Book #3249

Cox promoted to Chairman of the Board of Matson, Inc.

Matt Cox, President and CEO of Matson, was named the company's Chairman of the Board last month, succeeding Walter Dods.

Concurrent with his appointment as Chairman of the Board, Cox announced the promotion of two other senior Matson executives:

Ronald J. Forest, Senior Vice President, Operations, has been promoted to President of Matson with continued responsibility for all of the company's operations, including vessels, terminals, equipment, labor relations, purchasing and engineering as well as overseeing Matson's investment in SSAT, a West Coast stevedoring joint venture with SSA Marine.

John P. Lauer, Senior Vice President, Ocean Services, has been promoted to Chief Commercial Officer of Matson with continued responsibility for sales, marketing, customer service, pricing and government services for Matson's ocean transportation division.

"In light of my new responsibilities as Chairman, we are expanding the roles of Ron Forest and John Lauer who are proven leaders and have been integral to managing Matson's growth over the past decade –two decades, in Ron's case," Cox said.

Cox joined Matson in June 2001 as Senior Vice President and Chief Financial Officer. He was named Executive Vice President and Chief Operating Officer in 2005 and President in 2008. He became CEO in June 2012, and has been responsible for overseeing the entire Matson organization, which includes Matson Navigation Company, Inc. (ocean transportation), Matson Logistics, Inc. (logistics) and Matson Terminals, Inc. (terminal operations in Hawai'i).

Forest's career in the maritime industry began in 1978. He joined Matson in 1995 as Operations Manager, Southern California, and rose through the ranks to become a vice president in 1998. In 2000, he was named President and Chief Executive Officer of Matson Logistics and charged with overseeing the management and growth of Matson's largest subsidiary. In 2002, he returned to Matson as head of the company's operations division, and was promoted to Senior Vice President in 2003.

Lauer also has more than 30 years' experience in the maritime industry. He joined Matson in 2007 as Director, Trans-Pacific Services, and has had a leadership role in establishing Matson as the premier cargo carrier in the Pacific. He was named Vice President, TransPacific Services, in 2012 and Senior Vice President, Ocean Services in 2015.

Forest and Lauer will continue to report to Cox, whose new title is Chairman and Chief Executive Officer.

Timely Reminder Third quarter 2017 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.

Final Departures

James Armstrong, Book #3468. Born in Texas in 1922. Joined SUP 1943. Died in California, May 2, 2017. (Pensioner)

James K. Bailey, Book #5739. Born in Rhode Island in 1948. Joined SUP in 1991. Died March 21, 2017. (Pensioner)

Michael Binsky, Book #5710. Born in Maryland in 1946. Joined SUP in 1965. Died in Baltimore, Maryland, April 18, 2017. (Pensioner)

William Free, Book #2166. Born in Oregon in 1926. Joined SUP in 1943. Died in Vancouver, Washington, May 2, 2017. (Pensioner)

Peter Giannassis, Book #18219. Born in Greece in 1934. Joined SUP in 1992. Died in Washington, D.C., February 14, 2017. (Pensioner)

Herbert James, Book #4312. Born in Hawai'i in 1937. Joined SUP in 1968. Died in Carson City, Nevada, April 19, 2017 (Pensioner)

Enele (Henry) Lavea, Book #4121. Born in American Samoa in 1959. Joined SUP in 2000. Died in Wahiawa, Hawai'i, March 11, 2017.

Elmer Pollard, Book #3799. Born in Oklahoma in 1922. Joined SUP in 1952. Died in Oklahoma City, Oklahoma, May 1, 2017. (Pensioner)

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"The labor movement is people. Our Unions have brought millions of men and women together, made them members one of another, and given them common tools for common goals. Their goals are goals for all America—and their enemies are the enemies for progress. The two cannot be separated."

President John Fitzgerald Kennedy

An invitation to wage theft

It's called the "Working Families Flexibility Act," but it would accommodate only employers and could cheat families. The bill, which the House of Representatives recently passed, would supposedly let employees who work overtime choose paid time off rather than time-and-a-half wages.

But the time off would come at the convenience of employers, who would have 13 months to schedule it.

This is not allowed under current law, for good reason:

Most employers would prefer to postpone pay whenever possible, and employees are likely to go along with their boss's wishes regardless of their own. Current law avoids any such coercion by requiring overtime to be paid in the pay period it's earned.

The Republican bill would not only make employees vulnerable to wage delays, but to wage theft. An employer could deny a time-off request by deeming it "unduly" disruptive — a vague standard that basically gives employers total control over when the time off is taken. If an employee tires of waiting and asks, instead, for the pay, employers could take up to 30 days to honor the request. If any employee quits or a company goes out of business, unpaid overtime could be difficult or impossible to extract from the employer.

Besides, current law already allows for flexibility in workers' schedules. Employers can let employees vary their start and end times, or schedule four 10-

hour workdays with an extra day off each week, or nine-hour workdays with a day off every other week.

Supporters of the bill point out that public workers already have the options it provides. But those workers are often unionized and a government employer does not have the profit incentive that might tempt a private-sector employer to coerce workers into delaying their overtime pay.

In the past 16 years, House Republicans have introduced bills like the Working Families Flexibility Act seven times, but the Senate has remained lukewarm, and in 2013 President Barack Obama said that he would veto a similar bill if it ever reached his desk. This time around, President Trump has already said he will sign it if it comes to him.

That would be a raw deal. And it would be fraudulent, because it would purport to help working people while doing no such thing.

New York Times Editorial, May 11

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2017:

Hdqs.	Tues.	Branch
June	13	19
July	10	17
August	14	21
September	11	18
October	10	16
November	14	20
December	11	18

Cargo preference: U.S. merchant marine critical to a strong national defense

The U.S.-flag international commercial fleet has long served the nation, operating as a naval auxiliary during times of war and as an economic tool for maintaining domestic and international waterborne commerce. To meet these strategic objectives, Congress has long required that government-impelled cargo – or preference cargo – be carried on U.S.-flag oceangoing vessels that are crewed by a pool of highly-skilled mariners. But the draw-down of military forces combined with the failure of government agencies to properly comply with cargo preference requirements has imperiled government sealift objectives and U.S. mariner jobs. Fixing this problem will require full compliance with cargo preference laws and a renewed commitment to support and expand the U.S.-flag fleet and the good-paying American jobs it supports.

Throughout its history, the U.S. has depended on the U.S.-flag Merchant Marine for military security and the delivery of foreign assistance. From George Washington's impassioned pleas to "render our commerce and agriculture less dependent on foreign bottoms" to ensure better war preparedness to the modern day delivery of military personnel and goods to our foreign military theaters, the U.S. armed services have depended on the U.S.-flag Merchant Marine. Today's U.S. Merchant Marine continues to demonstrate its value: providing global shipping facilities and support to the Department of Defense (DOD), facilitating the delivery of foreign aid, and providing a waterborne response for domestic and international disaster recovery missions. Over the past decade alone, the U.S.-flag industry's sealift capabilities have delivered more than 90% of all cargoes bound to and from our military missions in Afghanistan and Iraq. Meanwhile, the U.S. fleet has also supported humanitarian missions, including in the Gulf following Hurricanes Katrina and Rita, in Haiti in the wake of the 2010 earthquake, and in New York and New Jersey following the destruction wrought by Hurricane Sandy. Today, this critical compact between the DOD and U.S. Merchant Marine is at risk.

Cargo preference statutes and other U.S.-flag shipping requirements are essential to the maintenance of the U.S.-flag fleet. By requiring that government-financed cargoes move on U.S.-flag vessels, we are able to retain a pool of highly-trained, qualified, and loyal civilian mariners who stand ready to meet our military and humanitarian needs while simultaneously operating in the commercial-flag industry. In recent years, government-generated cargoes have declined from both civilian agencies and the DOD. In part, this troubling trend is driven by budget-conscious agencies systemically engaged in efforts to evade statutory preference requirements by claiming that transportation costs must be reduced. In reality any savings from using foreign vessels is marginal at best and ignores the incredible cost savings that are realized from having a vibrant civilian merchant marine that can be used to meet our military needs. When combined with the pressures of ever-increasing global competition and reductions in U.S.-flag food aid carriage, evasion of cargo preference laws is putting our nation's military and economic objectives in jeopardy.

Cargo reductions endanger the most central asset offered by the U.S.-flag to meet American policy objectives: civilian merchant mariners. The pool of U.S. mariners available to crew government ships when called upon has been declining over the last decade, creating the distinct possibility that there will not be enough mariners to meet military surge and sustainment requirements for future military conflicts. In 2016, the U.S. Maritime Administration (MarAd) put this threat to our national security in precise terms, revealing that we are 1,770 mariners and five ships short of the minimum requirements to support DOD's national sealift requirements, with over 900 mariners and counting leaving the Merchant Marine since 2010. A depleted U.S.-flag maritime capacity and mariner workforce becomes an even larger problem given President Trump's repeated vows to pursue the "biggest military buildup in history."

President Trump ran for office pledging to build a strong national defense and to protect and promote American jobs. The U.S.-flag shipping industry and the thousands of good-paying jobs that it supports create the perfect opportunity for this Administration to wed its rhetoric to actionable progress. This will require the Administration to reassert the primacy of U.S.-flag cargo preference laws. Specifically, we call on the Administration to express its full support for existing cargo preference shipping requirements and to compel all federal agencies and departments to use privately-owned U.S.-flag commercial vessels for the carriage of government cargoes as required by law.

Effectively meeting these goals will require providing MarAd the authority to determine which federal programs are subject to cargo preference and giving the agency enforcement powers. Congress must also restore the requirement that U.S.-flag vessels carry no less than 75% of U.S. government food aid cargoes. The 75% standard, which was rolled back absent any debate or formal consideration in the 2012 surface transportation bill, has been a primary driver in the damage to our national security created by the loss of maritime jobs.

Throughout our nation's history, a strong commercial maritime industry dependent on U.S. civilian mariners has enhanced our national and economic security. By letting the fleet wither despite repeated warnings, our government has created a crisis for the American maritime sector and its skilled mariners, and by extension, our national defense. An important way to address this crisis is through the rigid application of cargo preference laws, which ensure that taxpayer dollars are spent to support U.S.-flag shipping and U.S. mariners, rather than foreign shipping enterprises and crews, many of which work in deplorable conditions. Transportation labor calls on the Trump Administration and Congress to take these straightforward and important steps on cargo preference to help simultaneously support our national security, preparedness for humanitarian missions, and fortify middle class jobs.

This policy statement was adopted by the Transportation Trades Department (TTD) Executive Committee meeting on March 12, in San Antonio, Texas. SUP President Gunnar Lundeberg is a member of the Executive Committee.



SUP gang in the APL Gulf Express, dockside in Jebel Ali, Dubai, from left: Bosun Marc Calario, AB Burpee Mike, AB Narusa Edwin, AB Mendoza Rolando, AB Isagani Cruz, and AB Leszek Jeziorski. The vessel was formerly the Bahamian-flag Nala Delmas.

New Secretary of Labor confirmed by U.S. Senate

Alexander Acosta was confirmed as Secretary of Labor by the Senate on April 27.

Acosta was President Trump's second nominee for the post. Fast Food (CKE restaurants) CEO Andrew Puzder, the first choice, withdrew from consideration when it became apparent that he did not have enough votes to win confirmation.

Acosta garnered the endorsement from several Unions including the Firefighters, Labors and Operating Engineers.

The new Labor Secretary was a member of the National Labor Relations Board under President George W. Bush and served as a judge and U.S. attorney in Florida.

Pentagon warns ships as Somali pirates prowl again

Merchant ships must once again shore up their defenses against forced boardings at sea, United States Defense Department officials said on April 22, warning that Somali pirates are returning to waters off East Africa after five years of calm.

Defense Secretary James Mattis said that while he was not calling for a response yet from the United States Navy, a half-dozen pirate attacks on commercial ships off the coast of Somalia in the past several weeks meant that civilian mariners and shipping companies must again be on high alert.

American military commanders at the Pentagon's sole semipermanent base in Africa, Camp Lemonnier in neighboring Djibouti, have been monitoring the attacks.

General Thomas D. Waldhauser, the head of the United States Africa Command, said drought and famine in Somalia are probably behind the recent spike in attacks, in which pirates have boarded commercial ships and seized food and oil.

Most of these attacks, including a hijacked oil tanker in March, are believed to have been carried out by pirates from central Somalia or from Puntland, a semi-autonomous region in northeastern Somalia.

General Waldhauser said the military was urging civilian shipping lines to bolster their security. Military officials said some commercial shipping companies had let go some of the security guards hired to protect their ships after the decline in attacks.

About one-third of the world's commercial ships travel near Djibouti, through the Gulf of Aden and toward the Mediterranean, and the return of attacks may mean another coordinated international effort to fight piracy, officials said. During the height of the last round of attacks, a coalition of foreign navies increased patrols along Somalia's coastline.

"We're not ready to say that there's a trend," General Waldhauser said. "But we'll continue to watch it."

The general's comments came during a news conference with Secretary Mattis at Camp Lemonnier, the American base established after the September 11 attacks, when the military was looking for a foothold in Africa from which to monitor Qaeda groups on the continent and in the Middle East.

Djibouti, in the Horn of Africa, is just across the Gulf of Aden from Yemen, and the American outpost here has been used as an operational base for missions including surveillance of Islamic extremist organizations like the Shabab in East Africa and helping the coalition led by Saudi Arabia in its fight against Iranian-backed Houthis in Yemen.

The return of pirate attacks off Somalia's coast comes as the country's fledgling government, supported by the United Nations, is trying to battle the Shabab. Most of the fighting against the extremist group has been done by a regional force backed by the African Union, but some of the countries that have sent troops say they are planning to depart starting in 2018.

New container port for lower Mississippi River

A new intermodal container terminal on the lower Mississippi River is being developed “from the ground up” that will accommodate both the largest Post-Panamax containerships and innovative new design LNG-fueled river container vessels intended to revolutionize the inland marine transportation of containers.

The terminal is being developed under an agreement between Plaquemines Port Harbor & Terminal District (PPHTD) and American Patriot Holdings LLC (APH), the parent company of American Patriot Container Transport LLC.

The new 4,200-acre port will include a recently announced \$8.5 billion Liquefied Natural Gas (LNG) re-liquefaction facility, a break bulk terminal and a 1,000-acre container terminal that will be able to safely dock vessels up to 20,000 TEU, simultaneously accommodating multiple ocean and new design river container vessels.

Entering into an “Exclusivity Agreement,” PPHTD and APH plan to jointly develop the logistics system for vessel operations comprised of both deep-water docking at the Pointe Celeste Container Terminal and multiple upriver terminals, initially planned for the Memphis and St. Louis areas.

PPHTD’s new container port, located between mile 50 and 55 on the Mississippi River, will be the southernmost full service port complex on the river, providing full intermodal service via river, rail, highway and air to and from the heartland of America.

“We’re building a new, modern technology port from the ground up where berthing depths exceed 60 feet and with the capability to accommodate the larger Post-Panamax vessels coming through the widened and deepened Panama Canal,” said Sandy Sanders, Executive Director of Plaquemines Port. “Containers imported to the Plaquemines Port would be transferred to APCT’s revolutionary vessels for delivery to their upriver port destination. Export containers will be efficiently delivered from upriver ports to the Plaquemines Port for export on ocean carriers.”

APH, in conjunction with its naval architect, Naviform Consulting & Research Ltd., developed the proprietary and patent-pending new river vessel design that features an Exoskeleton Vessel Hull Structure that maximizes container payload, and a patented bow design enabling the vessels to travel at 13 mph (about 11.3 knots) north and southbound with essentially no wake. APH has exclusive rights for use of the design and an exclusive licensing agreement on the patents. APH believes the application of this technology will have worldwide appeal.

The LNG-fueled propulsion system consists of four diesel generators, driving four azimuthing Z-drive thrusters and two bow pumps, burning LNG, the “cleanest fuel” for propulsion. Together, the main propulsion thrusters and the bow pumps eliminate the need for docking/undocking assist tugs. The container vessel designs range from 592 feet to 952 feet in overall length, with corresponding deadweights of 9,489 to 16,079 tons, and TEU capacities of 1,824 to 2,960 at a draft of nine feet in fresh water.

APCT expects upriver round trips from the Pointe Celeste Terminal will take seven days to Memphis and 11 days to St. Louis. The vessels will be outfitted with substantial electrical capacity for reefer cargoes.

Somali pirate sentenced to life in prison for attack on U.S. Navy ship

A U.S. federal judge has sentenced a Somali man to life plus 10 years in prison for his role in the unsuccessful pirate attack on the U.S. Navy ship *USS Ashland* in April 2010.

Mohamed Farah, 31, was one of five Somali men found guilty by a federal jury in February 2013 of engaging in piracy and committing other offenses pertaining to the attack on the *Ashland*.

According to court documents and evidence presented at trial, Farah and five co-conspirators attacked the *USS Ashland* on April 10, 2010 in the Gulf of Aden. Four of Farah’s co-conspirators were previously sentenced for their roles in the attack: Jama Idle Ibrahim (15 years in prison), Mohamed Ali Said (33 years), Mohamed Abdi Jama (life plus 30 years) and Abdicasiis Cabaase (life plus 30 years). The defendants had also previously gone to sea in February 2010 with the purpose of capturing another vessel for ransom, but were instead, intercepted by the *HMS Chatham* of the United Kingdom’s Royal Navy. A sixth pirate from the attack on the *USS Ashland*, Abdi Abshir Osman, was sentenced to life plus 10 years.

During the attack, which occurred approximately 330 nautical miles off the coast of Djibouti, the *USS Ashland* was fired upon by suspected pirates aboard skiff. The *Ashland* was hit by small arms fire on the port side and, in accordance with her rules of engagement, returned fire and destroyed the skiff. The six suspected pirates abandoned the skiff and were later picked up by the crew of the *Ashland* and brought to the U.S. for prosecution.

The piracy charge against the men were originally dropped after a U.S. judge ruled that the group did not rob, board or take control of the vessel. However, the charge was later remanded in 2012 when a federal appeals court, ruling on a separate but similar case involving an attack on the *USS Nicholas* in 2010, clarified the definition of piracy on the high seas to include any attack on a ship, even if unsuccessful.

“These men were pirates –plain and simple,” said U.S. Attorney MacBride upon their conviction in 2013. “They attacked a ship hoping to hold it ransom for millions of dollars. Few crimes are older than piracy on the high seas, and [the] verdict shows that the United States takes it very seriously.”

Farah was sentenced on April 26, by U.S. District Judge Raymond A. Jackson for the Eastern District of Virginia.

Indonesian authorities capture maritime grave robbers

Somebody has been stealing warships from Southeast Asian waters –more specifically, sunken warships, which are prized for their scrap metal value. Indonesian authorities now believe that they have caught one of the perpetrators: they allege that the 8,000 gt Chinese grab dredger *Chuan Hong 68* was responsible for illegally scavenging the wrecks of the pre-WWII Japanese destroyer *Sagiri*, plus the passenger vessels *Hiyoshi Maru* and *Katori Maru*, the steamship *Igara* and the tanker *Seven Skies*.

It is the second time that maritime authorities have caught the *Chuan Hong 68* in as many months. On April 20, the Indonesian Navy detained her in the waters off Natuna in the Riau Islands on the suspicion that she was engaged in illegal dredging. She escaped on April 22 and fled to Malaysia, where she was detained once again by the Malaysian Maritime Enforcement Agency.

“I laud the Malaysian authorities, in this case the Malaysian Maritime Enforcement Agency, which has been cooperating with the Indonesian Navy, to seize *MV Chuan Hong 68* in the Pengerang waters, East Johor,” said Maritime Affairs and Fisheries Minister Susi Pudjiastuti in a statement. She added that the practice of illegal salvage was unfortunately common in Indonesian waters, by foreign as well as domestic vessels.

The *Jakarta Post* reports that the Chinese government believes the *Chuan Hong 68* was operating under charter to a Malaysian firm. “It has been engaged in offshore engineering in the waters specified by the Malaysian side according to the contract,” the Chinese Foreign Ministry said in a statement.

Unlicensed wreck removal has affected a significant number of maritime war graves in Northern European and Southeast Asian waters. Many warships sunk in World War I and World War II have been vandalized for their bronze propellers, the copper in their boilers and even for their scantlings and hull plating. **Vessels built before 1942 have steel that was smelted before atomic bomb testing put radioactive isotopes into the atmosphere, and this “low-background” material is valuable for making sensitive scientific instruments.**

The plundering continues despite the fact that these ships are designated war graves. Two Dutch vessels that went down in the Battle of the Java Sea have completely disappeared, along with a section of a third. The wrecks of *HMAS Perth*, *HMS Electra*, *HMS Exeter*, *USS Houston* and *USS Perch* have also been affected.

Flooding forces crew to abandon ship

On May 5, the refrigerated cargo ship *Uruguay Reefer* suffered a “massive intake of water” in her number two hold, and 48 hours later her crew abandoned ship due to worsening flooding.

At the time the *Uruguay* reported the flooding, she was at a position about 100 nautical miles off Elephant Island, an isolated outcropping in the Southern Ocean near the tip of the Antarctic Peninsula. The vessel still had propulsion, and her master planned to seek assistance from two company-owned vessels in the vicinity of the Falkland Islands. He told authorities that he suspected that she had struck floating ice.

An Argentine P3B Orion maritime patrol aircraft out of Ushuaia, Patagonia performed an overflight and found the *Uruguay* listing slightly. The authorities did not immediately dispatch a response vessel – the *ARA Isla Malvinas*, also based in Ushuaia – but they retained SAR assistance as an option if necessary.

On May 7, vessel operator Baltmed Reefer Services reported that the *Uruguay*’s crew was unable to halt the ingress of water and that flooding was worsening in persistent rough weather. At 0500 hours on May 7, the vessel’s master ordered abandon ship, and all 42 of the *Uruguay*’s crew safely transferred to another merchant vessel, the reefer *Taganrogskiy Zaliv* (also operated by Baltmed). At the time the crew abandoned ship, the *Uruguay* was heavily trimmed by the bow. The reefer *Frio Las Palmas* (also operated by Baltmed) remained on scene to monitor the stricken vessel, and as of May 8, her AIS signal showed her stationary about 100 nautical miles east-southeast of the Falklands.

In a statement, Baltmed commended all three vessels’ crews for their performance. “We thank both the Master of the [*Uruguay*] for his courageous actions to rescue his crew and the vessel under the most adverse circumstances and we thank the Master, officers and crew of all vessels involved in the rescue operation,” the firm said.

Trump nixes tightening Jones Act

continued from page 1

nies first and American companies and workers last.”

Tom Allegretti, chairman of the American Maritime Partnership and Matthew Paxton, president of the Shipbuilders Council of America both echoed Smith’s remarks.

“The Administration’s decision today to delay the revocation of letter rulings impacting the lawful enforcement of the Jones Act in the Gulf of Mexico is extremely disappointing. This delay and move to a regulatory review process will damage our American mariners and domestic maritime industry, which is essential for U.S. economic security and job creation,” said Allegretti. “The domestic maritime industry calls on President Trump and his Administration to take immediate action to return these jobs to our American mariners.”

“We are disappointed the Adminis-

tration chose to indefinitely kick this job-destroying regulatory can down the road,” said Paxton. “The correct interpretation and enforcement of the Jones Act is critical to the capitalization of the commercial shipbuilding and repair industry, and its industrial base, which is crucial to U.S. homeland and national security.”

However, the oil and gas industry expressed a different view: The American Petroleum Institute (API) said that it welcomed CBP’s decision to withdraw “harmful new Jones Act rulings.”

“Withdrawing the proposed changes protects U.S. energy security and allows for consumers and businesses to continue benefitting from America’s energy renaissance,” said API Upstream Director Erik Milito. “By rescinding the proposal, CBP has decided not to impose potentially serious limitations to the industry’s ability to safely, effectively, and economically operate.”

The six ingredients for tropical cyclone formation

As the 2017 Atlantic Hurricane season approaches (June 1 to November 30), observing the sea surface temperatures [SST] indicates the “hot spots” –no pun intended– for hurricane development/intensification.

The term “hurricane” is synonymous with cyclone and typhoon, with the only difference being where they are geographically located: Hurricanes refer to tropical cyclones located in the Atlantic and Eastern Pacific Ocean, typhoons are tropical cyclones located in the Central and Western Pacific waters. In the Indian and South Pacific Ocean basins, they go by their general name, cyclones.

While SST values are one of the important determining factors to observe, cyclogenesis (the birth of a cyclone) requires a specific set of conditions to be in place in order for actual development/intensification to occur. Let’s dissect these six major ingredients to fully understand the complexity of one of nature’s most powerful systems.

1. Sea surface temperatures [SST]: Minimum SST of about 80°F is necessary to provide enough heat content to “fuel” the system. This temperature needs to be distributed through at least 160 feet (50m) in ocean depth. According to Richard A. Dare and John L. McBride of the Center for Australian Weather and Climate Research, 98% of global cyclone formation occurs when SST values exceed about 78°F. So while meteorologists may watch thunderstorms pumping off the African Coast in anticipation of cyclone development, until there is sufficient water temperatures to fuel future development, the thunderstorm moves offshore and remains just a thunderstorm out to sea.

2. Unstable Atmosphere/Vertical Motion: An unstable atmosphere is defined by one in which warm air continues to rise until it finds itself surrounded by air of an identical temperature. Once it finds its “home base”, this is what is known as equilibrium. So what causes this warm air to rise? The answer lies within the density differences between warm and cold air.

Imagine you were in a 10' x 10' room in the middle of a Siberian winter, with no heat. You would want to fill this room with as many people as possible to keep warm, stuffing person after person into the space to capitalize on the generated body heat. Now imagine the same 10' x 10' room is located in the middle of hot Texas summer day with no A/C available; you would want to kick many of these people out of this room, to keep as much distance between yourself and any other heat generating individuals. Now exchange people for molecules: more people (molecules) in the room (air) makes the room weigh more, less people (molecules) in the same room (air) make the room weigh less. While the volume of the room stays the same, the amount of molecules (people) is what differs. And there you have it, cold air is denser than warm air, therefore explaining why the warm air continues to rise until it achieves equilibrium.

Provided there is adequate moisture present in the atmosphere, this rising warm air and moisture combine work in tandem to develop clouds. If the rising motion continues unchecked, this will allow the clouds to continue building vertically, which brings the potential for thunderstorms.

3. Relative Humidity [RH]: Relative humidity is the amount of moisture available in the atmosphere, compared to how much it could fully hold (100% humidity). High values of RH need to be present from the lower to middle portions of the atmosphere. So how much is enough? Low values of RH cannot support cloud/thunderstorm development, and the 50% threshold of RH is borderline at best, whereas 70% and above is considered prime RH territory.

4. Preexisting condition: It may begin as a simple thunderstorm, but some form of a disturbance or an area of lower pressure relative to its surroundings is the bullet to the trigger. If a disturbance has any chance of developing into something more, it must develop or migrate into a region of the above mentioned factors.

5. Wind Shear: Wind shear is defined as the change in wind speed/direction with height. These changes in wind direction with height must be enough to sustain a counterclockwise flow [low pressure’s spin counterclockwise in the Northern Hemisphere], but not too strong or it may move the heat and moisture away from the center of the system.

6. Coriolis Force: This is important. This force, as a result of the earth’s rotation, induces motion to the right in the Northern Hemisphere and to the left in the Southern Hemisphere. Think of launching missiles: you don’t aim at the target, but slightly off, to compensate for the earth’s rotation.

In addition, the amount of Coriolis force increases as the distance from the equator increases. The sweet spot for adequate force is about 300 miles from the equator, although formation outside of that is entirely possible. It is physically difficult for formation to occur within five degrees of the equator, because the amount of Coriolis force is simply too weak. Consequently, once a system rises above 20 degrees latitude, the other above-mentioned conditions become harder to maintain/achieve, so the ideal “Goldilocks Zone” for cyclogenesis remains between five and twenty degrees.

So while the Atlantic Basin hurricane season is generally characterized by the June 1-November 30 time frame, if the above conditions are met outside of that time frame, hurricane formation/intensification is entirely possible. Of all the Atlantic storms on record, 97% have formed within the above mentioned time frame, but what about the other 3%? The earliest known system has been re-analyzed to have occurred in January (1938) and the latest development has occurred in December (1954), towards the end of the month. So while unlikely, it’s both historically and statistically conceivable.

Given the position of the earth and the amount of incoming solar radiation, ocean basins may indeed reach the required temperatures to support a breeding ground. If all other conditions are met, a hurricane (or typhoon or cyclone) is on the way.

This article appears courtesy of the Weather Forecast Solutions blog and has been edited for length. It may be found in its original form here (<https://weatherforecast-solutions.wordpress.com/2017/03/22/the-6-ingredients-for-hurricane-formation/>).



Bosun Dennis Sumague on the deck of USNS Charlton in the drydock at Bayonne, New Jersey, with Manhattan visible in the distance. The ship is expected to remain in RAV status until mid-June. The Charlton is operated by SUP-contracted Patriot Contract Services for the Military Sealift Command. Photo: Dave Connolly

Coast Guard seeks help catching hoax callers

The Coast Guard is seeking the public’s help to resolve a growing wave of Channel 16 hoax distress calls. The calls are forcing the service to expend its limited resources responding to emergencies that don’t exist, wasting taxpayer dollars and tying up SAR (Search and Rescue) teams.

“Hoax calls are costly to the taxpayer and our service,” says Charles Russell, resident agent-in-charge of the Coast Guard Investigative Service (CGIS) office in St. Petersburg, Florida. “When the Coast Guard receives a distress call, we immediately respond, putting our crews at risk, and risking the lives of boaters who may legitimately need our help.”

CGIS has turned to technology for help. The agency is working with forensic scientists at Carnegie Mellon to analyze voice patterns in the calls. If future software systems can identify vocal and background cues, the agency says, they could assist in identifying and prosecuting criminals.

For now, though, older investigative methods like radio direction-finding and public outreach will continue. In a recent paper, one of the researchers, Rita Singh,

of Carnegie Mellon University, Qatar’s computer science department, suggested that voice recognition still has a long way to go before it can effectively catch hoax callers. The short duration of the call is a problem, but the main issue is that the hoaxers are typically smart enough to alter their voice. “Although probably not aware of the biometric potential of their voice, they instinctively attempt to hide their identity by disguising it,” Singh wrote. In addition, hoax callers dramatize their distress in many different ways, and “there is no clear thesis on the variations of human voice and their characteristic properties.” Singh concluded that none of the challenges assessed in the study are fully solved by current technologies.

Whatever methods investigators may use, fake distress calls are a Class D felony. Criminal penalties include a maximum of six years in prison and a fine of up to \$250,000, plus any costs the Coast Guard incurs as a result of the hoax call.

CGIS is looking for the public’s help to make that next arrest. Its tip hotline is +1 727-535-1437, ext. 2308.

Strange vessel sightings unsettle American Samoa

American Samoa is a quiet place, an American territory in the South Pacific with seven islands, 60,000 inhabitants and a tuna cannery factory. The main island of Tutuila has as many as 10 stop signs, “depending on how many are actually standing,” according to American Samoa Tourism. Rarely, if ever, does its name come up in discussions of maritime security – but this month, it gained a bit of international attention after local residents spotted two unidentified vessels dispatching boats to the shores of Ta’u.

American Samoa’s Director of Homeland Security, Samana Semo Veavea, told Radio New Zealand that witnesses reported two large vessels out at sea and two small boats heading to shore on the island of Ta’u late on April 21. Village leader Ale Filoialii gave additional details to news outlet Talanei: he reported that a couple had been out fishing for shellfish and had seen a small boat landing near their village. Separately, another small boat was spotted nearby. Filoialii said that a villager fired a gun in the air to drive off the intruders, and the small boats quickly took off.

The Coast Guard reviewed satellite AIS data and found three Chinese fishing vessels in the vicinity at the time of the sightings – but not within sight of shore. Michael Field, a writer who specializes in illegal fishing in the South Pacific, told *Samoa News* that he could not replicate the Coast Guard’s findings based on publicly available satellite AIS data.

Veavea says that eyewitness accounts continue to come in, with varying degrees of consistency. “What we’re getting from the public is that ‘we saw this stuff,’ but no one can say they have a photograph of what it is,” Veavea told local *Talanei News*. “I don’t want to get the people worried about what’s out there.” Veavea said that he would dispatch a joint team of homeland security, Coast Guard and police agents to Ta’u to investigate.

ESU Office Assignments

For the month of June,
John Straley will be in the
Seabrook office.

ESU NEWS

MAY 2017

Official Publication of the Exxon Seamen's Union



In front of the newly built Saint Jacinto Maritime School in LaPorte, TX. From left to right top row to bottom row: Billy Phillips, Christopher Marcani, Gabriel Temblador, Jeffrey Ham, Jeremy Smooth and Henry Alonso.

SeaRiver continues to hire Entry Level Seamen

Due to a steady flow of retirements, SeaRiver has been in an almost constant state of hiring to replace a shrinking workforce. Since December, the Company has completed three separate orientation classes and hired a total of thirteen Maintenance Seamen.

Following the most recent new hire class at the beginning of May, the group also completed a week-long Dangerous Liquid Cargo class at the new San Jacinto Maritime school in La Porte, Texas, in order to allow everyone to acquire a Tankerman-Assist endorsement. Shortly after the class the new group all joined vessels for their first tour. Additionally, SeaRiver management plans to continue the process of hiring new employees through small groups as needed. Recently the Maintenance Seamen rolls have dwindled significantly as a result of attrition due to retirements and promotions and with several more retirements expected by the end of this year the shortage is a moving target.

The ESU is optimistic that the addition of new Maintenance Seamen will help head off the inevitable problems of long sea tours, which would result if the pool of Maintenance Seamen were to shrink any further. Please make the newest members of the ESU welcomed aboard ship and lend any help they may need to get acclimated to the SeaRiver fleet.

Ship reports

S/R American Progress

ESU board officer Leo DeCastro visited the vessel at ExxonMobil Baytown Refinery on April 26. The vessel was loading gasoline and diesel for delivery to Port Everglades, FL. While aboard Leo met with the representatives of the Compass Group, Fleet Manager Jason Martin and Procurement Manager Dave Lesher. The Compass Group was aboard to see the galley and the steward's department layout in order to get an idea of what we need from them in respect to managing, training and supplies for the department. Tentatively, it looks like the *Progress* will leave Gulf service as we go to print and head west for her shipyard period. Regular Ship Representative AB Michael Harrison back on board and reports everything going well.

Eagle Bay

ESU board officer Leo DeCastro visited the vessel at anchor in Long Beach, CA on April 23. The vessel went back to Valdez, AK for a full load and at time of print was waiting for the lightering vessel at PAL off the coast of San Diego, CA. Regular Ship Rep. AB Thor Floreen aboard and in frequent communication with the ESU office and reports everything is running smoothly.

Liberty Bay

After full discharge at Tesoro 121 in Long Beach, CA, around May 6, the vessel proceeded to sea for tank cleaning operations before docking at Port Angeles, WA, where a UWILD and rafting inspections were conducted. After departure from PA, the vessel was supposed to head south and dock at Vigor Shipyard in Portland, OR, for surveys and repairs. It is expected to resume its normal trade routes between Valdez, AK, to Southern California the first week of June. Regular Ship Rep. Joe Buffington on board and reports everything going well.

The ESU News is written and edited by the Exxon Seamen's Union.

ExxonMobil boosts second quarter dividend by 3%

The Board of Directors of ExxonMobil Corporation declared a cash dividend of 77 cents per share on the Common Stock, payable on June 9, 2017, to shareholders on record of Common Stock at the close of business on May 12, 2017. This second quarter dividend compares with 75 cents per share paid in the first quarter of 2017. Through its dividends, the corporation has shared its success with its shareholders for more than 100 years and has increased its annual dividend payment to shareholders for 35 consecutive years.

There are three ways to receive your dividend if you are a shareholder of Exxon-Mobil stock:

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

ESU continues to fight Agility Test Protocol

As previously reported last month, SeaRiver Maritime Inc. wants to implement a new Agility Test Protocol by adding this to the Company Long Physical that takes place for all seagoing employees every two years. The ESU sees this as a violation of the contractual agreement and labor law by unilateral implementing and changing contract language that has been in place for over 26 years, by imposing this test, which is way above and beyond the current U.S.C.G NVIC 04-08 and CG-719K standards. We also view this agility test, as a thinly veiled age/gender discrimination tool to weed out those that can't keep up with the excessive physical demands of the Company.

During the latter part of March, the ESU requested to meet with management to discuss/bargain over the ESU group being required to complete an agility test. On April 21, the entire ESU Executive Board and our attorney Eric Nelson met with Fleet Manager Jason Martin and SeaRiver attorney Miguel Quinones but management made it clear before and during the meeting that they had no intentions to bargain over the Agility Test Protocol. The ESU used this meeting as an opportunity to ask additional questions, proposed solutions and to again press the Company to bargain but they were not interested.

It appeared obvious from the beginning that management is locked into a go-it-alone mindset and not interested in the ESU's recommendations and suggestions. The ESU leadership did make clear to management during the meeting that we would exercise every legal recourse available to the ESU. On May 5, 2017, the ESU filed a third step grievance in accordance with our contract under Article VI, Section 2, 3G. We also plan to file an Unfair Labor Practice with the Labor Board before the end of the month.

ESU members and SeaRiver fleet officers (not represented) in the fleet are still puzzled as to what drove this Agility Test Protocol. Could this be a return to yesteryear when management ignores the obligation to bargain with the ESU and instead chooses to implement through an erroneous interpretation of the Collective Bargaining Agreement? After several years of great milestones in Personnel Safety, Environmental and Overall Excellence this is the kind of suspect treatment that fleet personnel receive for a job well done. The ESU would prefer to continue our good working relationship with management but this issue has the potential to sour that relationship for some time if the Company continues its "go-it-alone" strategy. The ESU reminds all members to stay committed and focused at the task at hand and be safe during this stressful time.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President/Secretary John Straley

Vice President/Treasurer Leo DeCastro
Board Member at Large Don Picou
Board Member at Large Ein Cooley

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

SUMMARY ANNUAL REPORT FOR SUP WELFARE PLAN, INC.

This is a summary of the annual report of the SUP Welfare Plan, Inc., EIN 94-1243666, Plan 502, for the plan year ended July 31, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of SUP Welfare Plan, Inc., has committed itself to pay certain medical, dental and death claims incurred under the terms of the plan.

Insurance Information

The plan has contracts with Health Net, Kaiser Foundation Health Plan of the Northwest, Kaiser Foundation Health Plan of Hawaii, Kaiser Foundation Health Plan, Inc., Dental Health Services of Washington, Group Health Cooperative, Blue Cross Blue Shield of Louisiana, Guaranty Assurance Company, Delta Dental of California, and The United States Life Insurance Company in the City of New York to pay certain medical and dental benefit claims incurred under the terms of the plan. The total premiums paid for the plan year ending July 31, 2016 were \$6,412,229.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$16,875,278 as of July 31, 2016, compared to \$15,307,614 as of August 1, 2015. During the plan year the plan experienced an increase in its net assets of \$1,567,664. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$9,502,048, including employer contributions of \$8,984,491, employee contributions of \$63,401, realized losses of \$89,590 from the sale of assets, and earnings from investments of \$543,746.

Plan expenses were \$7,934,384. These expenses included \$790,961 in administrative expenses and \$7,143,423 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, Inc., who is the plan administrator, 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 764-4990. The charge to cover copying costs will be \$44.25 for the full annual report or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

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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West Coast Sailors
450 Harrison Street
San Francisco CA 94105**



Welfare Notes

May 2017 To Do List Before Retirement

Check with the Pension Department on your pension and the Welfare Plan office on your coverage.

Your active medical and dental coverage will terminate when you retire. As an example if your shipping time has given you active plan eligibility through September 2017 and you retire effective July 2017, your active eligibility terminates July 2017.

If you are 65 years old or older, you should already be enrolled for Medicare Part A. Medicare Part A covers in-patient hospitalizations after a deductible. Most people do not pay for Medicare Part A.

Since active plan coverage will terminate when you retire, you should also visit the Social Security/Medicare office to inquire about Medicare Part B and Medicare Part D. The Plan office will help you complete forms for your enrollment.

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment. Medicare Part D is the Medicare Prescription Drug Plan. Medicare can advise you of the plans available and the cost.

The base cost of the Medicare Part B premium (currently \$109.00 per month) is reimbursed to Pensioners on their pension check. The base amount of the Medicare Part B premium is then deducted from the Pensioners' Annual Allowance.

The cost of the Medicare Part D premium and cost of co-payments for medical services covered by Medicare Part B and prescription co-payments covered by Medicare Part D can be submitted as claims to the Pensioners Annual Allowance.

If your spouse is not eligible for Medicare or you have other dependents you will need to inquire about other health care options available for them when your active coverage terminates. It would also be in your best interest to inquire about additional supplemental plans for yourself.

Michelle Chang, Administrator mcsupsiupd@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

SUMMARY ANNUAL REPORT FOR ANDREW FURUSETH SCHOOL OF SEAMANSHIP TRAINING PLAN

This is a summary of the annual report of the Andrew Furuseth School of Seamanship Training Plan, EIN 30-0162507, for the year ended July 31, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$569,987 as of July 31, 2016, compared to \$617,855 as of August 1, 2015. During the plan year the plan experienced a decrease in its net assets of \$47,868. During the plan year, the plan had total income of \$1,043,311, including employer contributions of \$795,418, earnings from investments of \$210, and other income of \$247,683.

Plan expenses were \$1,091,179. These expenses included \$131,942 in administrative expenses, and \$959,237 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report: 1. An accountant's report; 2. Financial information and information on payments to service providers; and 3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Andrew Furuseth School of Seamanship Training Plan, at 730 Harrison Street, Suite 400, San Francisco, California 94105, telephone (415) 764-4990. The charge to cover copying costs will be \$2.00 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan 730 Harrison Street, Suite 400, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS' MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(73,411) as of June 30, 2016, compared to \$(156,720) as of July 1, 2015. During the plan year the plan experienced an increase in its net assets of \$83,309. During the plan year, the plan had total income of \$849,888, including employer contributions of \$846,716, earnings from investments of \$65, and other income of \$3,107.

Plan expenses were \$766,579. These expenses included \$197,589 in administrative expenses, and \$568,990 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report: 1. An accountant's report; 2. Financial information and information on payments to service providers; and 3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

TTD opposes petition to allow hair testing for drugs

The Transportation Trades Department, AFL-CIO (TTD), is urging the Federal Motor Carrier Safety Administration (FMCSA) to follow established protocol and put science first by denying a petition by several trucking companies to use hair specimen in lieu of federally mandated urine in pre-employment drug tests.

In comments filed on April 25, TTD pushed back against the petition citing concerns over the reliability, accuracy and fairness of hair testing. Studies show that hair testing can produce false results, and may have an inherent racial bias. Darker and more porous hair retains some drugs at greater rates than lighter hair, and hair specimen can test positive for drugs drivers never ingested.

"No one in America should be denied employment because the trucking industry wants to rely on an unsound testing method as a way to cut drug-testing costs," said TTD President Edward Wytkind. "Until hair testing is proven to be a reliable and fair way of testing for drug use and federal standards are in place, subjecting transportation workers to hair testing should not be up for serious consideration."

Unlike urine tests, which are the most accurate and reliable method for pre-employment drug testing, hair testing lacks federal oversight. Relying on hair testing as a condition of employment could unfairly hinder a driver's chance to earn a livelihood, and sets a threatening precedent that could affect millions of workers in the transportation sector and across the economy.

This isn't the first time trucking companies have requested a government

exemption from urine testing. Congress rejected a similar attempt when it passed the FAST Act in 2015.

Language in the bill directs the Department of Health and Human Services (HHS) to issue scientific and technical guidelines on hair testing and permits bus and truck companies to perform pre-employment hair tests only after HHS guidelines are issued. This reflects the standard that the Department of Transportation (DOT) has adhered to since 1991, when Congress mandated that DOT follow HHS guidelines in creating federal drug test standards.

"By petitioning FMCSA with the same request Congress ultimately denied, these trucking companies are circumventing a long-established process that rightfully allows scientists, not employers or politicians, to determine which testing methods and procedures are approved and implemented," Wytkind said. "Deviating from that process undermines scientific standards and sets a dangerous precedent that could have far-reaching consequences."

In addition to the comments filed by TTD, civil rights groups, including the Lawyers Committee for Civil Rights Under Law, NAACP, ACLU and National Workrights Institute, also sent a letter urging FMCSA to deny the petition, citing the racial biases and false results associated with hair testing. Congressman Peter DeFazio (D-OR) and Delegate Eleanor Holmes Norton (D-DC) have also called on FMCSA to deny the petition, calling the use of hair testing premature and a contradiction of Congressional intent.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$486,181 as of July 31, 2016, compared to \$277,852 as of August 1, 2015. During the plan year the plan experienced an increase in its net assets of \$208,329. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$13,424,878, including employer contributions of \$13,411,616, earnings from investments of \$11,572 and other income of \$1,690.

Plan expenses were \$13,216,549. These expenses included \$354,638 in administrative expenses and \$12,861,911 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report: 1. An accountant's report; 2. Financial information and information on payments to service providers; 3. Assets held for investment; and 4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$5.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Membership and Ratings Committee

The Committee met on May 4, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Napoleon Ramon 19507	1 Year	A.B.	B
John Penning 19508	1 Year	A.B.	B
Herbert Oquendo 19509	1 Year	A.B.	B
Charles Wood 19510	1 Year	A.B.	B
Emmanuel Baroman 19511	1 Year	A.B.	B
Ronildo Dimatulac 19512	1 Year	A.B.	B
Marvin Tingle 19513	1 Year	O.S.	B
Antolin Avorque C-2668	30 Days	A.B.	C
Antjuan Webb C-2669	30 Days	A.B.	C
Rasheed Shahbin C-2670	30 Days	O.S.	C
Kanoa Wilson C-2671	30 Days	A.B.	C
Christopher Bartolo C-2672	30 Days	A.B.	C
Bruce McNeil C-2673	30 Days	A.B.	C
Dimitrios Kolymparis C-2674	30 Days	O.S.	C
Jamie McKeller C-2675	30 Days	O.S.	C
Dino Cobrador C-2676	30 Days	A.B.	C
Daniel Fignar C-2677	30 Days	O.S.	C
Carmen Pineda C-2678	30 Days	O.S.	C
Patricia Octaviano C-2679	30 Days	A.B.	C
Joseph Balerite C-2680	30 Days	O.S.	C
Lucky Mollarkey C-2681	30 Days	O.S.	C
Bosun Stamp - None			

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Kate Healey #2531, Elixir Ponce #29386, and Lymwel Gador #3024.

**DEFEND THE MARITIME SECURITY PROGRAM
SUPPORT THE SUP POLITICAL FUND**



SUP President's Report

May 8, 2017

NEWS FROM WASHINGTON

With all the negative noise emanating from Washington, D.C. lately, something very positive occurred for the U.S. Merchant Marine on May 5, when President Trump signed the Consolidated Appropriations Act which will keep the government funded through September 30.

The Maritime Security Program (MSP) was fully funded at \$300 million for Fiscal Year 2017. The funding increase amounts to a subsidy of \$5 million per ship for each of the 60 U.S.-flagged enrolled in the program, including nine operated by SUP-contracted American President Lines. The previous amount was \$3.5 million per vessel.

Additionally, Food for Peace was funded at \$2 billion. Under U.S. cargo preference requirements, at least 50% of U.S. government impelled food-aid shipments must be carried in U.S.-flagged vessels.

More on these developments will be published in the *May West Coast Sailors*.

MATSON NAVIGATION COMPANY

Negotiations:

On April 10, the SUP, MFOW and SIU-Marine Cooks, which comprise the SIU-Pacific District, notified Matson of the Unions' desire to amend the 2013-2017 offshore Agreement which expires on June 30. Under separate cover, the SUP notified Matson of its desire to amend the Maintenance and Extra Maintenance Agreement which also expires on June 30.

In accordance with labor law, also notified the Federal Mediation & Conciliation Service and the state agencies in California, Hawai'i and Washington that monitor collective bargaining.

An SUP Negotiating Committee will be elected at the Tuesday, June 13 Headquarters meeting.

The Unions and Matson have agreed to begin bargaining at SUP Headquarters on Monday, June 19. Members who have proposals for bargaining, are urged to send them in writing to Headquarters.

Restriction to Ship Beef:

As reported in February and March, crews in the Matson vessels *Maunawili*, *R.J. Pfeiffer*, *Mokihana* and *Manulani* were restricted to ship in January and February due to the company's participation in Customs and Border Protection's AQUA Lane (Advanced Qualified Unloading Approval) program.

Under the program, Customs clears a ship before arrival at the dock to commence cargo operations before it actually boards and clears the vessel, including the crew. Since the company vessels that were affected arrived on weekends, Customs did not come down to Matson's Long Beach terminal to clear the crew until Monday, however, cargo was worked.

After the crew in the *Maunawili* was held hostage from 2100 on Sunday, January 8, to 0630, on Monday, your secretary contacted Jack Sullivan, Senior Vice President for Vessel Operations & Engineering, to demand this practice stop and that the sailors be paid the overtime for being restricted to the ship in accordance with the Agreement. Sullivan's response was not satisfactory.

After the Unions with contracts with Matson plus the AMO (American Maritime Officers) wrote to Customs about the situation but got no response, the SUP and MFOW wrote to the members of Congress from California (see the February issue of the *West Coast Sailors*) and then MFOW President Anthony Poplawski and your secretary visited those members on March 1, in Washington, D.C. to explain the issue.

Congressman Alan Lowenthal who represents Long Beach and Congresswoman Nanette Barragan, who represents San Pedro, were outraged by the action of Matson and agreed to investigate the matter.

On March 14, Sullivan notified the Unions that Matson was "suspending" its participation in AQUA Lane. Since that time, no crews in company vessels have been restricted to ship.

On April 27, at the request of the company and with the able assistance of Wilmington Branch Agent Leighton "Leon" Gandy, sent the overtime sheets covering the sailors restricted to Matson. The total for all five SUP gangs—the *R.J. Pfeiffer* was restricted twice—is over \$11,000. As of today's meeting, the sailors that were callously denied their freedom by Matson, have not been paid. It must be noted that the company was told in no uncertain terms that the overtime for the violations of the Agreement must be paid by June 30.

APL MARINE SERVICES

On April 24, the Union was notified by APL that the *APL Coral* would be leaving U.S.-flag service on or about May 9, in Hong Kong.

Replacing the *Coral* in APL's U.S.-flag Maritime Security Program (MSP) fleet is the *APL Gulf Express*. This vessel, built in 2002, was formerly the *Nala Delmas* under Bahamian flag. She is approximately 554 feet in length with a beam of 89 feet and can carry 1600 TEU's that can be loaded/discharged with three onboard cranes. She was reflagged to U.S. registry on May 2.

Since the gang in the *Coral* was all from Headquarters, the gang in the *Gulf Express* was dispatched from the same port to Jebel Ali, Dubai (United Arab Emirates). The vessel is tentatively scheduled to call Qatar (Mesaieed), Bahrain, Kuwait (Shuaiba and Shuwaikh) and Dubai.

Like the *APL Guam* and *APL Saipan*, the *APL Gulf Express* shall be governed by "shuttle ship" rules (SUP Shipping Rule 8)

AMERICAN SHIP MANAGEMENT

As reported in February, the *ITB Moku Pahu* is now owned by Schuyler Line Navigation Company and managed by American Ship Management (ASM). In March, the membership approved a Memorandum of Understanding covering the vessel's voyage to Yemen—changed to Djibouti—"and to a shipyard in the United States, Middle East or Asia, or to a scrapping facility at ASM's direction."

While the vessel was enroute to the Middle East, ASM on March 17, sent the SUP, MFOW, SIU-Marine Cooks, MM&P and MEBA a draft agreement based on Patriot Contract Services military agreements. In addition, since *Moku Pahu* was no longer in the guaranteed Hawai'i sugar run, the company requested concessions to reduce total labor costs so the vessel could compete in the U.S.-flag Food for Peace (P.L. 480) trade. The SUP and MFOW responded to ASM stating that a military-style agreement was not acceptable as the vessel would be engaged in commercial service.

On April 19, SUP Vice President Dave Connolly and your secretary along with representatives from the other Unions met at ASM Headquarters in Concord, California. The company requested a 15% reduction in labor costs from all Unions. The Unions after the meeting countered with an 8% reduction.

On April 30, the company requested a 12% cost reduction.

The *Moku Pahu* is now laid-up in Greece and Schuyler, according to ASM, is beginning the paperwork to scrap the vessel.

While the Unions want to keep *Moku Pahu* in operation, it should be noted that in the Memorandum ratified in March, Schuyler has the right to dump ASM as the ship manager.

Will keep the membership fully informed as the situation develops.

SAN FRANCISCO BAR PILOTS

After much discussion and debate, SUP members employed by the San Francisco Bar Pilots have voted to amend the current Marine Personnel Agreement regarding days worked and crew change times.

For those working in the Station Boats *California*, *Drake* and *San Francisco*, sailors will work six (6) days

on and six (6) days off. The previous schedule was four (4) days on and four (4) days off.

For the Run Boat *Golden Gate*, crews will change at midnight (0000) and noon (1200). The old schedule called for crew change at 0630 and 1830.

Both of the changes were brought about the Station Boat crews desire for more time off and the Run Boats crews for better commute hours.

Due to the change in days worked for Station Boat crews (captains, mates and steward/cooks), the provisions accounting for sick leave and bereavement were changed to twelve (12) consecutive days.

The members employed by the Pilots and Captain Joe Long, Port Agent for the Pilots, have approved the amendments to the Agreement.

Recommend general membership ratification of the amendments.

HOLIDAYS

Memorial Day:

All SUP halls will be closed on Monday, May 29, in observance of Memorial Day, a holiday under all SUP contracts.

Kamehameha Day:

All SUP halls will be closed on Monday June 12, in observance of Kamehameha Day which this year falls on Saturday, June 11. In accordance with the Matson Agreement, Kamehameha Day is a paid holiday of those employed in company vessels at sea or in port and for members working under the Maintenance and Extra Maintenance Agreements.

Due to the holiday, the Headquarters meeting will be on Tuesday, June 13.

ACTION TAKEN

M/S to ratify the San Francisco Bar Pilots amendments to the Marine Personnel Agreement. Carried unanimously.

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

Gunnar Lundeberg

CHINESE VISAS - NEW RULES

If your passport is dated 1/1/2015 until present, you must include your old passport with the visa package.

Passport photo requirements

Top of head to chin: 1-1/4"; Ear-to-ear: .75"; beards must be inclusive in the top of head to chin measurement. The photographer must set the machine to these measurements. Photos must be taken front-facing; no glasses; women and men with long hair must tuck it behind their ears.



Sisler Chief Mate James Mixon having some survival suit familiarization in the Diego Garcia swimming pool. Mixon is the one in the lime green top. Included were the SUP deck department and SIU steward department. Everyone enjoyed the experience. Afterward all felt more comfortable donning and wearing the survival suit. Photo submitted by Wilbur J. Danli III, Master, USNS Sisler. The Sisler is operated by SUP-contracted Patriot Contract Services for the Military Sealift Command.

U.S. maritime regulators reject merger of Japanese carriers

U.S. maritime regulators this month rejected an agreement that would have allowed the top three Japanese container lines to merge operations, saying they didn't have the authority to review and approve the creation of a new entity.

Federal Maritime Commissioners voted 4-0 to reject "K" Line, MOL, and NYK Line's plan to share information with each other ahead of the merging of their container operations in July, saying the Shipping Act of 1984 doesn't provide them authority to review and approve mergers. FMC Commissioner Mario Cordero didn't vote, as he's leaving the agency to lead the Port of Long Beach.

"This decision by the FMC in no way precludes the Japanese carriers from merging their container trade business units into a single stand-alone company," FMC Commissioner William Doyle said in a statement. "Rather, the vote recognizes that the FMC cannot approve certain actions that would allow the three Japanese companies to act as a merged entity prior to actually merging."

The Department of Justice in conjunction with the Federal Trade Commission (FTC) will decide whether to allow the carriers to merge operations for U.S. services. The three carriers don't plan to begin operations as a new entity until April 1, 2018. The merger would create the world's sixth-largest container line and allow the new entity, for now known as "J-3," to better compete in a rapidly-consolidation industry grappling with overcapacity.

The vote to reject the agreement came a day ahead of a House subcommittee hearing in which lawmakers are expected to question container lines, marine terminals, and the FMC on allegations that major shipping line alliances are unfairly squeezing third-party suppliers, namely tugboat operators.

The Japanese carriers' joint venture proposal has fueled legislators' interest in reviewing the Shipping Act of 1984, which gives carriers limited antitrust immunity. Although the three Japanese carriers aren't seeking an alliance, original language allowing them to plan third-party services ahead of becoming a single entity rankled tugboat operators.

"These provisions would violate 'gun jumping' laws that forbid the sharing of competitively sensitive information or the premature combining of the parties," said Doyle. He noted the carriers' proposed agreement, known as the Triparite Agreement, sought to transfer shares or ownership interest in U.S. marine terminals to those owned and/or operated by Japanese carriers, an activity beyond the scope of FMC's authority.

Some marine terminals and stevedores are worried shipping line alliance members are utilizing power that arises from tight profit margins and fewer carriers with which to negotiate due to industry consolidation. The number of major carriers has fallen from 20 to 17 in the last few years and will go to 10 in 2018, if planned mergers go forward, no more are announced, and none become the next Hanjin Shipping by collapsing.

World's largest lifeboat tested

The Australian deck equipment manufacturer Palfinger has set a new world record with its MPC 49, the largest lifeboat on earth. The 50'x18' enclosed lifeboat has enough room for 440 people, about on par with a typical Boeing 747. The firm recently sold a set of 12, plus 24 tenders, 36 davits and six rescue boat stations, for a series of cruise ships that are under construction at STX France.

Like other lifeboats, the MPC 49 has to meet a loading time standard – in this case, DNV (Det Norsk Veritas) GL's (Germanischer Lloyd) maximum time limit of 10 minutes. Palfinger recruited 200 employees and 240 local volunteers to join in a loading test, and on April 21, this "boarding party" gathered in one of the manufacturer's assembly halls to see if they could all get into the boat on time.

Palfinger officials set up boarding lines and muster stations to mimic the arrangement on a cruise ship, and the "passengers" mustered in the designated location. Factory manager Arvid Skogseide started the clock and the crowd began to file on board. The test was successful. It set a new time record at five minutes and 21 seconds.

"Overall, the boarding tests proved a huge success for the project. The first test was performed within the time limit of 10 minutes, already at first attempt we set a record time," said global products director Arild Lokøy. "Before testing we were quite convinced that we would make it on time, but I must admit it's a huge relief to actually have demonstrated it."

Beer and arrhythmias

The Munich Oktoberfest might seem an unlikely locale for a medical research project, but German scientists studied festival goers and found that moderate social drinking may lead to arrhythmias – irregular heart rhythms – in otherwise healthy people.

Using a hand-held Breathalyzer, the researchers tested 3,028 men and women who had been drinking but were not legally impaired. They gave them EKGs to test heart function.

More than a quarter of the group had a condition called sinus tachycardia, marked by a resting heart rate of more than 100 beats per minute. About one to two percent of the general population have repeated episodes of tachycardia, which in some cases can pose risks.

They also found slightly increased, but not statistically significant, levels of other

kinds of irregular heartbeats, including the heart palpitations of atrial fibrillation, a potentially serious condition. The arrhythmias increased with higher breath alcohol levels.

The study, in the *European Heart Journal*, controlled for age, sex, smoking, medication use and a history of heart disease.

The lead author, Dr. Moritz F. Sinner, an assistant professor of cardiology at University Hospital Munich, said that in most people, elevated heart rates would be expected to subside as alcohol concentrations went down. He suspects "that people susceptible to developing arrhythmias because of some undiagnosed condition might develop an arrhythmia under the stress of alcohol," and that some could end up requiring treatment.

Vice President's Report

May 2017

APL and Matson Ship Delegates

As provided for by SUP tradition, and in writing at the end of the Shipping Rules in the Matson and APL collective bargaining agreements, each vessel under SUP agreement shall have a delegate to be elected or appointed by the Union Agent. The duties of a delegate at minimum include "insistence upon the observance of the SUP agreement and that the rights and interests of members are protected. The delegate advises the crew that any difference of opinion is no reason for quitting the ship and that any dispute that cannot be resolved on board will have the prompt attention" of the Union.

Delegates should "list the name and financial standing (dues status) of each member and keep account of the overtime worked. They shall assist the Union agents in the performance of their duties and inform them as to vacancies in the crew either existing or likely to occur."

The delegate also has the job of "keeping the delegate's sheet noting when and where each crew member joins the vessel" and to see that the 200-day shipping rule for Class A members and the 90-day rule for Class B and C members and D registrants is carried out.

Going beyond that the delegate is authorized to represent the crew in any grievance or disciplinary matter with the assistance of the Union, and to settle disputes in accordance with the Immediate Dispute Resolution clause and all the other provisions of the contract. Delegates can call and run Union meetings to note Union communications (such as the President's Report in the *West Coast Sailors*), air disputes, record issues, and settle small problems before they become large problems. They help familiarize and organize new members, stand up to bullying, object to backroom deals, are alert to health and safety issues, provide advice and counsel, and forge SUP unity. Delegates are not alone – they have full access to SUP resources including the continuous support of its Agents. Delegates deserve our thanks and appreciation with the understanding that their compensation comes not in dollars but in the smooth payoff of a stronger Union.

In addition to the routine duties of the front office I helped prepare for impending negotiations as well as help develop bids for new and continued job opportunities for SUP members and checked the following ships:

Oregon Voyager: David Fadoul relieved by Terry Black as delegate. New members signing up. Running in the Gulf on the old *Chevron Arizona* run from Pascagoula to Pt. Everglades. In good shape.

APL Coral: Teo Rojas, bosun. Clarification on mates doing sailors work. Clean payoff in Hong Kong after transfer to Maltese flag.

APL Saipan: Art Garrett, delegate. Problems with the ships laundry again. Parts on order. Working on it along with the MFOW and Honolulu Branch Agent Mike Dirksen.

APL Singapore: Dale Gibson, bosun. Question on watch rotation answered: if one sailor wants to rotate, we all rotate at the end of the voyage.

APL Gulf Express: Les Jeziorski, delegate. New crew for this newest shuttle ship joined in Dubai on May 5. Dedicated to Persian Gulf service alone. Rigging and stowing the cargo cranes is a regular duty that goes back to the boom ship days. It is not cargo work unless actually handling cargo and is therefore not payable at the cargo rate. Straight time on straight time hours and overtime on overtime hours.

Manoa: Quentin Brown, bosun. Crew joined in China to activate from shipyard. No beefs.

Mahimahi: Mike Soper, delegate. Engine trouble at departure from Honolulu for sea necessitated momentary tug-assisted lay berth without mooring – does not qualify for shift ship minimums.

Moku Pahu: Dino Cobrador, delegate. Ship paid off at cold layup in Greek anchorage after sailing more than halfway around the world with food aid cargo for Yemen. Assisted injured sailor with maintenance and cure claim. As of press time, despite the SUP's best efforts to keep her running, the future of this ship is uncertain.

USNS Waters: Zach Yanak, delegate. Minutes from Union meeting indicate steady progress on important issues such as new safety gear and on-deck bottled water while working in the tropics. Claims for Supplemental Benefits are best filed directly at SUP HQ or Branches with the assistance of SUP agents. Remote application is possible for members who can't visit a hall but original discharges must be filed along with a signed authorization letter including mailing address, SSN, phone number, book number and mailing instructions. Contact SUP Supplemental Benefits Plan at 415-764-4991 for more information.

USNS Sisler: Alex Glosenger, delegate. Running smooth with bosun Jonnell Hodges in tropical island atoll. Gumby suit drill picture on page 10.

USNS Pomeroy: Brian McCarthy, delegate. There is no provision in the Watson-class contract that guarantees a chair for the helmsman. While the practice of individual ships may differ, if the captain requires that the bridge watch is literally stood then such is the order.

USNS Gilliland: Benjamin Linn, delegate. Activated for shipyard in the midst of the RRF activations with another full crew for transit to New Jersey shipyard. All halls combined to provide qualified crew late on a Friday and working the dispatches through the weekend.

Cape Victory: Jeff Titco, delegate. Activated in Beaumont for sea trials and fully crewed on the same day entirely from Wilmington Branch. Sailors take note that failure to participate in activations undermines our readiness and puts at risk an SUP treasure: the hiring hall. The Union will continue to take action to enforce Shipping Rule discipline for disinterest in national service.

Cape Vincent: Dave Kaupiko, delegate. Activated the same day as the *Cape Victory* and a week after the *Cape Taylor* activation.

Dave Connolly

SUP Branch Reports

Seattle

April 17, 2017

Shipped during the period: 1 Boatswain shipped to *Maui* and filled with an A card; 5 Able Seaman jobs shipped to 1 A, 2 B, and 1 D; 1 to *Maui*; 4 to navy bottoms. 1 Ordinary Seaman job taken by a D card to *Pomeroy*; 3 standbys went to 1 B card, 1 C card and 1 to a MFOW member for a total of 9 jobs shipped.

Registered: 4 A cards for a total of 16; 7 B cards for a total of 20; 2 C cards for a total of 13 and 4 D cards for a total of 10.

I represented the SUP at the following meetings: The King County Labor Council Executive Board and Delegates meetings, the King County Labor Council Port Coalition meeting, and the Propeller Club for a presentation of the Maritime Industrial Study. Also attended the monthly MTD meeting.

SUP Welfare Plan Administrator Michelle Chang was present at this month's meeting to explain our benefit opportunities, plan structure, and she addressed any concerns pertaining to the Group Health to Kaiser transition. On behalf of the Seattle membership, thank you Michelle for making the trip.

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. It is much easier to review them during regular office hours than the day you want to ship.

Brendan Bohannon
Branch Agent

Wilmington

April 17, 2017

Shipping: Bosun: 3 , AB: 9 , AB Maint: 6, STOS 1 and 47 standby for a total of 66 jobs shipped. Registration: A:29 B:35 C:13 D:9

Ships Checked

Manauwili: Juan Magana Bosun, Denny Silva Delegate. No beefs.

APL Korea: Ernesto Lecarnaque Bosun; John Pancho Delegate questions on missed assignment due to STCW, resolved.

Manualei: Larry Gately, Bosun. Jim Clay Delegate running smooth.

APL Singapore: Dale Gibson, Bosun. Corey Burton, Delegate. Running short on food stores, additional stores loaded onboard, will check back next trip.

R.J. Pfeiffer: Tulilo Tautala, Bosun. Running smooth, no problems.

APL Thailand: Peter Johnsson, Bosun. Dimitri Selesnev, Delegate. Running smooth.

Mokihana: Billy Sullivan, Bosun. Chris Bujnowski, Delegate. Running smooth, no problems.

Manukai: Julian Torre, Bosun. Patrick Tite, Delegate. Running smooth; Bosun taking trip off.

APL Philippines: Bob Burns, Bosun. Gary McDevitt, Delegate. Beef about dangerous cargo explosives, problem solved crew paid.

Shipping at a steady pace in Wilmington, with Matson, APL, and Patriot.

Members need to make sure your documents are up to date before job call.

This is your Union, come to the meetings, you have a voice.

Leighton Gandy, Branch Agent

Honolulu

April 17, 2017

Shipped the following jobs in the month of April: 2 AB Day steady, 2 AB Day relief, 4 AB Watch steady, 1 AB Maintenance steady, and 1 OS watch steady. The shipping jobs were filled by 4 A cards, 5 B cards, and 1 C card.

Shipped 15 standby jobs. The standby jobs were filled by 5 A cards, 8 B cards, and 2 C cards.

Registered in April: 7 A cards, 12 B cards, 5 C cards and 6 D cards. To date totaled registered: 11 A cards, 16 B cards, 11 C cards and 9 D cards.

Ships Checked

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

APL Guam: No major beefs.

APL Saipan: Still waiting for parts to fix the ship's dryer.

USNS Charlton: Staying in the shipyard for two more months-flew the gang home.

I represented the SUP at the Hawai'i Maritime Port Council meeting and the AFL-CIO Executive Board meeting.

Shipping has really slowed down here in Honolulu. We only had 15 standby jobs this month, 50% less than last month. I hope that the other halls are picking up this work.

Just a reminder, any proposals you have for the upcoming Matson negotiations need to be sent to Headquarters or to me by the time we have the May meetings. And as always, check you papers and anything with less than six months needs to be renewed.

Mahalo,

Michael Dirksen, Branch Agent

ATTEND YOUR SUP MONTHLY MEETING

Dispatcher's Report

Headquarters—April 2017

Deck	
Bosun.....	4
Carpenter.....	0
MM.....	8
AB	8
OS	2
Standby	20
Total Deck Jobs Shipped	42
Total Deck B, C, D Shipped.....	32
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.....	42
Total B, C, D Shipped-All Depts....	32
Total Registered "A".....	18
Total Registered "B".....	39
Total Registered "C".....	19
Total Registered "D".....	34

Business Agent's Report

May 8, 2017

Mississippi Voyager- Running up and down the coast between El Segundo and Richmond Long Wharf. Kenneth Dooley, Bosun and Ed Winder, Delegate.

California Voyager; Oregon Voyager; Florida Voyager- These ships are shuttling between Houston, and Pasco-goula.

Matsonia- In and out Oakland #62. Ship's been running steady rumors of going into the shipyard in August. No beefs with Robert Leeper, Delegate, Sam Scott relieving Mick McHenry as Bosun. Sailed for Honolulu.

Maui- In and out Oakland #62. Clarification on smoking areas and smoking on deck. Last trip food storing issues seems to be improving. Sam Worth, Delegate and Brian Yost, Bosun.

Kauai- In and out Oakland #62. Sailed with no beefs, on the Northwest run. Arsenio Purganan, Delegate and Frank Portainer, Bosun.

Mahimahi- Oakland #62 Sailed from Honolulu with no beefs. Mike Soper, Delegate, Remoni Tufono, Bosun.

Manoa- Called the crew back for Manoa. Ship's been in the shipyard for 80 days. The gang flew out on the May 5, to join in Nahtong. Quentin Brown, Bosun and Lynn Gador, Delegate.

Reminder to all members: Will be electing a Negotiating Committee to bargain with Matson at the June Headquarters meeting.

APL Gulf Express- Received a call from APL to crew up the *APL Gulf Express* on May 20, which consist of 5 ABs and a Bosun. The gang flew out to Dubai to join the ship on April 30. This ship is shuttling in the Middle East Jebel Ali, Shuwaikh, Shuaiba, Bahrain, Mesaieed. Marc Calario, Bosun and Rolando Mendoza, Delegate.

APL Philippines- In and out of Oakland #56. Sailed with no beefs. Bob Burns, Bosun and Gary McDevitt, Delegate.

APL Belgium- In and out Oakland #56. Bosun finally collected subsistence during the time in the shipyard.

Cape Henry- Gabriel Moreno as Bosun.

Cape Orlando- On a routine getting work done with Noel Itsamaru as Bosun.

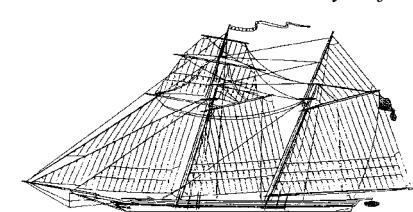
Admiral Callaghan- Philip Coulter's time-up relieved by Mark Pfaff as Bosun.

Cape Hudson- Working out the kinks with the GVU's and this new galley schedule, running smoothly with Mike Worth as Bosun.

Cape Horn- Routine with the gang, things have settled down since the activation. These new wave sailors and their work ethics need more SUP training. In good hands with Paul Fuentes as Bosun.

SF Bar Pilots- First trip out for the San Francisco with the 6 and 6 change day schedule. Big Mike Koller Delegate, Leo Moore as Bosun. Worked the front office and assisted in dispatching.

Roy Tufono



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