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SAN FRANCISCO, CALIFORNIA

Friday, May 25, 2018

'Ship American' statutes must be enforced to support good jobs and promote national security

In our highly politicized world, it has become a rarity for Members of Congress to agree on anything. So when a large group of bipartisan lawmakers comes together to take a stand on a single issue, it's probably a good idea to listen.

One of these rare moments happened on May 7, when 66 lawmakers, led by Congressmen Duncan Hunter (R-California), John Garamendi (D-California), David Joyce (R-Ohio) and Cedric Richmond (D-Louisiana) stood up for good jobs, a strong U.S. maritime industry, and national security by supporting strong cargo preference – or “Ship American” – laws, by sending

a letter to Secretary of Defense James Mattis and Secretary of Transportation Elaine Chao.

By requiring government agencies to ship cargo on U.S.-flagged, owned, and crewed vessels, Ship American laws play an important role in keeping the United States safe and its economy strong. That's because everyday, highly trained, highly skilled civilian mariners transport cargo and passengers, and stand ready to meet the military sealift needs of our nation. They facilitate the delivery of foreign aid, provide a waterborne response for domestic and international disaster recovery missions, and, in times of war,

transport military personnel and cargoes.

Without civilian mariners, America would be forced to turn these responsibilities over to foreign-flagged, foreign-crewed vessels, owned and operated by those who may not share our interests. And without strong cargo preference laws, American mariners would lose good, middle-class jobs to unfair foreign competition.

Yet, under the guise of keeping transportation costs low, some government agencies have, for years, been skirting strict cargo preference laws, instead choosing to ship government cargo on foreign vessels. At a time when

government budgets are strapped and cost cutting is akin to an Olympic sport, this may seem like a viable solution, but there's a problem: The true costs of shipping government-impelled cargo boil down to more than just dollars and cents.

For starters, the cost savings agencies earn from using foreign vessels to ship government cargo is minimal at best, and avoiding these laws means taxpayer dollars are being used to support foreign shipping services. Moreover, this practice ignores the very real reason Congress implemented Ship American laws in the first place. The same crews that carry government cargo are

the same men and women who stand ready to move U.S. military and humanitarian cargo as needed. In other words, retaining a pool of highly trained, qualified, and loyal mariners who can meet the military and humanitarian needs of our country is contingent upon government agencies abiding by strong cargo preference laws.

The failure to do so is contributing to a significant strain on the strength and readiness of America's civilian mariners. At present, the merchant marine is 2,000 mariners and five ships short of the minimum requirements needed to support our

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Matson's profits continue to rise

Matson said, this month, it had a profit of \$14.2 million in the first quarter ending March 31, more than twice the \$7 million it earned in the first quarter of 2017.

Consolidated revenue for the first quarter 2018 was \$511.4 million, compared with \$474.4 million reported for the first quarter 2017.

Matt Cox, Matson's Chairman and Chief Executive Officer, said the company is “off to a good start” with both its ocean transportation and logistics businesses exceeding expectations.

He said the improvement in ocean transportation was primarily the result of lower vessel operating costs, a higher contribution from Matson's terminal joint venture SSAT, higher volume in its Alaska service and the timing of fuel surcharge collections, partially moderated by lower volume in China and continued competitive pressure in Guam. In its logistics segment, Cox said the company “saw improved performance in almost all service lines.”

“For 2018, we continue to expect improvements in each of our core trade lanes with the exception of Guam and China,” said Cox. “In Guam, we expect to face continued competitive pressure, and in China we continue to expect modestly lower volume coming off an exceptionally strong 2017. As a result of the first-quarter performance, we now expect Matson's 2018 operating income to be modestly higher than the level achieved in 2017.”

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USCG Commandant Zukunft stresses Jones Act importance

Repealing the law that requires coastal cargo shipping to be done in American vessels with American crews “could have severe repercussions” for the United States such as leading to the closure of federal and state maritime academies and imperiling the long-term health of the nation's shipbuilding industry, the Coast Guard commandant warned on May 8.

Admiral Paul Zukunft, speaking at the Center for Strategic and International Studies in Washington, said in answering an audience question on the future of the Jones Act – the law covering domestic cargo – that “this is much more strategic” than lowering transportation costs.

The Jones Act is a century-old federal law that restricts the movement of cargo between U.S. ports to vessels that are American-built, crewed, owned and operated. While the Act protects American companies

and ensures sufficient work for American mariners, opponents say it raises costs and is not practical for the modern economy. During the disaster relief effort after Hurricane Maria, supplies were slow to reach Puerto Rican residents in part due to the Jones Act's requirement that only American ships deliver those goods. The Trump Administration ultimately waived the Jones Act to allow for a faster response.

Since the Trump Administration took over, there has been increased Capitol Hill attention on whether the law remains viable. Proponents for change cite lowered costs as a major plus, while defenders point to the nation already being 2,500 mariners short of its security needs if a prolonged conflict were to occur.

In addition to the domestic impact, Zukunft pointed to China as directly benefitting from repealing the law, which would allow it to dominate American domestic shipping. Because of

the size of China's shipping industry, it could take over domestic coastal trade by having more vessels available and operating at lower costs. Zukunft added this market dominance could also extend to the \$4-trillion inland waterways commerce.

Zukunft, who opened a half-day forum on security challenges in the Arctic, said in his remarks that “vast riches exist there” in an area the size of Texas on the extended American continental shelf – which China views as maritime commons. Beijing holds that position because the United States has not signed the U.N. Law of the Sea Convention that sets ground rules to determine the boundaries of a country's continental shelf.

“We need to sign up to the ground rules” of the treaty to better assert the United States' interest, he said, for a number of security and economic reasons.

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Union foe tapped for senior labor department position

The Labor Department's new associate deputy secretary is a prominent management attorney known for arguing against Unions and worker-friendly decisions by the National Labor Relations Board (NLRB).

Michael Avakian recently drew attention for his defense of a company trying to overturn the board's decision expanding the definition of a joint employer for unionization purposes. He now reports to Deputy Labor Secretary Patrick Pizzella, Avakian's firm announced.

Avakian was practicing management-side firm Wimberly & Lawso, when he was tapped for the job. The firm wrote in a statement that in his new role, Avakian "will be at the center of the Department's policy and management leadership team" under Pizzella, who was sworn into office last month.

By hiring Avakian, the DOL is further endearing itself to business representatives, who cheered the selection of Pizzella as the agency's No.2 official. Avakian's exact duties remain unclear, but his track record of opposing Unions in court, suggests he'll be governing with the employer perspective in mind.

Avakian has been an outspoken voice in Washington for advancing business views on labor law, whether testifying on Capitol Hill or addressing the NLRB at public meetings. The conservative Heritage Foundation has recognized him as a labor law policy expert, the Wimberly announcement said.

As counsel to the Center on National Labor Policy, Avakian recently co-authored an amicus brief in support of the National Right to Work Foundation

(NRTW) in the landmark U.S. Supreme Court case Janus vs. American Federation of State, County and Municipal Employees. Avakian backed the NRTW's position that public sector Unions are barred by the First Amendment from collecting mandatory fees from nonmembers.

A review of legal filings shows that Avakian's name appears as the counsel for companies in cases against the International Longshore and Warehouse Union, Local 395 Ironworkers, and Laborers Local 477. But it was his defense of Hy-Brand Industrial Contractors in recent months that placed Avakian at the center of a high-stakes drama over an NLRB ethics debate.

In a March motion for reconsideration, Avakian asked the board to reinstate an original December decision to overturn the NLRB's Obama-era ruling that made it easier to tag multiple companies as joint employers for labor liability purposes. The board in February walked back the management-favored ruling because of concerns that Trump-appointed GOP Member William Emanuel shouldn't have participated due to conflicts of interest.

Final Departures

Donald Gossett, Book No. 2874. Born in 1921 in Washington. Joined SUP in 1947. Died in Bellevue, Washington, April 9, 2018. (Pensioner)

Garlan Kennedy, Book No. 3131. Born in North Dakota in 1935. Joined SUP in 1957. Died in Vancouver, Washington, May 11, 2018. (Pensioner)

'Ship American' laws must be enforced

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country's sealift capabilities. Since 2010, more than 900 U.S. mariners have left the industry and, if things don't change, more are expected to choose this path.

The pool of highly skilled, highly qualified civilian mariners needed to meet this country's tactical objectives isn't created out of thin air. It is built and sustained through smart, strategic policies that have strong bipartisan support, including strict cargo preference laws.

The alarm bells have been rung. Ignoring the distress signals could spell disaster for America's maritime industry, the good jobs it supports, and jeopardize our national security. It is now up to our executive branch to heed the advice of lawmakers and take action by enforcing common-sense Ship American laws.

[Editor's Note: This article was written by the Transportation Trades Department (TTD), AFL-CIO. The SUP is an affiliate of TTD.]

Along with Congressmen Hunter, Garamendi, Joyce and Richmond, the letter was signed by the following Members of Congress:

- | | |
|--|---------------------------------------|
| Ralph Abraham, M.D. (R-Louisiana) | Stephen Knight (R-California) |
| Brian Babin (R-Texas) | Doug LaMalfa (R-California) |
| Mike Bost (R-Illinois) | Rick Larsen (D-Connecticut) |
| Anthony G. Brown (D-Maryland) | Barbara Lee (D-California) |
| Julia Brownley (D-California) | Daniel Lipinski (D-Illinois) |
| Bradley Byrne (R-Alabama) | Alan Lowenthal (D-California) |
| Katherine M. Clark (D-Massachusetts) | Stephen F. Lynch (D-Massachusetts) |
| Luis Correa (D-California) | Sean Patrick Maloney (D-New York) |
| Joe Courtney (D-Connecticut) | Brian Mast (R-Florida) |
| Elijah E. Cummings (D-Maryland) | Betty McCollum (D-Minnesota) |
| Rodney Davis (R-Illinois) | A. Donald McEachin (D-Virginia) |
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| Colleen Hanabusa (D-Hawaii) | David Rouzer (R-North Carolina) |
| Brian Higgins (D-New York) | Lucille Roybal-Allard (D-California) |
| Walter B. Jones (R-North Carolina) | C.A. Dutch Ruppersberger (D-Maryland) |
| John Katko (R-New York) | John Rutherford (R-Florida) |
| Derek Kilmer (D-Washington) | Tim Ryan (D-Ohio) |
| Peter T. King (R-New York) | Linda T. Sanchez (D-California) |

Timely Reminder Third quarter 2018 dues are due and payable now!

SUP CONSTITUTION ARTICLE VI DUES AND INITIATION FEE

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

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

SUP Meetings

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

	Hdqs.	Branch
June	Tues. 12	18
July	9	16
August	13	20
September	10	17
October	Tues. 9	15
November	Tues. 13	19
December	10	17

West Coast Sailors

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Matson launches new foreign-flag Tahiti service

Matson launched a previously announced new direct service to Tahiti that provides twice monthly, fixed day arrivals from the U.S. mainland and the fastest transit times from Hawai'i to French Polynesia.

The new Tahiti service is an extension of Matson's South Pacific Express (SPX) service that connects the carrier's existing U.S. West Coast network serving all three major ports, and its New Zealand based network serving islands of the South Pacific. In February, Matson announced the addition of a second vessel to its SPX service, which enables direct calls on Tahiti and Tonga, along with improved reliability of fixed-day arrivals every two weeks. The second vessel, *Maria P*, is soon to be renamed *Samoana*.

With the addition of Papeete, Tahiti as a port of call, Matson now provides export shipping from the United States and Hawai'i to many of the major islands of Polynesia, including Samoa, American Samoa, the Cook Islands (Rarotonga and Aitutaki), Tonga (Nukualofa and Vava'u), Niue, New Zealand, and Fiji (Suva and Lautoka).

"This new service allows Matson to leverage existing operations in the region to offer market-leading service to a new destination," said Senior Vice President-Pacific Tuilaepa Vic Angoco. "The people of Tahiti and Hawai'i have enjoyed a long and rich history together with shared ethnic and cultural ties. We look forward to strengthening ties between our island communities."

Matson has appointed Papeete Seairland Transports as its exclusive agent in Tahiti. The company has a proud and accomplished history in the shipping industry of French Polynesia. General Manager, Thierry Charrier will lead a knowledgeable and professional team dedicated to delivering the world-class customer support in Tahiti for which Matson is known throughout the Pacific.

Zukunft stresses Arctic importance

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Zukunft said the Arctic is believed to contain 13% of the world's untapped oil deposits, one-third of its natural gas and a host of rare minerals on the seabed that could be used in the relatively near future.

For example, although petroleum "is still a very volatile market" with prices fluctuating greatly, "quite clearly this is a strategic reserve" that can be developed.

In Beijing's view, the "nine-dash line," which it uses to exert its territorial claims in the South China Sea, extends into these northern waters as well.

"We traditionally operate there," is Beijing's philosophy, Zukunft said. China is expanding its explorations for natural gas, oil, rare earth minerals and fisheries in this sector of the Arctic; working more closely with Russia on economic development; and intensifying its scientific research on oceanic and atmospheric conditions there.

At the same time as China extends its territorial claims and builds an icebreaker to show its presence, "Russia claims all the way up to the North Pole," the admiral said.

Zukunft said "the Russians are re-investing in distant search and rescue" installations along the Northern Polar Route while also readying two corvettes for duty there as it militarizes some islands for their operation. "We are seeing duality" in Moscow's approach to its future in the high latitudes. Russia controls the largest swath of territory among the eight Arctic nations.

Like Canada, which claims the Northwest Passage as lying in its territorial waters, Russia claims the Northern Polar Route as its own. Among its stepped-up activities along the route, Moscow is using specially-designed liquefied natural gas vessels, in cooperation with the Chinese, to export natural gas from the Amal region to Asia.

Last year, Canada escorted the American Coast Guard buoy tender *USCGC Maple* (WLB-207) through the passage as it sailed from Sitka, Alaska, to Baltimore, Maryland, for overhaul, as a way for Canada to reinforce its claim of territorial waters.

In light of all that activity, Zukunft added, "it is probably in our best interest to protect our interests" in the Arctic.

Zukunft said the Coast Guard's long-range strategy of having a fleet of six icebreakers "provide the ways and means" to do that. With five shipyards competing to build the first heavy icebreakers and appropriations in hand to build the first one-and-a-half, "we need six."

The question facing future commanders is "what do you need an icebreaker to do -20, 30, 40 years" from now. Factoring in military needs, be it direct energy weapons or some other system yet to be developed, design decisions today must leave "reserve space, weight and power."

Zukunft, who is scheduled to retire June 1, termed the icebreaker "the sentinel of the Arctic ...to provide domain awareness" in a region of increased human activity in petroleum and natural gas exploration and extraction now. It is also a region "where the tyranny of distance" is a major factor in coping with man-made disaster or search and rescue.

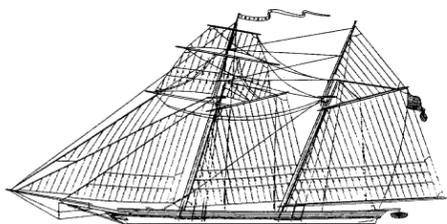
"It is a place where no service chief wants to find himself without rescue capability."

That human activity is going to increase, Zukunft added, as glaciers and ice on the transpolar sea route continue to melt. He said he could imagine a shipping season running from July well into September by 2030 if present trends continue in the Northern Polar Route.

That melting ice and subsequent rising sea level is not only directly impacting the indigenous populations living in the Arctic through erosion but is also affecting Tidewater Virginia and the Louisiana Gulf Coast in the form of flooding.

"What starts in the Arctic doesn't stay in the Arctic." He added, "I have to deal with the consequences."

Zukunft said, "Inuit elders have a name for [melting glaciers, sea ice and coastal erosion]. They call it: 'climate change.'"



SeaRiver tanker fleet swallowed by Crowley

Crowley Alaska Tankers, LLC announced April 17, that it has completed the acquisition of three tankers from Sea River Maritime Inc., and is now chartering them back to SeaRiver, a subsidiary of ExxonMobil, under varying multi-year terms.

The tankers *Liberty Bell* and *Eagle Bay*, now under Crowley ownership and operation, each have a capacity of 760,000 barrels and transport crude from Alaska to West Coast refineries. The tanker *SR American Progress* has a capacity of 342,000 barrels and transports refined petroleum between the United States Gulf and East Coast ports.

After their acquisition, Crowley renamed the ships. *Liberty Bay* is now *Washington*, *Eagle Bay* is *California*, and *SR American Progress* is *Oregon*.

With the acquisition of these three tankers, the company now operates 40 Jones Act-qualified large petroleum transportation vessels in the United States with a combined capacity of more than 12 million barrels. Among this tank vessel fleet is a tanker and an articulated tug-barge (ATB) already on charter to SeaRiver. Crowley owns and/or operates a diverse, fleet of double-hull tank vessels, including 17 ATBs and now 23 tankers.

The *SR American Progress* was purchased new by Mobil Oil in 1997 and named *American Progress* and crewed in all unlicensed departments by the SUP. However, in 1998 Exxon acquired Mobil to become ExxonMobil. As a result, the *American Progress* was transferred to SeaRiver and crewed by the Exxon Seamen's Union (ESU) which affiliated with SUP in 1999.

With the loss of the SeaRiver fleet, the ESU is effectively defunct, as unlicensed personnel are now represented by the SIU-A&G.

Maritime Administration offers more funding to small shipyards

The Department of Transportation's Maritime Administration (MarAd) has announced the availability of \$19.6 million in federal funding for small U.S. shipyards.

The grants are provided through the Small Shipyard Grant Program, and are available to U.S. shipyards with less than 1,200 production employees. The grants support a variety of projects including capital and related improvements, as well as equipment upgrades that foster ship construction, repair and reconfiguration. The grants can also be used to cultivate maritime training programs intended to enhance employee skills and productivity.

American shipyards continue to create new jobs and strengthen the economy. In 2013, U.S. shipbuilders directly employed 110,000 Americans and produced \$37.3 billion in GDP (gross domestic product).

"Our country's infrastructure relies on the success of our shipyards, ports and waterways. This grant program helps provide workers with the training they need to succeed in the 21st Century economy," said U.S. Transportation Secretary Elaine L. Chao.

MarAd intends to award grants no later than July 23, 2018. Last September, MarAd awarded \$9.8 million to 18 U.S. small shipyards through the Small Shipyard Grant Program. The grants, which were primarily available to U.S. shipyards with less than 600 production employees, were generally less than \$1 million each. Since 2008, MarAd's Small Shipyard Grant Program has awarded \$174 million to 169 small shipyards.

Washington State Congressman voices continued support for the Jones Act

Congressman Rick Larsen (D-Washington) spoke on the floor of the House of Representatives, on April 13, in continued support of the Jones Act. Below are his remarks:

"Mr. Speaker, I rise today to express my continued support of American maritime jobs through enforcement of the Jones Act.

"The Merchant Marine Act of 1920 is more commonly known as the Jones Act, named for the primary sponsor at the time, Wesley Jones, from my home state, Washington State. The Jones Act exists for good reason. It sustains and protects a strong domestic maritime and shipbuilding industry.

"It creates job opportunities for U.S. mariners, many of whom are veterans.

"It underpins U.S. maritime defense policy and is essential to preserving national security interests at home and abroad.

"The Jones Act requires the use of American owned and operated vessels to move all waterborne cargo between points in the United States.

"I have long maintained that the Jones Act ensures domestic industries can re-

main vibrant contributors to the global shipping industry.

"At its core, the Jones Act is a critical labor standard that helps put U.S. seafarers to work and maintains important workplace rights.

"In Washington State, approximately 60% of the state's ferries employees working on vessels are Jones Act compliant.

"In 2012, I called on the then-administration to protect American jobs by adhering to the Jones Act in response to rising gas prices and the proposed release of oil from the Strategic Petroleum Reserve.

"Last year I spoke up to support the Jones Act fleet in its heroic response to the natural disaster that hit Puerto Rico and the U.S. Virgin Islands.

"As a senior member of the Coast Guard and Maritime Transportation Subcommittee, I am committed to working with my colleagues to uphold the longstanding tenets of the Jones Act to safeguard the important role maritime industries play in our economy.

"The Jones Act exists for good reason. We should use it to good effect."

SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED MARCH 31, 2018

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 9, 2018, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$2,639,397.65
Political Fund	\$11,574.74
Strike Fund	\$1,293,730.99
Total Cash and Investments 1st Qtr. 2018	\$3,944,703.38

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$140,400.00
Interest	11,148.80
Donations - <i>West Coast Sailors</i>	935.00
Tanker & Joint Committee, Hiring Hall.....	166,918.19
Advertising & Promotion.....	175.00
Miscellaneous Income, Reimbursements, Fines.....	4,153.56
Reimbursed Administrative Expenses.....	25,386.26
Contributions - General Fund	875.00
Total Income:.....	\$349,991.81

Expense:	
Auto & Travel.....	\$1,569.99
Rent.....	18,180.56
Postage, Printing & Office	10,139.92
Telephone & Telegraph.....	4,909.62
<i>West Coast Sailors</i> Publishing Expense	13,805.42
Per Capita	19,071.02
Salaries & Payroll Taxes.....	233,239.29
Office Workers Pension.....	10,012.80
Insurance.....	52,781.03
Field Expense.....	1,496.58
Meeting/Committee & Neg., Conference & Conv.	4,412.51
Investment Expense.....	867.39
Officials Pension.....	6,830.00
Subscriptions.....	4,164.00
Legal - Rep.....	0.00
Advertising & Promotion.....	360.00

Contributions	300.00
Accounting.....	0.00
Miscellaneous.....	3,300.00
Total Expense:.....	\$385,440.13

BUILDING CORPORATION

Income:	
Rents	\$224,910.36
Building Services & Utilities Reimbursements.....	0.00
Total Income:	\$224,910.36

Expense:	
Building Services & Utilities.....	\$35,288.64
Repairs & Maintenance	10,065.17
Insurance.....	10,826.91
General Taxes	21,488.77
Salaries & Payroll Taxes.....	18,823.26
Pension	1,045.00
Auto	0.00
Accounting.....	0.00
Office	1,621.25
Total Expense:	\$99,159.00

POLITICAL FUND

Income:	
Contributions	\$6,300.00
Total Income	\$6,300.00

Expense:	
Contributions	\$5,500.00
Total Expense:.....	\$5,500.00

Net Income 1st Qtr.....	\$91,103.04
Net Income YTD:.....	\$91,103.04

/s/ Paul Fuentes /s/ Frank Portanier
/s/ Dave Larsen /s/ Ponciano Siquinia
/s/ Alan O'Neal

ACTION BY THE MEMBERSHIP May 14, 2018. *M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.*

Fitzgerald officer pleads guilty to dereliction of duty

Lieutenant junior grade Sarah Coppock, the officer of the deck at the time of the *USS Fitzgerald's* collision with the *ACX Crystal* last June, has plead guilty to charges of dereliction of duty.

In a court-martial hearing at the Washington Navy Yard, Lt. j.g. Coppock was sentenced to a letter of reprimand and the forfeiture of half her pay for three months. "Not a day goes by where I haven't thought about what I could have done differently," she said in an emotional statement. "There is nothing I can do now but take responsibility."

According to a Navy charge sheet, Coppock failed to communicate with the *Fitzgerald's* Command Information Center (CIC); to report contacts to the commanding officer; to operate safely in an area of heavy vessel traffic; and to alert the destroyer's crew of an impending collision. The presiding judge also faulted her for losing situational awareness and failing to sound whistle signals or contact the *ACX Crystal*.

In a detail not previously reported, Coppock said that the *Fitzgerald's* primary navigation radar had developed problems an hour before the collision. The Navy's post-accident investigation found that *Fitzgerald* supervisors "accepted difficulties in operating radar equipment due to material faults as routine rather than pursuing solutions to fix them," and faulted Coppock's watch team for not properly tuning and operating their radars.

Radar operation played a key role in the moments leading up to the accident. Twenty minutes before the collision, the *Fitzgerald's* bridge team tried and failed to establish a radar track of *ACX Crystal*. Seven minutes later, Coppock plotted a radar track for the *Crystal's* approach and calculated that the container ship would pass safely at 1500 yards. She did not take evasive action until five minutes before the accident.

The prosecution confirmed that Coppock had cooperated with the investigation and had not attempted to avoid accountability, and the judge commended her for her forthrightness.

The *Fitzgerald's* commanding officer, Commander Bryce Benson, may face serious charges of hazarding a vessel, dereliction of duty and negligent homicide. Commander Benson's superiors at Destroyer Squadron 15, Task Force 70, 7th Fleet, Pacific Fleet and Naval Surface Forces have departed their posts or announced their retirement, but none have been charged. Former 7th Fleet Commander Vice Admiral Joseph Aucoin and the Government Accountability Office contend that several factors underlying the deadly *USS Fitzgerald* and *USS John S. McCain* collisions last year—training deficits, low manning levels and a high operational tempo—were well known to the Navy in advance of the accident voyages

Oakland fruit, vegetable cargo up 36% from 2013

Port of Oakland containerized fresh fruit and vegetable shipments have jumped 36% since 2013, according to data released last month. The port said further gains are likely as it adds capacity to handle temperature-controlled cargo.

About \$6.1 billion worth of containerized fruit and veggie shipments moved through Oakland in 2017, the port said. The volume equaled 135,000 20-foot containers. The port's volume was less than 80,000 containers just four years ago.

"This is high-value cargo that has to be handled carefully and shipped promptly," said Port of Oakland Maritime Director John Driscoll. "Growth in our volume would indicate that we're doing the job effectively."

Exports accounted for 103,000 containers of Oakland's 2017 fresh fruit and vegetable cargo volume. That was a 44% increase from four years ago. Fruit and vegetable imports jumped 16%.

The port said oranges and grapes were among the top exports. Japan, South Korea and Hong Kong were leading export markets.

The data is watched closely because Oakland is considered one of the country's most important agricultural gateways. The reasons:

- Oakland is adjacent to major growing regions in the Central, Napa and Salinas valleys.
- Producers export through Oakland because it's the last U.S. destination before outbound vessels head to Asia.

That means their cargo isn't delayed at intermediate stops.

The Pacific Merchant Shipping Association said that Oakland shipped 42.3% of America's 2017 fruit and nut exports to China. It handled 93% of wine exports.

The port said it expects fruit and vegetable shipments to grow because it's improving the ability to handle temperature-controlled cargo. Refrigerated export containers are now being delivered principally at night to Oakland's largest marine terminal. That speeds up handling and wait-time for sensitive cargo by avoiding busier dayside operations.

Oakland's second-largest terminal is adding hundreds of electrical plug-in spaces for refrigerated containers this summer. That means it can safely store more perishable cargo until the containers are loaded on vessels.

Exports make up half of the Port of Oakland's total cargo volume. Farm goods account for 40% to 50% of the port's total exports.

The Port of Oakland oversees the Oakland seaport, Oakland International Airport and nearly 20 miles of waterfront, including Jack London Square. The port's five-year strategic plan—Growth with Care—pairs business expansion with community benefits, envisioning more jobs and economic stimulus as the port grows. Together with its business partners, the port supports more than 73,000 jobs in the region and nearly 827,000 jobs across the United States.

Without Export-Import Bank, U.S. companies fight with a hand tied behind their backs

By Brendan P. Bechtel

The U.S. government is actively working to level the playing field for U.S. firms competing in the international marketplace.

This is a complex endeavor with many challenges, only some of which can be influenced by the U.S. government or by the American business community that exports goods and services abroad.

But there is something the United States can do right now to increase the global competitiveness of U.S. firms: Put the U.S. Export-Import Bank (EXIM) back into the business of supporting American jobs. [American jobs includes those of mariners employed aboard U.S.-flag ships that carry exports financed by the Bank.]

However you measure it, U.S. companies operating abroad face a brutally competitive world. International buyers recognize the value and quality of U.S. products, but first they evaluate our competitiveness on capital, financing and procurement costs.

We must be competitive in all these respects. U.S. companies need every tool available to compete and win against aggressive foreign competitors who enjoy generous support from their governments. Consider this: Today, the U.S. is the only Group of 20 (G20) memberstate without a functioning export credit agency (ECA).

Some EXIM opponents argue that the bank is a form of corporate welfare, or that it picks winners and losers. They also argue that the bank puts taxpayer money at risk and that it can be replaced by private banks. The facts do not support these conclusions.

First, EXIM does not give money to companies. It makes loans to creditworthy buyers. These loans are repaid and (through interest fees) earn a fair return for U.S. taxpayers — about \$2 billion over the past decade.

While being a net contributor to the U.S. Treasury is a nice benefit, EXIM's primary mission is to create and sustain U.S. jobs, and every EXIM loan helps to keep high-value manufacturing and services jobs in the U.S.

Second, commercial banks will not fill the space vacated by EXIM. Commercial banks will not commit the dollars required for many of these long-term international projects because today's financial regulations force banks to make difficult trade-off decisions about where to allocate constrained credit capacity.

This is why many U.S. and international banks support the effort to restore EXIM to full operations. Without EXIM, many transformational projects in emerging markets won't happen, or they will be awarded to foreign competitors who have access to aggressive export credit financing from their home countries.

When it comes to picking winners and losers, opponents have one part of that argument correct: There are winners and losers, but it's global competition in the international marketplace, not EXIM, that picks them.

Unfortunately, that means thousands of American companies are losing out to their international competitors who enjoy strong national advocacy and aggressive export financing — increasingly from China.

For example, Chinese construction contractors have grown from zero to four to seven of the top 10 global construction contractors over the last two decades, enabled in part by aggressive export support. This is the competitive reality for U.S. companies in the global marketplace.

In 2016, China provided a staggering \$34 billion in export credit, the world's largest amount.

Over the coming decade, China is expected to invest \$1 trillion in Africa alone, where export financing is a key requirement for international companies. Imagine the political and economic influence this kind of investment affords.

Consider the negative consequences if U.S. goods and services can't fairly compete for Africa's business during this crucial decade of its economic growth and development.

In 2014, the last year the U.S. EXIM bank was fully active, it provided more than \$20 billion in export credit to U.S. firms, which supported 164,000 U.S. jobs and generated \$675 million in returns for the U.S. Treasury.

During its most recent years of activity, EXIM supported Bechtel in our bid to build two major LNG plants in Australia. This meant small, medium and large American firms from 29 states provided more than \$630 million in U.S. products in support of the project.

Today, with EXIM effectively closed, we — and our customers — must look to other nations for export credit, which means that in order to compete and win, our purchases and jobs might have to go elsewhere.

Virtually every developed economy except the U.S. supports a highly functioning export credit agency, and our closest friends and allies are ramping up their ECAs. They are courting companies to relocate supply chains and move jobs.

Permanently disabling EXIM will not improve the global export credit system and make it more competitive. To the contrary, it will make us (as a nation) less competitive. Even worse, it will eliminate a key tool for projecting U.S. "soft power" abroad and abdicate U.S. economic and business leadership around the globe.

Many people around the world embrace the U.S. commitment to responsible, sustainable development and improving lives. One of the key ways we deliver that is through the reach of our EXIM Bank. Unfortunately, EXIM has been relegated to the bench, on "injured reserve."

Meanwhile, American companies are today forced to compete with one hand tied behind our backs. This tilts the playing field in favor of our international competitors, which means lost American jobs and "going out of business" signs on main streets across the country.

We can change this, and the time for change is now. Let's get the U.S. EXIM bank re-opened for business so that we can fairly compete abroad to bring good jobs home.

Brendan P. Bechtel is the chairman and CEO of Bechtel Corporation, an engineering, procurement, construction and project management company. This article was published in The Hill on May 8.



SUP members Hussein Ali and Cezar Paeste hanging out in the front of SUP Headquarters, between jobs calls, this month. Photo: Dave Connolly

Matson's profits continue to rise

continued from page 1

Matson said revenue from its ocean transportation businesses "increased \$9.3 million, or 2.5%, during the three months ended March 31, 2018, compared with the three months ended March 31, 2017. This increase was primarily due to higher fuel surcharge revenue and higher volume in Alaska, partially offset by lower volume in China and lower revenue in Guam."

The company said the Hawai'i economy continues to be strong because of "healthy tourism activity and low unemployment," and said it expects "flat-to-modest volume growth in 2018."

In the company's eastbound China-to-U.S. TransPacific service, Matson said its container volume in the first quarter was 22.2% lower year-over-year largely due to two fewer sailings and lower volume during the Lunar New Year period.

Cox said during a telephone call with analysts that with many TransPacific contracts running from May 1 to April 30, the company has completed all but one or two of the 100 or so contracts it has in its China service and is seeing modest increases in rates when compared to last year.

In Guam, where APL also operates, Matson said it faces "a heightened competitive environment and lower volume than the levels achieved in 2017."

In Alaska, where it competes with TOTE, Matson said container volume for the first quarter 2018 was 10.1% higher year-over-year, primarily due to an increase in northbound volume mainly related to the dry-docking of Matson's vessel and one additional sailing. For the full year, Matson said it expects Alaska volume to be "modestly higher" in northbound volumes this year when compared to 2017, partially offset by lower southbound seafood-related volume.

Matson said its logistics revenue "increased \$27.7 million, or 26.5%, during the three months ended March 31, 2018, compared with the three months ended March 31, 2017. This increase was primarily due to higher highway and intermodal brokerage revenue."

Norwegian ferry tests autodocking system

A ferry owned by the Norwegian operator Norled is the first in the world to experiment with autodocking technology.

Equipped with Finland's Wärtsilä autodocking system, the 272-foot ferry *Folgefonn* concluded three months of testing with harbor docking trials in April.

The autodocking system activates over 6,500 feet from the berth and keeps the vessel transiting at its normal transit speed until it gradually slows down to activate the line-up and docking maneuver. The vessel operates completely automatically until secured at the berth.

Full maneuvering of the vessel, including the steering and propulsion, is automatically controlled by the software, with manual intervention and control possible at any moment if need be. At no time during the tests did *Folgefonn's* captain need to take manual control of the vessel.

When the ship is ready to sail again, the

system may be used for the departure procedure in an identical but reverse manner.

Wärtsilä, who received support for the autodocking pilot project from the Norwegian state-owned Innovasjon Norge (Innovation Norway), said developing intelligent vessels is central to its smart marine ecosystem vision. In 2017, the same Wärtsilä team tested remote controlling of a ship sailing in the North Sea from its San Diego location.

Norled has made the *Folgefonn* available for further development of a number of Wärtsilä's products and systems. Among the Wärtsilä technologies already installed and tested are its energy optimization system, the hybrid propulsion system, wireless inductive battery charging and energy storage. The ferry can now be operated with automatic wireless charging, automatic vacuum mooring and automated docking.

Plan floated to tow icebergs to South Africa

Marine salvage experts are floating a plan to tug icebergs from Antarctica to South Africa's drought-hit Cape Town to help solve the region's worst water shortage in a century.

Salvage master Nick Sloane told *Reuters* he was looking for government and private investors for a plan to guide huge chunks of ice across the ocean, chop them into a slurry and melt them down into millions of liters of drinking water.

"We want to show that if there is no other source to solve the water crisis, we have another idea no one else has thought of yet," said Sloane, who led the refloating of the capsized Italian passenger liner *Costa Concordia* in 2014.

South Africa has declared a national disaster over the drought that hit its southern and western regions after 2015 and 2016 turned into two of the driest years on record.

Tough water restrictions are already in place and Cape Town authorities have warned that taps could run dry altogether as soon as next year if winter rains do not come to the rescue of the port city's four million residents.

Cape Town-based Sloane said his team could wrap passing icebergs in fabric skirts to protect them and reduce evaporation. Large tankers could then guide the blocks into the Benguela Current that flows along the west coast of southern Africa.

A milling machine would then cut into the ice, producing a slurry and forming a saucer structure that will speed up the natural process, he said.

A single iceberg "could produce about 150 million liters per day for about a year," around 30% of the city's needs, said Sloane, a director at the U.S. marine salvage firm Resolve Marine.

Panama Canal tug captains push for more deck hands

Panama Canal tug captains have raised concerns about manning levels and inadequate equipment for assisting Neopanamax vessels through the waterway.

The news comes as the Panama Canal has continued to see increasing demand since its expansion was completed in June 2016, when it opened its Neopanamax locks, which include the Agua Clara locks on the Atlantic Side and the Cocoli locks on the Pacific side. On May 7, the number of reservation slots for its Neopanamax locks was increased from seven per day to eight in order to handle rising demand.

The Neopanamax locks are 1,400 feet long and 180 feet wide and can accommodate vessels up to 1,200 feet long and 160 feet wide. Two 100-foot tugboats are needed to escort vessels through these locks.

This tight fit requires updated, fully functioning tugboats and sufficient crew to operate them, the International Organization of Masters, Mates & Pilots (MM&P) said, adding how that the Panama Canal Authority (ACP) had cut the number of deckhands aboard these tugboats from three to two. In addition, their shifts regularly exceed 12 to 14 hours.

In regards to crew staffing, a representative of the Panama Canal told *American Shipper Magazine*, "The third mariner was added during the initial stages of operation of the new locks to assure the function of the winches. Now, after more than 3,000 transits in the new locks, we assured the security of these equipment, so the decision was made to return to the normal crew of two mariners. This had been the plan all along."

The representative also noted how this "normalization" did not mean a dismissal

of any kind, since the sailors who fulfilled this function are simply being assigned to other tasks where they are needed.

Meanwhile, the MM&P also pointed to two accidents in the past year that occurred while vessels were transiting through the canal. One was the April 2017 collision of the U.S. Coast Guard cutter *Tampa* and the Panama-flagged tugboat *Cerro Santiago*. Although the National Transportation Safety Board (NTSB) said in a marine accident brief that no injuries resulted from the incident, it said the probable cause "was the failure of the master of the *Cerro Santiago* to maintain a vigilant watch due to fatigue."

"The master had been working in the wheelhouse alone for a period of time that exceeded eight continuous hours," the NTSB said. "It was his seventh consecutive day of similar shift work followed by the overtime he was working while awaiting his relief."

This past November, Osvaldo de la Espada died from head injuries during a line-handling incident at the Agua Clara locks, the MM&P said. He had 23 years of experience maneuvering ships through the locks.

The MM&P said that rather than addressing safety issues, "the ACP has begun disciplinary proceedings for 22 Panama Canal tugboat captains who raised questions about short-staffing and crew fatigue."

However, the Panama Canal representative said that the responsible parties are being investigated for disrupting vessel operations, which violated the laws, not for "raising safety and security concerns."

Deepwater port opening in Haiphong, Vietnam

A deepwater port will open this month in Haiphong in northern Vietnam, according to a report in *Nikkei Asian Review*.

Construction on the Lach Huyen International Gateway Port began in 2013 and is a Vietnamese-Japanese joint venture, according to a report in *Ship Technology*.

With 46 feet of water, the new terminal will be able to accommodate larger ships than existing river terminals around Haiphong, *Nikkei* said.

The port website said the terminal will be able to accommodate containerships with a capacity of 4,000 to 6,000 TEUs.

Meanwhile, the Vietnamese company Gemadept said it also received its first vessel call in February at Nam Dinh Vu Port, one of the three it operates in Haiphong.

Nikkei reported Vietnam Prime Minister Nguyen Xuan Phuc has said the Lach Huyen port holds the key to Vietnam's maritime strategy.

Study examines impact of potential Trump tariffs

The Trump Administration's proposed tariffs on \$50 billion worth of Chinese imports, combined with the retaliatory tariffs promised by China in response, would reduce United States gross domestic product (GDP) by nearly \$3 billion and destroy 134,000 American jobs annually, according to a new study released this month by the National Retail Federation (NRF) and the Consumer Technology Association (CTA). The report found that four jobs would be lost for every job gained.

The study warned that imposing tariffs on an additional \$100 billion of Chinese imports would come at a significant cost to the U.S. economy, destroying 455,000 jobs each year and reducing GDP by \$49 billion.

While the impact of the tariffs would be felt across various sectors of the U.S. economy, agriculture would be hit especially hard, according to the study. The net income of farmers would decline by 6.76% and 67,000 agriculture jobs would be lost annually. The hit to farmers would more than double if the tariffs expanded to an additional \$100 billion of products. Farmer income would drop by 15%, and jobs in the sector would decline by 181,000.

Monster 78-foot wave is largest ever recorded in Southern Hemisphere

A wave-measuring buoy in the Southern Ocean has recorded a massive 78.08399-foot (23.8-meter) wave, according to a New Zealand meteorology and oceanography consultancy.

"This is a very exciting event and to our knowledge it is the largest wave ever recorded in the southern hemisphere," MetOcean Solutions senior oceanographer Dr. Tom Durrant said.

The mammoth wave, which formed during a storm, dwarfed the previous record of 64 feet measured by MetOcean Solutions in May 2017, as well as a wave recorded in Australian waters in 2012 that measured 72 feet.

The solar-powered buoy, moored near New Zealand's Campbell Island, only records wave heights for 20 minutes every three hours. Because of this, Dr. Durrant said it was "very probable" even larger waves could have occurred during this storm. "It is likely that the peak heights during this storm were actually much higher, with individual waves greater than 82 feet being possible as the wave forecast for the storm show larger wave conditions just north of the buoy location," Dr. Durrant said.

But storms such as this do not just affect coasts in the Southern Ocean.

"The persistent and energetic wind conditions here create enormous fetch for wave growth, making the Southern Ocean the engine room for generating swell waves that then propagate throughout the planet – indeed surfers in California can expect energy from this storm to arrive at their shores in about a weeks' time," Dr. Durrant said.

"[This] storm is the perfect example of waves generated by the easterly passage of a deep low-pressure system with associated wind speeds exceeding 65 knots. "Such storms are frequent and can occur at any time of the year, which differs from the high-latitude northern hemisphere storms that only occur in winter."

Dr. Durrant said what makes this storm particularly interesting is that its speed appears to match the wave speed, which he says allows wave heights to grow dramatically.

Significant wave height is the value used by the World Meteorological Organization (WMO) to characterize sea state, MetOcean Solutions said.

"During this storm, the significant wave height reached 49 feet. This is also a record for the Southern Ocean, but falls short of the 62 feet world record buoy measurement that was recorded in the North Atlantic during 2013."

AI situational awareness system to be tested by Maersk

Maersk Line will test what is claimed to be the world's first AI- (artificial intelligence) powered situational awareness system aboard one of its containerships.

The world's largest shipping company has partnered with Boston-based Sea Machines Robotics to trial the tech company's industry-leading perception and situational awareness technology aboard one of Maersk's newbuild ice-class container ships.

"The deal is significant not only to Sea Machines and Maersk, but also to the larger maritime industry as the installation marks first time computer vision, Light Detection and Ranging (LiDAR) and perception software will be utilized aboard a container vessel to augment and upgrade transit operations," Sea Machines said in a press release.

The company says their system uses AI to improve at-sea situational awareness, object identification and tracking capabilities. Similar to Advanced Driver-Assistance Systems (ADAS) commonly found in automobiles, Sea Machines' system uses advanced sensors to collect a continuous stream of information from a vessel's surroundings, identify and track potential conflicts, and display information in the wheelhouse, facilitating safer and more efficient maritime operations.

The first ship in Maersk's new ice-class containerships, named *Vistula Maersk*, made its maiden call recently in St. Petersburg, Russia after sailing from Rotterdam. The vessel is first of seven purpose-built newbuilds to serve the North Sea and Baltic Sea for Seago Line, the intra-Europe and short-sea carrier of Maersk. The vessels are touted as the world's largest ice-class containerships.

SS United States Conservancy receives \$100,000 donation

The SS United States Conservancy has received \$100,000 towards its plan to revitalize the historic ship as a stationary mixed-use destination and museum.

Entirely Made in America, and with products and components from every state in the nation, the *SS United States* was a global ambassador and the pinnacle of mid-century maritime design. She still holds the record for fastest round trip TransAtlantic crossing (also known as the Blue Riband), set on her maiden voyage in 1952. Her eastbound and westbound averages were in the range of 35 knots thanks to four steam turbines. She was retired from service in 1969 as airlines replaced TransAtlantic liners. Previous plans for her revival have all been canceled or deferred, and she has rested at dock in Philadelphia for nearly 50 years.

Cruise industry executive and philanthropist Jim Pollin, owner of the Pollin Group and winner of the SS United States Conservancy's National Flagship Champion Award, presented a check to Conservancy executive director Susan Gibbs on May 6, after fundraising on the *SS United States* Legacy Cruise on board the *Celebrity Summit*. The cruise ship is currently en route to Bermuda as part of a week-long cruise featuring seminars and special events celebrating the *SS United States*.

The program for the cruise, organized by the Pollin Group, included lectures by author-illustrator David Macaulay, whose forthcoming book focuses on the *SS United States*, as well as presentations by representatives from Gibbs and Cox, the original designers of the ship, and by Emmy-award winning filmmaker Mark B. Perry, producer of the American Public Television documentary, *SS United States: Lady in Waiting*.

"The Pollin Group wanted to help bring people together who are committed to keeping America's Flagship afloat," said Pollin, who last summer made a \$150,000 donation to the Conservancy's We Are the United States Campaign. "We decided to organize the first annual *SS United States* Legacy Cruise and donate all of the cruise commissions back to the Conservancy. The interest in this journey, which retraces the *SS United States*' historic route to Bermuda, has been overwhelming. We've shattered our fundraising goal and have raised \$100,000 from commissions and donations," said Pollin.

APL cut CO2 emissions in half since 2009

American President Lines (APL) announced this month that it has achieved a 50.7% reduction in carbon dioxide emissions per transported container per kilometer in 2017, compared to its base level in 2009.

This achievement marks APL's eighth consecutive year of improved environmental performance, as reported in the Business for Social Responsibility's Clean Cargo Working Group (CCWG) Environmental Performance Assessment (EPA) of APL's 2017 carbon dioxide emission data.

"We are proud to raise the bar in reducing the carbon footprint of our fleet operations once again. APL's concerted efforts to improve our environmental efficiency year after year underscore our commitment to a greener and more sustainable maritime industry. Responsible environmental management is a cornerstone of APL's operations and we will persevere in our pursuit for excellence in sustainable shipping," said Dennis Yee, APL Global Head for Safety Security and Environment.

While APL posted an approximate 3% improvement from the 48% reduction in carbon dioxide emissions per transported container per kilometer in 2016, APL-operated vessels also recorded fuel savings of almost 5% in 2017, compared to a year ago. The company attributed the results to its holistic approach in driving operational efficiencies, fleet and voyage optimization, as well as the deployment of a fuel-efficient fleet of vessels.

APL also noted that it identified solutions that improved its vessel fleet performance. Last year, APL saw ship bow modifications and retrofitting of propellers to vessels that aided in minimizing wave resistance and improving propulsion efficiency respectively. Coupled with route optimization systems that have been installed onboard its vessel fleet, ship officers have been able to make the most efficient navigational decisions using dynamic data captured in the systems. Looking ahead, APL has resolved to reduce carbon dioxide emissions transported by 30% between 2015 and 2025, a target set by its parent group, the CMA CGM Group.

In preparation for the global sulphur cap that comes into effect beginning in 2020, APL will be using low-sulphur compliant fuel oil across its vessel fleet, employing exhaust gas cleaning systems or "scrubbers" on some vessels that clean emissions before they are released into the atmosphere, and deploying LNG-fueled vessels according to vessel plans of the Group.

The SUP represents the unlicensed Deck Department in APL vessels enrolled in the Maritime Security Program.

Philly Shipyard seeks new business

Philly Shipyard faces losses into 2019 as it continues to look for newbuilding contracts.

Earlier this year the shipbuilder put four containerships for TOTE on hold after the owner let a letter of intent expire. It is still trying to find new owners and financing for these vessels and is in active talks over several new orders for Jones Act ships. But the yard said it expects to continue to suffer losses in 2018 and into 2019 due to the lack of work following the completion by the first quarter of 2019 of two containerships it is building for Matson,

even if it wins a new order. The *Daniel K. Inouye* is expected to go into service in September and the *Kaimana Hai* in the first quarter of next year.

"The interruption in Philly Shipyard's building program has resulted in and will continue to result in significant under-recovered overhead costs," the company told *Trade Winds*.

The first quarter net loss was \$3.5 million, against a profit of \$17.2 million in 2017. Revenue was \$43 million, down from \$167.8 million a year ago. During the quarter the yard had to layoff 10% of its workers.

Nearly 5,000 JetBlue flight attendants are now Union

On April 18, nearly 5,000 JetBlue Airways flight attendants voted to form a Union, notching a major victory for organized labor. The employees voted 2,661 to 1,387 to join the Transport Workers Union (TWU), a Union that represents rail and airline workers, among others, and is affiliated with the AFL-CIO.

Sean Doyle, Assistant Director of Organizing for the TWU, says that the vote to unionize JetBlue is "probably one of the largest and most successful Union campaigns that's happened in quite some time." Doyle sees a connection between the successful effort to organize JetBlue employees and the recent wave of strikes and walkouts, particularly among teachers in states like Oklahoma and West Virginia.

"You can see by the workers, the teachers and what they're doing that middle-class America has taken it on the chin long enough," Doyle says. "Workers are uniting to protect their interests, not only in their jobs, but also their families and their welfare." Although most workers at airlines such as Southwest are already unionized, Doyle believes JetBlue was hoping to block their employees' desire to organize and join the TWU.

"We don't do cold calls," Doyle wryly points out, noting that it was JetBlue flight attendants who sought his group's help, and not the other way around.

JetBlue CEO Robin Hayes said in a statement that, while his company does "respect the outcome of the election," they are also dismayed at the vote to unionize. The statement does not spell out JetBlue's reasons for resisting the flight attendants' efforts, although labor organizing is not a new issue for the airline. In 2014, the company's pilots 3,500 unionized with the Airline Pilots Association, yet they are reportedly still waiting to have their first contract ratified.

JetBlue flight attendants have been attempting to form a Union since at least 2017, according to several news accounts from last year. From the *New York Post* to the *New Republic*, writers and industry observers have documented the brewing battle between the company's "in-flight crewmembers" and JetBlue management. An inflammatory message sent by JetBlue to its employees last year even went so far as to declare that the TWU was an "opportunistic and negative third party" determined to "generate negativity and drama."

JetBlue advised flight attendants that, if they found themselves being "harassed" by Union organizers, to "Just Say No."

That message clearly did not work. The airline industry is extremely profitable, according to Ted Reed, who covers the business side of airlines for *Forbes*. In a February 2018 story, Reed noted that airlines scored a "record \$25.6 billion in 2015 profits," and that JetBlue's value is estimated to be just north of \$1 billion. Although airlines typically engage in profit sharing gestures with employees, according to Reed, that hasn't shielded the industry from remaining a "labor stronghold"—even in the era of right-to-work laws that seek to undermine Union organizing.

Reed describes JetBlue as a "primary battleground" for Union activity. In January 2018, just after the flight attendants won the right to hold a Union vote from the National Mediation Board, JetBlue gave all of its employees a \$1,000 bonus in what the company said was a nod to the new federal tax cuts signed into law in late 2017 by President Trump. If management's intention was to douse employees with a one-time bonus and hope that the Union threat would go away, they were sorely mistaken.

Instead, according to Doyle, the tax cuts and one-time bonuses served as more evidence of runaway corporate greed. "These tax cuts were sold as being beneficial to the middle class," Doyle says, "but those at the top have made millions from them already." This point of view was echoed by a recent post from Matt Egan at CNN Money, which noted that the post-tax cut bonuses celebrated by Trump and his supporters are little in comparison to the windfall raining on "already-wealthy shareholders and CEOs."

In this climate, workers are "fighting for a seat at the table," Doyle insists. "JetBlue flight attendants want a legally binding contract so that they are no longer at-will employees. They want respect on the job and voice in their future." Some of the main points of contention appear to be health insurance coverage and the right to weigh in on company policies, such as work schedules.

In a statement, John Samuelson, president of TWU, called on JetBlue to quickly come to the table and negotiate a "fair and just contract with the workers they employ." If not, Samuelson says, TWU is "prepared to engage in a fightback campaign that will continue until a contract is secured and Inflight Crewmembers are protected."

Nigerian pirates kidnap 12 crewmembers from freighter

The Dutch general cargo vessel operator Forestwave reported, April 23, that pirates abducted 12 crewmembers from the freighter *FWN Rapide* in the Gulf of Guinea.

On April 21, the *Rapide* was approaching Port Harcourt, Nigeria, when pirates approached and boarded her. They kidnapped 12 of her 14 crewmembers and departed. The remaining two crewmembers managed to navigate their vessel to safety, Forestwave reported. As of April 23, the *FWN Rapide* was anchored near Port Harcourt.

In a statement, Forestwave said that it is working to establish contact with the abductees and secure their release. The company has established an emergency response team, which is working with local and international authorities. The firm said that it would not release further information in order to minimize risk.

Pirate attacks are a regular occurrence in the Gulf of Guinea, and hijackers typically target crewmembers to kidnap for ransom. Earlier this month, the Nigerian Navy thwarted an attempted hijacking of an unnamed bulk carrier off Brass, but not before the pirates boarded the vessel, opened fire on the ship's equipment and stole cash and valuables. Nigerian service members boarded the vessel and rescued the crew, but the pirates escaped. In March, nine pirates in a speedboat held the fishing vessel *Marine 711* hostage for half a day, then abducted five of her crew.

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, 2017. 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., Kaiser Foundation Health Plan of Washington, Dental Health Services of Washington, Blue Cross and Blue Shield of Louisiana, Guaranty Assurance Company, and Delta Dental of California 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, 2017 were \$6,546,619.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$18,219,045 as of July 31, 2017, compared to \$16,875,278 as of August 1, 2016. During the plan year the plan experienced an increase in its net assets of \$1,343,767. 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 \$9,368,274, including employer contributions of \$9,114,592, employee contributions of \$52,534, realized losses of \$114,648 from the sale of assets, and earnings from investments of \$315,796.

Plan expenses were \$8,024,507. These expenses included \$791,956 in administrative expenses and \$7,232,551 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

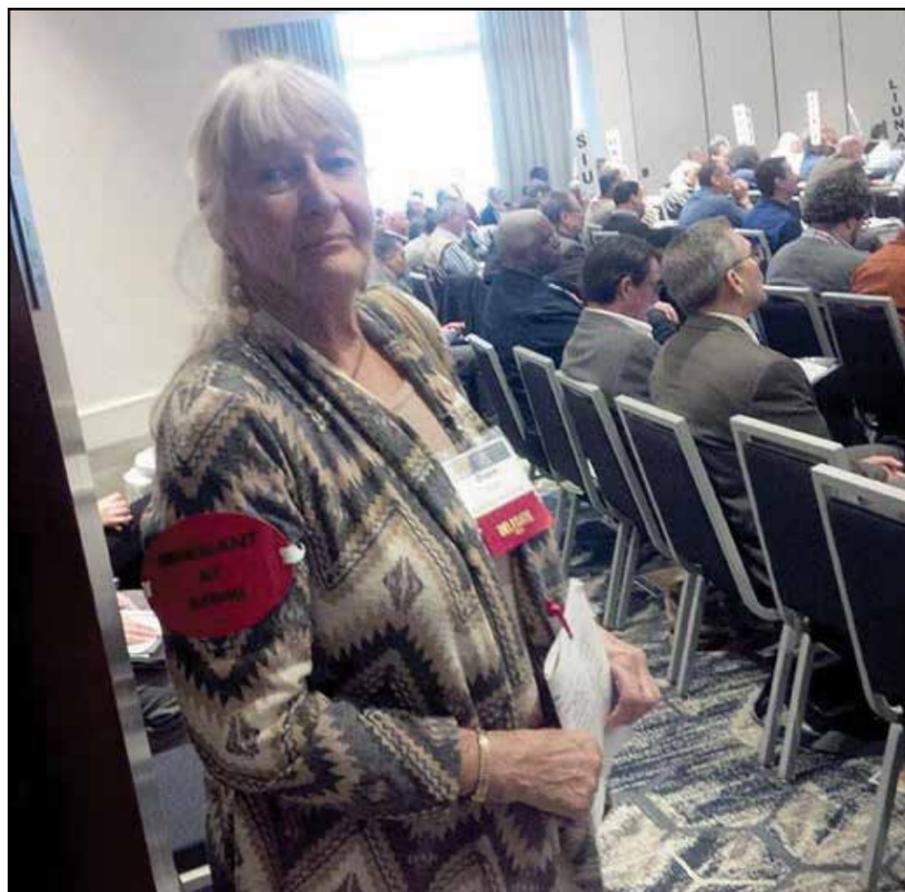
You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

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 415, San Francisco, California 94107, telephone (415) 778-5490. The charge to cover copying costs will be \$44.50 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 415, 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.



Sergeant of Arms, Diane Ferrari at the California Labor Federation Biennial Pre-Primary Convention in San Jose on April 12.

Welfare Notes May 2018

Reimbursement for Active Member Co-payments

Co-payments that are charged to active members for services from their medical and dental plans can be submitted to the SUP Welfare Plan for reimbursement. Reimbursement is allowed only for services to the member as the patient. Co-payments required for services to dependents are not reimbursable.

Reimbursement requests must be received in the Plan office within 90 days of the treatment date. Co-payments for prescription drugs must include the name of the drug on the information presented to the Plan office.

Vision Care

The vision care benefit for active participants is allowed once in a 24-month period. The \$200.00 maximum includes the exam and glasses. The cost of tints is not included in the reimbursable amount. The vision benefit is for members only and does not include dependents. An itemized bill must be submitted to the Plan office within 90 days of the service. The bill must indicate the provider name and address, patient's name, date of service, and an itemization of the charges.

The vision care allowance for pensioners is included in the \$1,000.00 maximum of the Pensioners Annual Allowance for medical, dental, and vision co-payments. Glasses are an allowable expense once in a fiscal year.

Foreign Dental Services for Active Participants

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

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Berit Eriksson, Training Representative 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 FURUETH 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, 2017. 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 \$612,509 as of July 31, 2017, compared to \$569,987 as of August 1, 2016. During the plan year the plan experienced an increase in its net assets of \$42,522. During the plan year, the plan had total income of \$1,126,396, including employer contributions of \$747,229, earnings from investments of \$187, and other income of \$378,980.

Plan expenses were \$1,083,874. These expenses included \$138,555 in administrative expenses, and \$945,319 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 415, San Francisco, California 94107, telephone (415) 778-5490. The charge to cover copying costs will be \$2.00 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, 730 Harrison Street, Suite 415, San Francisco, CA 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.



SUP President's Report

May 14, 2018

APL MARINE SERVICES

Ship Turnovers

As reported in February, APL plans to flag-out the five C-11-Class vessels enrolled in the Maritime Security Program and flag-in replacements.

On April 20, the Union received the following updates from APL, which are subject to change:

• **President Kennedy (ex-CMA-CGM Narmada) will reflag to U.S. registry on or about June 27, in San Pedro.**

• **President F.D. Roosevelt (ex-APL Hawaii) will reflag to U.S. registry on or about July 3, in San Pedro.**

• **President Eisenhower (ex-CMA-CGM Indus) will reflag to U.S. registry on or about July 18, in San Pedro.**

• **President Cleveland (ex-H.S. Paris) will reflag to U.S. registry on or about July 25, in San Pedro.**

• **President Truman (ex-H.S. Rome) is tentatively scheduled to reflag to U.S. registry in China on or about July 27.**

APL is planning a two-day "onboarding" session that will be in addition to the 7-day turnover period prior to the vessel entering service. The intention of this session is to complete orientation paperwork including payroll information, review safety issues, etc. In addition to Wilmington Branch Agent "Leon" Gandy, Vice President Dave Connolly will be onsite for the reflag of the CMA-CGM Narmada to President Kennedy to ensure the operation runs smoothly.

For the C-11-Class vessels, the following are the tentative de-flagging dates:

• **APL Philippines will de-flag in Busan, Korea, on or about July 3.**

• **APL Singapore will de-flag in Oakland on or about July 8.**

• **APL China will de-flag in Busan on or about July 23.**

• **APL Korea will de-flag in Busan on or about August 3.**

• **APL Thailand will de-flag in Busan on or about August 3.**

APL anticipates repatriating all crew members on the day following the start of the de-flag process depending on flight availability. Lodging and meals will be provided, as necessary.

The APL Belgium will remain in her current rotation with the C-11s and their replacements, but will be renamed *President Wilson* at a date yet to be determined.

Qingdao, China

Beginning on May 20, and continuing at least until June 20, foreign-flag vessels entering Qingdao, China, will be subject to special security inspections by the China Maritime Safety Agency according to information received from APL on April 30. Chinese-flag vessels began being inspected on April 20.

The official reason for enhanced security is the summit meeting of the Shanghai Cooperative Organization that will be held in Qingdao in June.

The safety inspections include ship's equipment including machinery and steering gear, chart and navigation publications, communication equipment including AIS, persons onboard and dangerous cargo/goods onboard.

All hands aboard APL's U.S.-flag vessels be advised that according to the China Maritime Safety Agency, a government agency, ALL vessel personnel will be Restricted To Ship in Qingdao and not be allowed to disembark on leave or enter the port from May 20, to at least June 20.

CHEVRON SHIPPING COMPANY

Chevron recently contacted the SUP regarding its desire to develop an entry-level apprentice program for deck and engine personnel.

The entry-level positions would work in the Deck or Engine Departments as Ordinary Seaman or Wiper, but

at the discretion of the company, may be assigned interchangeably between departments to increase exposure and familiarity to vessel operations and work positions.

All the terms and conditions of the 2017-2020 Agreement between the Union and the company covering Ordinary Seamen or Wipers would be in full force and effect when the apprentices were hired.

Therefore, on April 25, signed a Memorandum of Agreement—subject to membership approval—covering unlicensed apprentices.

FOOD FOR PEACE

Late last week, it was learned that the House of Representatives was planning a vote soon on the 2018 Farm Bill.

Accordingly, the following letter was sent on May 11, to all Members of Congress by USA Maritime, which the SUP is a member:

"The undersigned members of USA Maritime strongly support the reauthorization of our nation's food aid programs, including Food for Progress, Food for Peace, and McGovern-Dole Food for Education. America's in-kind food donation programs have kept our nation at the forefront of global humanitarian assistance for over 60 years. Shipped from the Heartland to ports overseas in vessels flying the American flag, donated American commodities stamped "From the American people" act as ambassadors, spreading goodwill towards our country and helping to address the root causes of international terrorism and instability.

The longevity and stability of these programs is due in large part to the broad-based support from the many sectors of the economy they stimulate. Americans working on farms, in food processing, domestic inland transportation, ports, and the United States Merchant Marine, as well as many Americans in the broader economy, benefit from the direct and economic ripple effects of these programs, and have helped ensure sustained political support. Thanks to our nation's cargo preference laws, these programs provide essential cargoes to help ensure the U.S. Merchant Marine is ready to answer the call when needed by our nation, saving the Defense Department billions it would otherwise have to spend to ensure adequate sealift capability to execute our foreign policy objectives and maintain our political and economic independence as a trading nation around the globe.

USA Maritime thanks the United States Congress for its longstanding support of these programs, and encourages their re-authorization maximizing the use of U.S.-grown commodities and U.S.-flag ships.

American Maritime Congress
 American Maritime Officers
 American Maritime Officers Services
 American Roll-On/Roll-Off Carrier LLC
 APL Ltd.
 Argent Marine Operations, Inc.
 Central Gulf Lines
 Hapag-Lloyd USA, LLC
 Intermarine LLC
 International Organization of Masters, Mates & Pilots
 Liberty Maritime Corporation
 Maersk Line Limited
 Marine Engineers Beneficial Association
 Maritime Institute for Research and Industrial Development
Sailors' Union of the Pacific
 Schuyler Line Navigation Company, LLC
 Seacor Holdings, Inc.
 Seafarers International Union
 Transportation Institute
 Waterman Steamship

CALIFORNIA LABOR FEDERATION AFL-CIO

Along with SUP delegates Dave Connolly, Diane Ferrari, Mike Henneberry and Matt Henning, attended the California Labor Federation's Pre-Primary Convention in San Jose on April 12.

As a Vice President of the Federation, attended and participated in meetings of the Executive Council prior to the Convention on April 10, and 11, to interview and make recommendations to the Convention on candidates running for state-wide office, the state legislature, Congress and ballot propositions for the June 5, primary.

Those recommendations were ultimately endorsed by the delegates and will be published in this month's *West Coast Sailors*.

In the judgment of your secretary, the Federation erred in a few of its endorsements.

For Governor of California, the endorsement went to former San Francisco Mayor Gavin Newsom who billed himself as an "entrepreneur" during the interview process. In my judgment, Newsom is a shill for the gig economy backed by big-money interests. The membership should never forget that this guy lied to the Union regarding using developer's money to make the Headquarters' building handicapped accessible.

The superior choice for Governor is current State Treasurer John Chiang who has a proven record of support for working Californians. Recommend the SUP support John Chiang.

For Attorney General the Federation endorsed Xavier Becerra, who was appointed by Governor Brown after Attorney General Kamala Harris was elected to the U.S. Senate. Becerra's record as Attorney General is okay but his voting record was spotty when it came to maritime and labor issues, when he was a Member of Congress.

By far the better choice is the state's current Insurance Commissioner Doug Jones. Jones had an outstanding labor record in the state legislature and is most worthy of Union backing. Recommend the SUP support Doug Jones.

For the United States Senate the Federation endorsed State Senator Kevin de Leon over incumbent Senator Dianne Feinstein. As a self-styled leader of the "resistance" to President Trump, de Leon has produced results for labor in California.

However, given her seniority and her close working relationship with the SUP, recommend SUP support the re-election of Dianne Feinstein.

Urge all hands who are California residents to vote in the June 5 primary election.

SUP BUILDING CORPORATION

As the popularity of skateboarding has increased the terrazzo deck in front of the Headquarters' building has taken a beating as it is a favorite place for skateboarders to practice their so-called "art" which has resulted in damage to the terrazzo and the inevitable cost of repair.

In order to stop these vandals, the Union has tried all methods to get them to cease and desist, yet even

continued on page 10



At the California Labor Federation Pre-Primary Convention, SUP delegates Mike Henneberry in the foreground, next to him, Matt Henning, then MFOV Vice President "Cajun" Callais. SUP President Gunnar Lundberg is standing as is Diane Ferrari.

SUP President's Report continued

intervention by the Frisco cops was fruitless.

The Port of San Francisco was eventually contacted as it had the same problem along the Embarcadero until a solution was found that used bronze "skateboard stops" of nautical designs. Damage caused by skateboarders is now almost nil along the Embarcadero.

The company that solved the problem for the Port, Frostad Atelier Foundry of Sacramento was contacted and the owner and sculptor, Ronnie Frostad, inspected the area on several occasions and made recommendations for installation of skateboard stops as well as an estimate to do the job.

Accordingly, the SUP Building Corporation, comprised of Dave Connolly, Paul Fuentes, Leo Moore, Roy Tufono and your secretary met with Ms. Frostad on April 30, to review her proposal.

All Building Corporation Trustees agreed to something had to be done to stop the vandalism and approved the installation of the "skateboard stops" at a cost of \$22,200.

It was then pointed out that the original bronze that separates the windows in the front of the building had been painted over some time in the 1960's was flaking off. Ms. Frostad proposed, and the Trustees agreed, that the lead paint needed to be removed and the bronze restored and sealed which will give the building its original bold look. The cost of the work for this project is \$69,800, which includes stripping and sealing the bronze at the base of the flagpole.

Ms. Frostad, also recommended and the Trustees agreed, that the two busts (Andrew Furuseth and Harry Lundeberg) that flank the front, needed to be stripped, re-patinated and sealed. The cost for this project is \$7,900.

The Trustees, as stewards of our historic building, strongly recommend membership approval of the work described.

SUP ELECTION INFORMATION

The triennial election of SUP officers and referenda on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2018, and will conclude on January 31, 2019.

Although nominations for elective office will not occur until the September Union meetings, the membership is reminded that in accordance with Article XXVII of the SUP Constitution, proposed Constitution and Shipping Rule changes must be submitted, IN WRITING, to any Headquarters or Branch meeting by June.

Resolutions submitted will be referred to a rank-and-file Committee on Constitution elected at the June meetings. The Committee, as per the Constitution, will consist of three members from Headquarters and one member elected at the Seattle, Wilmington and Honolulu Branch meetings.

The Committee will convene at Headquarters on Monday, June 25, at 9:00 A.M., to review the resolutions submitted and report back to the membership at the July meetings. If a proposed Constitution or Shipping Rule amendment or a substitution thereof is endorsed by a majority vote of the membership at the July meetings, it shall be placed on the 2018-2019 referendum ballot.

HOLIDAYS

Memorial Day

All SUP halls will be closed on Monday, May 28, in observance of Memorial Day, a holiday under all SUP contracts.

Kamehameha Day

All SUP halls will be closed on Monday June 11, in observance of Kamehameha Day. In accordance with the Matson Agreement, Kamehameha Day is a paid holiday for 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 12.

ACTION TAKEN

M/S to concur with for Chevron MOA to develop an entry-level apprentice program for deck and engine personnel. Carried unanimously.

M/S to concur with the Building Corporation Trustees' recommendation to protect the building from destruction from the skateboarders and refinish the bronze surfaces. Carried unanimously.

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

Gunnar Lundeberg

Two killed in gas leak aboard Chinese bulk carrier

On April 22, two crewmembers were killed by an unspecified gas leak aboard the 60,000 dwt bulker *Feng Hui Ha*. One more was injured and has been hospitalized.

The Hong Kong-flagged *Feng Hui Ha* was near Navlakhi, Gujarat, India, at the time of the incident, and was carrying a load of coal. The victims were brought to shore by a tug and taken to a nearby hospital in Jamnagar. Two were declared dead on arrival, according to police spokesman Pradip Sejul, and the third is currently in treatment.

The deceased were identified as Zhang Baohai, 55, and Dong Kui, 32, and the injured crewmember was identified as Sun Yingdong. All three are Chinese nationals.

The cause of the gas leak is under investigation.

The geared bulker *Feng Hui Ha* was built last year, and she has no history of inspection deficiencies, according to her Equasis record. She is owned and operated by the bulker division of Chinese shipping conglomerate COSCO.

Vice President's Report

May 2018

Trends in Shore Leave

A just published and thorough 2017 United Nations study on maritime traffic in ports found them to be increasingly efficient. Average vessel turnaround times, for example, on a worldwide basis was only .87 days for container ships. In business and economic terms, such efficiency is celebrated; sailors however grapple with the consequences. The average port stay calculation includes the transit to and from the sea buoy, and therefore the chock-a-block duties of arrival and departure, docking/undocking, storing, etc., run up against the inevitable nighttime hours without services ashore. The actual time a sailor might have for normal shore leave activities and interactions is not .87 days – it's far less. In the context of the occasional retaliatory restrictions such as reported by the President on page 9 – it's next to nothing. Take the current as it serves, advised Brutus, but on shore leave these days we are bound in shallows. You can see the average turnaround times by ship type, among much other shipping data, in the full report at http://unctad.org/en/PublicationsLibrary/rmt2017_en.pdf?user=46

Shipping off the dock

Twice in the last month members appear to have contacted an employer directly in an unsanctioned and misguided effort to secure a job outside the normal dispatch Union procedure. This is unacceptable; after investigation, appropriate disciplinary action will be taken. The SUP Shipping Rules specifically forbid members to "ship off the dock, or through the office of any Company." The SUP Constitution cites the penalty for shipping off the dock as either expulsion or cancellation of registration depending on the circumstances. The history behind these rules goes back to the founding of the Union where sailors literally fought for the right to control the process. To circumvent the Hall on this is to strike at an essential purpose of the Union – the fair and transparent distribution of jobs according to rules arrived at by our own democratic means. Accordingly, the severity of the punishment is consistent with the nature of the offense. Members take note: anyone found to undermine Union control of the hiring process, using social media or any other method, to unfairly gain for selfish advantage the work that belongs to all members, should be ashamed of their greediness and prepare for the full force of our unforgiving but constitutionally-sanctioned corrective action.

SNLC Pax: Jeffers Bagiuo, delegate. Call from delegate (later confirmed by management) advised of layoff for a shipyard period. Handling travel arrangements for own travel overseas or in CONUS is sure to be a problem both for the member and the Union. Clarification on dispatch time for shuttle ship in foreign yard: continuous through yard period.

Texas Voyager: Larry Moses, delegate. Diligent pursuit of a bridge maintenance grievance (while acting as helmsman) led to satisfactory resolution at Step 2. Careful adherence to process allowed for considerable discussion at all levels – at sea and ashore. Practice stopped and returned to status quo without collateral damage. At its best, good grievance handling is another name for practical problem-solving.

APL Korea: Paul Harsany, bosun. Like the other C-11's, this ship has begun the million preparations for re-flagging following the arrival of new replacement ships, in this case slated to be the President Cleveland. Turnovers are always labor intensive and come with major adjustments.

APL Singapore: Jose Duran, Jr., delegate. In at Oakland with no beefs. Clarification on start times, overlap, and personal protection equipment. Dale Gibson running the gang with a good crew. Suggestions for bargaining later this year beginning to come in.

Admiral Callaghan: Robert Leeper, bosun. Appealed bosun qualifications rejection of a dispatched member with favorable outcome. In good shape in top ROS RRF port: Alameda, California. Although the seatime towards Able Seafarer/Deck is not available in ROS, this is still important work with much favorable credit not least of which is Union seniority.

USNS Dahl: Robert Lee, delegate. Call from the delegate indicated improper meal relief procedure during transit to forward deployment. Union intervention with management agreement served to correct the problem. Bosun Hussein Ali relieved Jonnell Hodges, who did a fine job bringing the ship in and out of the Boston yard and delivering it to western Pacific base.

USNS Sisler: Isiah Stafford, delegate. Eduardo Zepeda directed the gang in a complete replacement of the running rigging and other cargo gear. In good shape.

USNS Charlton: Charles Wood, delegate. Report from the delegate on monthly SUP meeting. In good shape with no problems. Bosun Camilo Moreno running several big maintenance projects and the gang pulling together to get the work done with the professionalism and efficiency for which the we are renowned. Clarification on relief dates and assignments interrupted by a shipyard.

Manulani: Paul Barbour, delegate. Continuous time claim for fire and boat drill during washdown not payable. Time back for security watches in port is good subject to the usual rules. Same for daymen assigned to bridge navigational watch duties provide work is between midnight and 0600 on days of arrival and departure. Support in Section 40 (a) of the SUP Work Rules.

Matsonia: Mick McHenry, delegate. New report of internet connection problems in Honolulu brought to the attention of management again which was followed by another positive and timely response. After more work, Bosun Dmitri Seleznev and delegate reported vast improvement.

Foss Maritime Company: JD Rymel, delegate. Clarification on leave of absence policy – seniority but not necessarily the same job is retained if off the active payroll for less than six months subject to other terms and conditions.

San Francisco Bar Pilots: Mike Koller, delegate. Instruction underway for new operator trainees. In good shape with dock bosun Leo Moore in charge.

Dave Connolly

SUP Branch Reports

Seattle

April 16, 2018

Shipped: 2 B card Boatswains shipped to Patriot. 2 B cards took Patriot AB billets. 2 A cards shipped to Matson filling 1 AB Maintenance and 1 relief AB Watch billet. 8 Matson standby AB's went to 3 A, 3 B, and 2 C cards.

Registered: 2 A cards for a total of 5; 10 B cards for a total of 13; 5 C cards for a total of 9; and 1 D cards for a total of 5.

Attended the Martin Luther King, Jr. Central Labor Council meeting.

Members, when you make the hall, bring all your documents with you. Let's go through them to be sure you are current. Other than your Drug-Free you cannot go to work on documents that will expire during your dispatch and your passport must be valid six months beyond.

Brendan Bohannon, Branch Agent

Wilmington

April 16, 2018

Shipped: Bosun: 4, AB: 13, AB/D: 6, OS/STOS: 3 and 48 standby jobs, for a total of 74 jobs shipped.

Registrations: A:23 B:43 C:10 D:12

Ships checked: *R.J. Pfeiffer, APL China, Manukai, APL Korea, Manulani, APL Belgium, Mokihana, Maunawili, Mahimahi, APL Singapore*

All ships sailing in and out running smooth occasional clarifications.

National Maritime Day Observance and Memorial Service, Honoring American Merchant Mariner, will be held Tuesday, May 22.

Keep your dues current and be sure to check your documents. Dues and documents must be current to ship. This is your Union participate, come to meetings, read your *West Coast Sailors* and stay informed. When you take a trip off be sure to register to return if you are going back.

Leighton Gandy, Branch Agent

Five behaviors for a longer life

Five behaviors could extend life expectancy at 50 by more than a decade, even without the discovery of a single new drug or medical treatment.

Researchers analyzed two large databases with 34 years of detailed health and lifestyle information on more than 123,000 men and women. Over the years there were 42,167 deaths.

The study, in *Circulation*, looked at five behaviors: eating a healthy diet, not smoking, getting regular physical activity, moderate alcohol consumption and maintaining a normal weight.

The scientists calculated that, on average, a 50-year-old man who adopted all of these would live 12 years longer than a man who took on none. A woman with the same five habits would live an average of 14 more years than a woman with none of them.

The more low-risk factors a person had, the longer his or her projected life span. For example, a 50-year-old woman with four healthy factors could expect to live, on average, to around 89, those with three to 87, and those with two to 84.

Unfortunately, less than two percent of the people studied had all five low-risk factors, and a third had two or fewer.

Membership and Ratings Committee

The Committee met on May 3, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Noel Rezada 19560	1 Year	A.B.	B
Antolin Avorque 19561	1 Year	A.B.	B
Haiden Isberto C2740	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: Cory Edgil #19409, Paul Fuentes #2239 and Marcelo Javier, Jr. #4324.

Honolulu

April 16, 2018

Shipped the following jobs in the month of April: 1 Bosun steady, 4 AB Day steady, 2 AB Day relief, 1 AB Day return, 7 AB Watch steady, 1 AB Watch relief, and 1 AB maintenance. The shipping jobs were filled by 5 A cards, 9 B cards, and 3 C cards. Also shipped 34 standby jobs. The standby jobs were filled by 18 B cards, 2 C cards, and 14 D cards.

Registered: 8 A cards, 17 B cards, 8 C cards, and 12 D cards.

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

APL Guam- no major beefs

APL Saipan- no major beefs

USNS Charlton- no major beefs

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

With summertime fast approaching, I know that many of you will be taking a vacation, but I recommend before you go on vacation you check your papers and if anything needs renewing do it before you go on vacation. That way you will be ready to ship when you return and start to look for work.

Mahalo,

*Michael Dirksen
Branch Agent*

Keep your dues and documents current!

Business Agent's Report

May 14, 2018

Florida Voyager- In at the Long Wharf running steady up and down the coast El Segundo to Long Beach hard working gang. This ships is due in the Singapore shipyard some time at the end of the May for repairs and annual inspection for an undisclosed amount of time. Running smooth with Bob Turner, Bosun and Brain Dixon, delegate.

Mississippi Voyager- In at Richmond Long Wharf. Also running up and down the coast El Segundo to Long Beach; shift twice then back to the Long Wharf. There's rumors of making a trip to the Gulf. Thomas Kaleiupu, delegate, Thor Eriksen, Bosun.

Oregon Voyager, Texas Voyager- These ships are operating out of Gulf of Mexico or the East Coast.

Kauai- In at Oakland #63. Standbys on arrival- always a good sight. It keeps members working and helps us get a chance to take care of some business ashore during the short stay in Oakland. And for you Johnny-Come-Lately sailors, remove your hats in the mess hall during meal hours. One of the first things you're taught going to sea. If you didn't know, now you do! Sailed for Honolulu with no beefs. Rhonda Benoit, delegate, Cody Clark, Relief Bosun.

Matsonia- Sailed for Honolulu. Made her last trip. There were allegations of harassment from one of the ABs towards the Bosun. The SUP takes any form of harassment very seriously. An investigation was launched immediately. Went aboard and met with the Captain spoke with the delegate and to the accuser. Interviewed and gather statements from all parties and witnesses that were directly involved in these allegations. After a lengthy investigation from the evidence and statements that were presented, the SUP determined there is no warrant to this claim. When the Bosun turns you to and you're directed to paint the deck and you paint the bulkhead, and you're reprimanded, that's not harassment, that's failing to following directions. Mick McHenry, delegate, Dimtri Seleznev, Bosun.

Dispatcher's Report Headquarters-April 2018

Deck	
Bosun.....	5
Carpenter.....	0
MM.....	6
AB.....	14
OS.....	4
Standby.....	17
Total Deck Jobs Shipped.....	46
Total Deck B, C, D Shipped.....	36
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.....	46
Total B, C, D Shipped-All Depts.....	36
Total Registered "A".....	21
Total Registered "B".....	54
Total Registered "C".....	15
Total Registered "D".....	26

Mahimahi- In at Oakland#62. On the southern triangle. Rumors have the ship bypassing Oakland next trip, subject to change. Sailed for Long Beach with no beefs. Arsenio Purganan, delegate; Remoni Tufono, Bosun.

Manoa- In and out Oakland #62. Sailed with no beefs on the northern triangle run with Jerry Kamoto, delegate Relief Bosun, Sahri Ali.

APL Singapore- In at Oakland #58. The gang starting the long and tedious packing up process - all the electronics, TVs, both system in the lounges. All our working tools. It's a big job but nothing we can't handle with Dale Gibson, Bosun, John Duran Jr., delegate.

APL Philippines- In at Oakland #58. We started packing up the electronics in both lounge's. All our hand and power tool's. The company has this ship de-flagging in Busan, Korea on or about July 8. Jennifer Corner, delegate, Joe McDonald, Bosun.

APL Belgium- In and out Oakland #58. With all the re-flagging starting up in July, the *Belgium* will remain on its current rotation with the C-11s. She sailed for Dutch Harbor. Looking forward to a good trip with Relief Bosun Dennis Belmonte, Mike Weber, delegate.

APL Gulf Express-On the Middle East express shuttling from Jebel Ali to Shuwaikh, then to Mesaieed, Shuaiba, Bahrain there's not much time to go ashore but there's money to be made NO shortage of overtime. In good hands with Matt Henning, Bosun. Christopher Go, delegate, time's up; new delegate to be elected.

The APL'S tentative schedule for de-flagging:

APL Thailand- Will de-flag in Busan, Korea on or about August 3.

APL China- Will de-flag in Busan, Korea on or about July 23.

APL Korea- Will de-flag in Busan, Korea on or about August 3.

Reminder negotiation's with APL coming up in September. Submit your proposals to Headquarters.

Cape Horn- Running smooth with Isagani Cruz, Bosun.

Cape Hudson- Routine with the gang there's talk of activating in August. Norhaslan Idris, Bosun.

Cape Henry- Steady she goes with Jim Linderman, Bosun.

Cape Orlando- Chris Buheraio, Bosun. Admiral Callaghan- Robert Leeper, Bosun.

SFBP Pier#9- Running smoothly with Big Mike Koller, delegate; Leo Moore, Dock Bosun.

Be sure your documents are up to date, dues are current and you should be good to go. Always double check; better safe than sorry.

Worked in the front office and dispatching.

Roy Tufono

Attend your Union meetings!



California Labor Federation, AFL-CIO

Endorsements for the June 5 Primary Election

California State Senate

- 2 Mike McGuire (D)
- 4 Phil Kim (D)
- 6 Richard Pan (D)
- 8 Tom Pratt (D)
- 10 Refer to Executive Council
- 12 Anna Caballero (D)
- 14 No recommendation
- 16 Ruth Musser-Lopez (D)
- 18 Robert Hertzberg (D)
- 20 Connie Leyva (D)
- 22 Mike Eng (D)
- 24 Maria Elena Durazo (D)
- 26 Ben Allen (D)
- 28 Joy Silver (D)
- 30 Holly Mitchell (D)
- 32 Oppose Tony Mendoza
- 34 Tom Umberg (D)
- 36 No recommendation
- 38 Jeff Griffith (D)
- 40 No endorsement

California Constitutional Offices

Governor	Gavin Newsom (D)
Lieutenant Governor	Ed Hernandez (D)
Secretary of State	Alex Padilla (D)
Attorney General	Xavier Becerra (D)
Controllor	Betty Yee (D)
Treasurer	Fiona Ma (D)
Insurance Commissioner	Ricardo Lara (D)
Superintendent of	
Public Instruction	Tony Thurmond
Board of Equalization	
District 1	Tom Hallinan (D)
District 2	Refer to Executive Council
District 3	Scott Svonkin (D)
District 4	No endorsement

U.S. Senate

Kevin de Leon (D)

Ballot Measures

- Prop 68:** California Drought, Water, Parks, Climate, Coastal Protection and Outdoor Access for All Act of 2018.
Recommended vote: YES
- Prop 69:** Motor vehicle fees and taxes: restriction on expenditures: appropriations limit.
Recommended vote: YES
- Prop 70:** Greenhouse Gas Reduction Reserve Fund.
Recommended vote: NO
- Prop 71:** Ballot measures: effective date.
Recommended vote: YES
- Prop 72:** Property tax: new construction exclusion: rainwater capture system.
Recommended vote: YES
- Regional Measure 3:** Raise bridge tolls to fund transit improvements.
Recommended vote: YES

SUP endorsements

Governor: John Chiang
Attorney General: Doug Jones
U.S. Senate: Dianne Feinstein

California State Assembly

- 1 Caleen Sisk (D)
- 2 Jim Wood (D)
- 3 Dual: James Gallagher (R), Sonia Aery (D)
- 4 Cecelia Aguiar-Curry (D)
- 5 Carla Jean Neal (D)
- 6 Jacalyn Smith (D)
- 7 Kevin McCarty (D)
- 8 Ken Cooley (D)
- 9 Jim Cooper (D)
- 10 Mark Levine (D)
- 11 No endorsement
- 12 Heath Flora (R)
- 13 Susan Eggman (D)
- 14 Tim Grayson (D)
- 15 Open
- 16 Rebecca Bauer-Kahan (D)
- 17 David Chiu (D)
- 18 Rob Bonta (D)
- 19 Phil Ting (D)
- 20 Bill Quirk (D)
- 21 Adam Gray (D)
- 22 Kevin Mullin (D)
- 23 Aileen Rizo (D)
- 24 Marc Berman (D)
- 25 Kansen Chu (D)
- 26 Jose Sigala (D)
- 27 Ash Kalra (D)
- 28 No endorsement
- 29 Mark Stone (D)
- 30 Robert Rivas (D)
- 31 Joaquin Arambula (D)
- 32 Rudy Salas (D)
- 33 Scott Markovich (D)
- 34 Nick Nicita (D)
- 35 Bill Ostrander (D)
- 36 No recommendation
- 37 Monique Limon (D)
- 38 Christy Smith (D)
- 39 Luz Rivas (D)
- 40 James Ramos (D)
- 41 Chris Holden (D)
- 42 No recommendation
- 43 Laura Friedman (D)
- 44 Jacqui Irwin (D)
- 45 Jesse Gabriel (D)
- 46 Adrin Nazarian (D)
- 47 Eloise Gomez Reyes (D)
- 48 No endorsement
- 49 Ed Chau (D)
- 50 No recommendation
- 51 Wendy Carrillo (D)
- 52 Freddie Rodriguez (D)
- 53 Miguel Santiago (D)
- 54 Sydney Kamlager (D)
- 55 Greg Fritchle (D)
- 56 Eduardo Garcia (D)
- 57 Ian Calderon (D)
- 58 No endorsement
- 59 Reggie Jones-Sawyer (D)
- 60 Sabrina Cervantes (R)
- 61 Jose Medina (D)
- 62 Autumn Burke (D)
- 63 Anthony Rendon (D)
- 64 Mike Gipson (D)
- 65 Sharon Quirk-Silva (D)
- 66 Al Muratsuchi (D)
- 67 Michelle Singleton (D)
- 68 No recommendation
- 69 Tom Daly (D)
- 70 Patrick O'Donnell (D)
- 71 No recommendation
- 72 Josh Lowenthal (D)
- 73 No recommendation
- 74 Cottie Petrie-Norris (D)
- 75 No recommendation
- 76 Tasha Boerner-Horvath (D)
- 77 No recommendation
- 78 Todd Gloria (D)
- 79 No recommendation
- 80 Lorena Gonzalez Fletcher (D)

United States House of Representatives

- 1 Dual: Audrey Denney (D)/Jessica Holcombe (D)
- 2 Jared Huffman (D)
- 3 John Garamendi (D)
- 4 Triple: Regina Bateson (D), Roza Calderon (D), Jessica Morse (D)
- 5 Mike Thompson (D)
- 6 Doris Matsui (D)
- 7 No recommendation
- 8 No recommendation
- 9 Jerry McNerney (D)
- 10 Quadruple: Michael Eggman (D), Josh Harder (D), Virginia Madueno (D), Sue Zwahlen (D)
- 11 Mark DeSaulnier (D)
- 12 Nancy Pelosi (D)
- 13 Barbara Lee (D)
- 14 Jackie Speier (D)
- 15 Eric Swalwell (D)
- 16 No endorsement
- 17 Ro Khanna (D)
- 18 Anna Eshoo (D)
- 19 Zoe Lofgren (D)
- 20 Jimmy Panetta (D)
- 21 T.J. Cox (D)
- 22 Andrew Janz (D)
- 23 Tatiana Matta (D)
- 24 Salud Carbajal (D)
- 25 No endorsement
- 26 Julia Brownley (D)
- 27 Judy Chu (D)
- 28 Adam Schiff (D)
- 29 Tony Cardenas (D)
- 30 Brad Sherman (D)
- 31 Pete Aguilar (D)
- 32 Grace Napolitano (D)
- 33 Ted Lieu (D)
- 34 Jimmy Gomez (D)
- 35 Norma Torres (D)
- 36 Raul Ruiz (D)
- 37 Karen Bass (D)
- 38 Linda Sanchez (D)
- 39 Gil Cisneros (D)
- 40 Lucille Roybal-Allard (D)
- 41 Mark Takano (D)
- 42 No recommendation
- 43 Maxine Waters (D)
- 44 Nanette Barragan (D)
- 45 Dave Min (D)
- 46 No recommendation
- 47 Alan Lowenthal (D)
- 48 Harley Rouda (D)
- 49 No recommendation
- 50 Ammar Campa-Najjar (D)
- 51 Juan Vargas (D)
- 52 No recommendation
- 53 No recommendation