



Organized 1885

West Coast Sailors

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Friday, October 19, 2018

Cargo preference is a national security issue

by Alan Kaplan, President of the Navy League of the United States

There is a national security issue inside the farm bill. Cargo preference programs Food for Peace and Food for Progress, which do so much good for relations with other countries, also help guarantee our ability to wage war. By requiring agriculture cargoes are shipped under the American flag, these programs make significant investments in our U.S.-flag fleet and mariner pool. This program also supports our wider national security goals via the projection of American power abroad; with bags of American-grown food labeled “from the American people,” onboard American ships, the message of our support, and worldwide presence, cannot be missed.

The United States military is the best at many things –we have the best technology, the best equipment, the best people– but what makes us the envy of many other nations is our ability to

wage war far from our shores. The U.S. military has long had the capability and the capacity to deliver decisive warfighting efforts to others, instead of fighting near home and placing even more American citizens in harm’s way. The U.S. military is able to do this thanks to its logistics capability, and at the heart of that is the U.S.-flag fleet and patriotic American mariners.

Time and time again, the U.S.-flag fleet has answered the call. In World War II, American mariners had the highest rate of casualties of any service but would return again and again to deliver the food, ammunition, mail, and defense equipment our troops needed. During the first Gulf War, U.S.-flag ships and American mariners would sail into war zones where other nations refused. In Operation Enduring Freedom, the logistics networks set up by these private-

continued on page 3

Cabotage covers most of the globe’s maritime nations



The following article was released last month by the International Transport Workers’ Federation (ITF). The complete article is available on the ITF website.

The International Transport Workers’ Federation (ITF) welcomes the release of the new

Seafarers’ Rights International (SRI) report, *Cabotage Laws of the World*, a ground-breaking analysis of maritime cabotage laws around the world.

The study, commissioned by the ITF, provides the first independent analysis of maritime cabotage laws since 1992. Based on legisla-

tion and advice received from 140 countries, the SRI report reveals that 91 countries representing 80% of the world’s coastal United Nations Maritime States have cabotage laws restricting foreign maritime activity in their domestic coastal trades.

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Tariff damage to U.S. agriculture exports has only begun

U.S. exports of containerized soybeans –specialty crops grown in the upper Midwest such as peas and lentils– and Cali-

fornia produce including fruits, nuts, and wine, are declining due to the trade war between the Trump administration and China, with soybean exports down almost 60%, but the long-term impact may be even more damaging as China shifts its sourcing to other producing countries.

On the domestic front, agricultural exporters are facing operational challenges as marine terminals, clogged with imports that were shipped early to get ahead of the tariffs, reduce free storage time, resulting in an increase in demurrage charges.

“The short term is bad, but it’s actually the long term that’s more of a concern,” said Mike Steenhoek, executive director of the Soy Transportation Coalition. Brazil and Argentina have emerged as serious challengers to the once-dominant U.S. position as the world’s top supplier of soybeans, and the tariff war with

China is helping to fuel growth in their exports, he said.

Agricultural exporters have learned that it takes years to build relationships and trust with overseas buyers, but events such as labor issues or transportation capacity disruptions that threaten the reliability of U.S. exports or boost the price of U.S. agricultural products, push buying nations to look for new trading partners. “If the price is too high, the customer has options,” said Peter Friedmann, executive director of the Agriculture Transportation Coalition.

The Trump administration so far has imposed \$250 billion in duties on imports from China. It announced additional tariff hikes of 25% to take effect on January 1. China retaliated with its own tariffs on imports from the U.S., and agricultural products are taking a major hit. Since China usually waits until the

effective date of the U.S. tariffs before imposing its own duties, farmers are uncertain what to expect come January 1. It is certain, though, that they can’t find replacement markets in less than three months. “Agriculture can’t pivot on a dime,” Steenhoek said.

China in July imposed a 25% tariff on U.S. soybeans which last year totaled \$12.4 billion in value. Soybeans move mostly in bulk, although about 10% are shipped in containers. Total soybean exports through July were down 4.8%, but they plunged 58.9% to

China, down to 2,316 TEU.

The tariff war took the steam out of what started as a positive year for soybean exports. A drought in Argentina reduced that country’s export crop and boosted soybean prices. “Earlier this year we were bullish on the market for U.S. soybeans. We saw a significant price increase in early 2018,” Steenhoek said. Soybean prices declined from a high of \$10.71 a bushel in March to \$8.62 in late September.

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New APL pact ratified

This month the memberships of the SUP, MFOW and SIU-Marine Cooks, bargaining as the SIU-Pacific District ratified a new two-year Agreement with American President Lines. See SUP President Gunnar Lundeberg’s report on page 10 for details.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Abe Acosta 20.00
Matthew Henning 50.00

West Coast Sailors

Abe Acosta 20.00
Lee Cherry 20.00
Zadly Mateo 50.00



Political Fund

Abe Acosta 20.00
Brendan Bohannon 50.00
Milton Caballero 10.00
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James Linderman 50.00
Gunnar Lundeberg 50.00
Zadly Mateo 50.00
Jose Obsuna 10.00
John Perez 50.00
Mike Soper 20.00
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Dues-Paying Pensioners

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

Caffeine and pain tolerance

Consuming caffeine regularly may increase the ability to withstand pain, a small study suggests.

Researchers recruited 62 men and women, ages 19 to 77, and had them record their daily caffeine intake from coffee, tea, soda, energy drinks and chocolate. They averaged 170 milligrams of caffeine a day, about the amount in two cups of coffee, although 15% of the group consumed more than 400 milligrams a day. The study is in *Psychopharmacology*.

After seven days, they took the volunteers into a laboratory to test their pain tolerance using calibrated devices that

gradually increased heat or pressure on a volunteer's forearm or back. The people pressed a button on a hand-held device first when the sensation became painful, and then again when it became intolerable.

The experiment controlled for sex and race, current tobacco use and alcohol consumption, among other variables that could affect pain sensation. Still, they found that the more caffeine consumed, the greater the tolerance for pain.



Bosun David Ibarra making new skirt nets for the gangway aboard the President Kennedy on the way to Yokohama.

West Coast Sailors

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Final Departures

William Scott, Book #7151. Born in Missouri in 1922. Joined SUP in 1946. Died September 15, 2018. (Pensioner)

SUP Meetings

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

		Hdq. Branch	
November	Tues. 13		19
December	10		17

Shipowners could see 2020 fuel bills double

With the International Maritime Organization's (IMO's) global sulphur cap set to force the vast majority of vessels away from heavy fuel oil (HFO), shipping markets have got used to seeing a range of price estimates for future bunker fuel.

Consultant Wood Mackenzie has estimated a 25% increase in bunker costs after the rule takes effect in 2020, while CMA CGM, the parent company of APL, predicts its bunker costs will rise by \$2 billion.

Although the actual increase is impossible to predict, there is consensus that bunker prices will rise significantly. For 2020-22, *IHS Markit* is predicting a 'scramble' period, during which refiners and shipowners struggle to find the components to create a sufficient supply of low-sulphur products. This will set the price of low-sulphur bunker fuel at about \$680/ton in 2020. With the price of HFO currently at about \$400/ton, this represents an increase of nearly 70% for the 27% of owners who are expected to go down this compliance route.

The price of marine gas oil (MGO), a middle distillate that is 0.1% sulphur and already being used inside emission control areas, is expected to jump to nearly \$800/ton from its current level of about \$650/ton.

Because many shipowners already have experience of using MGO, more than half of them are expected to switch to this fuel type in the initial stages following the implementation of the IMO rule, even though this will see their fuel bills double against current HFO prices. Demand for middle distillates will soar not only because of higher demand for MGO, but because it will be a component of low-sulphur fuels.

As demand for HFO falls dramatically, its price is forecast to slip below \$300/ton, benefiting those 15% of vessels that have either opted for scrubbers or that will fall foul of the IMO regulation.

After the initial adoption period, prices are expected to adjust as refiners adapt to producing the fuels and the proliferation of scrubbers reduces the demand for MGO and low-sulphur fuels. *IHS Markit* believes that by 2025, they will have reduced to \$560/ton and \$730/ton, respectively. The same process will push the price of HFO up to about \$400/ton.

Construction begins on Pasha's first container ship for the Hawai'i trade

Pasha Hawaii announced this month that construction has begun for the first of two new LNG-fueled container ships for the U.S. West Coast-Hawai'i trade.

Steel-cutting for the future boxship *George III* began this month at the Keppel AmFELS yard in Brownsville, Texas. The yard's president told local media that she will be the first deep draft vessel built in Texas in recent memory. (Orange, Texas was a major shipbuilding hub for deep draft vessels during World War II, and yards there still produce large vessels for the coastwise and offshore trades.)

The two new sub-Panamax ships for Pasha, valued at a contract price of about \$200 million each, will have a capacity of about 2,500 TEU. They will be among the most hydro-dynamically efficient hulls in the world, according to Pasha, thanks to optimization with computational fluid dynamics. Delivery is expected in 2020, and the contract contains an option for two additional ships.

"Three generations of our family's vision exemplify our unwavering commitment to serving our customers and investing in the future of Hawai'i," said Pasha's president and CEO, George Pasha, IV. "We are marking the first production milestone of our new LNG ships, and honor the legacy of the Pasha 'ohana. We also commend the remarkable talents and organization of the highly skilled shipbuilders on the Keppel team who are working hard to transform these steel plates into the most environmentally efficient vessels for the Hawai'i trade."

The construction of the new vessel class will create about 700 new jobs in the Brownsville area. Keppel AmFELS says that it has begun recruiting for the project, and it is sourcing all of its new hires locally.

Trump administration appeals ruling striking down anti-Union orders

The Justice Department has filed notice it is appealing a ruling by a federal judge that invalidated key provisions of a set of executive orders aimed at weakening federal employees' Union representation and easing their firing. The case will now go before the U.S. Court of Appeals for the D.C. Circuit.

The September 25 decision comes a month after U.S. District Judge Ketanji Brown Jackson in Washington dealt the Trump administration a setback in its efforts to rein in the power of federal employee Unions. Jackson ruled in August that major elements of the three executive orders the White House issued just before Memorial Day were not valid, largely because the president lacks the authority to interfere with the collective bargaining rights Congress gave civil servants 40 years ago.

The orders had weakened the right of employees to challenge disciplinary action against them, including dismissal; limited work conditions that could be bargained over; and instructed agencies to restrict what is known as official time – the work that Union officials perform on behalf of their members while on the clock.

The orders were challenged by about a dozen Unions representing federal employees, led by the American Federation of Government Employees (AFGE), the largest.

After the judge's ruling, Office of Personnel Management Director Jeff Pon told federal agencies to "fully comply" with her decision and hold back on implementing the orders. But several Unions say management at several agencies involved in contract negotiations are attempting to get around the court's ruling by pushing for provisions in the rules at the bargaining table, particularly a reduction in official time.



President Kennedy SUP gang in Oakland #58 in September. From the left is Deogracias Gonzales, Hernani Amar, Delegate Jennifer Corner, Earl Eastmont, Bosun Dave Ibarra and John Pancho. Photo: Roy Tufono

California port teamsters win legislative victory

California Governor Jerry Brown last month signed a law, SB1402, that would make shippers jointly and severally liable for the unpaid wage, tax and workers' compensation liability of port trucking companies.

An article discussing the law by Benjamin Ebbink of the Fisher Phillips law firm succinctly summarized the implications with the following headline: "Am I My Brother's Keeper? New California Law Says If You Do Business With a Port Trucking Company Then, 'Yes You Are!'"

State Senator Ricardo Lara, the sponsor of the bill, indicated the bill is targeting the retail industry, saying last month in a statement, "Retailers have been leaders in ending exploitation in overseas factories. They can be a force in creating good jobs for American workers here at home. California's 25,000 port truck drivers routinely face wage theft and illegal pay deductions while hauling goods for the world's biggest brands," Lara said, adding the bill "makes retailers jointly liable for violations of state labor and employment laws when they hire port trucking companies with unpaid final judgments for failure to pay wages, imposing unlawful expenses on employees, failure to remit payroll taxes or provide worker's compensation insurance, misclassifying employees as independent contractors and other labor law violations."

The Teamsters and other groups have been campaigning for years to have port drayage drivers recognized as employees and not independent owner operators, and supported Lara's bill.

Fred Potter, the Director of the Teamsters Port Division, said "More than a decade of court rulings, media stories, and independent reports have revealed rampant labor violations in the port trucking industry, and the State Labor Commissioner has awarded tens of millions of dollars to hundreds of drivers for wage theft due to misclassification as independent contractors."

The bill requires California's Division of Labor Standards Enforcement (DLSE) to post a list of the names of port drayage companies with "any unsatisfied final court judgment, tax assessment or tax lien that may be released to the public," including findings of misclassification of employees as independent contractors.

Cargo preference is a national security issue *continued from page 1*

ly-owned companies helped deliver goods where an American military vessel would be seen as a threat. The Voluntary Intermodal Sealift Agreement, the Maritime Security Program, and other programs guarantee our military access to commercial sealift and other intermodal capacity to support the needs of our military when deployed far from home. However, these programs do not work without people. As our military presence draws down and the amount of defense material that needs to be shipped is reduced, it is difficult for U.S.-flagged companies to compete against other nations that do not share the American devotion to training, safety, and security standards. But we need to keep American mariners working, with their certifications and training up to date, so that they are there and ready when we need them. Our ability for sustained warfighting far from home is dependent on keeping mariners working...and the Food for Peace program and other forms of cargo preference do exactly that.

Critics contend that the U.S. flag shipping fleet that is used for food aid cargoes has yet to be utilized in support of the

Department of Defense (DOD) sealift mission. If we are to use history as our guide, it would be wise to look at the mariner shortage of 1941-1942 when there were too few mariners to sail Liberty Ships carrying troops and materiel to Europe. Likewise, to state that a military-support resource has yet to be used – and thus is irrelevant – is a faulty argument in light of the common DOD leadership understanding that our nation's next conflicts will be of an uncertain scope and duration.

We know from MarAd (Maritime Administration) and TRANSCOM (U.S. Transportation Command) testimony that we are facing a tipping point for American mariners. We know we have a shortage of 1,800 mariners, and that the pool of mariners we have could not sustain surge sealift for more than six months. We know that the international system is more unstable than ever, and that our military is planning for the return of great power competition. What we do not know is what the next war will look like...but we know that we will need American mariners ready to deliver.

Editor's Note: This article was published by The Hill newspaper on October 8.

Teen rescued after drifting 1200 miles and 49 days

An 18-year-old Indonesian teenager, who survived 49 days adrift at sea when the wooden fish trap he was employed to mind slipped its moorings, was rescued by a Panamanian-flagged vessel off Guam on August 31, 1,200 miles from his original location. He ran out of food within a week and survived on fish and seawater he squeezed from his clothing.

Aldi Novel Adilang said he turned on a lamp every time he sighted another ship and can't remember how many passed by "unaware of my ordeal."

He was employed since age 16 in one of the world's loneliest jobs: lamp lighter on a rompong—a wooden raft with a hut on top that's lit at night to attract fish—moored about 78 miles off the coast of North Sulawesi.

The coastline is not visible from the fishing rafts and the numerous rompong are miles apart, said Adilang's mother, Net Kahiking. Supplies including food and fuel for a generator are dropped off about once a week. The minders, who

earn \$130 a month, communicate with fishing boats by handheld radio.

"I was on the raft for one month and 18 days. My food ran out after hte first week," said Adilang. When it didn't rain for days, "I had to soak my clothes in the sea, then I squeezed and drank the water."

The boy's father, Alfian Adilang, said the family is overjoyed at his return but angry with his employer. It was the third time the teen's raft had drifted. The previous two time it had been rescued by the owner's ship, the boy said.

The rafts are anchored with ropes and Aldi Adilang said strong friction caused them to break. "I thought I will never meet my parents again, so I just prayed every day," he said.

Adilang's portable radio would prove to be a lifesaver. "It was early morning on August 31, when I saw the ship and I lighted up the lamp and shouted help. The ship had passed about one mile but then it turned to me. Might be because I used the English word," he said.

Risks from e-cigarettes

E-cigarettes may not be as harmless as many people think. A new study suggests they significantly increase the risk for heart attack.

Combined data from two national surveys of more than 69,000 people 18 and older carried out in 2014 and 2016 showed that compared with people who never used e-cigarettes, daily users almost doubled their risk for heart attack.

Cigarette smoking alone nearly triples the risk for heart attack. But more than 66% of e-cigarette users also smoked cigarettes, and in those people the risk of heart attack was nearly five times the risk of nonsmokers.

The study was in *The American Journal of Preventive Medicine*. The authors acknowledge that the observational design of the study identifies only associations, not cause and effect, and that the data relied on self reports. Moreover, there were variables such as a family history that were not included in the analysis.

Still, the lead author, Stanton A. Glantz, a professor of medicine at the University of California, San Francisco, said that switching from cigarettes to e-cigarettes is probably not helpful.

"If you switch," he said, "it's almost the same as continuing to smoke. You have the residual risk of being a smoker compounded by the risk of being an e-cigarette user. The way to get rid of the risk is to stop."

Japanese shipping company explores laser technology to combat vessel corrosion

Nippon Yusen Kabushiki Kaisha (NYK Line) and fellow Japanese technology company Toyokoh are joining forces to use laser technology to tackle corrosion in ships.

Corrosion is a common cause of damage aboard ships and can create high maintenance costs, and detentions during Port State Control inspections.

Steel used on ships' decks is always susceptible to rust as a result of the harsh outdoor ocean environment that can lead to corrosion arising from severe salinity, temperatures, humidity, and ultraviolet rays, all exacerbated by scratches resulting from wear and tear from cargo loading.

NYK said that it aims to reduce the maintenance workload of crews on decks, in addition to dry-dock costs for repairs, and will discuss development of a business that will provide a more efficient and environment-friendly maintenance method using Toyokoh's laser technology.

Under the memorandum of understanding between both companies, NYK plans to apply Toyokoh's Cool Laser technology in the maritime field.

"During voyages, crew members usually remove rust using power tools and then repaint, but a tremendous amount of repetitive work is required, and the repair does not remain in good condition for long," NYK explained.

Since 2008, Toyokoh has been capitalizing on its expertise in paint on structures to develop a laser that will remove rust. Cool Laser uses laser technology to eliminate rust from steel structures. It can remove rust quickly (even in narrow spaces), eliminate any salinity, and reduce dust and waste. This technology has the potential to be used in a wide range of steel-maintenance situations.

APL MSP Wage and Overtime Rates Maritime Security Program Vessels

APL Guam, APL Gulf Express, APL Saipan, Presidents Cleveland, Eisenhower, F.D. Roosevelt, Kennedy, Truman, Wilson

Effective October 1, 2018

	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan
	Monthly	Daily	Monthly	Daily	Monthly	Daily	
Bosun	\$5,746.21	\$191.54	\$5,921.79	\$111.86	\$3,355.88	\$25.00	
A.B.	\$4,052.55	\$135.09	\$4,425.80	\$83.60	\$2,508.11	\$25.00	
AB Watchstander/ Daystander	\$4,052.55	\$135.09	\$4,425.80	\$83.60	\$2,508.11	\$25.00	
O.S.	\$3,108.39	\$103.61	\$3,473.72	\$65.62	\$1,968.56	\$18.51	

OVERTIME RATES

	Money Purchase Pension Plan
The hourly overtime rate for all ratings except the Ordinary Seaman.....	\$33.08
Ordinary Seamen	\$24.82

CARGO RATES

The hourly cargo rate for all ratings:	
Straight Time Hours	\$24.82
Overtime Hours	\$40.88

SHORTHANDLED (Section 7 SUP Work Rules)

Bosun.....	\$56.46
A.B.	\$42.54
STOS.....	\$31.91

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$31.58	\$25.00
Overtime Hours	\$51.92	
A.B.		
Straight Time Hours	\$30.26	\$25.00
Overtime Hours	\$49.86	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$27.96	\$25.00
Overtime Hours	\$46.51	
Straight Time Hours	\$26.39	\$25.00
Overtime Hours	\$44.47	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun		
Straight Time Hours	\$37.65	
Overtime Hours	\$56.48	
A.B. and STOS		
Straight Time Hours	\$28.35	
Overtime Hours	\$42.54	

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings	\$20.20
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Maintenance Agreement Rates

Rating		Money Purchase Plan
Rigging-Splicer and Sail Maker		
Straight Time	\$37.02	\$25.00
Overtime.....	\$61.41	
Rigging-Wire Splicer's Helper		
Straight Time	\$34.02	\$25.00
Overtime.....	\$57.04	
Rigging-General Maintenance Work		
Straight Time	\$32.54	\$25.00
Overtime.....	\$54.73	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time	\$35.40	\$25.00
Overtime.....	\$59.01	
Storekeeper-General Maintenance		
Straight Time	\$34.35	\$25.00
Overtime.....	\$57.30	
Bosun		
Straight Time	\$39.62	\$25.00
Overtime.....	\$64.95	
Bosun's Mate or Leaderman		
Straight Time	\$37.03	\$25.00
Overtime.....	\$61.41	
Carpenter		
Straight Time	\$36.23	\$25.00
Overtime.....	\$60.40	
Spraying, Sandblasting enclosed spaces additional per hour....	\$1.70	
EXTRA MAINTENANCE AGREEMENT RATES		
Bosun		
Straight Time	\$39.56	\$25.00
Overtime.....	\$64.95	
A.B. (Rigging-General Maintenance Work)		
Straight Time	\$32.49	\$25.00
Overtime.....	\$54.73	

SAILORS' UNION OF THE PACIFIC

COMMITTEE ON ELECTION 2018-2019

In accordance with the SUP Constitution, Article XII: Nomination, Election and Term of Officers, the Committee on Election convened at 0900 on October 16, 2018, at Headquarters.

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

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

Also, the Committee has the duty to verify the eligibility of candidates for office. In accordance with Sections 3, 4, and 5 of Article XII, all candidates duly nominated (as per Section 2 and published in the September 21, 2018 edition of the *West Coast Sailors*), who had returned acceptance letters (as per Section 5) were found eligible.

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

President/Secretary-Treasurer

Robert Burns
David Connolly

Honolulu Branch Agent

Michael Dirksen
Jan-Peter Johnsson
Patrick Weisbarth

Vice President/Assistant Secretary-Treasurer

Matthew Henning
Daniel McDonald

SUP Building Corporation Trustees

Robert Burns
David Connolly
Berit Eriksson
Dave Frizzi
Paul Fuentes

San Francisco Business Agent

Roy Tufono

Matthew Henning
Jan-Peter Johnsson
Daniel McDonald
Roy Tufono

Seattle Branch Agent

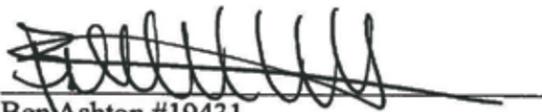
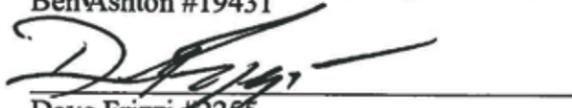
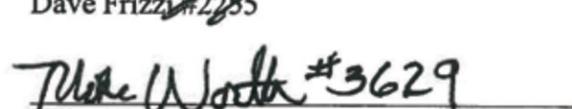
Mark Acord
Brendan Bohannon

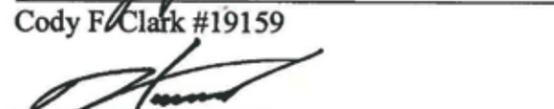
William Williamson
(Five to be elected)

Wilmington Branch Agent

Leighton Gandy

Fraternally
Committee on Election


Ben Ashton #19431

Dave Frizzi #2285

Mike Worth #3629


Cody F. Clark #19159

Jesus Hermosillo #5885

ope-29-aff-cio

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

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

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





California
LABOR
Federation

California Labor Federation AFL-CIO Endorsements

California State Assembly

U.S. House of Representatives

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

U.S. Senate Kevin de Leon

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

California State Senate

- | | |
|--------------------------|---------------------------|
| 2 Mike McGuire (D) | 22 Mike Eng (D) |
| 4 Phil Kim (D) | 24 Maria Elena Durazo (D) |
| 6 Richard Pan (D) | 26 Ben Allen (D) |
| 8 No recommendation | 28 Joy Silver (D) |
| 10 No recommendation | 30 Holly Mitchell (D) |
| 12 Anna Caballero (D) | 32 Bob Archuleta (D) |
| 14 Melissa Hurtado (D) | 34 Tom Umberg (D) |
| 16 Ruth Musser-Lopez (D) | 36 No recommendation |
| 18 Robert Hertzberg (D) | 38 Jeff Griffith (D) |
| 20 Connie Leyva (D) | 40 Ben Hueso (D) |

California Constitutional Offices

- | | |
|-------------------------------|----------------|
| Governor | Gavin Newsom |
| Lieutenant Governor | Ed Hernandez |
| Secretary of State | Alex Padilla |
| Attorney General | Xavier Becerra |
| Controller | Betty Yee |
| Treasurer | Fiona Ma |
| Insurance Commissioner | Ricardo Lara |



Superintendent of
Public Instruction
Tony Thurmond

- Board of Equalization**
- District 1**
Tom Hallinan
- District 2**
No recommendation
- District 3**
Tony Vazquez
- District 4**
No recommendation

Ballot Measures

- Proposition 1: Veterans and Affordable Housing Bond Act of 2018.**
Recommend: Vote YES
- Proposition 2: No Place Like Home Act of 2018.** Recommend: Vote YES
- Proposition 3: Authorizes Bonds to Fund Projects for Water Supply, etc.**
Recommend: Vote YES
- Proposition 4: Authorizes Bonds Funding Construction at Children's Hospitals.**
No Recommendation
- Proposition 5: Changes Requirements for Home Owners to Transfer Property Tax.** Recommend: Vote NO
- Proposition 6: Eliminates Road Repair and Transportation Funding.**
Recommend: Vote NO.
- Proposition 7: Daylight Savings Time.**
No Recommendation
- Proposition 8: Authorizes Regulation of Dialysis Clinics. Limits Charges.**
Recommend: Vote YES.
- Proposition 10: Expands Locals' Authority to Enact Rent Control on Property.**
Recommend: Vote YES.
- Proposition 11: Requires Private Ambulance Workers to Remain On-Call During Breaks.** Recommend: Vote NO
- Proposition 12: Establishes New Standards for Confinement of Farm Animals.**
Recommend: Vote YES

**SUPPORT THE
SUP
POLITICAL FUND**

**VOTE!
TUESDAY,
NOVEMBER 6**



Washington State Labor Council AFL-CIO Endorsements

U.S. SENATE



Maria Cantwell

U.S. CONGRESS

- CD 1: Suzan DelBene
- CD 2: Rick Larsen
- CD 3: Carolyn Long (and to OPPOSE Jaime Herrera Beutler)
- CD 4: Christine Carol Brown
- CD 5: Lisa Brown
- CD 6: Derek Kilmer
- CD 7: Pramila Jayapal
- CD 8: DUAL: Jason Rittereiser and Kim Schrier (and to OPPOSE Dino Rossi)
- CD 9: Adam Smith
- CD 10: Denny Heck

JUDICIAL

State Supreme Court

- Pos. 2: Susan Owens
- Pos. 8: Steve Gonzalez
- Pos. 9: Sheryl Gordon McCloud

LEGISLATIVE

- LD 1: House 1: Derek Stanford
House 2: Shelley Kloba
- LD 2: House 1: Anneliese Feld
- LD 3: House 1: Marcus Riccelli
House 2: Timm Ormsby
- LD 4: House 1: Ted Cummings
House 2: Mary May
- LD 5: House 1: Bill Ramos
House 2: Lisa Callan
- LD 6: Senate: Jessa Lewis
House 1: Kay Murano
House 2: DUAL: Rion Ametu and David Wilson
- LD 7: Senate: Karen Hardy
House 1: Randall Michaelis
House 2: Michael Bell
- LD 9: House 1: Jenn Goulet
House 2: Matthew Sutherland
- LD 10: House 1: Scott McMullen
- LD 11: House 1: Zack Hudgins
House 2: Steven Bergquist
- LD 13: House 2: Sylvia Hammond (and to OPPOSE Matt Manweller)
- LD 14: House 1: Sasha Bentley-Feinberg
House 2: Liz Hallock
- LD 15: Senate: Bengie Aguilar
House 2: AJ Cooper
- LD 16: House 2: Rebecca Francik
- LD 17: House 1: Tanisha Harris
House 2: Damion Jiles
- LD 18: House 1: Chris Thobaben
House 2: Kathy Gillespie
- LD 19: House 1: Erin Frasier
House 2: Brian Blake
- LD 21: Senate: Marko Liias
House 1: Strom Peterson
House 2: Lillian Ortiz-Self

- LD 22: House 1: Laurie Dolan
House 2: Beth Doglio
- LD 23: House 1: Sherry Appleton
House 2: Drew Hanson
- LD 24: House 1: Mike Chapman
House 2: Steve Tharinger
- LD 25: House 1: Julie Door
House 2: Brian Duthie
- LD 26: Senate: Emily Randall
House 1: Connie Fitzpatrick
House 2: Joy Stanford
- LD 27: House 1: Laurie Jinkins
House 2: Jake Fey
- LD 28: House 1: Mari Leavitt
House 2: Christine Kilduff
- LD 29: Senate: Steve Conway
House 1: Melanie Morgan (and to OPPOSE David Sawyer)
House 2: Steve Kirby
- LD 30: House 1: Mike Pellicciotti
House 2: Kristine Reeves
- LD 31: House 1: Victoria Mena
- LD 32: Senate: Maralyn Chase
House 1: Cindy Ryu
House 2: Lauren Davis and Christopher Roberts
- LD 33: Senate: Karen Keiser
House 1: Tina Orwall
House 2: Mia Gregerson
- LD 34: Senate: Shannon Braddock
House 1: Eileen Cody
House 2: Joe Fitzgibbon
- LD 35: Senate: Irene Bowling
House 1: James Thomas
- LD 36: Senate: Reuven Carlyle
House 1: Noel Frame
House 2: Gael Tarleton

- LD 37: Senate: Rebecca Saldaña
House 1: Sharon Tomiko Santos
House 2: Eric Pettigrew
- LD 38: Senate: John McCoy
House 1: June Robinson
House 2: Mike Sells
- LD 39: Senate: Claus Joens
House 1: Ivan Lewis
House 2: Eric Halvorson
- LD 41: House 1: Tana Senn
House 2: My-Linh Thai
- LD 42: Senate: Pinky Vargas
- LD 43: Senate: Jamie Pedersen
House 1: Nicole Macri
House 2: Frank Chopp
- LD 44: Senate: Steve Hobbs
House 1: John Lovick
House 2: Jared Mead
- LD 45: Senate: Manka Dhingra
House 1: Roger Goodman
- LD 46: Senate: David Frockt
House 1: Gerry Pollet
House 2: Javier Valdez
- LD 47: House 1: Debra Entenmann
House 2: Pat Sullivan
- LD 48: Senate: Patty Kuderer
House 1: Vandana Slatter
House 2: Amy Walen
- LD 49: House 1: Sharon Wylie
House 2: Monica Stonier

BALLOT MEASURES

- OPPOSE Initiative 1608:** Makes collective bargaining negotiations public meetings.
- SUPPORT Initiative 1644** (to the people) and **Initiative 981** (to the Legislature): Repeals I-200, which prohibited affirmative action policies with regards to race and gender by state and local government.



Hawai'i State AFL-CIO Endorsements

Governor: David Ige
Lt. Governor: Josh Green
House: Tulsi Gabbard

U.S. SENATE



Mazie Hirono

State Senate

- SD 1: Kai Kahele
- SD 3: Dru Kanuha
- SD 4: Lorraine Inouye
- SD 6: Roz Baker
- SD 7: Kalani English
- SD 12: Sharon Moriwaki
- SD 16: Breene Harimoto
- SD 18: Michelle Kidani
- SD 21: Maile Shimabukuro

State House

- HD 1: Mark Nakashima
- HD 2: Chris Todd

- HD 3: Richard Onishi
- HD 4: Joy San
Buenaventura
- HD 6: Nicole Lowen
- HD 7: David Tarnas
- HD 9: Justin Woodson
- HD 10: Angus McKelvey
- HD 12: Kyle Yamashita
- HD 13: Lynn Decoite
- HD 14: Nadine Nakamura
- HD 16: Dee Morikawa
- HD 18: Mark Hashem
- HD 19: Bert Kobayashi
- HD 21: Scott Nishimoto
- HD 22: Tom Brower
- HD 24: Della Belatti
- HD 25: Sylvia Luke
- HD 26: Scott Saiki
- HD 27: Takashi Ohno
- HD 28: John Mizuno
- HD 31: Aaron Johanson
- HD 32: Linda Ichiyama
Chong
- HD 34: Greg Takayama
- HD 35: Roy Takumi
- HD 36: Marilyn Lee
- HD 37: Ryan Yamane
- HD 38: Henry Aquino
- HD 39: Ty Cullen
- HD 40: Rose Martinez
- HD 43: Stacelynn Eli
- HD 44: Cedric Gates

- HD 46: Amy Perruso
- HD 48: Lisa Kitagawa
- HD 49: Scott Matayoshi
- HD 51: Chris Lee
- Hawai'i County Council**
- Dist 2: Aaron Chung
- Dist 3: Susan Lee Loy
- Dist 6: Maile David
- Dist 8: Karen Eoff
- Dist 9: Herbert Richards
- Maui County Council**
- Maui Mayor:** Mike Victorino
- East Maui:** Claire Carroll
- Wailuku-Waihee-**
- Waikapu:** Alice Lee
- Kahului:** Alan Arakawa
- Makawao-Haiku-Paia:** Mike Molina
- Upcountry:** Yuki Lei
Sugimura

- Lanai:** Riki Hokama
- Molokai:** Stephanie Crivello
- Kauai County Council**
- Kauai Mayor**
- Derek Kawakami
- Kauai County Council**
- Dist 1: Milo Spindt
- Dist 2: Kipukai Kualii
- Dist 3: Luke Evslin
- Dist 4: Arryl Kaneshiro



Oregon State AFL-CIO Endorsements State Senate

U.S. Congress

- 1: Suzanne Bonamici
- 3: Earl Blumenauer
- 4: Peter DeFazio

- 4. Floyd Prozanski
- 6. Lee Beyer
- 7. James Manning
- 8. Sara Gelser
- 11. Peter Courtney
- 13. Sara Grider
- 15. Chuck Riley
- 16. Betsy Johnson
- 17. Elizabeth Steiner
- 19. Rob Wagner
- 20. Charles Gallia
- 24. Shemia Fagan

State Assembly

- 5. Pam Marsh
- 6. Michelle Blum Atkinson
- 8. Paul Holvey
- 9. Caddy McKeown
- 10. David Gomberg
- 11. Marty Wilde
- 12. John Lively
- 13. Nancy Nathanson
- 14. Julie Fahey
- 16. Dan Rayfield
- 19. Mike Ellison
- 20. Paul Evans
- 22. Teresa Alonso Leon
- 27. Sheri Malstrom
- 28. Jeff Barker
- 29. Susan McLain
- 30. Janeen Sollman
- 31. Brad Witt
- 32. Tiffany Mitchell
- 33. Mitch Greenlick
- 35. Margaret Doherty
- 36. Jennifer Williamson
- 37. Rachel Prusak
- 38. Andrea Salinas
- 40. Mark Meek
- 41. Karin Power
- 42. Rob Nosse
- 44. Tina Kotek
- 44. Tina Kotek
- 45. Barbara Smith Warner
- 46. Alissa Keny-Guyer
- 47. Diego Hernandez
- 48. Jeff Reardon
- 49. Chris Gorsek
- 50. Carla Piluso
- 51. Janelle Bynum
- 52. Anna Williams

Ballot Measures

- Support Const. Amend. 102:** This would make affordable housing bond dollars go farther by allowing local governments to partner with non-profit and private housing providers.
- Oppose Const. Amend. 103:** Tax carve out for corporations like Walmart who want to avoid paying their fair share. Blocks the ability of voters and local governments to make their own decisions about local issues and address public health crisis.
- Oppose Const. Amend. 104:** Would make it harder to eliminate tax loopholes or hold corporations and the wealthy accountable for paying their fair share.
- Oppose Ballot Measure 105:** Repeals 20-year-old sanctuary state law. Backed by a known hate group. It would increase racial profiling, harm immigrant communities, and jeopardize public safety.
- Oppose Ballot Measure 106:** Backed by anti-choice extremists, it would reduce access to abortion by eliminating funding for women's healthcare for people on Medicaid and public employees.

Fisherman charged with murder after attack aboard trawler off New England

A crewmember of the fishing boat *Captain Billy Haver* stands accused of killing one of his crew mates and injuring another in an attack off the coast of New England.

The crewmember, Franklin Freddy Meave Vazquez, 27, allegedly attacked three of his crew mates with a hammer and a knife while the *Haver* was underway about 50 nautical miles off Nantucket. He then attempted to escape capture by climbing the ship's mast, according to prosecutors.

Coast Guard watchstanders at Sector Southeastern New England received a distress call from the vessel on September 23. The Malta-registered cruise ship *Mein Schiff 6* also heard the call, and she diverted to assist. The *Mein Schiff* took aboard two fishermen who were injured in the attack, including one who was pronounced dead on board. A passenger aboard the cruise ship told *CBS News Boston* that the surviving crewmember had a serious head injury.

The Coast Guard cutter *Legare* diverted to meet the trawler, and it launched a law enforcement boarding team upon arrival. The cruise ship, the cutter and the trawler all headed for port at Boston Harbor.

Prosecutors said that Vazquez, a Mexican national, is in the United States illegally. He was arrested on charges of abduction in Newport News in March, but was released in April after posting a bond. Immigration and Customs Enforcement (ICE) said in a statement that it had recommended against his release.

The U.S. Attorney's Office for the District of Massachusetts has charged Vazquez with murder and attempted murder. If convicted, he could face a sentence of imprisonment for life; if released, he would be subject to deportation proceedings.

Wreck of spice trade vessel found off Lisbon

A Portuguese merchantman dating back to the 1600s has been found off the coast of Cascais, Portugal, in what marine archaeologists described as the "discovery of a decade." The wreck site is littered with valuable wares from the spice trade, including 16th century Chinese porcelain; cowry shells; the remains of spices, including pepper; and the ship's bronze cannons, which bear Portugal's royal seal. The wreck also contained cowrie shells, which were harvested in the Indies and used as a currency in West African trades.

Given its cargo, the vessel was probably returning to Lisbon from India at the time of its sinking. The Chinese ceramics date from the late Ming Dynasty, and they provide a very specific date range for the ship's final voyage: the team says that the pottery was produced some time between 1573 and 1619.

The vessel was found on September 4, during an exploration related to dredging operations for the mouth of the Tagus River, which passes through Cascais. The area is known for its concentration of shipwrecks, and a joint team from Lisbon's Nova University, the Portuguese government and the Portuguese navy conducted a survey of the area. The ship lies in just 40 feet of water.

"From a conservation perspective, both of the assets as of the ship itself, this discovery is of great patrimonial value," said project leader Jorge Freire.

The project team will continue its work to identify the vessel.

Portugal was the first European nation to establish a direct, seagoing trade with India, and it dominated the spice trade through most of the 1500s. Spanish, English, Dutch and French competition followed in successive waves of exploration and colonization.

SUP Officers' Wages

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

Weekly Wages for SUP officers effective October 1, 2018:

- President/Secretary-Treasurer.....\$1,701.78
- Vice President/Assistant Secretary-Treasurer.....\$1,589.45
- Branch Agent.....\$1,589.45
- Business Agent.....\$1,560.97

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



P/V Golden Gate and President Cleveland at the Port of Oakland. Photo Mike Henneberry.

Welfare Notes October 2018

To Do List Before Retirement

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

Your active medical and dental coverage will terminate when you retire. As an example if your shipping time has given you active plan eligibility through March 2019 and you retire effective January 2019, your active coverage terminates January 2019.

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

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

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

The cost of the Medicare Part B premium will be reimbursed to you on your pension check. The maximum amount reimbursed to you will be \$130.00 per month or the monthly amount you pay for the Part B premium if less than \$130.00.

The amount reimbursed for the Medicare Part B premium is then deducted from the Pensioners' Annual Allowance available to the Pensioner.

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

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

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870

berittrainrep@sbcglobal.net

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

Membership and Ratings Committee

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

Name and Membership Number	Seatime	Rating	Seniority
Timothy Tess 19577	1 Year	O.S.	B
Michael Truesdell 19578	1 Year	A.B.	B
Christopher Auer 19579	1 Year	A.B.	B
Ian Curry C2753	30 Days	A.B.	C
Revoc Tovar C2754	30 Days	A.B.	C
Sherwin Bongayan C2755	30 Days	A.B.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Paul Fuentes #2239, Mike Henderson #5879 and Leszek Jeziorski #4331.

SUP Membership Change of Address Form

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____



E-mail _____

Phone _____

Cell Phone _____

Sailors' Union of the Pacific
450 Harrison Street, San Francisco CA 94105

Tariff damage to U.S. agriculture exports *continued from page 1*

South American soybeans are harvested early in the year. Since Brazil and Argentina are forecast to have normal crops in early 2019, U.S. producers will face stiff competition from them. In fact, they will not only lose market share in China, but a shortage of storage capacity at home will compromise soybean farmers' ability to store their 2018 crop until market conditions improve. Elevators are already filling up, and growers of soybeans, corn, and sorghum are especially hard hit, according to the *American Journal of Transportation (AJOT)*. "For the past two years, about 73% of capacity was used up in the December peak season, when the three crops are newly harvested. Thanks to Chinese tariffs, lackluster prices and near-perfect growing conditions, there's likely to be even less space this time around," *AJOT* stated in its October 4 issue.

In addition to soybeans, other Midwestern crops such as lentils, pulses, and identity-preserved grains are affected in the short term from uncertainties involving tariffs, and in the longer term over how buyers in Asia will view the U.S. as a reliable supplier, said Bruce Abbe, president and CEO of the Midwest Shippers Association. "This is a futures-based industry," he said. "Pulses haven't been moving. There's a lot of uncertainty," he said.

Abbe also cited the storage crunch that larger-volume crops such as soybeans are facing. "Some of the elevators are not even offering bids," he said. If exports diminish rapidly, it will be felt immediately at the Pacific Northwest ports of Seattle and Tacoma, he added. Statistics on the Northwest Seaport Alliance website show that exports of all types were trending upward earlier in the year, but total exports plunged 10.5% in August, dragging year-to-date exports down 1.6% compared with the first eight months of 2017.

The uncertainty over future tariff retaliation against U.S. agricultural and forest products, and China's actions so far this year in announcing tariff hikes and then pulling back some of the duties, is affecting the overall agricultural market, said Hayden Swofford, independent administrator of the Pacific Northwest Asia Shippers Association, which represents a number of exporters of forest products. "Most everything out of the U.S. to China is affected one way or another," he said.

In addition to the direct impact of tariffs, China is known for using non-tariff barriers, such as suddenly changing import rules, in order to send a message to the U.S., Swofford said. Everything appeared to be going fine this year for forest products until late summer when the government announced that fumigation of logs in China would no longer be allowed. The containers that had already arrived had to be carried back to the U.S. at the exporter's cost. "It cost a lot of folks a lot of money," he said. Continued uncertainties over tariffs and non-tariff actions in China will reverberate throughout the supply chain, affecting loggers, mills, truckers, and the workers in those industries, Swofford said.

California's agricultural sector, which specializes in high-value products including a variety of nuts, fruits, and wine, has built a large market in Asia and especially China, and the effects of the trade war are already being noticed, Beacon Economics stated in its October 5 trade report. China's retaliatory tariffs "disproportionately targeted agricultural exports," including California fruits, nuts, dairy products, and wine, (all of which move in containers), said Jock O'Connell, Beacon's international trade advisor. California's exports of those products in June-August fell by 7.8% to \$2.64 billion compared with the same period last year, O'Connell said.

Transportation infrastructure and capacity specifically the ability of railroads to move containerized soybeans and specialty crops to seaports, can affect a country's reputation as a dependable supplier of agricultural products. The U.S. rail industry caused headaches for agricultural exporters in 2013-2014 when the network's capacity was overburdened by strong export crops, competition for capacity from oil moving by rail, and lagging investments by the railroads in physical capacity and crew. The railroads have since invested billions of dollars in tracks, intermodal facilities, locomotives, rail cars, and crew. Therefore, if exports decline because of tariffs, capacity on the inland portion of the move should not be a problem.

Also, with ocean rates in the westbound Pacific perpetually low because of excess capacity, shipping costs are not a problem either. For carriers, pressure remains to increase eastbound rates, such as on the spot market, because exports will continue to fail to cover their share of round-trip costs.

However, even though exporters will enjoy bargain shipping rates, carrier consolidation from mergers and acquisitions – and the reduction of carrier alliances that are a direct response to six years of carrier unprofitably from 2010 to 2016—are reducing service options for agricultural exporters, Friedmann said. "Rates are not going up, but service is going down," he said.

As marine terminals become congested due to strong imports and poor carrier on-time vessel performance—which was down to 65.6% of vessel calls in North America in July-August—caused by vessel bunching at U.S. ports, exporters and truckers incur added expenses. Fee storage time for export containers is reduced, and terminals sometimes shut off receipt of empty containers when congestion mounts. This results in wasted trips for truckers and unexpected demurrage and detention charges for beneficial cargo owners, Friedmann said.

While the agricultural sector is conditioned to making the short-term adjustments that are needed to deal with changing global economic conditions, rail and ocean shipping capacity, and labor issues at the ports, dealing with the long-term impacts of the trade war with China is causing unprecedented uncertainties for agricultural exporters. "We are hopeful this thing ends quickly," Swofford said.



SUP gang from the left: Zbigniew Kaczor, Bosun Jonny Clark, Mahon Gandy, Milton Fitch III, Delegate Ben Linn, Tim Tess, aboard USNS Pomeroy.

The *Pomeroy* operated by SUP-contracted Patriot Contract Services for the Military Sealift Command, completed an offload of all cargo on September 5. This task was completed promptly in four days. Immediately afterward the ship was forced from its berth in Charleston in order to avoid Hurricane Florence. The deck gang was able to load tens of thousands of pounds of gear that the engineers would require to remove the shafts in Bayonne dry dock, secure for sea, and conduct an inventory of cargo lashing equipment. After a brief stay in Naval Weapons Station Earle, New Jersey, the *Pomeroy* shifted to wet birth in Bayonne to await dry dock.

Cabotage covers most of the globe's maritime nations *continued from page 1*

The ITF and its affiliates have been campaigning globally to underline the importance of national cabotage laws and the value of having domestic jobs in national waters, as well as domestic employment conditions for foreign seafarers in cases where national seafarers are not available.

ITF Seafarers' Section Chair, David Heindel, said: "The lack of accurate facts on cabotage laws around the world has been an impediment for policymakers considering implementing cabotage laws. This report represents a circuit breaker, providing policymakers with the relevant facts for proper decision-making."

"The SRI report debunks the myth that cabotage is an exception, not the rule. Laws governing maritime activity are widespread, currently existing in 91 countries covering 80% of the world's coastlines of United Nations Maritime States.

"We know there are a number of countries considering introducing, strengthening or diminishing cabotage regulation. This report will assure those governments that it makes sense to enforce national cabotage laws."

In the United States the primary cabotage law is the Jones Act (Merchant Marine Act of 1920).

According to the report, cabotage laws are commonplace and geared towards protecting local shipping industries, ensuring the retention of skilled maritime workers and preservation of maritime knowledge and technology, promoting safety and bolstering national security.

James Given, Chair of the ITF Cabotage Task Force, said: "The benefits of cabotage laws are self-evident. For countries that depend on the sea for their trade, cabotage safeguards their own strategic interests as maritime nations, bringing added economic value whilst also protecting national security and the environment."

"Cabotage provides jobs for a country's seafarers and also safeguards foreign seafarers against exploitation posed by the liberalization in the global shipping industry, preventing a race to the bottom."

"Without strong cabotage rules, local workers often have to compete with cheap, exploited foreign labor on flag-of-convenience vessels, the owners of which usually pay sub-standard wages and flout safety laws."

The ITF remains committed to be the leading voice in the worldwide effort to secure strong, enforceable cabotage laws that ensure workers have a voice, decent work, and that protect the environment and nations' economic and national security.

Cabotage Laws of the World key findings:

- Cabotage is "widespread," with cabotage laws existing in 91 countries representing 80% of the world's coastlines of UN Maritime States.
- Cabotage exists across all political, economic and legal systems.
- Cabotage policy objectives are diverse, designed to: maintain national security, promote fair competition, develop human capacity, create jobs, promote the shipping industry, promote safety and security of ships in port, enhance marine environmental protection and/or preserve maritime knowledge and technology.
- Cabotage laws are diverse with a range of approaches taken by different countries regarding virtually every aspect of cabotage, with great diversity in the interpretation, administration and enforcement of cabotage.
- Cabotage laws have endured for centuries, but continue to evolve.
- Cabotage is not subject to a single definition accepted as binding on all states under international law. Regional and national definitions of cabotage vary widely.

The ITF is an international federation of transport workers' trade Unions. The ITF organizes and encourages international solidarity among transport workers in every corner of the globe. It supports 670 affiliate trade Unions in 140 countries, representing 19.7 million workers.

SRI conducts independent legal research on maritime related subjects under the guidance of a pan-industry Advisory Board consisting of judges, professors, lawyers and maritime industry representatives from around the world.



SUP PRESIDENT'S REPORT

October 9, 2018

APL MARITIME SERVICES

Prior to bargaining with APL, the SUP Negotiating Committee, comprised of rank-and-file members Phil Coulter, Matt Henning, Norhaslan "Haz" Idris, Janan Johair, Mike Worth, Sam Worth, plus Vice President Dave Connolly and your secretary, met on September 21, to review the proposals submitted by the membership. It should be noted that Brother Idris was called back to the Ready Reserve Force vessel *Cape Horn*, which was being activated, just prior to the conclusion of bargaining.

Negotiations began on September 24, at SUP Headquarters with the SUP, MFOW and SIU-Marine Cooks Negotiating Committees in attendance. Representing APL was John Dragone, Manager of Maritime Labor Relations; "Jerry" Carbiener, Senior Labor Relations Consultant; and Sean Doherty, Human Resources Senior Officer. Also in attendance for the company was British-national Simon Spacey, who runs over 250 ships for CMA-CGM, APL's parent company.

General Rules

The Union's primary goal in this round of bargaining was to get APL to agree to an additional \$10 per manday contribution to the Pacific District Pension Plan for a total of \$20 per manday. As the membership knows this was achieved in bargaining last year with Matson Navigation Company and in 2016/2017 with the government vessels operated by Patriot Contract Services and Matson by allocating funds from Total Labor Cost increases, with membership approval.

In addition to the \$10 per manday increase, the Unions proposed increasing the Supplement Benefit from 17 days per month to 30 days, plus a couple of safety items proposed by the MFOW. Consistent with previous agreements, the Unions proposed increasing contributions to the SUP, MFOW and SIU-Marine Cooks Training Plans by \$0.25 per day for each year of a new agreement.

The company, in turn, proposed the international standard for quarters, as stipulated by the Maritime Labor Convention, which would circumvent the requirements of the Agreement; that all 16" oscillating fans in quarters and messrooms be eliminated; that transportation would be downgraded from business to economy, in case of injury, and from coach to economy; gutting the requirements for launch service and restriction-to-ship claims; requiring a dental examination for annuals and sign-ons; and to top it off, reducing West Coast menu standards from three to two entrees.

There was also a lengthy and often contentious debate over the company's policy of requiring crew members to adhere to its Personal Protective Equipment procedures and matrix in the APL Maritime Ltd. Safety Management System Safety Manual. While no one can argue with safety aboard ship, the company agreed to delete the following onerous provision: "The wearing of company supplied Personal Protective Equipment is considered by APL as a condition of employment."

During the course of bargaining, the parties rejected all the proposals made by the other side except for the pension and training contribution proposals made by the Unions.

SUP Work Rules

The Union proposed that watchstanders and dayworkers be offered eight hours of overtime on Saturdays, Sundays and holidays and that an Ordinary Seaman be added to the crew of the *Presidents Cleveland, Kennedy* and *Truman* in addition to the STOS (Specially Trained Ordinary Seaman).

These proposals were rejected by the company, citing costs.

APL then threw across the table its wish list: elimination of the 3 o'clock knock off; a revision of the Scope of Work to allow mates to do sailors work; gutting time back; eliminating travel time for shifts; and imposing the one-man watch while offering nothing in return.

The SUP Negotiating Committee firmly rejected all company proposals.

On Friday, September 28, prior to the conclusion of bargaining, the Pacific District Unions agreed to the following amendments to the General Rules as proposed by APL:

Non-Discrimination (Section 4)

The Company agrees not to discriminate against any employee for Union activity. The Company and the Union are committed to and support equal employment opportunities for all employment without regard to race, color, religion, gender, sexual orientation, gender identity, national origin, age, disability, genetic information, marital status, amnesty or status as a covered veteran in accordance with applicable federal, state and local laws. Words in this Agreement indicating gender shall be construed to include males and females wherever appropriate.

Non-Smoking Policy - Section 9(h) replaces the current language.

NON-SMOKING POLICY

This following APL Non-Smoking Policy is in force on board all APL vessels. The policy also applies to shore personnel, visitors and passengers.

This is to provide a group policy concerning smoking on board APL vessels, to take care about occupational health and safety of employees and to comply with the national and international rules related to smoking in public places. It also prohibits smoking within places where there is a high risk of explosion and/or fire.

The Master is responsible for the implementation of this policy which is in accordance with the national and international requirements. The Master will also prohibit smoking within places where there is a high risk of explosion and/or fire.

Smoking is allowed on the decks outside the accommodation when operations permit it and in special smoking room or individual cabins if an air extracting system is in place. All other locations are non-smoking zones.

Any crew member must avoid smoking in front of other persons on board if this is likely to be considered as an offense or a breach of the local rules.

When smoking, some precautions must be taken:

- Matches and lighters must be used with care.
- Lit cigarettes should not be left unattended in ashtrays.
- Cigarettes, cigars and pipe tobacco must be fully extinguished after smoking.
- E-cigarettes and vaping are considered smoking devices under this policy.

Moreover, during risk assessments for onboard operations, additional hazards which may be caused by the presence of matches and lighters have to be considered. If necessary, the banning of such items is to be included in specific job procedures. This is to be included in the Permit to work system.

What it means in practical terms is there is no smoking allowed in the house including individual rooms as there is no air extracting system in any of APL's U.S.-flag vessels. However, the "smoking at the wheel" provisions of Section 18 of the SUP Work Rules are still in effect.

Ice Cube Maker - Section 11(s) amended as follows:

(s) All vessels shall be equipped with an automatic ice cube machine. Ice cubes shall be for use of all vessel personnel. As replacements are needed, ice cubers with a total minimum capacity of 350 pounds per day shall be provided.

(b) Section 11 (v) shall be deleted.

Provisioning, Storing and Feeding

Section 13(h) and (I) of the General Rules shall be deleted and replaced with the following:

(h) The Company shall utilize the culinary staff at the Harry Lundeberg School of Seamanship to evaluate the menus and food selections and the nutritional needs of the unlicensed crew members aboard the Company's vessels for the purpose of obtaining their recommendations for more healthful meals aboard the vessels. A subcommittee will be formed by the Company and the Union to consider recommendations of the culinary staff and to recommend changes in provisioning, storing and feeding.

Explosives

Section 22(b) of the General Rules shall be amended to read:

(b) The term "explosives" in accordance with the regulations used in this Section are defined to mean Class 1 explosives according to the Pipeline Hazardous Materials Administration of the Department of Transportation. The Class 1 explosives are inclusive as follows:

- 1.1 Explosives (with mass explosion hazard).
- 1.2 Explosives (with a projection hazard).

The above shall not apply to ship's ammunition or signaling devices carried for the protection of the ship.

This is the same language agreed to with Matson.

After these items were resolved, the meat-and-potato issues of bargaining kicked in: Term of the Agreement and the economic settlement.

The Unions were not opposed to a longer term agreement since the Maritime Security Program expires and needs to be re-authorized in 2025, provided that meaningful wage increases were incorporated into each year of the agreement. However, APL was very concerned over the tariff war with China, the increased cost of low-sulfur bunker fuel, the decline in government impelled cargoes, and therefore wanted a shorter Agreement.

Therefore, it was agreed that the Term of the Agreement would be for two years: October 1, 2018 through September 30, 2020.

On the economic side, the Unions as previously stated made achieving a \$10 per manday increase in APL's contribution to the Pacific District Pension Plan the top priority goal in bargaining. The company agreed but countered with a wage freeze for the first year of the Agreement, a 3% increase in wage and wage-related items (overtime, Supplemental Benefits, etc.) effective October 1, 2019, plus a 25 cent per manday increase in APL's contribution to the respective Union's Training Funds for each year of the Agreement. This became the final settlement.

It should be noted that the \$10 pension contribution increase represents an increase of between 3% and 4% depending on job classification. In addition, but more importantly, the pension contribution increase will affect all SUP members when they retire and those already on pension. The next bargaining for an increase to the pension benefit will be in 2020.

Therefore, the SUP Negotiating Committee, along with the MFOW and SIU-Marine Cooks Negotiating Committees recommends membership ratification of the APL Agreement.

SUP ELECTION

As per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desire to become candidates for the 2019-2022 term of office shall have their acceptance in the office of the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, CA 94105) prior to midnight, Sunday, October 14, 2018.

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

No one may be a candidate for more than one office with the exception of the positions of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention. (Delegates to the Convention will not be on this year's ballot but on the 2022 ballot.)

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

The Committee on Candidates/Election Committee

continued on next page

SUP President's Report *continued*

will turn-to at Headquarters at 9:00 A.M., Tuesday, October 16, to verify the eligibility of the candidates, select and recommend for membership approval an Impartial Balloting Agent and otherwise prepare the ballot. The Committee's report will be acted upon at the November Union meetings.

Candidates for office may request and require the Union to distribute campaign literature at the candidate's request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 29/legacy Local 3. Campaign literature that the candidate requests to be mailed must be ready for mailing: stamped; envelopes stuffed and sealed; or flyers stamped, folded, and sealed.

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

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

The secret mail balloting for officers for the 2019-2022 term will begin on December 1, 2018 and end on January 31, 2019. The ballots will be counted on February 1, 2019. The new term for SUP officers shall begin on March 1, 2019.

SUP OFFICERS' WAGES

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

On July 1, members working aboard Matson Navigation Company vessels and those employed under the SUP/Matson Maintenance and Extra Maintenance Agreements received a 3% increase in wages and wage-related items. As reported, effective October 1, members employed aboard APL Marine Service's nine vessels enrolled in the Maritime Security Program (MSP) and those working under the Maintenance and Extra Maintenance Agreements will have their wages, etc., frozen at the October 1, 2017 rates.

Therefore, recommend consistent with the Constitution, that officers of the Union receive a 1.5% increase in wages and vacation pay retroactive to October 1.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters meeting to review the finances of the Union for the third quarter of 2018, and report back to the membership at the November meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit of the Unions funds is completed, which will be in about three weeks, necessary committee members will be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will turn-to on Tuesday, November 13, at 8:00 A.M.

HOLIDAYS

Veteran's Day: All SUP halls will be closed on Monday, November 12, as the holiday falls on a Sunday. The Headquarters meeting will be held on Tuesday, November 13.

Thanksgiving Day: All SUP halls will be closed on Thursday, November 22.

ACTION TAKEN

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

M/S to raise officers wages by 1.5% retroactive to October 1, 2018. Carried unanimously.

M/S to elect a Quarterly Finance Committee. Nominated and elected are: Justin Foster, Paul Fuentes, Matt Henning, Robert Leeper and Sam Worth.

M/S to elect a Committee on Election. Nominated and elected are: Phillip Coulter, Dave Frizzi, Haz Idris, Arthur Thanash and Mike Worth. Carried unanimously.

M/S (Worth-several) to concur with the balance of the President's report. Carried unanimously.

Gunnar Lundeborg

VICE PRESIDENT'S REPORT

October 2018

APL Negotiations

In these first negotiations with APL under new French owners the SUP Negotiating Committee remained focused on its goals – a pension contribution and an increase in wages. The goals did not limit wider aims, such as for example a wholesale revision to the overtime and watchkeeping structure, but no Company distraction or assault shook them from the central task. So it was with hard bargaining in a climate of economic uncertainty during a new era of tariffs and trade wars, that the Committee met its goals and delivered a remarkable package of long-lasting and influential improvements. See President's Report on page 10 for the detailed description and results.

Cape Horn: Haz Idris, Bosun. Got underway as part of another massive five ship activation only two weeks after the last one. Managing that activation wave is not an administrative exercise, it creates and sustains jobs that pay the bills. Often flying shortly after dispatch, all hands pulled together to do the necessary work, dropping their expectations and prior commitments and demonstrating yet again SUP readiness for the Ready Reserve Force.

Cape Taylor: James King, Delegate. Berthing issues not a surprise: ship doesn't have enough accommodation space for a full crew and yard retrofits unlikely. Portable unit on deck needs relocation: too close to garbage bins. Also crewed *Cape Trinity*, *Cape Vincent*, *Cape Victory* with full crews and qualifications. SUP dispatchers are once again commended for their attention to a million details that routinely extend deep into the nights and weekends.

APL Guam: David White, Delegate. Payroll delay checked out and found mostly consistent with fleetwide practice. Overtime projections are adjusted by actual numbers at payoff and income spread can be toggled to preference by allotments or draws.

APL Gulf Express: Michael Burpee, Delegate. Schedule uncertainty continues to play havoc with reliefs. Difficult shore leave combined with minimum stores slop chest means that sailors should ship with all essentials. Ongoing clarifications on port prep and disputed time pursued.

President Wilson: Taufiq Wasel, Delegate. Investigation of discharge complete; complaint dismissed based on a range of evidence. Aaron Wiebe has things under control as Bosun.

USNS Charlton: Mark Acord, Delegate. Clarification on sanitary work. Work now and grieve later. Nothing is forgotten, and everything will come under review. Clarification on grievance procedure. Investigation of letters of warning. Hard working gang completing many missions without fail in this Korea-based ship. Rico Ecalnir, Bosun.

USNS Pomeroy: Benjamin Linn, Delegate. In Repair Availability Status (RAV) in Bayonne New Jersey shipyard after short stop at Ft. Earle NJ following a massive offload in Charleston while racing to stay ahead of Hurricane Florence. Bang up job under pressure by an all Seattle crew.

USNS Sisler: Eduardo Zepeda, Delegate. Chris Cupan relieved Anthony Pomarca as bosun. In good shape after authority inspections of credentials, equipment and operations.

USNS Watkins: Noel Romero, Delegate. Meeting minutes sent. Crew focused on steady excellence – SUP-style.

USNS Watson: Jonathan Eitz, Delegate. Activated in Norfolk for load port and overseas deployment. Some return rights exercised. Solid crew dedicated to the getting this ship deployed after long period of Reduced Operating Status.

USNS Dahl: James Coulter, Delegate. Morale much improved by better communication.

SNLC PAX: Jeffrey Titco, Delegate. Union helped initiate crane control repair producing vast improvement in operational efficiency and safety. Reliefs underway. Continuously safe tankship operation in the Western Pacific.

Dave Connolly

Long Beach to build rail facility

The Long Beach Board of Harbor Commissioners has approved an \$870 million budget to build the Pier B On-Dock Rail Support Facility.

The facility is designed to shift more shipping containers from trucks to rail, and will result in a more efficient and sustainable transfer of cargo, helping the Port of Long Beach to stay competitive and meet environmental targets. A one-mile-long train can take as many as 750 trucks off the roadways.

Trucks would be prohibited from using the Pier B On-Dock Rail Support Facility, which is a centerpiece of the Port's \$1 billion rail improvement program. The first arrival, departure and storage tracks are expected to be completed in 2024, with additional tracks coming online in 2030, followed by project completion in 2032.

The new On-Dock Rail Support Facility is designed to take on the extra demand for on-dock rail in the harbor, which is expected to double by 2035.

Currently, the ability to build long trains is limited due to the lack of adequate yard tracks and the configuration of mainline tracks. The Pier B facility would change this, providing track space to join together sections of trains assembled at terminals.

All hands are reminded to have a valid mailing address on file at Headquarters as SUP BALLOTS WILL NOT BE MAILED TO A UNION HALL.

Change-of-Address Form on Page 8

SUP BRANCH REPORTS

SEATTLE

September 17, 2018

Patriot called for 2 AB's for an emergency weather RRF activation, filled by an A card and a B card; 14 Matson standbys were filled by 2 A, 7 B, 2 C and 3 D cards.

Registered: 3 A cards for a total of 7; 11 B cards for a total of 23; 2 C cards for a total of 5; 2 D cards for a total of 6.

Shipping was slow this month as the Ordinary Seamen are looking for time towards their AB ticket. As well, most AB's are taking the Navy six-month dispatch option to be home for the holidays. As we move into the winter, those looking to ship out, be ready with all your documents in order.

I represented the SUP at the MLKCLC delegates meeting.

Brendan Bohannon
Branch Agent

WILMINGTON

September 17, 2018

Shipping: Bosun: 2, AB: 8, AB/D: 4, OS/STOS: 3, Standby: 58, for a total of 75 jobs shipped.

Registrations: A: 28, B: 42, C: 12, D: 5.

Ships checked

President Truman, President Roosevelt, President Eisenhower, President Cleveland, Lihue, Mokihana, Manunawili, Maunalei, R.J. Pfeiffer, Mahimahi, Manukai.

Shipping at a steady pace here in Wilmington, crewing of new APL ship's complete and jobs are starting to rotate, Matson and Patriot calling for regular crew changes. Attended meetings of Maritime Trades and L.A. Federation of Labor.

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched.

Leighton Gandy
Branch Agent

Dispatcher's Report

Headquarters-Sept. 2018

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	8
AB.....	35
OS.....	10
Standby.....	19
Total Deck Jobs Shipped.....	75
Total Deck B, C, D Shipped.....	65
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.....	75
Total B, C, D Shipped-All Depts.....	65
Total Registered "A".....	23
Total Registered "B".....	57
Total Registered "C".....	11
Total Registered "D".....	20

HONOLULU

September 17, 2018

Shipped the following jobs in the month of September: 2 Bosun steady, 1 Bosun return, 5 AB Day steady, 7 AB Watch steady, 1 AB Watch return, and 1 OS. The shipping jobs were filled by 5 A cards, 10 B cards and 2 C cards.

Shipped 27 standby jobs. The standby jobs were filled by 2 A cards, 4 B cards, 8 C cards, and 13 D cards.

Registered in Honolulu: 12 A cards, 14 B cards, 6 C cards and 8 D cards.

Ships checked

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

APL Guam- no major beefs

APL Saipan- no major beefs

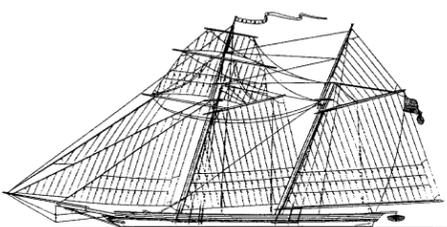
USNS Charlton- no major beefs

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

Happy Thanksgiving and remember to vote November 6. Your vote does count.

Remember to check your documents and anything with less than six months to expiration you should start the renewal process. Mahalo,

Michael Dirksen
Branch Agent



Flu shots for nearly all

The American Academy of Pediatrics is recommending that everyone older than six months get a flu shot for the 2018-2019 season as soon as it is available, preferably before the end of October.

The policy statement, published in the October issue of *Pediatrics*, states that the inactivated influenza vaccine, which is given as a shot, is best. Children with egg allergy, even severe allergy, can take the shot safely.

The live attenuated vaccine, which is sprayed into the nose, has been ineffective in previous years, and the academy is recommending against its use except in cases in which the child refused the shot. The live vaccine cannot be given to children under two years of age. Children nine and older need only one dose. Those six months through eight years of age, may need two shots, at least four week apart.

It is especially important to vaccinate children with medical conditions that increase the risk of complications from the flu, including asthma, diabetes and sickle cell disease.

Women can take the vaccine at any time during pregnancy, and those who did not receive it during pregnancy should take it as soon as possible afterward. Vaccination is safe during breast-feeding for both mother and child.

BUSINESS AGENT'S REPORT

October 9, 2018

Florida Voyager- In at Richmond Long Wharf. The vessel relieved the Mississippi that's en route to Singapore shipyard. Running from the RLW to El Segundo picking up cargo for two ports in Wilmington. Then load and discharge back to El Segundo to pick up cargo for the Long Wharf. A day of loading and discharging at the same time then shift to Rodeo and then to Benicia. This is a tough run in and out of ports with no time for maintenance. Majority of the time we are maxed out STCW due to the long hours. The gang in good spirits running smoothly with Matt Frazier, Bosun and Anthony Campos, delegate.

Texas Voyager- Ship is operating out of the Gulf running between Houston and Pascagoula Mississippi. No beefs.

Mississippi Voyager- In route to Singapore shipyard. No Beefs

Matsonia- In at Oakland #62. Book members, if you have more than 200 days on the day of arrival in your home port and have taken your trips off, you must get off according to SUP Shipping Rules. Delegates, it's your duty to keep track of members' time on board ship so their reliefs can be called accordingly. To avoid being pulled off, pay attention to your time on board the ship. Dennis Belmonte, delegate and Teo Rojas, Bosun.

Manoa- In and out Oakland #62. Sailed for Honolulu; back on schedule routine with the gang on the northern triangle running smoothly with Isnin "Izzy" Idris, Bosun and Jerry Kamoto, delegate.

Mahimahi- Oakland #63. Sailed for Long Beach. Rumor has her over to the Northwest run at the end of October, subject to change. Mark Relojo, delegate and Remoni Tufono, Bosun.

Kauai- In and out Oakland #62. Sailed for the Honolulu with no beefs. The company schedule has us running until the end of November; subject to change. Gerry Marshall taking a trip off, new delegate to be elected. Arsenio Purganan, Bosun

President Wilson- Oakland #58. The old *Belgium* made the ship on arrival to meet with the Captain, 3rd/mate, Delegate and Bosun to discuss and address allegations of aggressive behavior from one our ABs (accused) and a letter of warning for a none-related issue, who also was present during the meeting. After a lengthy discussion back and forth debating with statements, witness, the terminating factor was aggressive behavior during navigation watch. The SUP has launched its own investigation into this termination collecting statements, talking to crew members, etc. This investigation is ongoing. Taufig Wasel, delegate and Aaron Weibe, Bosun.

President Eisenhower- Oakland #58. First time aboard. Met with the gang and took a walk through the messhall; big with lots of space from the crew mess. You can walk directly into the crew's lounge with sofa couches, two computer stations, and a big screen TV behind the bar. Staterooms you have your own head and shower, double bed bulk size mattress, and a room with a view. Overall state of the art accommodations. Clarification on shifting. Ship sailed with no beefs Steven Mayer, delegate. Running smooth with Juan Gonzalez, Bosun.

Cape Orlando- Back from an activation back on a regular routine with Chris Bunheirao, Bosun.

Admiral Callaghan- In from an activation over a week ago back to RRF status with Robert Leeper, Bosun.

Cape Horn- Ship activated for seven days, let-go Pier #50 headed out to anchorage to test engine's and drop the hook, from there headed out to sea. Once we completed the sea trials, back to Pier#50 with no issues. Haz Idris, Bosun and Jonnell Hodges, delegate.

Cape Hudson- We dodged an activation as the *Cape Horn* got the call. We are ready if we are called to activate. Isagani Cruz, Bosun.

Double check your documents. If they are less than six months, time to renew.

Helped out in the front office and dispatched.

Roy Tufono

ATTEND YOUR MONTHLY SUP UNION MEETINGS!



SUP gang in Cape Horn, taken this month, from-L-R: Robert Lee, Jamie McKeller, Eduardo Rojas, Delegate Jonnell Hodges, Kenneth Carradine, Ronald Brito, Paul Fuentes, James Salera and Bosun Haz Idris. Matson operates the Horn for MarAd.