



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXII No. 10 • 185

SAN FRANCISCO, CALIFORNIA

Friday, October 25, 2019

Congressman Elijah Cummings, defender of Jones Act, dies at 68

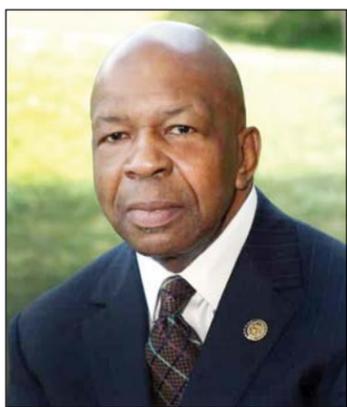
The U.S. domestic maritime industry lost one of its biggest supporters with the death of U.S. Rep. Elijah Cummings (D-Maryland.).

Cummings died Oct. 17 of "long-standing health problems," according to press reports.

A native of Baltimore, Cummings most recently served as chairman of the Committee on Oversight and Reform. He was also a senior member of the House Committee on Transportation and Infrastructure (T&I), serving on both the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Railroads, Pipelines and Hazardous Materials.

But Cummings is remembered best by those in the transportation sector for his staunch support of U.S. flag shipping and the Jones Act after he became chairman of the Coast Guard subcommittee in 2007.

"It's a real loss for the industry," commented Darrell Conner, government affairs counselor at the law firm K&L Gates, which represents USA Maritime, a lobbying group for U.S. domestic shipping. "Baltimore is a maritime city, and he knew maritime, but he really became deeply involved after he took over as chairman of the subcommittee, and his affinity for the industry grew out of that. He took the time to really know



the issues and felt very strongly that [the U.S. maritime industry] was an important economic as well as national defense asset for this country."

Cummings' support for the U.S. domestic maritime industry was not always shared in Congress, however, which prompted him to scold his colleagues for not doing enough to reverse the decline in the U.S.-flag ocean fleet. Cummings partially blamed the decline on failed funding for cargo preference initiatives designed to help subsidize government cargo. He introduced legislation in 2012 to reduce the decline in subsidies for U.S.-flag vessel shipments of food aid overseas.

"We regret the loss of a true friend of working people," said SUP President Dave Connolly. "Every American mariner lives better because of him."

Skilled at identifying misinformation, Cummings never missed an opportunity to set the record straight when it came to the importance of the Jones Act to the economy and the national security.

He was also a great advocate of social justice. "In the House, Elijah was our North Star," House Speaker Nancy Pelosi (D-California) said in a statement, later telling reporters she was "devastated" by the news. "He was a leader of towering character and integrity, whose stirring voice and steadfast values pushed the Congress and country to rise always to a higher purpose."

Cummings was also the powerful chair of the House Oversight Committee and was reported to be signing impeachment investigation subpoenas in his final hours.

Massive activation of reserve fleet

United States Military Sealift Command commanders overseeing the U.S. Transportation Command's recent turbo activation are providing new details about the large-scale "stress test" exercise involving dozens of reserve ships and hundreds of civilian mariners.

Five of Military Sealift Command's (MSC) East Coast-based and one West Coast-based surge sealift ships participated in the turbo activation, along with 28 vessels in the Maritime Administration (MARAD) Ready Reserve Fleet.

The large-scale turbo activation, ordered by U.S. Transportation Command September 16, was designed as a stress test of MSC and MARAD surge sealift fleet, ensuring that the ships can transition from reduced operating status to fully crewed and operating status with just 5-days notice. The activations are then followed by immediate sea trials.

The exercise, launched in the midst of the cycle of confrontation between the U.S. and Iran, was intended to determine the material readiness of the fleet, in particular following concerns that have repeatedly been raised by officials at the Maritime Administration and USTRANSCOM.

"The turbo activation was an exercise to prove that the mate-

rial readiness and crews' skill level of our surge sealift ships make it possible to respond to world events on a short notice," said Commander Vincent D'Eusanio, the tactical advisor (TACAD) aboard USNS PFC Eugene A. Obregon and the MSC TACAD program manager. "We had to know if our ships would be capable of delivering supplies and equipment to our deployed troops serving overseas, when required."

MSC's and MARAD's reserve fleets, collectively referred to as the surge sealift fleet, are expected to be a ready source of shipping and transportation of cargo, equipment and supplies to the U.S. Army and Marine Corps.

"The biggest thing that was different about this exercise than those we have done in the past was the sheer number of ships which got underway," said Capt. Hans Lynch, Military Sealift Command Atlantic's commodore and the exercise's East Coast officer in charge. "The turbo activation was a really good test for the union halls' ability to provide enough civilian mariners to get all the ships underway simultaneously."

During the activation exercise, Lynch was in command of 17 MSC and MARAD ships, which activated off the East Coast. On the West Coast, Captain Gabe

Varela, the MSC Pacific commodore, was in command of 11 MSC and MARAD ships.

Nationally, a total of 33 surge sealift ships activated for the turbo activation, making it the largest peacetime activation in the history the surge sealift fleet.

"The other concern was bringing aboard technicians and subject matter experts needed to get the ships to sea, short notice. Everyone did really well. None of the ships had major issues due to not being able to be inspected or getting people required to the vessels."

"If there were a situation, such as war or a humanitarian crisis, and the Navy needed to provide logistical support overseas, our surge sealift ships would, come out of reduced operating status, be 'crewed-up,' inspected for material readiness and sail to a designated port to on-load cargo," added D'Eusanio. "The ship would then sail overseas to our deployed forces and deliver the equipment and supplies required for the mission."

The East Coast underway portion of the turbo activation included five MSC ships rendezvousing at a designated location in the North Atlantic Ocean on September 24 to execute tactical formation maneuvers designed to prevent enemy attacks on a convoy.

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Oil tanker charter rates at eleven year high

The cost of moving oil around the world has hit an 11-year high as producers scramble to find new supertankers following a U.S. blacklisting of a major Chinese operator that has sidelined dozens of ships.

"The market has gone bonkers by shock events like the Cosco tankers being blacklisted," said George Lazaridis, head of research and valuations at Athens, Greece-based Allied Shipbroking. "It's a bubble that could get bigger because of geopolitics before it bursts."

Shipping executives say the U.S. action late last month over allegations that the vessels were tied to illicit shipments of Iranian crude has hit more than 40 tankers operated by a subsidiary of Cosco Shipping Energy Trans-

portation, one of the world's largest tanker owners and a major carrier for China's oil needs.

Washington's move pushed Asian and European importers searching for crude carriers in a tight market to secure oil cargoes as winter approaches.

But with Iran and Venezuela oil exports also under U.S. sanctions and Saudi Arabian oil production still trying to recover from a missile attack in September, oil traders have been turning to the U.S. for crude shipments.

The longer distance to move oil cargoes from the U.S. to Europe and Asia compared with moving them from the Middle East, has pushed daily charter rates for the big ships called very large crude carriers to their highest level since July 2008, according to Baltic Exchange data.

"There is a lot of confusion and uncertainty out there," said Paolo d'Amico, head of Intertanko, a trade body representing tanker owners. "Everyone is afraid of being hit by the U.S., sanctions, rendering about 50 VLCCs untouchable."

U.S. oil exports to Europe, which usually move in smaller tankers, hit a record 1.8 million barrels a day for the week ending Oct. 7, according to Kpler, an energy market intelligence company. The figure is double the 924,000 barrels in the previous week. But shipments to Asia, which are typically done on VLCCs, were reduced almost in half to 508,000 barrels.

A Singapore broker said rates for some VLCC cargoes on sailings from the U.S. Gulf Coast to

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Periodicals postage paid at San Francisco, CA (USPS 675-180)



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

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thank you

Membership and Ratings Committee

The Committee met on August 1, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Michael Ruan 3207	6 yrs.	A.B.	A
David Rowland 3208	6 yrs.	A.B.	A
Chase Boeger 19633	1 yr.	O.S.	B
Gabriel Torres 2803	30 days	A.B.	C

Membership and Ratings Committee's Report: M/S (Guillen-several) to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Terrence Lane #4107, Forbes Gumapac #19629 and Raul Guillen #3041.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2019:

	Hdqtrs.	Branch	Hdqtrs.	Branch
November	Tues 12	18	December	9 16

SUP members join pensioner ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 430:

- Bruce Baglien**, 65, Book No. 5729, joined SUP in 1979, 14 years seatime.
- Paul Barbour**, 66, Book No. 5734, joined SUP in 1976, 30 years seatime.
- Romulo Dalit**, 70, Book No. 2028, joined SUP in 2007, 8 years seatime.
- Lawrence Gately**, 70, Book No. 3033, joined SUP in 1999, 15 years seatime.
- Mark Hurley**, 63, Book No. 5870, joined SUP in 1987, 26 years seatime.
- Raoul P. Macalinao**, 65, Book No. 6539, joined SUP in 2003, 10 years seatime.
- Melvin Q. Mate**, 76, Book No. 6527, joined SUP in 1966, 6 years seatime.
- Vincent A. O'Halloran**, 68, Book No. 2463, joined SUP in 1970, 35 years seatime.
- Tulilo Tautala**, 57, Book No. 3288, joined SUP in 1992, 25 years seatime.
- Grant A. Wegger**, 66, Book No. 3637, joined SUP in 1977, 29 years seatime.
- William B. Wood**, 71, Book No. 3643, joined SUP in 1981, 24 years seatime.

West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Dakota Press Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

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PENSION PLAN OFFICE
 (415) 764-4987

UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)

Statement of Ownership, Management, and Circulation

1. Publication Title: WEST COAST SAILORS

2. Publication Number: 675-180

3. Filing Date: OCTOBER 2019

4. Issue Frequency: MONTHLY

5. Number of Issues Published Annually: 12

6. Annual Subscription Price: VOLUNTARY DONATION ONLY

7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®): 450 HARRISON STREET ROOM 108 SAN FRANCISCO, CA 94105

Contact Person: JULIA PRECIADO
 Telephone (include area code): 415 777-3400

8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer): 450 HARRISON STREET ROOM 108 SAN FRANCISCO, CA 94105

9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank):
 Publisher (Name and complete mailing address): DAVE CONNOLLY, 450 HARRISON STREET ROOM 108, SAN FRANCISCO, CA 94105
 Editor (Name and complete mailing address): JULIA PRECIADO, 450 HARRISON STREET ROOM 108, SAN FRANCISCO, CA 94105
 Managing Editor (Name and complete mailing address): NONE

10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.):
 Full Name: SAILORS' UNION OF THE PACIFIC
 Complete Mailing Address: 450 HARRISON STREET ROOM 108, SAN FRANCISCO, CA 94105

11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box None

12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one):
 Has Not Changed During Preceding 12 Months
 Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)

PS Form 3526, July 2014 [Page 1 of 4 (see instructions page 4)] PSN: 7530-01-000-9931 PRIVACY NOTICE: See our privacy policy on www.usps.com.

13. Publication Title: WEST COAST SAILORS

14. Issue Date for Circulation Data Below: OCTOBER 2019

15. Extent and Nature of Circulation

		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		2,300	2,300
b. Paid Circulation (By Mail and Outside the Mail)	(1) Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	1,095	1,095
	(2) Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	0	0
	(3) Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS®	0	0
	(4) Paid Distribution by Other Classes of Mail Through the USPS (e.g., First-Class Mail®)	0	0
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4))		1,095	1,095
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	(1) Free or Nominal Rate Outside-County Copies included on PS Form 3541	NA	NA
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e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4))		0	0
f. Total Distribution (Sum of 15c and 15e)		1,095	1,095
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))		1,205	1,205
h. Total (Sum of 15f and g)		2,300	2,300
i. Percent Paid (15c divided by 15f times 100)		100	100

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UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)

Statement of Ownership, Management, and Circulation

16. Electronic Copy Circulation

	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Paid Electronic Copies		
b. Total Paid Print Copies (Line 15c) + Paid Electronic Copies (Line 16a)		
c. Total Print Distribution (Line 15f) + Paid Electronic Copies (Line 16a)		
d. Percent Paid (Both Print & Electronic Copies) (16b divided by 16c x 100)		

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17. Publication of Statement of Ownership:
 If the publication is a general publication, publication of this statement is required. Will be printed in the **OCTOBER 2019** issue of this publication. Publication not required.

18. Signature and Title of Editor, Publisher, Business Manager, or Owner: DAVE CONNOLLY, PUBLISHER *Dave Connolly* Date: 10/10/19

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Final Departures

- Javier Riano, Book #2977. Born in California in 1928. Joined SUP in 1945. Died September 3, 2019. (Pensioner)
- John D. Phillips, Book #1150. Born in Georgia in 1928. Joined SUP in 1985. Died in Georgia, September 9, 2019. (Pensioner)
- James S. Phelps, Book #3804. Born in California in 1932. Joined SUP in 1950. Died in Daly City, September 15, 2019. (Pensioner)
- Dennis Krache, Book #3075. Born in Washington in 1926. Joined SUP in 1948. Died on September 24, 2019. (Pensioner)

GPS interference advisory

The U.S. maritime authorities have issued an advisory reporting that multiple instances of significant GPS interference have been reported by vessels operating in the Eastern and Central Mediterranean Sea.

In the Central Mediterranean Sea, the reports have been concentrated between Libya and Malta, specifically in areas offshore of Libya and to the east and the northwest of Malta.

In the Eastern Mediterranean, the reports have been concentrated near Port Said, Egypt, the Suez Canal, and in the vicinity of the Republic of Cyprus. Instances of similar interference were also reported between Hadera, Israel, and Beirut, Lebanon.

The interference is resulting in lost GPS signals affecting bridge navigation, GPS-based timing and communications equipment. Satellite communications equipment may also be affected. Ships transiting the area should exercise caution.



Participating in the Turbo-Activation's (TA-19) broad test of U.S. merchant marine readiness, the crew of the Ready Reserve Force ship *Admiral Callaghan*, a combination Ro/Ro and breakbulk freighter, gather near the aft mooring station for a photo by San Francisco Business Agent Roy Tufono. From left to right are OS Edward Moody, OS Larry Price, AB Ahmed Mohamed, OS Demario Dixon, AB Alan O'Neal, AB Tom Shafer, AB Raul Guillen, AB and delegate Dave Frizzi and bosun Dennis Sumague. *Callaghan* got under way with a full and fully qualified crew in less than 48 hours from activation. (See page 1)

When the world's largest wine ship nearly sunk outside the Golden Gate

Let it never be said that San Franciscans will sit idly by when 1.7 million gallons of wine are at risk.

The story of the S.S. Angelo Petri jumps off the page 56 years after the massive tanker ship was blindsided by a giant wave just outside the Golden Gate. The front-page headline "Huge ship fights seas off beach" from Feb. 10, 1960, grabbed my attention, and a trip to The Chronicle's archive turned up packs of negatives labeled "Ship in distress off S.F. coast, air views" and "Half ship launching at Bethlehem yards."

This was a story that needed retelling.

The S.S. Angelo Petri became the world's largest wine tanker in the middle of the 20th century. It could carry up to 2.5 million gallons of Cabernet, Chardonnay and the like, usually shipping between the Bay Area and the East Coast via the Panama Canal.

Before its wine-carrying days, the tanker had a split history. One half was from the S.S. Sacketts Harbor, a ship that broke in two during a March 1946 storm off Alaska's coast. It was towed to safety and eventually bought by the city of Anchorage, which used it as a power station for 10 years. The Petri's other half was built for \$7 million and launched from Bethlehem Shipyards in San Francisco on June 4, 1957. Three months later, the two halves were welded together and the S.S. Angelo Petri was born.

It was named for the chairman of Unit-

ed Vintners of Stockton and was outfitted with cutting-edge stainless-steel tanks, pumping and piping so it could carry wine to people unlucky enough to live outside Northern California.

For two and a half years the S.S. Angelo Petri did its duty without incident, but on Feb. 9, 1960, the seas struck close to home. A rogue wave swamped and crippled the wine tanker outside the Golden Gate while it was carrying 1.7 million gallons of wine, 3,500 tons of vegetable oil and 1,000 tons of rocket fuel bound for the Air Force.

Seaman John Jabin was lying in his bunk when the wave struck. "We were hit so hard by the sea that everyone thought we'd run into another ship," he said.

Third engineer Maurice Widner was in the engine room, far below deck. "The sea came down the stack and ventilators," he told a Chronicle reporter. "Water doused the main switchboard and that was that. It shorted out everything."

The incapacitated ship drifted nearly six miles before the anchors caught on a sandbar west of Fleishhacker Pool near the San Francisco Zoo.

Some of the crew were evacuated to the city, but eventually the ocean calmed and five tug boats towed the ship into port. It would be repaired in a few weeks. More importantly, the wine was tested and deemed fit to drink.

The Angelo Petri was crewed by the SUP under SUP contract.

Already under siege, labor unions face a new threat from Alaska

After a court ruling allowed public workers who opted out of a union to not pay dues, Alaska's governor has a new plan that could hobble unions: The workers have to opt in every year.

For decades, Alaska has been a stronghold for organized labor, boasting one of the nation's highest union participation rates even as membership rolls declined across the United States in the face of broad economic shifts and sustained ideological attack.

Now, a conservative new governor, Mike Dunleavy, is trying to push through a plan that could hobble Alaska's public sector unions — and put the state on the

leading edge of a fight over the collective bargaining power of teachers, police officers and other civil servants.

Under a recent administrative order, the governor proposes to halt payroll deductions for union dues and require state workers to go through a cumbersome, multi-step process to restore that option.

Mr. Dunleavy, 58, a former teacher and state senator, had already established himself as a close ally of President Trump and national conservative leaders, drawing praise for his proposals to slash the state budget and veto funds for the Alaska Supreme Court after a decision that upheld abortion access.

Detained tanker *Stena Impero* released

AIS tracking shows that the long-detained product tanker *Stena Impero* has finally departed Iranian waters, and owner Stena Bulk has confirmed her release.

"The *Stena Impero* has now left Iranian waters and is on route to Dubai," said Stena Bulk CEO Erik Hanell. "The master has reported that all crew members are safe and in high spirits following release. Upon arrival, the crew will receive medical checks and de-briefing by the company, following which arrangements have been made for them to return directly to their families in their respective countries."

Hanell praised the crew for their professionalism, and he thanked their families for their support. He also thanked the Swedish foreign ministry and the government of the United Kingdom for their assistance, along with the embassy staffmembers representing India, Russia, Latvia and the Philippines in Iran.

Iranian authorities said that the *Impero*

was free to go, but she did not immediately depart. Satellite imagery showed that she left her anchorage briefly mid-week for a short trip to the pier in Bandar Abbas, then returned to anchor. She got under way at last.

Commandos from Iran's Islamic Revolutionary Guard Corps (IRGC) seized the UK-flagged *Stena Impero* as she transited the Strait of Hormuz on July 19. The UK Royal Marines conducted a similar seizure of the Iranian VLCC *Adrian Darya 1* (ex name *Grace 1*) on July 4, and the *Impero's* detention was widely seen as a retaliatory measure targeting British shipping. Iran denies any connection between the two tankers' circumstances.

The *Adrian Darya 1* is still in laden condition and anchored off the coast of Syria, where she has been stationed since early September, according to satellite imagery analysis by TankerTrackers.

Partial trade deal with China announced by President Trump

President Donald Trump announced that the U.S. and China have agreed on a "substantial phase one" of a trade deal, after meeting with Chinese negotiators at the White House this month.

Details about the agreement are still emerging, and Trump said specifics would be written out over the next few weeks. Previously announced breakthroughs in the trade war with China have happened before, only for frictions — and tariffs — to tick up again, but there seems to be some reason for cautious optimism.

According to media reports, the U.S. has agreed to stop a planned tariff increase on \$250 billion in Chinese goods from 25-30%, which was slated to go into effect.

China also made some concessions, including agreeing to buy \$40 to \$50 billion in U.S. agricultural products. While

that could be a boon to American farmers who have been hit very hard by Trump's trade spat with Beijing, the details of what products and how and when China will purchase them have not yet been made public. According to the president, China also has committed to opening itself more to U.S. financial services.

Trump also cited progress on other big issues, including intellectual property protections, forced technology transfer, and currency manipulation, but again the president did not offer specifics.

The "phase one" of the trade deal does not come close to fully resolving the trade dispute or eliminating \$360 billion in tariffs already in place. In addition, it does not address some of the major issues, like forced technology transfer and currency manipulation, that are much knottier and complex to solve.

“Let me be very clear: The Jones Act is the fundamental cornerstone of our nation's maritime policy. It has been for the past 99 years. Without it, our domestic maritime industry — afloat and ashore — would fold. You need only ask folks in Australia how things are going there after they repealed their version of the Jones Act. I, for one, do not want to see our national internal maritime logistics supply chain, and the jobs that go with it, handed over to a foreign power. Not on my watch.”

—Rear Admiral Mark H. Buzby

Southwest pilots union sues Boeing

The union representing pilots for the biggest U.S. customer of Boeing's 737 Max jets sued the company, accusing it of lying when it said the troubled planes were just as safe as their predecessors.

Two Max 737s have crashed in the last year, killing 346 people. After the second crash, in March, aviation authorities and airlines around the world grounded the 737 Max series, taking 387 aircraft out of the skies for almost 60 airlines.

In a lawsuit filed in Dallas County, Texas, District Court, the Southwest Airlines Pilots Association, or SWAPA, said its members signed off on flying the newer planes because Boeing Co. told them that they were airworthy and "essentially the same as the time-tested 737 aircraft that its pilots have flown for years."

As a result of the grounding, Southwest — the biggest customer for the 737 Max series — has had to cancel more than 30,000 scheduled flights, costing its pilots more than \$100 million in pay, the suit claims.

"We have to be able to trust Boeing to truthfully disclose the information we need to safely operate our aircraft," Jon Weaks, the union's president, said in a statement.

"In the case of the 737 Max, that absolutely did not happen," Weaks said. "Our pilots should not be expected to take a significant and ever-expanding financial loss as a result of Boeing's negligence."

The suit was filed in Dallas County because Southwest is based in Dallas, and "a substantial part of the events and omis-

sions giving rise to the claims asserted herein took place within Dallas County," according to the suit, which seeks unspecified damages, compensation for lost pay and the union's expenses in cooperating with federal investigations, and interest.

Almost 190 people were killed when Lion Air Flight 189 crashed into the Java Sea 13 minutes after takeoff from Soekarno-Hatta International Airport in Jakarta, Indonesia, on Oct. 29, 2018. Almost 160 people were killed March 10 when Ethiopian Airlines Flight 302 crashed six minutes after takeoff from Addis Ababa Bole International Airport in Ethiopia.

Preliminary investigations indicated that an automated system erroneously engaged on both planes, forcing the planes' noses to point down and leaving pilots unable to regain control.

The National Transportation Safety Board said in a report last month that the responses of the pilots on both planes "differed and did not match the assumptions of pilot responses" that Boeing and the Federal Aviation Administration had used in assessing the 737 Max's safety.

"We saw in these two accidents that the crews did not react in the ways Boeing and the FAA assumed they would," NTSB Chairman Robert Sumwalt said in a statement accompanying the report.

Sumwalt stressed that it hadn't been determined that that was the fault of the pilots, who he said "were faced with multiple alarms and alerts at the same time."

House passes Gold Medal WWII merchant mariner legislation

World War II merchant mariners moved one step closer to receiving long overdue recognition for their service to our nation when the House of Representatives last week passed a bill that would authorize the issuance of a Congressional gold medal to the class of World War II mariners.

Sponsored by Rep. John Garamendi (D-Calif.), the bill attracted almost 302 co-sponsors prior to consideration by the full House, which approved it unanimously.

The measure now goes to the Senate where a similar effort is being led by Alaska Sen. Lisa Murkowski.

"Throughout the Second World War, our armed forces relied on the Merchant Marine to ferry supplies, cargo and personnel into both theaters of operation, and they paid a heavy price in service to

their country," Garamendi says.

"The Merchant Marine suffered the highest per capita casualty rate in the U.S. Armed Forces during World War II."

"An estimated 8,300 mariners lost their lives, and another 12,000 were wounded, to make sure our service members could keep fighting."

"Yet, these mariners who put their lives on the line were not even given veteran status until 1988."

A Congressional Gold Medal would give them the recognition they deserve, and that's why I introduced this bill: to give these veterans and their families the honor and respect they are owed."

"I'm pleased that this bill has passed the House and I will work to ensure it passes the Senate and becomes law," he said.

Automated boredom among newest maritime risks

Increasingly automated onboard operations are turning seafarers into 'machine minders' and are serving as a 'breeding ground for boredom at work', according to a new study by French maritime medical experts.

Research published in the International Maritime Health (IMH) journal has warned that the impact of monotonous tasks at sea may reduce attention and vigilance, increase the risk of accidents, and lead to higher levels of smoking, drinking, eating disorders and addictive behaviours amongst crew members.

The study, carried out by members of the French Society for Maritime Medicine, says that increasing industrial automation is posing a growing problem and it points to similar research undertaken in the aviation and road transport industries examining the effects of repetitive tasks and little or no intellectual stimulus.

A condition described as 'automation complacency' has been diagnosed amongst airline pilots, in which they

can become over-reliant on automated systems and fail to exercise sufficient vigilance or sustained attention. In some cases, they rely on automation rather than exercising their manual pilot skills and abilities.

Some airline pilots complain that modern cockpit systems make it harder for them to revert to manual mode and that their job satisfaction has declined as a result of becoming 'system monitors more than pilots'.

Psychologists commonly define boredom as 'a state of low arousal and dissatisfaction attributed to an inadequately stimulating situation'. Boredom occurs when workers are faced with a monotonous life combined with frustration, the IMH paper notes. "This combination is often found among seafarers, because of the monotony of work onboard, routine deck-work or using machinery, being on watch, or doing maintenance tasks, especially at sea," it adds.

Jones Act among offshore supply chain considerations in wind farm construction

Offshore wind — the use of wind farms constructed in the ocean to harvest wind energy to generate electricity — is quickly becoming the new frontier for "clean" (i.e., low carbon) energy.

In recent years, offshore wind costs have tumbled, leading to significant potential growth in the industry. However, US offshore wind developers setting up their supply chains need to be prepared to navigate a complicated regulatory scheme involving overlapping federal and state laws, and adequately protect themselves with contracts that reflect the unpredictability of building wind turbines in the ocean. Offshore wind supply chain ventures will also likely face environmental opposition, despite the clean energy moniker.

As a general matter, a complex framework of laws and regulations has shaped the development of US offshore wind. Federal laws are the primary legal regime governing project development, but state laws also contribute significantly. Section 388 of the Energy Policy Act of 2005 gave the US Secretary of the Interior authority over offshore energy facilities on the outer continental shelf (OCS). The Interior Department's Bureau of Ocean Energy Management (BOEM) then issued the final regulations establishing the offshore renewable energy program in 2009. BOEM issues permits for projects on the OCS which is exclusively federal jurisdiction. However, the undersea export cables that transport offshore power to onshore substations cross through state territory and trigger state laws and regulations.

On average, offshore wind developers can expect to spend seven to 10 years in the planning and construction process

Car carrier casualty cut up expected

Officials overseeing the salvage of the overturned Golden Ray in Brunswick, Georgia have opted to dismantle the vessel in place in lieu of refloating it due to environmental concerns.

The new plan will inevitably ensure the timeline for removing the vessel will be measured in months, if not longer.

The Unified Command says experts engaged in the response have determined that it is not possible to safely right and refloat the vessel in a fully intact condition.

"Consequently, Unified Command is developing plans to remove all of the M/V Golden Ray's hull, components, and cargo by disassembling the vessel in place. This remains a complex situation but additional information about the removal plan and the expected timeline will be shared with the public as and when available," the Unified Command said in an update on the operation.

More than 225,000 gallons of fuel have

Oceangoing tug Bourbon Rhode sunk in eastern Atlantic storm; 3 rescued, 10 lost

The death toll for the Bourbon Rhode sinking has risen to three, with eight missing, after Bourbon announced that the bodies of two mariners were recovered at sea last night and transferred on the French navy frigate Ventôse.

The Luxembourg-flag tug supply vessel Bourbon Rhode was in transit 1,200 nautical miles off Martinique Island and 60 nautical miles South-South East from the eye of category 4 hurricane Lorenzo when she began taking on water at the stern in the adverse weather conditions. It was confirmed that the vessel has sunk. So far, rescue teams have recovered a lifeboat with three Bourbon Rhode crew

members safely on board.

before commercial operations begin, much of it focused on, and directly impacted by, their supply chains. Major components of the federal environmental review process include compliance with the National Environmental Policy Act (NEPA), the Endangered Species Act (ESA) and the Migratory Bird Treaty Act (MBTA), among others. Failure to adequately comply with any of these regulations can result in significant project delays.

Further, the Jones Act requires that the transportation of construction materials or passengers from the US to a construction vessel that is considered a point in the US a necessity for offshore wind supply chains use only "coastwise-qualified vessels." Coastwise-qualified vessels are those that (1) were built in the US and never rebuilt abroad; (2) are primarily owned and controlled by US citizens; (3) have primarily US crews; (4) are US-flagged; and (5) have coastwise endorsements from the US Coast Guard. There is an important exception to the coastwise-qualified vessel requirement for installations that remain stationary. This distinction may impact supply chain operations as well. For example, offshore wind developers will need to use coastwise-qualified vessels when shipping building materials to wind turbine building sites from US ports. However, the actual construction vessels that remain at the sites to build the wind turbines need not be coastwise qualified as long as they remain stationary.

In short, offshore developers putting their supply chains together face a much greater degree of difficulty than that posed by normal contracting. Caution and risk management are advised, as the industry continues to develop.

been removed from the vessel to date, including lightering of forward fuel oil tanks. Lightering of the remaining fuel and lubricant tanks continues.

The pure car and truck carrier Golden Ray was carrying about 4,200 vehicles when it lost stability and grounded in St. Simons Bay as it departed Georgia's Port of Brunswick on September 8. Four of the ship's twenty-four crew members were initially reported missing, but they were later located and rescued after some 30 hours stuck inside the vessel.

Officials at the port commended the Brunswick Bar pilot for intentionally grounding the ship, preventing an even worse disaster.

The Marshall Islands-flagged Golden Ray is operated by South Korean logistics company Hyundai Glovis and has capacity to carry 6,933 vehicles. The next port of call was Baltimore, according to AIS data.

members safely on board.

The research operations carried out by the French authorities with the support of the U.S. authorities are part of exceptional measures, further intensified in recent days, said Bourbon in a statement. Since the beginning of the operations on September 26, 10 commercial vessels have been mobilized in the area. Daily overflights are performed by a Falcon 50 of the French Navy, supported by a C 130 Hercules aircraft from the U.S. Coast Guard. The Navy frigate, accompanied by its helicopter, is at the heart of the system and coordinates the grid of nearly 40 search areas.

Heroines of the American Merchant Marine



Captain Nancy Wagner

All eyes follow Nancy Wagner, the first female cadet at the U.S. Merchant Marine Academy in Kings Point, on her first day in 1974. Wagner, who graduated in 1978, became the first woman ship pilot in the United States in 1990. She is now the only female San Francisco bar pilot, guiding ships to port for 200 miles of waterways in the San Francisco Bay Area, and one of only two dozen or so female bar pilots out of a total of 1,100 throughout the country.

Wagner, whose father, Jules "Red" Wagner, was a 1945 Kings Point graduate, said pursuing a merchant marine life "is a very difficult career choice, no matter if you're a man or a woman," because of the physical and emotional demands of the job. Wagner graduated from King's Point and sailed in tankers before becoming a San Francisco Bar Pilot. After many years of remarkable maritime expertise and demonstrated safe operations, she now enjoys a secure retirement and serves as a model of achievement and mentor to maritime working women.

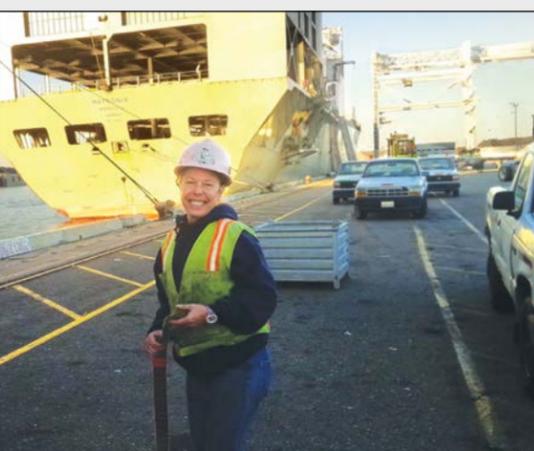


AB Yvette Cavan and AFSS Training Representative Berit Eriksson discussing AS/D requirements at SUP HQ. Aboard the APL Agate, AB Jill Holleman is part of the gang splicing mooring lines with Arsenio Purganan, Wilson Abanto, Ramon Duran, Dave Larsen and Raul Guillen. Right: Demonstrating in the plaza outside Oakland City Hall is SUP pensioners and activists Diane Ferrari and Bill Berry.



"I'm not a lady; I'm a hell-raiser. You ought to be out raising hell. This is the fighting age. Put on your fighting clothes."

—Mother Jones



In the APL Cyprine on the East Coast run was the SUP crew of AB's unidentified SUP brother; Lucy Bishop, unidentified SUP brother, Chris Halberg, Bosun Robert Jones and AB Jennifer. AB Eve Sullivan after signing on aboard APL's containership President Kennedy in Long Beach and AB Rhonda Benoit in Matson's Kauai (Matsonia in the foreground) hooking up stores on the dock in Oakland California.



"Women are leaders everywhere you look—from the CEO who runs a Fortune 500 company to the housewife who raises her children and heads her household. Our country was built by strong women, and we will continue to break down walls and defy stereotypes."

— Nancy Pelosi

World Maritime Day highlights gender equality in maritime

This year's World Maritime Day celebration brought attention to the importance of gender equality in the maritime industry and especially the contribution of women within the sector.

World Maritime Day is an International Maritime Organization event celebrated each year on September 26 to celebrate the crucial role that the international maritime industry's has on the global economy. Each year the IMO selects a theme to raise awareness about issues facing the industry. This year's theme of

"Empowering Women in the Maritime Community" had the goal of promoting gender equality and empowering women and girls in maritime.

"Empowering women fuels thriving economies across the world, spurs growth and development, and benefits everyone working in the global maritime community in the drive towards safe, secure, clean and sustainable shipping," the IMO said on its website.

According to the IMO, women represent only 2% of the world's 1.2 million

seafarers, with 94% of female seafarers working in the cruise industry.

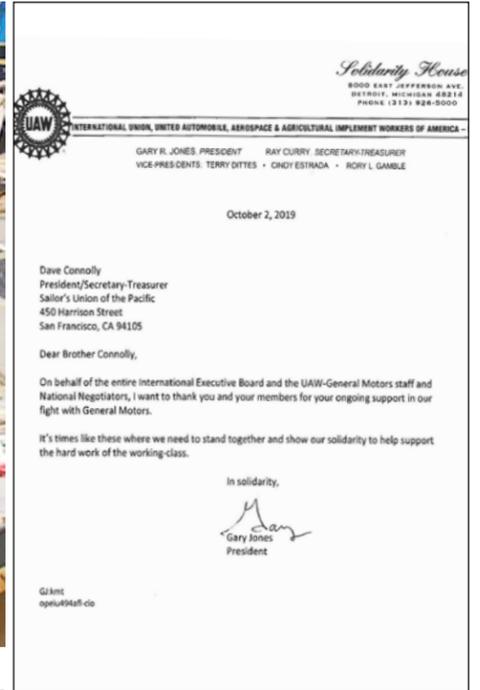
"Shipping has historically been a male-dominated industry and that tradition runs long and deep," the IMO says. "However, IMO believes that empowering women fuels thriving economies, spurs productivity and growth, and benefits every stakeholder in the global maritime community. Through its Women in Maritime gender equality and capacity-building programme IMO encourages its Member States to enable women to train alongside

men in their maritime institutes and so acquire the high-level of competence that the maritime industry demands."

"IMO supports gender equality and the empowerment of women through gender specific fellowships; by facilitating access to high-level technical training for women in the maritime sector in developing countries; and creating the environment in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes," the IMO adds.



Aboard the President Truman at sea AB Blank Bland, Isagani Cruz, and bosun Dale Gibson doing sailor's work on the bow.



Fund transportation projects to fend off recession

“The economy has made steady improvements since the Great Recession of 2008, but recovery has disproportionately favored wealthier Americans,” says Larry Willis, president of the AFL-CIO Transportation Trades Department.

“Even today, wages for low- and middle-income earners remain stagnant,” he wrote in an opinion piece in Business Insider.

“Our manufacturing sector--traditionally a source of good middle-class jobs and an indicator of economic health--is facing serious problems.”

“While no one can predict what the markets will do or what the future holds, there are immediate steps lawmakers can take to both buffer against fear of an economic slowdown and rebalance America’s economy in favor of working people.”

“Chief among them: massive investments in our transportation system and infrastructure.”

As evidence of the need for transportation infrastructure investments, Willis cites problems we are all familiar with: “Mind-numbingly long lines at airports, soul-crushing commutes, broken buses and subway cars, and paralyzing congestion at our nation’s seaports.”

Failure to adequately maintain our transportation network makes the U.S. less competitive than the majority of our trading partners.

It also costs American households more than \$1,000 each year in wasted time, fuel, car repairs and related expenses.

These and other problems are destined to worsen if the country slips into recession.

“Creating millions of middle-class jobs by rebuilding our country is a proactive step policymakers can take now to get ahead of any pending economic slide,” Willis says.

“Every \$1 billion invested in transportation infrastructure creates more than 21,000 good jobs across multiple sectors of the economy, including construction, operations, maintenance and design.”

Our manufacturing base is further strengthened when federal dollars are paired with strong Buy America laws, which require buses, trains, steel and oth-

er materials be manufactured in the U.S.

Unlike jobs in the growing on-demand economy--like those in Amazon warehouses or through apps like Grubhub--positions in transportation, infrastructure and manufacturing are more likely to pay living wages, come with benefits like health insurance and retirement plans, and be stable.

“That’s in no small part because of the high union density and strong tradition of collective bargaining in these sectors,” Willis says. And today, the cost of capital is historically cheap.

“Investing now, when interest rates are low--and before the backlog of maintenance gets even worse--makes the best financial sense,” he argues.

Money to improve, expand and make our ports “the best in the world” should come from the Harbor Maintenance Trust Fund, which instead of being spent on maritime projects is today being diverted to other uses by lawmakers.

“Fully funding our national passenger rail system will address a backlog of maintenance issues and ensure communities across the country have access to this vital transportation option for years to come.”

“Finally,” Willis says, “our political leaders should commit to investing in transformative projects like high-speed rail in California and the Gateway Program in the Northeast, which are both urgently needed but have become targets of petty politics.”

“We can put millions to work rebuilding our transit systems, airports, rail lines, roads and bridges. We can cement America’s status as a world economic leader. We can breathe new life into our middle class, boost our manufacturing sector and provide a healthy counter to looming worldwide economic woes.”

“The only question that remains is whether or not our elected leaders have the political courage to do what is right,” he concludes.

AFL-CIO Transportation Trades Department affiliates includes the SUP and 32 other transportation sector unions.

GM tentative deal reached: ratification vote pending

The United Auto Workers’ proposed tentative deal with General Motors includes the closure of three U.S. plants, including a large assembly plant in Lordstown, Ohio, according to the union.

The plants, including two powertrain operations in Michigan and Maryland, had been earmarked in November to end production this year, but the Detroit automaker had to negotiate the closures as part of contract negotiations with the union. A parts distribution facility for GM in Fontana, California, also would close under the four-year deal.

A fourth plant in Detroit that was also slated for closure, as previously reported by CNBC, will be spared to build a new all-electric pickup for the automaker, if the deal is ratified. The assembly plant is still slated to end production of the Cadillac CT6 and Chevrolet Impala by January.

A timeframe for production of the pickup and the complete closures of the other U.S. facilities was not disclosed by the union, however the three plants were already idled by the automaker earlier this year. GM declined to comment.

GM, in a statement, said it remains “committed to future investment and job growth” in Ohio. The company told the union it would bring battery cell production to Mahoning Valley, a region that includes Lordstown in Ohio.

The plans, according to GM, would cre-

ate about 1,000 manufacturing jobs, and include the sale of Lordstown to Lordstown Motors Corp., a new company that plans to build electric pickups for commercial fleet customers. That company plans to initially create 400 jobs, GM said.

The sale of the plant and battery cell production, according to the company, are not covered under the proposed tentative agreement. GM, according to a person familiar with the negotiations, is expected to invest \$9 billion in manufacturing operations as part of the deal, including the battery cell production. About \$7.7 billion of that would be “direct” investment in current U.S. plants.

The UAW did not disclose the total expected investment in its summary of the deal that was released.

The agreement would also pay most union members an \$11,000 “ratification” bonus once the contract is signed. Temporary workers, who have a shortened path to becoming permanent employees as part of the deal, would receive \$4,500 ratification bonuses.

Local union leaders and UAW members still must approve the deal, which could end the union’s 32-day strike against the company. About 200 local union leaders are meeting in Detroit to vote on the proposed deal as well as decide whether workers will return to work during an expected weeks long voting process for members.

Massive activation of reserve fleet

continued from page 1

“When our ships are sailing in a contested environment, the threats they could face are evolving all the time,” Lynch said. “The biggest threats we face include hostile submarines and mines, and these are the threats we were training for during the turbo activation.”

“We were also training the crews to sail their ships as quietly as possible to counter electromagnetic ship’s signatures because our vessels also could face anti-ship ballistic missiles, cruise missiles fighter aircraft and enemy bombers,” he added.

Additionally, the ships’ bridge teams sailed their ships through a simulated mine field, established ‘darken ship,’ and ensured there was no unauthorized transmissions emanated from personal devices such as cellular phones and laptop computers.

“The service members and mariners who conducted the turbo activation did great,” Lynch said. “The mariners who sailed aboard the MSC ships had performed similar training evolutions in the past so they were familiar with the requirements and executed very well.”

Before the tactical, at-sea portion of

the exercise, each ship completed ‘sea trials,’ which were designed to inspect the vessels’ material readiness and ability to be crewed and able to get underway on a shortened time-line. The sea trials inspection began September 16, upon commencement of the activation, while the ships were still in port.

SUP President Dave Connolly joined with other maritime labor voices to note the remarkably efficient dispatch of qualified seagoing mariners across the broad workforce spectrum of seapower. “We’re ready for anything,” he said.

Prior to getting underway, each ship tested its generators and auxiliary systems, main engines, mission essential cargo gear, secure communications systems and platform habitability.

“I think that this turbo activation was just the beginning,” concluded Lynch. “I hope that we continue doing these exercises. From a material readiness perspective, these ships are 40-plus years, so I think it is important that we continue to test this capability and perhaps perform even longer and more comprehensive testing and see how these ships will perform.”

DEFEND THE JONES ACT SUPPORT THE SUP POLITICAL FUND

**APPENDIX A
MANNING**

The following Appendix is intended to set forth the types and vessels and the manning for such vessels as are now in the APL Marine Services Maritime Security Program (MSP) Fleet. It shall be amended from time-to-time as changes occur in the composition of said fleet

It is intended to cover vessels by type or by department, as the case may be, not including "ships of radically different design or characteristics" referred to in Section 3(b).

The manning scales deleted from the 1969 through 2018 Agreements shall apply if a vessel falling in these categories is placed into operation.

5500 CLASS CONTAINERSHIP

MV ex-APL BELGIUM, **PRESIDENT WILSON**

EAGLE EXPRESS SERVICE (EX-1)	FEEDER SHIPS (GSX, JMX SERVICES)
PRESIDENT KENNEDY	APL GUAM
PRESIDENT CLEVELAND	APL SAIPAN
PRESIDENT FD ROOSEVELT	APL GULF EXPRESS
PRESIDENT EISENHOWER	
PRESIDENT TRUMAN	

<u>Deck Department</u>	<u>Offshore Trade</u>
Bosun/AB/Dayworker	1
AB/Dayworker	2
AB/Watchstander	2
AB or STOS/Watchstander	1
Total	6

The Specially Trained Ordinary Seaman (STOS) shall be defined as an Ordinary Seaman possessing, in addition to entry level Merchant Mariner's document, all of the qualifications necessary for certification by the United States Coast Guard as a Rating Forming Part of a Navigational Watch (RFPNW). Those qualifications shall include the valid certificates attesting to completion of Basic Safety Training, **Vessel Personnel with Designated Security Duties**, a minimum of sixty (60) days of qualifying seetime with a valid certificate attesting to course completion of RFPNW or a minimum of one hundred-eighty (180) days of sea time without an RFPNW certificate, and the completed watchstanding competency assessments. The parties agree to adjust these rules as necessary by mutual agreement in accordance with all applicable law and regulation.

Qualifying OS/RFPNW's shall be paid at the OS Rate noted in Annex 1A. Ordinary seamen who are eligible to upgrade to Able Seaman and who do not upgrade to Able Seaman, shall not be eligible to ship in the STOS billet except by mutual consent of the parties. In the event that a qualified OS/RFPNW is not available for a dispatch, the parties agree that an AB shall be dispatched and paid at the AB rate of pay. STOS's shall be shipped to the new billets by attrition commencing October 1, 2005. All other provisions of the SUP Shipping Rules shall apply.

Medical Examination

Under the terms and conditions of the SUP, MFOW, SIU Seafarers Medical Center Agreement, no member shall be registered or dispatched during regular registration or dispatching hours unless they have their physical examination card in their possession showing that the full and complete physical examination has been passed within the preceding 365 days; also a member reporting to the Union Hall for registration or for shipping shall present their health card. **All crew members must hold a valid USCG-issued STCW Medical Certificate to be signed on a Company vessel. The term "valid" shall mean that the STCW Medical Certificate does not expire during the crew member's assignment.**

This corrects the typographical/editorial error published in the April WCS.

APLMS/SUP Wage and Overtime Rates Maritime Security Program

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

Effective October 1, 2019

	Wages		Supp. Benefit Base		Supp. Benefit		Money Purchase Pension Plan
	<u>Monthly</u>	<u>Daily</u>	<u>Monthly</u>	<u>Daily</u>	<u>Monthly</u>	<u>Daily</u>	
Bosun	\$5,918.60	\$197.29	\$6,099.44	\$115.22	\$3,456.55	\$25.00	
A.B.	\$4,174.13	\$139.14	\$4,558.57	\$86.11	\$2,583.34	\$25.00	
AB Watchstander/							
Daystander	\$4,174.13	\$139.14	\$4,558.57	\$86.11	\$2,583.34	\$25.00	
O.S.	\$3,201.64	\$106.72	\$3,577.93	\$67.59	\$2,027.61	\$18.51	

OVERTIME RATES

The hourly overtime rate for all ratings except the Ordinary Seaman (STOS)	\$34.07	Money Purchase Pension Plan
Ordinary Seamen (STOS).....	\$25.56	Daily

CARGO RATES

The hourly cargo rate for all ratings:

Straight Time Hours	\$25.56
Overtime Hours	\$42.09

SHORTHANDLED (Section 7 SUP Work Rules)

Bosun.....	\$58.15
A.B.	\$43.82
STOS	\$32.87

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$32.53	\$25.00
Overtime Hours	\$53.48	
A.B.		
Straight Time Hours	\$31.17	\$25.00
Overtime Hours	\$51.36	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$28.80	\$25.00
Overtime Hours	\$47.91	
Straight Time Hours	\$27.18	\$25.00
Overtime Hours	\$45.80	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun	
Straight Time Hours	\$38.78
Overtime Hours	\$58.17
A.B. and STOS	
Straight Time Hours	\$29.20
Overtime Hours	\$43.82

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings	\$20.81
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TIME BACK RATES

Bosun.....	\$24.66
A.B.	\$17.39
STOS	\$13.34

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	\$1,752.83
Vice President/Assistant Secretary-Treasurer	\$1,637.13
Branch Agent	\$1,637.13
Business Agent	\$1,607.79

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.

Patriot Contract Services Watson-Class LMSRs

Effective October 1, 2019

Full Operating Status (FOS)

	Wages			Supp.	Supp.	Supp.	Money	
	<u>(56 hour week)</u>		OT	Benefit Base	Benefit	Benefit	Purch.	
Rating	Monthly	Daily	Hourly	Monthly	Monthly	Daily	Plan	Pension
Bosun	\$8,097.98	\$269.93	\$34.11	\$5,732.58	\$2,866.29	\$95.54	\$20.00	\$20.00
AB	\$6,405.51	\$213.52	\$26.29	\$4,434.82	\$2,217.41	\$73.91	\$20.00	\$20.00
OS	\$4,571.95	\$152.40	\$20.85	\$3,125.58	\$1,562.79	\$52.09	\$20.00	\$20.00

FOS Supplemental Benefits: fifteen (15) days for each thirty (30) worked or pro rata thereof.

Reduced Operating Status (ROS)

				Daily Money			
Rating	Weekly Wage	Daily Wage	OT Rate	Purchase Plan	Pension		
Bosun	\$1,536.03	\$219.43	\$34.11	\$20.00	\$20.00		
AB	\$1,204.38	\$172.05	\$26.29	\$20.00	\$20.00		
OS	\$922.25	\$131.75	\$20.85	\$20.00	\$20.00		

ROS Supplemental Benefits: one and one-half (1½) days for each thirty (30) days worked or pro rata thereof.

“Pirate attack” was attempted fraud

In a ruling, the High Court of London ruled that the tanker *Brillante Virtuoso* was irreparably damaged not by pirates, as her owner and banker claimed, but by a group of conspirators. Justice Nigel Teare found that the owner's claims of piracy were improbable, and he reached the “firm conclusion” that the attackers intended to destroy the vessel, that they had the assistance of the master and chief engineer as they went about the task, and that the owner orchestrated the scheme in order to defraud his insurer.

On July 6, 2011, *Brillante Virtuoso* was drifting off Aden, awaiting a team of unarmed security contractors before transiting Bab el-Mandeb. A small boat approached carrying seven masked, armed men. The men informed the crew that they were “security,” and they came aboard with the master's permission. (The disputants in the case agreed that the boarding party's members were likely current or former Yemeni Coast Guard or Navy servicemen.) They ordered the crew to the day room, and escorted the master to the bridge and the chief engineer to the engine room.

On the bridge, at about 0024, they ordered the master to make way for Somalia, which would require a course east-southeast. Instead, he steered southwest, towards Djibouti and away from Somalia. At about 0228, the engine came to a stop, either due to mechanical failure or to the chief engineer's actions. At 0245, the attackers detonated an IED in the fuel purifier room, starting a fire. An accelerant and additional fuel caused the fire to spread. The attackers departed, and the chief officer made a distress call reporting a pirate attack (at 0303). The SSAS was activated at 0306. The master and crew (except for the chief engineer)

abandoned ship at 0416 and were rescued by the cruiser *USS Philippine Sea*.

The chief engineer remained on board for the next two hours, but did not carry out standard engine room fire-fighting provisions like shutting down vents, closing off remotely-activated fuel valves or activating the fixed firefighting system.

After a survey of the fire damage, the vessel was judged a total loss, and owner Marios Iliopoulos and banker Piraeus Bank filed a \$77 million insurance claim. As the case proceeded, Iliopoulos declined to provide electronic documents related to the case to his own counsel or to the plaintiffs, raising questions for the court.

In his ruling on the case, Justice Teare noted multiple inconsistencies in the owners' account of the attack. The incident occurred within Yemeni waters off Aden, a location where Somali pirates had never attempted a boarding before (and have not since). In VDR recordings, the attackers identified themselves as “security,” suggesting that if they were pirates, they would have had to have known that the vessel was awaiting a security detail. They brought with them an incendiary device. The master allowed them to come aboard, even though they were masked and armed and the ship was awaiting an unarmed security team. When directed to steer towards Somalia, the master selected a much different heading, but the attackers did not detect this or correct it.

“I do not consider that there is a plausible explanation of the events which befell *Brillante Virtuoso* which is consistent with an innocent explanation,” Teare wrote. “I have found that in the present case a group of armed men, on the instructions of the Owner, were permitted to board the vessel and set fire to it, as part of an attempt by the Owner to defraud the Underwriters.”

A look astern: the US Merchant Marine pre-dates the Republic

On Oct. 13, 1775 — nearly nine months before the nation declared its independence from the British Empire — the Second Continental Congress authorized the creation of the Continental Navy.

Plans called for the construction of 13 frigates by shipbuilders scattered around the colonies, but constructing warships from scratch would take time.

To provide an immediate force, Congress merely had to look at the commercial docks in Philadelphia to find vessels and men suitable for transforming into warships and sailors.

American merchant ships and their mariners adopted the banner of the Continental Navy. Men such as John Paul Jones and John Barry achieved success as naval officers after relinquishing their commercial profession.

On April 30, 1798, after attacks against American merchant ships off the North African coast, the Congress made the Navy into a separate cabinet department. Previously, naval matters were handled solely by the War Department.

President John Adams selected a merchant, Benjamin Stoddert, as the nation's first Secretary of the Navy.

Editor's Note: To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$50 per year international.

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Welfare Notes October 2019

Unfit For Duty

If you are Unfit for Duty, your eligibility for coverage may be extended; however, you must have your attending physician submit documentation to the SUP Welfare Plan including the date he treated you and the dates of your Unfit for Duty. Extensive information of your disabling condition is not required. Your employer will not automatically send documentation to the Plan office if you are injured on the ship. Periodic updates of your status should be submitted if your disability continues.

Unfit for Duty does not automatically add time onto the eligibility period. The extension of eligibility due to Unfit for Duty is dependent upon the Unfit For Duty dates and the Fit For Duty date.

When an eligible member becomes Fit for Duty he has 3 months starting in the month after becoming Fit for Duty to work 60 days to continue his eligibility.

As an example if a member's eligibility period is 02/01/19 through 01/31/20 and he becomes Unfit For Duty in March 2019 and becomes Fit for Duty in June 2019, his eligibility is not extended. In this example the Fit For Duty date would make July, August, and September the time frame for him to work the 60 days needed to keep eligibility from lapsing. The eligibility period, however, covers him through January 2020 so the Unfit for Duty would not affect the eligibility period.

If a member with an eligibility period of 02/01/19 through 01/31/20 became Unfit for Duty in October 2019 and Fit for Duty in February 2020, his eligibility would be extended for February 2020, as well as, the months of March 2020, April 2020, and May 2020 when he would have to work at least 60 days to keep his eligibility from terminating.

If the member in this example failed to work 60 days between March 2020 through May 2020, eligibility would terminate in the month following the last extension month (May 2020) and the member must work 120 days within 12 months to become eligible again.

Time worked in the extension months after becoming Fit for Duty does not count for the 120 days within 12 months required if eligibility is terminated. Participants who regain eligibility after being terminated must enroll in a plan again.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin, MPP Plan, 401(k) and Death Benefits martinpatty59@sbcglobal.net

Gina Jew, Claims gina@marinersbenefits.org

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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

MarAd continues push for recapitalization and rebuild of ready reserve fleet

Maritime Administration officials discussed the need to recapitalize the Ready Reserve Force fleet with representatives of shipping companies earlier this month.

Vessels in the RRF are, on average, 44 years old.

It is difficult to maintain and repair ships of this age, especially since some have power plants and equipment that are no longer available in commercial service.

Gen. Stephen Lyons, head of U.S. Transportation Command and Rear Adm. Mark Buzby, the maritime administrator, have informed lawmakers of their concerns about the sealift fleet.

Lyons testified in March that the RRF currently “can generate only 65% of the required capacity and is rapidly approaching end of useful life.”

MARAD has developed a plan to phase out the oldest ships, in particular the 26 steam vessels.

Participants in this month's meeting at MARAD discussed a proposed vessel

acquisition schedule that, contingent on Congress appropriating the necessary funding, could lead to contract awards for replacement vessels as early as the spring of 2020.

If funding can be secured, the plan would involve the replacement of 26 RRF vessels between 2021 and 2048.

The vessels in the RRF fleet are berthed at strategic locations around the country; each is to remain in a state of readiness such that it can sail within five days.

America relies on the 46 RRF vessels, along with 15 Military Sealift Command-contracted ships, for surge sealift operations to enable the rapid mass movement of Department of Defense equipment and supplies in times of national or humanitarian emergencies.

MARAD is responsible for ensuring that an adequate number of U.S.-flag commercial ships, and a sufficient number of civilian merchant mariners, are available to meet all the country's national security requirements.

Coast Guard seeks comments on use of electronic charts and publications

The Coast Guard has issued a notice requesting comments on Navigation and Vessel Inspection Circular 01-16 Change 2--Use of Electronic Charts and Publications in Lieu of Paper Charts, Maps, and Publications.

The Navigation and Vessel Inspection Circulars provides that U.S. vessels may access navigation publications electronically, through underway connectivity, to meet domestic carriage and Safety of Life at Sea certification requirements.

Maritime alert for Celebes Sea

The U.S. maritime authorities have warned of a threat to vessels transiting in the vicinity of Matakang and the Pom-Pom Islands of Malaysia in the Celebes Sea. The alert cites reports that terrorists in the Abu Sayyaf Group are threatening to kidnap tourists.

Mariners and vessels are also at risk. The group may use two high-speed boats armed with automatic weapons. Vessels are advised to exercise caution when transiting this area.

Abu Sayyaf terrorists have been blamed for the Sept. 23 kidnapping of three people from a Malaysian fishing boat near Tambisan Island, Lahad Datu, Sabah. Local media reported that in that incident, two trawlers were boarded. The three crewmembers were abducted from one vessel; documents and mobile phones were taken from the fishermen aboard the other.

In June, terrorists kidnapped 10 crewmembers from two other fishing boats off the coast of Malaysia's eastern Sabah.



Aboard Matson's Kamokuiki AB's Dave Rowland, Chris Go, Rico Ecalnir, and the Bosn Brandon Keopuhiwa on the dock in the SUP's first ever port call in Darwin Australia.

House to consider Harbor Maintenance Bill Trust Fund Bill

The United States House of Representatives is set to consider H.R. 2440, which calls for the full utilization of the Harbor Maintenance Trust Fund. The bill may be presented in the House under "suspension of the rules."

Suspension of the rules is a procedure that the House of Representatives often uses on the floor to act expeditiously on legislation. When a bill or some other matter is considered "under suspension," floor debate is limited to 40 minutes, all floor amendments are prohibited, and a two-thirds vote is required for final passage.

"We strongly support the full utilization of the Harbor Maintenance Trust Fund for intended purpose," said William P. Doyle, CEO and Executive Director of the Dredging Contractors of America (DCA).

"This bipartisan bill makes it easier for Congress to appropriate any funds collected in the Trust Fund for authorized harbor maintenance needs, including the existing \$9.3 billion balance in the Trust Fund. The legislation enables the expenditure of approximately \$34 billion over the next decade, which will allow the U.S. Army Corps of Engineers (Corps) to dredge all Federal harbors to their constructed widths and depths," Doyle said.

This past April, House Committee on Transportation and Infrastructure Chairman Peter DeFazio (D-Oregon), Committee Ranking Member Sam Graves (R-Missouri), Chair of the Subcommittee on Water Resources and Environment Grace F. Napolitano (D-California), Sub-

committee Ranking Member Bruce Westerman (R-Arkansas), and Congressman Mike Kelly (R-Pennsylvania) introduced H.R. 2396 the Full Utilization of the Harbor Maintenance

Trust Fund Act, which would unlock billions in already collected fees to maintain our nation's Federal ports and harbors.

In 1986, Congress enacted the Harbor Maintenance Tax (HMT) to recover the operation and maintenance dredging costs for commercial ports from maritime shippers. The HMT is directly levied on importers and domestic shippers using coastal or inland ports as a 0.125% ad valorem tax on the value of imported cargo and is typically passed along to U.S. taxpayers on the purchase of imported goods or services. These revenues are deposited into the Harbor Maintenance Trust Fund within the U.S. Treasury from which Congress currently appropriates funds to the Corps for harbor maintenance dredging.

According to the Congressional Budget Office (CBO), the Harbor Maintenance Trust Fund will collect an additional \$24.5 billion in new revenues, including interest, over the next 10 years, on top of the estimated \$9.3 billion in previously collected but unspent revenues.

Yet, according to CBO, Federal appropriations from the Trust Fund are only estimated to total \$19.4 billion over the same decade, resulting in the Trust Fund balance reaching \$14.4 billion in fiscal year 2029.

Two Liberian companies fined \$1.8 million for oil pollution and obstruction of justice

Two Liberian shipping companies, Chartworld and Nederland Shipping Corp., pled guilty last week to attempting to cover up vessel oil pollution and failing to notify the Coast Guard of a hazardous hull leak.

The story began when the Coast Guard conducted a Port State Control inspection of the NEDERLAND REEFER on Feb. 21 of this year.

Inspectors found that the chief engineer had manipulated the monitoring device on the oily water separator with the aim of discharging untreated oily bilge water at sea.

To conceal the illegal discharges, the chief falsified the vessel's oil record book and engaged in witness tampering.

Inspectors also discovered that on Dec. 30 of last year, the NEDERLAND REEFER's bilge holding tank had sprung a leak below the waterline and begun taking on seawater.

Chartworld and Nederland Shipping failed to report this hazardous condition to the authorities, which is a serious MARPOL violation.

As part of the plea agreement, the companies agreed to pay a criminal penalty of \$1.8 million and to serve a four-year probation term with a court-appointed monitor and an independent auditing company.

Oil tanker charter rates at eleven year high *continued from page 1*

the Far East were more than \$120,000. Average earnings for supertankers picking up cargoes from around the world hit \$94,124 a day, up from \$18,284 on Sept. 25, when Washington blacklisted the Cosco fleet.

"VLCCs to Asia are a rare commodity, the market is red hot and will stay that way while the U.S. sanctions on Cosco ships are in place," said the broker, who asked not to be named because he isn't authorized to talk to the media.

Senior U.S. and Chinese officials squared off in trade talks at a pivotal moment in the countries' relationship with President Trump planning to meet with the head of the Chinese negotiating team, Chinese Vice Premier Liu He, when the talks are scheduled to conclude.

People with knowledge of the matter said the Chinese delegation planned to bring up the tanker ban during the talks.

Cosco Energy's parent company, state-owned Cosco Shipping Group, is the world's biggest shipping operator in terms of overall capacity, operating more than

1,100 vessels of all types, including container ships, tankers and bulk carriers. The company is also a part of Beijing's multitrillion-dollar Belt and Road initiative that aims to establish infrastructure and distribution channels to help extend China's influence around the world.

The Cosco tanker ban covers around 6% of the global VLCC fleet but other factors are leaving shipping capacity tight. Many large tankers and smaller ships are in dry dock being retrofitted with sulfur-trapping exhaust systems ahead of a regulation to clean up ship emissions that goes into effect in January.

"The [freight rate] expectations going into 2020 were already high because of the 2020 climate regulations," said Evangelos Marinakis, chairman of Athens-based Capital Maritime & Trading Corp., which operates 10 VLCCs. "With so many geopolitical and industry-specific factors now pushing the market, it's hard to predict when it will settle. But we expect the current strength to continue well into next year."

Thousands of Chicago teachers out on strike after failing to reach contract deal

One of the nation's largest school districts was closed for a third day as teachers, bus aides, security guards and other school support staffers took to the streets to fight for more resources for city schools.

The strike, which began on Oct. 17, is the latest chapter in the resurgence of labor activism among educators that began in West Virginia in 2016 and has since spread to school districts in Arizona, Oklahoma, California and elsewhere.

Teachers are fighting for smaller class sizes, higher pay, more resources for public schools, more staff support, restrictions on charter schools and, in the case of Chicago, affordable housing.

More than 25,000 educators represented by the Chicago Teachers Union took to the streets, picketing and marching.

They were joined by special education assistants, school security guards and other staffers represented by the Service Employees International Union.

Salary increases are among their demands, but the strikers say they are also

trying to force the district to increase overall staffing levels so that schools no longer have to share nurses, counselors and social workers.

An additional demand: that the city address the lack of affordable housing for teachers and students.

Last year, more than 16,000 students in city of Chicago schools were classified as "homeless."

This means that in addition to teaching, school personnel often have to ensure that students' basic needs--food and clothing--are being met.

"We mean business," says CTU Vice President Stacey Davis Gates.

"It cannot be about politics and personalities. It's got to be about shifting and transforming the infrastructure of inequity."

American Federation of Teachers President Randi Weingarten agrees. "You see a common thread from West Virginia to Los Angeles to Chicago," she says.

"It's about making the sacrifice to help create welcoming and safe environments for our kids and not taking 'No' for an answer."

SUPPORT THE SUP POLITICAL FUND



SUP PRESIDENT'S REPORT

SUP BUILDING CORPORATION

On September 11, along with Jihan Johnson, SUP Controller, and SUP Building Manager Terry Lane, I met with Jim Barron of Anderson Roofing the general contractor replacing the upper main roof of the SUP Headquarters Building. After a review of the project, we contacted the roof tenants on arrangements regarding various operational considerations and the nature and the timeline of the work required. Some of that work included the lifting of trays, movement of tripods, cabinets and other equipment, and the plumbing of drains necessary to the successful completion of a lasting roof of quality. In this meeting and in subsequent meetings and phone calls there were various discussions about roles and responsibilities as well as costs. On September 23 and October 4, along with SUP Vice-President and Building Corporation Secretary Matt Henning, SUP Business Agent and Trustee Roy Tufono, we authorized the adjusted schedule, agreements and activities with contractors, sub-contractors, and tenants. A supplemental general contractor invoice and other arrangements are likely due to the delayed cooperation of tenants in the project. This morning the Trustees of SUP Building Corporation (Paul Fuentes, Berit Eriksson, Roy Tufono, Matt Henning and myself) met again to review the project and other business. The work is now proceeding favorably and nearing completion. A full report on the project is forthcoming pending completion.

CONTINUING COMPETENCY IN BST AND PSC

On September 23, 2019 the Coast Guard's Office of Merchant Mariner Credentialing published three important changes to NVIC regulations, two of which directly affect most seagoing SUP members. The changes are to NVIC 08-14 Basic Training and to NVIC 04-14 Proficiency in Survival Craft and both concern service in vessels that do not get underway or get underway in limited circumstances, such as those vessels maintained in Reduced Operating Status (ROS).

In terms of Basic Training, (BT, formerly known as BST), mariners must provide evidence of maintaining the standard of competence. The Coast Guard will accept onboard training and experience that demonstrates continued competence for some of the BT components, provided that they have obtained at least 360 days of qualifying service in the last five years. Some of those BT components, however, cannot be safely performed onboard a ship, in which case, even if a mariner has 360 qualifying days in the last five years, some continued competency must be demonstrated ashore within a Coast Guard approved training regimen. The overall components are as follows:

Personal Survival Techniques

- Don and use an immersion suit
- Safely jump from a height into the water
- Right an inverted life raft while wearing a lifejacket
- Swim while wearing a lifejacket
- Keep afloat without a lifejacket

Fire Prevention and Firefighting

- Use various types of portable fire extinguishers
- Extinguish smaller fires, e.g., electrical fires, oil fires, and propane fires
- Extinguish extensive fires with water, using jet and spray nozzles
- Extinguish fires with foam, powder, or any other suitable chemical agent
- Fight fire in smoke-filled enclosed spaces wearing self-contained breathing apparatus
- Extinguish fire with water fog or any other suitable firefighting agent in an accommodation room or simulated engine room with fire and heavy smoke
- Extinguish oil fire with fog applicator and spray nozzles, dry chemical powder.

Now, for demonstrating continued competence in BT, the Coast Guard will accept service in any capacity

aboard a vessel that is required to hold regular fire and emergency and abandon ship drills as being relevant to the qualification of BT. Service on government vessels in Reduced Operating Status will be accepted as these vessels are required to hold drills.

Mariners may demonstrate that service on other vessels is relevant by providing evidence that their service included duties relevant to BT and/or that their service included ongoing participation in training and drills relevant to BT. For purposes of continued competence for BT, this service will be credited at day for day (one day of service equals one day of service credit). The Coast Guard may accept discharges, or sea service letters prepared in accordance with current standards, as proof of seagoing service. Mariners who can provide evidence of 360 days of service within the past five years may complete revalidation training to maintain competency for BT. Mariners who cannot provide evidence of this service must complete Coast Guard-approved or accepted refresher training. Refresher training must include assessment of all BT components.

In terms of Proficiency in Survival Craft (PSC), the revision first clarifies or re-emphasizes that to be eligible for the STCW endorsement of PSC an applicant must hold or qualify for the national endorsement as Lifeboatman. It also removes the expired grandfathering provisions. The ongoing competency rules are that a mariner seeking renewal must provide evidence of maintaining the standard of competence as set out in Table-VI/2-1 of the STCW Code every 5 years. The revision's central changes are the guidelines around "Continued Professional Competence" which are similar to the BT requirements in that mariners can demonstrate continued competence in PSC by showing evidence of one year of service in any capacity aboard a vessel that is required to hold regular abandon ship drills (as they are relevant to the qualification of PSC) within the last five years. Service on vessels in Reduced Operating Status (ROS) will be accepted as these vessels are required to hold such drills under 46 CFR Subchapter W.

If such service is not sufficient for the endorsement, mariners who can prove evidence of one year of service within the past five years may complete PSC revalidation training to maintain competency. Mariners who cannot meet the requirement for 1 year of service within the last 5 years will be required to complete an approved PSC course or approved PSC refresher course that includes assessment of all competencies for PSC.

TURBO ACTIVATION

On September 30, the Union was notified by the Maritime Administration (Douglas Harrington, MARAD Deputy Associate Administrator for Federal Sealift) that the U.S. Transportation Command's TURBO Activation (TA-19 Plus) had concluded. MARAD's determined the activation to be a success in both the scale of the exercise and in the results. Of the 27 ships activated, all were crewed and achieved full operating status (FOS). In addition, at the outset of the exercise there were already at least three activated Ready Reserve Force ships in FOS for other exercises, such as Cape Hudson on a specific missions or Cape Victory and others in shipyard delivery transits. The exercise was held at the same time as an additional six ships were activated from the Military Sealift Command Surge Program.

According to government statistics, fiscal year 2019 closed with over 600 Ready Reserve Force days supporting Defense Department operations and exercises, over 350 days of TURBO activations. Only three of the 46 Ready Reserve Force ships were not activated in the 2019 fiscal year. It may further help put the work in context that an MSC commander was later quoted as saying "The turbo activation was a really good test for the union halls' ability to provide enough civilian mariners to get all the ships underway simultaneously." This supports our view that the turbo-activation was far more than a perfunctory exercise of standard capabilities. It was an active and extra layer of testing designed to follow up the expanded simulation or tabletop analysis earlier this year and most importantly within the context of a new strategic response to new threats demanding a

heightened state of readiness.

There are many mental, physical, and organizational aspects of readiness, but a first and critical step is membership maintenance of seaman's credentials and clearances. Because of the unannounced speed of these activations (that often come at inopportune times such as Friday nights), members interested in such work should advise agents on availability and stand prepared to answer the call despite the inconvenience and hardship. Many SUP members over the last six months have done exactly that, and the agents and dispatchers organized them into crews, and they all deserve again special recognition and appreciation. Because of the importance of government work, readiness, and all that it entails, is increasingly fundamental to our survival.

SAN FRANCISCO BAR PILOTS

Along with dock bosun Leo Moore, I met with San Francisco Bar Pilots Port Agent and Capt. Joseph Long, and Marine Superintendent Jason Covell on a operational and disciplinary matter related to a minor incident. Recognizing our roles and responsibilities, we heard management's review of the incident, and the Union subsequently also submitted to the file relevant additional statements and information.

Shortly thereafter, by letter dated October 4, 2019, I notified management of our intent to bargain new contracts for the dispatchers and marine personnel before their expiration on December 31, 2019. President Long swiftly acknowledged receipt and we expect to confer soon to establish tentative dates for negotiations.

In the meantime, along with San Francisco Business Agent Roy Tufono and Vice President Matt Henning, we have held seven caucuses of marine personnel and one with chief dispatcher Peter Winter on the preliminary and intermediate discussion in preparation for bargaining. As has been noted many times, urge all hands to submit suggestions for improvement for thorough all hands review and due consideration. There will be additional meetings and communication in advance of negotiations.

PATRIOT CONTRACT SERVICES

On October 1 the Union was notified by Patriot management that effective on that date the company had been sold to Ryan Libhart, who will also act as Chief Executive Operating Officer. Mr. Libhart is a graduate of California Maritime Academy and has sailed and otherwise worked for Patriot and APL and other companies for the last 15 years. President Lance Bardo, who delivered the news, assumed his new role on June 1st, expressed optimism about existing bids, and said that management intended to explore many available opportunities to grow the business. He also mentioned that Patriot expects to continue its mutually beneficial relationship with its maritime unions, noting that previous owners Tim Gill and Judy Collins will remain on board as General Counsel and Chief Financial Officer, respectively. On behalf of the SUP I congratulated Bardo on the transition and pledged to continue to work with Patriot toward maintaining its status as a premier maritime contractor for the U.S. government.

Separately, I invited by correspondence [see attached communications] Patriot management to apply for participation in the nations fledging Tanker Security Program. In particular, noting Patriot's excellent track record in government contracting, experienced now in tankship operations via the SNLC PAX contract that services military clients in the western Pacific, I argued that Patriot deserves slots in this program. SUP crews have helped make PAX a success expecting on their operational excellence a return of expanded opportunity. "Here it is," the letter concluded, "and we stand ready to assist in the application for this work."

CHEVRON SHIPPING CO.

Management informed the Union of certain benefit design changes that are either pending or newly in place under the Company's employee and retirement

SUP President's Report continued

plans. The changes were issued on a corporate-wide basis but were also subject to individual choices of certain providers based on residence geographics among other things, making a relevant and complete description here impossible. As examples, the affected provisions of the different plans include raising of deductibles, setting lifetime maximums, requiring insurance authorizations for certain drug prescriptions and procedures, and possible elimination of the long-term insurance plan.

Members employed by Chevron should also be aware that the open enrollment period for new or additional coverage with different providers, adding dependent coverage, changes in marital status, etc., is from October 14 through October 25 for changes taking effect on January 1, 2020.

Finally, an invitation (see attached communications) for application to the nation's new Tanker Security Program was extended to Chevron Shipping Company. In particular, the letter noted that "As an industry leading operator of tankships, with a long history of both U.S.-flag and international operations, Chevron Shipping may have a competitive advantage in a bid of this kind." In both cases on behalf of the membership I noted the effectiveness of our dedicated pool of trained tanker sailors and pledged cooperation in gaining this new work.

SUP OFFICER'S WAGES

Article XV, Section 1(a) of the SUP Constitution states that "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, 2019 members working aboard Company ships under the offshore agreement of Matson Navigation Co. received a three percent (3%) increase in wages and wage-related items. On October 1, 2019, members employed by APL Maritime Services working aboard the nine enrolled ships of the Maritime Security Fleet also received a three percent (3%) increase in wages and wage related items. Therefore, Mr. Chairman, as authorized by the Constitution and consistent with SUP past practice, I recommend a three-percent (3%) increase in wages and wage related items for Union officers. Wages for officials will be published alongside the APL wages in the October West Coast Sailors.

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 2019, after the quarterly audit of the Unions funds is complete, and then report back to the membership at the November meetings. In the event the Committee cannot be filled today, recommend that that the necessary committee members be shipped off the hiring hall deck as per past practice. Mr. Chairman, I request the election of a Quarterly Finance Committee.

The Quarterly Finance Committee will turn-to on Tuesday, November 12 at 0800.

SANITARY DUTY

Recent events aboard ship require a review again to our sanitary responsibilities. Related to its reputation for skill in seamanship, the SUP owns a long-standing tradition of maintaining sanitary conditions aboard ship. In fact, the SUP has set itself apart with clean ships. The origins of the tradition go back to the horrible conditions common in the earliest days of vermin-infested windjammers, where the bunks were piled high in the forecabin that often also served as messroom and lounge, and maintaining sanitary conditions in cramped quarters was understood to be a compulsory personal habit. Yet today there is still the occasional complaint that "The last guy left his room a mess." Sometimes that's true, other times it's possible that somewhat different standards are applied. When sailors all shared the same quarters a single standard was self-evident, now our relative isolation may have allowed that standard to slip. Since there is more at stake than mere tidiness let me be clear: before you depart the ship be sure your room is perfectly clean. All surfaces should be wiped down, decks clean and clear of debris, there should be no garbage anywhere including in the trash bins, and the mirror and the head should sparkle alike. There should be a fresh set of folded linens and towels laid out for your relief, and a new bar of soap in the dish. Delegates take note: please inspect, and because it isn't easy to both know and do, educate. Sanitary work is sailors work just as much as heaving a line or rigging a sling. And like all fine seamanship it is a signature quality of SUP sailors.

HOLIDAYS

Veteran's Day: All SUP halls will be closed on Monday, November 11, as the holiday falls on a Sunday. The Headquarters meeting will be held on Tuesday, November 12.

Thanksgiving Day: All SUP halls will be closed on Thursday, November 28.

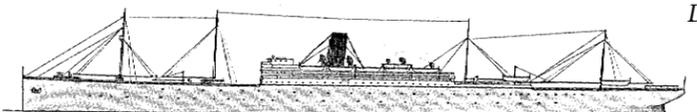
ACTION TAKEN

M/S/C to approve three percent(3%) increase in wages and wage related items for Union officers. Carried unanimously.

M/S/C elected Quarterly Finance Committee, S. Worth, M. Worth, P. Fuentes, A. Wylie, A. Mohammed.

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

Dave Connolly



VICE PRESIDENT'S REPORT

October 2019

I represented the SUP at the Alameda Labor Council delegates meeting. Several military ships were activated again and looks like more will continue in the next couple of months. Our success in filling these billets has shown the strength of our hiring hall practice.

USNS Sisler- Val Goncharov, Delegate. Jeff Nicholas, Bosun. Arriving in Diego Garcia early November.

USNS Watkins- Jonathan Pampilon, Delegate. Perciverando Quiteles, Bosun. Currently RAV status with the expectation to finish and activate to FOS in November.

USNS Dahl- Alex Glosenger, Delegate. Xerxes Cunanan, Bosun. On the hook in Saipan with no major beefs.

APL Gulf Express- Cerilo Sajonia, Delegate. Aaron Weibe, Bosun. Continuing shuttle-run in extreme heat.

APL President Cleveland- Jose Duran Delegate. Marc Calairo, Bosun. Inquiries about overtime minimums.

APL President Wilson- John Duran, Delegate. Dmitri Seleznev, Bosun. No major beefs.

Mississippi Voyager- Cliff Toralba, Delegate. Ken Dooley, Bosun. Continuing west coast run from El Segundo to Richmond Long Warf.

Cape Hudson- Kim Dulay, Bosun. Back in San Francisco after another successful mission.

Cape Taylor- Recently returned to Beaumont, Texas after a yard stay in Mobile Shipyard.

Matthew Henning

Japanese warship Kaga discovered

Wreckage from the Japanese aircraft carrier IJN Kaga has been discovered in Hawaii. The vessel sank in the 1942 Battle of Midway, and the wreckage was found in 5,400 meters (over 17,000 feet) of water in the Papahānaumokuākea Marine National Monument by Vulcan Inc., using the R/V Petrel.

Following the attack on Pearl Harbor, the Imperial Japanese Navy hoped another defeat would destroy the U.S. Pacific Fleet. Japanese Admiral Isoroku Yamamoto planned to invade Midway, luring American aircraft carriers into an ambush. Midway was selected for its strategic position in the Central Pacific, providing a forward operating base for Japan if they succeeded.

Thanks, in part, to major advances in code breaking, U.S. cryptographers were able to determine the date and location of the planned attack, allowing the forewarned U.S. Navy to prepare its own ambush.

Pacific Fleet commander Admiral Chester W. Nimitz placed U.S. carriers in position to surprise the Japanese fleet as they approached Midway Island. From June 4 - 7, 1942, the U.S. Navy battled an attacking Japanese Navy fleet near Midway, inflicting devastating damage on the Japanese fleet and ultimately winning the battle.

"The Battle of Midway was an American intelligence breakthrough," said Frank Thompson, curator from the Naval History and Heritage Command. "The team that deciphered the Japanese fleet codes enabled Pacific Fleet commander Nimitz to understand Japanese intentions and plan accordingly. This was a true turning point in the war for the U.S. Navy."

Four Japanese and three American aircraft carriers participated in the battle.

The four Japanese fleet carriers — Kaga, Akagi, Soryu and Hiryu, part of the six-carrier force that had attacked Pearl Harbor six months earlier — were all sunk, as was the heavy Japanese cruiser Mikuma. The U.S. lost carrier Yorktown and destroyer Hammann. American losses totaled at 145 aircraft and more than three hundred seamen.

Rear Adm. Brian P Fort, commander, Naval Forces Japan, said in a statement, "On the occasion of the discovery of the Kaga, we send our thoughts and prayers to our trusted and valued friends in Japan. The terrible price of war in the Pacific was felt by all our navies. From that painful lesson, we have become the closest of allies and friends committed to maintaining a free and open Indo-Pacific."

"This project is significantly different from previous missions as it required a level of investigation, analysis and survey of a carrier-based engagement initially separated by over 150nm, a total area covering thousands of square nautical miles," said Robert Kraft, director of subsea operations for Vulcan Inc. "It was a major carrier-to-carrier battle that left its eerie evidence strewn for thousands of miles across the ocean floor. With each piece of debris and each ship we discover and identify, our intent is to honor history and those who served and paid the ultimate sacrifice for their countries."

The crew of R/V Petrel have discovered more than 30 sunken warships including USS Hornet, USS Wasp, USS Juneau, USS Ward, USS Lexington, USS Helena and USS Indianapolis over the past few years. Additional past Vulcan-led expeditions have resulted in the discovery of USS Astoria, Japanese battleship Musashi and Italian WWII destroyer Artigliere.

ATTEND YOUR
MONTHLY SUP
UNION MEETINGS!

SUP BRANCH REPORTS

WILMINGTON

September 2019

Shipping: Bosun: 4, AB/W: 20, AB/D: 7, OS/STOS: 3, GVA/GUDE: 0, and standby: 45 for a total of 78 jobs shipped.

Registered: A: 20 B: 39 C: 5 D: 6

Ships checked: Daniel K. Inouye, R. J. Pfeiffer, Manukai, Mokihana, Manoa, Kaimana Hila, Maunalei, President Kennedy, President Truman, President Roosevelt, President Eisenhower.

Shipping has been very good in Wilmington, rotary jobs turning over every week and activations of Military ships by Patriot.

When your dispatch is complete, clean your room before leaving the ship.

Keep your dues current and be sure to check your documents, dues and document must be current to ship. When you get new documents let me know so I can update your records. This is your Union. Participate, come to meetings, read The West Coast Sailors, and stay informed.

Leighton Gandy, Branch Agent

HONOLULU

September 2019

Shipped the following jobs in the month of August: 1 Bosn steady, 3 AB Day steady, 6 AB Watch steady, 1 AB Watch return, 1 AB Maintenance and 1 OS steady. The shipping jobs were filled by 4A cards, 8 B cards and 1 C card.

Shipped 14 standby jobs. The standby jobs were filled by 0 A cards, 4 B cards, and 10 C cards. Registered in Honolulu: 9 A cards; 22 B cards; 12 C cards; 8 D cards.

Ships checked: I visited the RJ Pfeiffer, Manukai, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kamokuiki, Maunawili, Kaimana Hila, DK Inouye 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, USNS Watson-no major beefs.

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

We had the pleasure of having Dave Connolly; President-Secretary-Treasurer of the SUP; and the head of the SUP Welfare Plan Michelle Chang attend our monthly meeting. Everyone was happy to see them and a lot of questions were asked and answered to the membership satisfaction of most of them. You can't please everyone as I have learned being in my job for 9 plus years.

I am sad to hear that Eli Wegger has retired. I've known Eli for over 34 years and the one thing I always remember about Eli is that he would go out of his way to help any SUP members who wanted some help with seamanship, especially if you were an OS.

On a bad note, shipping has really slowed down here in Honolulu. I only shipped 14 standby jobs in August. Usually the Honolulu hall ships 25 to 40 standby jobs a month.

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

Michael Dirksen, Branch Agent

SEATTLE

September 2019

Patriot called for 1 Boatswain, 6 AB, and 1 OS, filled by 6 B and 2 D cards. 5 Standby AB's, filled by 3 B and 2 C members. Registered: 1 A card for a total of 2; 7 B cards for a total of 17; 0 C cards for a total of 1; 2 D cards for a total of 6.

SS Lihue called Tacoma, reporting the usual hurdles of breaking out a laid up steamship. The port of Anchorage Alaska also posed some unique challenges, from limited crane reach, to riding the spreader at the top of the hour to go ashore. One sailor was transferred from shore to ship and dropped off on the stack with no way to get down. That would be no joke in the dead of an Alaska winter!

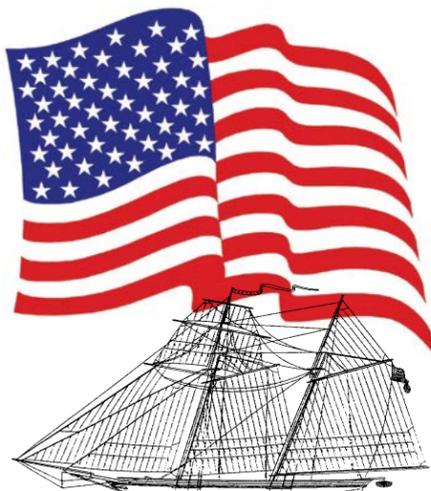
The Seattle Branch hosted a table for Maritime leaders at the Patty Murray 24th annual Golden Tennis Shoe Awards. Senator Murray continues to be a strong supporter of Maritime and the Jones Act. She has always answered our calls for support with a rapid response and a keen understanding of our industry.

I'm currently working on a spreadsheet for Seattle sailors that will alert me when it is time to start the process for updating your documents. My plan is to email or phone you once one of your documents is flagged, giving you ample time to renew. I would appreciate a heads up when you renew something so I can revise your file.

Brendan Bohannon, Branch Agent

Dispatcher's Report Headquarters—October 2019

Deck	
Bosun	3
Carpenter	0
MM	2
AB	24
OS	7
Standby	4
Total Deck Jobs Shipped.....	42
Total Deck B, C, D Shipped.....	31
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook.....	0
Messman	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	42
Total B, C, D Shipped-All Depts.	31
Total Registered "A"	19
Total Registered "B"	42
Total Registered "C"	7
Total Registered "D".....	12



BUSINESS AGENT'S REPORT

October 12, 2019

Matsonia: Jesus Hermosillo, Delegate. Isnin Idris, Bosun. In at Oakland #62. Sailed late last trip due to a leak in the after tank which delayed us a few hours. The problem was repaired. The Coast Guard cleared us to sail for Honolulu. Still running strong.

Mahimahi: Mark Relajo, Delegate. Mick McHenry, Bosun. In at Oakland #62. Sailed for Honolulu with no beefs. Continuing on to the Northern triangle and running smooth.

Daniel K. Inouye: Jana Jahair, Delegate. Haz Idris, Bosun. In at Oakland #62. Fast turnaround on the Southern triangle. All is well onboard, working steady and in good hands.

Lihue: Ariel Odion, Delegate. Paul Fuentes, Bosun. Matson called the Lihue into service last month to run between Alaska and Seattle. The Gang was called, crewed up, and ready to sail with in 72 hours. Lihue activated for 28 days and the Gang did a bang up job from start to finish. The ship is presently lay-up in Tacoma, WA.

Admiral Callaghan: Dennis Sumague, Bosun. Back from a 7 day activation sea trial. All went well, ready to activate if needed.

Cape Orlando: Jim Linderman, Bosun. Keeping up the maintenance with all the activation going on, this ship could be the next one to go.

Cape Henry: Phil Coulter, Bosun. Working to restore Cape Henry's engine room back to standards along with other damaged areas caused by the August fire.

Cape Hudson: Manuel Davis, Delegate. Kim Dulay, Bosun. Returned from a 65 day mission that was taken over from the Cape Henry due to the August fire they suffered. Cape Hudson was activated within 72 hours and sailed that week for Anchorage, Alaska, to pick up a load of military cargo for Gulfport Mississippi. The mission went smooth; it was a complete success.

Cape Horn: Robert Lee, Delegate. Robert Leeper, Bosun. Kenneth Carridine (gva), Thai Hoang (gude) remained on board during the shipyard period. In at Portland Swan Island shipyard for 30 days of repairs.

These activations come when we least expect them. It is vital to the Union that we fill these jobs. Members that step up show loyalty and dedication. It does not go unnoticed. Worked in the front office and dispatched.

Roy Tufono



AB Earl Eastmark and Boson David Ibarra watching the US Navy Blue Angels airshow during Fleet Week from Oakland on October 12, aboard President Kennedy.

Maersk lifts profit forecast for 2019

Shares in A.P. Moller-Maersk surged more than 7% after the Danish shipping company raised its expectations for 2019 profit despite headwinds from the U.S.-China trade war.

Maersk said it expected earnings before interest, taxes, depreciation and amortisation (EBITDA) in a range of \$5.4 to \$5.8 billion, up from its previous expectation of around \$5 billion. The rest of the guidance was unchanged, it said.

The company in August warned that the trade war between the United States and China could curb container traffic this year.

"This definitely comes as a surprise to parts of the market, which thought Maersk might have moved in the other direction," Nykredit analyst Ricky Rasmussen said.

The upgrade came "despite slower global demand growth and lower freight rates" and was driven by "strong reliability and capacity management combined with lower fuel prices" and better margins in its terminal and towage business, Maersk said.

Analysts had worried that Maersk's unit costs – the cost of moving a 40-foot container – had been rising.

“When we’re dancing with the angels, the question will be asked: “In 2019, what did we do to make sure we kept our democracy intact?”

- Congressman Elijah Cummings