



West Coast Sailors

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Friday, May 24, 2019

Jones Act survives waiver attack by gas industry

Republican members of Congress said on May 1, they received assurances from President Trump that he would not grant waivers to bypass the Jones Act, a century-old law regulating domestic maritime commerce, to ease the transport of natural gas to the Northeast and Puerto Rico.

The office of Senator Bill Cassidy said he and other members of Congress met with Trump at the White House “to advocate on behalf of Louisiana shipbuilders and maritime workers,” and secured “a commitment from the president to not go forward with the proposed waivers. We cannot let the United States become dependent on foreign countries to transport energy and critical products within the United States,” Cassidy said. “The Jones Act is essential to preserve our domestic shipping industry and protect our national and economic security.”

Senator John Kennedy, also of Louisiana, released a similar statement, saying “after talking to President Trump, I am confident that he realizes how important the Jones Act is to Lou-

isiana’s maritime industry and that no changes will be made.”

Enacted in 1920, the Jones Act prohibits tankers and other ships from hauling goods and commodities, such as oil or natural gas, between U.S. ports unless the ships are American-made, -owned, and -crewed.

The Jones Act was designed to protect American maritime interests and shipbuilders, and the industry has repeatedly fended off attempts in Congress to repeal it, with coastal lawmakers from states such as Louisiana stepping in to save it. Jones Act boosters warn waivers would harm American jobs.

But in a swiftly changing energy market exacerbated by the trade war, the White House had been considering granting Jones Act waivers to deliver liquefied natural gas to the Northeast, especially Massachusetts and Puerto Rico, which suffer from high energy prices and are sometimes unable to obtain U.S.-produced natural gas. Some oil and gas industry officials argue the Jones Act is hampering Trump’s “energy dominance agenda” by effectively prohibiting areas of the country that lack energy resources.

A waiver would have enabled the shipment of natural gas from Gulf Coast export facilities to Northeast receiving terminals, such as the Everett LNG terminal near Boston.

The Puerto Rican government has requested the Trump administration grant a 10-year waiver to allow foreign-flagged ships to deliver natural gas to the U.S. territory in order to help combat high energy prices after Hurricane Maria destroyed the country’s electric grid. That request has been rejected.

There are no Jones Act-compliant tankers that can transport liquefied natural gas, so U.S. companies must turn to importing higher-priced LNG from overseas.

Worldwide May Day protests draw Union workers and demonstrators

A wide array of protesters launched marches, rallies, demonstrations around the world on May 1, the day designated for many decades as International Workers’ Day. The participants included many Union workers and their supporters, as well as dozens of other groups raising manifold objections. From Paris to Seattle, from Seoul to Manila to Hong Kong to Jakarta, from Algiers to London to Oakland, people took to the streets to express their frustration.

Drawing on a wave of successful teacher strikes, the annual May Day events in the United States tried to direct public attention to the need for good union jobs, income inequality, to equity in hiring, for support for public education and teachers, for affordable housing, as well as for protection for immigrants, refugees, and workers. Hundreds of union workers and social justice advocates rallied and marched through the streets of many Bay Area cities.

May Day events in Oakland kicked off at 6:00 A.M. when hundreds of construction work-

ers with the Alameda County Building Trades Council and Alameda County Labor Council picketed two non-union building sites near downtown Oakland, then marched to Oakland City Hall for a rally. The unions are asking the city to require worker protections, including project labor agreements, for projects on publicly owned land, to “enact labor standards and public accountability for building in downtown Oakland” and to prioritize building affordable housing on city land, according to union leadership. “We really feel Oakland is a union town, was built on the backs of union men and women,” said Andreas Cluver, secretary-treasurer of the Alameda County Building Trades Council. “The Oakland teacher’s strike shows the level of support (unions) have from the residents of this city.” While not addressing the unions’ requests directly, Oakland Mayor Libby Schaaf released a statement saying, “Oakland celebrates May Day because Oakland values and honors our workers. We work hard and champion social justice. Union strength is woven into Oakland’s DNA.”

“It’s a historical day around the struggle against economic and social inequity,” said Tova Fry, a member of Sin Fronteras, a human rights group and one of the Oakland organizers. Some groups coordinated with the International Longshore Workers Union, which hosted a rally at the Port of Oakland. Clarence Thomas, a retired longshore worker said, “My family has been associated with ILWU since 1944. My mother now is 90 years old. She has been the daughter of a longshore worker, the wife of a longshore worker and the mother of a longshore worker. My mother still enjoys receiving part of my father’s pension and health care benefits, and I want to make sure that continues.” Thomas said the proposed new Oakland A’s baseball stadium at the port’s Howard Terminal will threaten the kinds of jobs that have supported his family for generations. The project will disrupt normal port operations, lead to possible maritime job losses and intensify the gentrification of the West Oakland neighborhood, Thomas said.

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The Jones Act is worth fighting for

By John Garamendi

The President says he wants to make American great again, so why would he consider destroying the principal support system for America’s maritime industry?

We learned recently that President Trump is “seriously considering” issuing a broad waiver for the Jones Act, a critical law that requires domestic shipping in the United States to occur on ships that are built in the United States, fly the U.S. flag, and are operated by crews consisting of at least 75% American citizens.

I served as the top Democrat on the House Subcommittee of Coast Guard and Maritime Transportation for six years.

Through that experience I gained a firsthand understanding of how vital the Jones Act is for our nation. Repealing it would prioritize foreign shipping interests over American workers while undermining America’s national security and economic development.

The Jones Act is the lifeblood for a U.S. maritime trade that supports 650,000 jobs and almost \$100 billion in annual economic impact. If the Jones Act did not exist, the U.S. maritime industry would be sharply undercut by foreign shippers with lower labor protections, environmental requirements, and safety standards. Not only would we outsource marine transportation

along our coasts and inland waterways to the cheapest foreign bidder, we would also hollow

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JOHN GARAMENDI

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May Day protests *continued from page 1*

"This really does provide a sterling example of the price of capitalism, when a billionaire wants to build a ballpark and housing at a location that is the economic engine of the Northern California region," Thomas said. After the ILWU port rally, union members joined the social justice groups for a City Hall rally and then a march.

In Concord, demonstrators held signs reading "The rent is too high" as they focused on tenants' rights, saying that they are also workers' rights. With just 28% of the Bay Area's homes affordable to families making \$100,000 per year, advocates say working class families are getting pushed out of places like Concord. "I work a lot with the community and there's been a lot of unjust evictions—there's been a lot of reports of skyrocketing rents like \$400, \$600 all at once," said Cecilia Perez-Mejia with First 5 California, an advocacy group.

Meanwhile, bus drivers and housekeepers in Hong Kong rallied for a 44 hour work week. Garment workers in Bangladesh demanded paid maternity leave. In the Philippines, an end to the practice of "endo" or illegal contract work as well as the P750 campaign for a higher minimum wage per day was the focus. At current exchange rates 750 Philippine pesos is equal to about \$14.48.

In Paris, the "Yellow Vests" protesters worked with unions to reject appeasement proposals from the French government, even as they sought to distinguish themselves from dozens of "Black Bloc" members, a loose international group of anarchist and anti-capitalist masked and hooded vandals typically dressed in black.

In Seattle activists held a peaceful rally at Judkins Park in the Central District and then marched on the U.S. District Courthouse mainly emphasizing immigrant and workers' rights.

May Day has been associated with International Workers' Day since the 1880's. The date was chosen because it aligned with the anniversary of the Haymarket affair in Chicago. As many labor movements around the world fought for an eight-hour day, American workers went on strike for that purpose on May 1, 1886. As part of a large solidarity march, union workers gathered in Chicago on May 3 and 4, when a bomb was detonated among the crowd of protesters at Haymarket Square inciting deadly violence between the strikers and police. Although 31 people were indicted, eight convicted and four executed, the complex and unresolved "Haymarket Affair" had an enormous international impact and became a rallying point for workers around the world.

The Jones Act is worth fighting for

continued from page 1

out a key component of American industrial might and eliminate jobs in American shipyards, which employ 110,000 people in 26 states.

But the Jones Act is not just essential for our economy—it remains essential for our national security and our war fighting capacity. Our military relies on privately-owned sealift capacity and highly trained merchant mariners to transport and sustain our armed forces during times of conflict. But the number of ocean-going U.S.-flag vessels has dropped from 249 in the 1980s to just 81 today.

As Chairman of the Readiness Subcommittee within the House Armed Services Committee, I've studied how important a robust domestic maritime sector is for military readiness. Our military has had to turn to foreign-flagged vessels for supplying our troops in times of war, and experience shows that can have dangerous consequences. In the 1991 Gulf War, our armed forces relied on 192 foreign-flagged ships to carry cargo to the war zone.

The foreign crews on 13 vessels mutinied, forcing those ships to abandon their military mission. Would foreign-flag carriers be any more reliable today, especially for a long-term deployment into active war zones?

Opponents of the Jones Act routinely claim that it is an outdated law that does more harm than good, but nothing could be further from the truth. Ninety-one U.N. member states comprising 80% of the world's coastlines have cabotage laws protecting domestic maritime trade. Seafaring nations around the world understand the importance of their domestic maritime industries and have laws on the books to safeguard them.

Waiving the Jones Act would directly contradict the President's purported goal of strengthening American industry. The Jones Act enjoys bipartisan support in Congress and throughout the nation. I urge the President to gain a proper understanding of how crucial the Jones Act is for our nation's security and economic prosperity and abandon this misguided proposal. As we look to the future, if we want to keep the United States as a great maritime power, we would be wise to protect and expand this flexible, durable and valuable maritime policy.

Congressman John Garamendi represents California's 3rd district. He is Chairman of the Readiness Subcommittee within the House Armed Services Committee.



Standbys and crew turning to at Pier 50 in San Francisco before chipping and painting 40-ton deck cranes in Cape Horn on April 24. From left: McKevin Dulay, Quoc-Thai Hoang, Cody Clark, Demario Dixon, Robert Jenkins, Mike Smith.

Final Departures

James Stephenson, #7198: Born in South Carolina in 1929. Joined SUP in 1946. Died in Montgomery, Alabama, March 13, 2019. (Pensioner)
Jose Lopez, #4030: Born in California in 1930. Joined SUP in 1948. Died in San Francisco, California, March 27, 2019. (Pensioner)

SUP Meetings

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

	Hdqtrs.	Branch
June	10	17
July	8	15
August	12	19
September	9	16
October	Tues 15	21
November	Tues 12	18
December	9	16

West Coast Sailors

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State legislators and local officials hear both sides on Oakland ballpark

Port Commission ignores opposition: gives go ahead

A California Assembly committee last month approved legislation needed to facilitate construction of a new baseball stadium for the Oakland Athletics (A's).

The A's website featured a press release about approval of Assembly Bill 1191, the Oakland Waterfront Ballpark Act, by the California State Assembly Natural Resources Committee by a 7-0 vote. "AB 1191 is intended to support the development of the Howard Terminal site in Oakland to include a baseball ballpark for the Oakland Athletics, as well as much-needed housing, including affordable housing, retail and mixed-use development that will provide access to the waterfront and an amazing public amenity for Oakland," the website said.

Assembly member Rob Bonta, who authored the bill, said the ballpark and housing, proposed to be built on the site of the Howard Terminal and adjacent to a Schnitzer Steel scrap metal export facility, "will mean thousands of jobs, billions in economic impact for the region, and more vital affordable housing in our community."

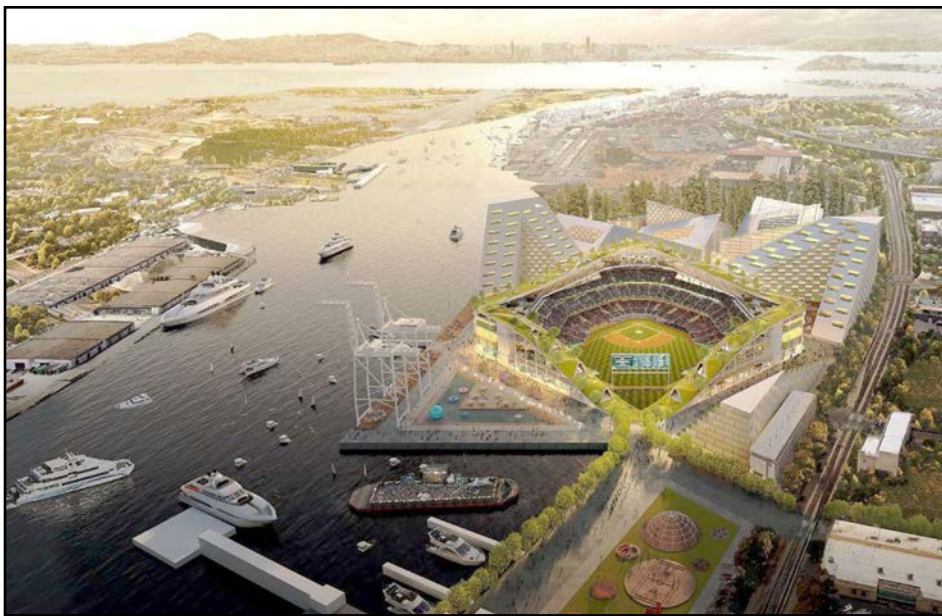
Dozens of A's fans supporting a new home for their team and members of the International Longshore and Warehouse Union who oppose it because of concerns about the possible loss of jobs lined up to offer their opposing views of the legislation.

The bill would allow the State Lands Commission to enter into an exchange with the City of Oakland, which owns Howard Terminal, "of filled or reclaimed tidelands and submerged lands or beds of navigable waterways, or interests in these lands, located in the Howard Terminal property, that are subject to the public trust for commerce, navigation, and fisheries, for other lands or interests in lands under the jurisdiction and control of the city."

The proposed law does not limit the authority of the San Francisco Bay Conservation and Development Commission to consider "seaport plan and Bay plan amendments and retain or remove seaport plan and Bay plan port priority use designations from the Howard Terminal property."

Mike Jacobs, vice president and general counsel of the Pacific Merchant Shipping Association (PMSA) said the shipping industry is concerned using the waterfront property could cause irreparable harm to the business of the region and overall economy of California, noting that deepwater property can't be replicated. A new stadium could be built, he said, near its current inland location in Oakland.

PMSA officials have expressed concern that users of the new stadium and housing will interfere with the heavy truck traffic moving containers and other cargo to and from the port. They also are concerned about the safety of pedestrians because of rail traffic in the area.



Rendition of the proposed Oakland A's stadium at the Howard Terminal site.

Bishop Bob Jackson, senior pastor of Oakland's Acts Full Gospel Church of God in Christ said the housing to be built adjacent to the stadium would be luxury homes that would not benefit members of the existing community.

Other groups opposing the legislation include the International Longshore and Warehouse Union (ILWU), Inlandboatmen's Union (IBU), Marine Engineers' Beneficial Association (MEBA), Marine Firemen's Union (MFOU), Masters, Mates & Pilots (MM&P), International Association of Machinists (IAM), and Sailors' Union of the Pacific (SUP), as well as American Waterways Operators, California Trucking Association, Harbor Trucking Association, Save the Bay, Schnitzer Steel Industries and the Customs Brokers and Forwarders Association of Northern California. Opponents marched from Howard Terminal to the headquarters of the Port of Oakland on May 1, as part of a protest.

In what might be considered the end of the first round, on Monday May 13 the Oakland Port Commission voted unanimously to approve a tentative exclusive negotiation agreement for the ballpark. It gives the baseball team four years to conclude an environmental impact report. There are more steps to the process.

After hearing hundreds of impassioned speakers weigh in, calling the project either a boon to the community or a detriment to the waterfront job scene, the commissioners approved the agreement, called a "term sheet," with a 7-0 vote.



SUP deck gang in the crew lounge of the *Florida Voyager* after a voyage from Houston via the Panama Canal last month. From the left: Delegate AB Rory Alexander, Bosun Robert Turner, AB Romulo Racoma. Photo: Matt Henning.

Senate Commerce Committee approves MarAd authorization bill

As the *West Coast Sailors* goes to press a key Senate Committee, the Committee on Commerce, Science and Transportation, approved the Maritime Administration Authorization and Enhancement Act (S.1439), authorizing appropriations for MarAd for Fiscal Year 2020. The bill calls for a funding for the Maritime Administration and its programs, both new and existing, including a 10-year reauthorization of the Maritime Security Program, (MSP), the cadre of U.S. flagged commercial ships critical to National defense sealift operations. This includes amendments offered by Committee Republicans and Democrats and is an important step in maintaining the continued viability of the maritime industry and our nations' security" said Chairman Roger Wicker, (R-Mississippi) and Ranking Member Maria Cantwell, (D-Washington).

In addition to MSP the bill will codify the Administration's Military to Mariner Executive Order into law, streamlining the process for transitioning active-duty and retired members of the uniformed services into high-paying merchant marine jobs. It also includes funding for the Port Operations, Research, and Technology (PORT) Act, authorizing grants for port and intermodal infrastructure projects, the Maritime Security and Fisheries Enforcement Act to combat illegal, unreported, and unregulated fishing, increased funding for the Small Shipyard Grant program as well as full funding Title XI maritime guaranteed loan program to support the maritime industrial base, among other things.

Matson reports solid start to 2019

On May 8, Matson, Inc. reported net income of \$12.5 million, or \$0.29 per diluted share, for the quarter ended March 31. Net income for the quarter ended March 31, 2018 was \$14.2 million, or \$0.33 per diluted share. Consolidated revenue for the first quarter 2019 was \$532.4 million compared with \$511.4 million for the first quarter 2018.

Matt Cox, Matson's Chairman and Chief Executive Officer, commented, "We are off to a solid start for the year with Ocean Transportation operating income coming in as expected with a number of positive and negative factors, and Logistics posting stronger-than-expected operating income. Within Ocean Transportation, we saw continued strong demand in our China service and steady performance in SSAT, but we also faced significant weather-related issues that primarily affected our Hawaii service. In our Logistics segment, we performed exceptionally well with positive contributions across all service lines." In Guam, the Company's container volume in the first quarter 2019 was higher on a year-over-year basis, which it attributed mainly to typhoon relief-related volume. For 2019 the Guam volume is projected to be slightly lower.

Cox added, "As a result of the first quarter performance, we are raising our outlook for consolidated operating income in 2019. In Logistics, we expect full year operating income to be moder-

ately higher than the level achieved in 2018. For Ocean Transportation, we are maintaining our prior full year operating income outlook and expect a higher contribution from Alaska, offset by lower contributions from our China service and at SSAT, both of which are coming off exceptionally strong years."

Management also disclosed to investors that the *Daniel K. Inouye* is performing well, and that the *Kaimana Hila* was delivered and entered into service without problems. The new-build Kanaloa-class ship *Lurline* is on track for a fourth quarter 2019 delivery. Cox expects the arrival of the *Lurline* to "allow us to shift to a nine ship fleet deployment and deliver operational and financial benefits."



At the NASSCO shipyard in San Diego, the house top of the Ro/Con *Lurline* including the navigational bridge, is lowered into place beginning the final phase of construction. The ship was 85% complete on May 3.

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"We can either have democracy in this country or we can have great wealth concentrated in the hands of a few; but we can't have both."

Chief Justice Louis Brandeis, 1941

SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED MARCH 31, 2019

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 8, 2019, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$2,749,605.39
Political Fund	\$13,991.34
Strike Fund	\$1,293,730.99
Total Cash and Investments 1st Qtr. 2018	\$4,057,327.72

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$141,810.00
Interest	22,885.41
Donations - <i>West Coast Sailors</i>	645.00
Tanker & Joint Committee, Hiring Hall.....	117,449.56
Advertising & Promotion	105.00
Miscellaneous Income, Reimbursements, Fines.....	658.71
Reimbursed Administrative Expenses.....	22,951.83
Contributions - General Fund	810.00
Total Income:	\$307,315.51

Expense:

Auto & Travel	\$920.00
Rent.....	18,257.41
Postage, Printing & Office	16,201.92
Telephone & Telegraph.....	5,767.97
<i>West Coast Sailors</i> Publishing Expense	10,206.78
Per Capita	14,043.45
Salaries & Payroll Taxes.....	253,999.32
Office Workers Pension.....	8,582.40
Insurance.....	44,823.65
Field Expense.....	2.75
Meeting/Committee & Neg., Conference & Conv.	6,202.75
Investment Expense.....	2,357.28
Officials Pension.....	5,892.00
Subscriptions.....	1,443.00
Legal - Rep	250.00
Advertising & Promotion.....	300.00

Contributions	350.00
Miscellaneous.....	600.00
Election.....	3,925.00
Total Expense:.....	\$394,125.68

BUILDING CORPORATION

Income:	
Rents	\$214,558.23
Building Services & Utilities Reimbursements.....	0.00
Total Income:	\$214,558.23

Expense:

Building Services & Utilities.....	\$39,974.38
General Taxes	2,163.00
Repairs & Maintenance	7,463.57
Insurance.....	11,743.34
Salaries & Payroll Taxes.....	17,703.04
Pension	502.00
Auto	0.00
Accounting.....	0.00
Filing Fee.....	0.00
Office	2,103.60
Total Expense:	\$81,652.93

POLITICAL FUND

Income:	
Contributions	\$3,936.34
Total Income	\$3,936.34

Expense:

Contributions	\$5,800.00
Total Expense:.....	\$5,800.00

Net Income 1st Qtr.....	\$44,231.47
Net Income YTD:.....	\$44,231.47

/s/ Paul Fuentes

/s/ Frank Portanier

/s/ Dave Larsen

/s/ Ponciano Siquinia

/s/ Alan O'Neal

ACTION BY THE MEMBERSHIP May 13, 2019. M/S/C—To concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

U.S. authorities issue maritime safety alerts

As tensions ratchet higher worldwide, particularly in the Persian Gulf, the U.S. maritime authorities have issued several advisories to U.S.-flag ships.

The first regards threats to U.S. interests from Iran in a geographic area that includes the Persian Gulf, the Strait of Hormuz, the Gulf of Oman, the Arabian Sea, the Gulf of Aden, Bab-el-Mandeb and the Red Sea. It cites reports that indicate "heightened Iranian readiness to conduct offensive operations against U.S. forces and interests." U.S. commercial vessels operating in this area are advised to review U.S. Maritime Advisory 2019-004.

This second advisory warns of heightened Iranian readiness to conduct offensive operations and U.S. forces and interests. It further notes that Iran "and/or its regional proxies could take action against U.S. and partner interests, including commercial, military, and oil production infrastructure.

Any incidents should be reported immediately to coalition naval vessels on VHF Channel 16, the 5th Fleet Battle Watch via phone at 973-1785-3879 and by email HYPERLINK "mailto:CUSNC.BWC@ME.NAVY.MIL" CUSNC.BWC@ME.NAVY.MIL or 973-3904-9583.

Any U.S.-flag commercial vessels bound for the Strait of Hormuz in either direction are encouraged to contact the U.S. Navy 5th Fleet Naval Cooperation and Guidance for Shipping Watch at least two days prior to transit at: HYPERLINK "mailto:CUSNC.BWC@ME.NAVY.MIL" CUSNC.BWC@ME.NAVY.MIL or 973-3904-9583.

The third advisory regards GPS interference in a geographic area that includes the Eastern Mediterranean and the Red Sea. It states that "multiple instances of significant GPS interference continue to be reported by vessels and aircraft operating in the Eastern Mediterranean. These reports have been concentrated near Port Said, the Suez Canal and the Republic of Cyprus."

"Instances of similar interference were also reported between Hadera, Israel, and Beirut, Lebanon, and near Jeddah Port, Saudi Arabia."

"The interference results in lost of otherwise altered GPS signals affecting bridge navigation, GPS-based timing and communications equipment."

Ships should exercise caution when transiting this area and report any incidents to NAVCEN: 703-313-5900.

Tankers sabotaged near Fujairah

Four tankers were sabotaged off the port of Fujairah this month, according to officials in the United Arab Emirates.

The vessels include two Saudi tankers, identified as the *Amjad* and the *Al Marzoqah*; the Norwegian-flagged *Andrea Victory*; and at least one UAE-based bunker barge, the *A Michel*.

Saudi Arabia's energy ministry said that the Saudi vessels sustained "significant" damage, but did not describe the nature of the attack. Photos of the *Andrea Victory* show a large gash on her transom, right at the waterline. *Victory's* crew are unharmed and that the vessel's stability is not compromised.

Saudi Arabia's minister of energy said that the attacks on the Saudi tankers occurred at 0600 hours on May 13. "One of the two vessels was on its way to be loaded with Saudi crude oil from the port of Ras Tanura, to be delivered to Saudi Aramco's customers in the United States. Fortunately, the attack didn't lead to any casualties or oil spill; however, it caused significant damage to the structures of the two vessels," the minister said.

In a statement to state-owned media, the Saudi foreign ministry described the attacks were a "dangerous threat to the safety of navigation and [affect] negatively regional and international security."

Fujairah is a strategically important port, both for its status as a bunkering hub and for its location on the seaward side of the Strait of Hormuz, the narrow choke point between the Persian Gulf and the Arabian Sea. The strait has been a friction point for decades, and the growing tensions between Iran and the United States center on this waterway. Iran has threatened to close the strait to shipping if the U.S. does not lift stringent sanctions on Iranian oil exports, and the U.S. recently warned of an increased risk of attack on American shipping.

Iran denied any involvement in the attacks off Fujairah and suggested that they could have been perpetrated by an outside actor. "The explosions of Fujairah port could have been carried out by saboteurs from a third country who seek instability in the region," said Heshmatollah Falahatpisheh, the chairman of the Iranian parliament's national security committee, speaking to Iranian state media.

In a statement, the U.S. Department of Energy characterized the incident as an attempt to affect oil shipping. "The Department of Energy is aware of efforts to disrupt oil shipping as reported by the governments of Saudi Arabia and the United Arab Emirates. American officials told U.S. media on May 17, that it is "highly likely" that Iran was involved in the recent attack. Norwegian war risk insurer DNK has reached a similar assessment, possibly including the use of underwater drones.

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

Philadelphia shipyard fights again for its life

The Philly Shipyard, a remnant of America's former shipbuilding might, is once again on shaky ground with two-thirds of its staff gone, a blank order book and tens of millions of dollars in fresh losses.

Philly's fortunes are tied in part to the Jones Act, a 1920 law mandating that ships moving goods between United States ports must be American-built, -owned and -operated. The law is designed in part to protect the American shipbuilding industry and thereby preserve a national security interest.

The yard has delivered more than half of all Jones Act oceangoing vessels since 2003, including container ships, product tankers and crude oil tankers. But those ships cost four times more than vessels built by foreign competitors.

On top of that, the business for such ships is largely limited to goods shipped from the continental U.S. to Hawaii, Alaska, Puerto Rico and Guam. Otherwise, all but a small share of U.S. international maritime cargo moves through American ports on foreign-flagged ships.

That has left orders rare and far apart at the yard along the Delaware River in South Philadelphia. It posted a \$44 million loss last year, laid off 800 workers and contractors and said it could close down unless it gets new ship orders.

"There is a material uncertainty that exists that may cast significant doubt as to whether the Group will be able to continue as a going concern. In this scenario, the Group may elect to undergo an orderly-liquidation process," the Philly Shipyard said in its 2018 annual report.

Philly, which has been bailed out twice by taxpayers, said in the report that it is in talks for possible orders in the modernization of the U.S. Navy's auxiliary fleet, which moves supplies to U.S. forces around the world.

But it is up against stiff competition by General Dynamics Corp. and Huntington Ingalls Industries Inc., which specialize in military ships.

A bipartisan bill called the Energizing American Shipbuilding Act introduced

in the U.S. Senate last year calls for the construction of roughly 50 Jones Act vessels to handle fast-growing U.S. liquefied natural gas exports. But the bill, which would require a share of LNG exports be transported on American-made vessels.

Oceangoing LNG carriers, which are predominantly built in Asian yards, cost around \$180 million each. Such vessels built in the U.S. under the Jones Act would cost around \$700 million apiece.

"There are only a handful of yards like Philly that can build bigger vessels, so it may be in the national interest to keep it in business at any cost," said Basil Karatzas, chief executive of New York-based Karatzas Marine Advisors & Co.

Philly Shipyard officials declined to comment on the potential for a fresh bailout. Executives at majority owner Aker AS A, based in Norway, and the Philadelphia governor's office did not return calls for comment.

U.S. government agencies doled out \$438 million in 1997 to make the yard, on the site of a former Navy facility in South Philadelphia, operational after a long period when it was idle. In 2011 the quasi-public Philadelphia Shipyard Development Corp. bought \$42 million worth of the yard's equipment and leased it back to the yard with an \$8 million tax deferral.

People with knowledge of the matter said there has been discussion of selling the yard. But "given the limited scope of business under the Jones Act, there is no interest from any potential buyers," according to one person.

Ships operating under Jones Act business, meantime, are showing their age. Maritime executives say many Jones Act vessels have been at sea for over 30 years, well beyond the 15- to 20-year average age of foreign-flagged ships.

The United States was the world's biggest shipbuilder as recently as 1975, when nearly 80 vessels of all types were under construction. But shipbuilding has shifted, moving first to Japan and then to South Korea and China, which over the past four decades have heavily subsidized their own yards.

APL adds to TransPacific service

American President Lines (APL) announced in April the introduction of its new foreign-flag Central China-Loop 3 (CC3) service; and enhancement of the South China-Loop 3 (SC3) service, serving the Asia-North America trade lane.

Adding to its portfolio of TransPacific services, the new CC3 service will be providing direct connectivity from the Chinese ports of Lianyungang, Ningbo and Shanghai to the United States West Coast ports of Long Beach and Seattle. The CC3 service will be the only service in the market that provides a direct Lianyungang-Long Beach and Seattle connection, according to APL.

Primed to diversify and expand APL's coverage across China, the weekly service promises a competitive transit time of 13 days from Ningbo to Long Beach. The CC3 service began sailing from Lianyungang on April 30, with a port rotation of: Lianyungang, Shanghai, Ningbo, Long Beach, Seattle and Lianyungang.

APL's weekly SC3 service will be calling the additional ports of Haiphong and Oakland as part of its service rotation. When the refined SC3 service begins sailing, it will be the first and only service that directly connects Haiphong in Northern Vietnam to the U.S. West Coast ports of Long Beach and Oakland, according to APL.

While the enhanced SC3 service will offer an extended market coverage across Vietnam, South China and the U.S. West Coast, the TransPacific offering will still maintain its 13-day transit from Yantian to Long Beach.

APL adds Honolulu call to EXX service

American President Lines (APL) also announced in early May that it is extending its Eagle Express X (EXX) to the Hawaiian market.

Beginning in August 2019, EXX will make fortnightly calls to Hawai'i, delivering transit times from Shanghai and Ningbo to Honolulu of 18 days and 19 days respectively. The new port rotation for the EXX Service will be: Ningbo, Shanghai, Los Angeles, Honolulu (fortnightly), Dutch Harbor, Yokohama, Busan and Ningbo.

Kaimana Hila's maiden voyage



SUP gang employed in Matson's *Kaimani Hila* in Oakland on her maiden voyage, on April 22. From the left: Standby AB Dennis Sumague with AB Delegate Lynn Gador, and Bosun Noel Itsumaru. Under the Philly Shipyard sign is Wil Williamson.

Trade war rages: American ports report mixed results

On May 10, the United States escalated the on-going trade war by increasing existing tariffs from 10% to 25% on \$200 billion of imports from China. China's corresponding increase of 20% or 25% on approximately \$60 billion of U.S. goods was announced on May 13. The new Chinese tariffs will take effect on June 1, if negotiators do not reach a deal beforehand. The restrictions cover over 5,700 kinds of exports, from spare parts to agricultural commodities.

President Donald Trump issued orders for the tariff increase, saying China had "broke the deal" by reneging on commitments made during months of negotiations. In Beijing, China's Commerce Ministry said it "deeply regrets" the U.S. decision. Representatives from both sides had resumed negotiations but as the *West Coast Sailors* goes to press there appears to be no end in sight of the 10-month trade war between the world's two largest economies.

A major credit analyst, Fitch Ratings, has determined that the trade war is having a mixed and so far generally limited effect on U.S. ports. New and increased tariffs on U.S. and Chinese goods trade may result in decreased traffic at certain U.S. ports, says Fitch, but much depends on the length of the period. Imports, which make up the largest share of volumes at many of the ports with higher exposure to Chinese trade, have thus far been resilient to the imposition of tariffs, though **the risks to volumes will rise if it goes on.**

Fitch reports that volume data show some ports are experiencing greater impact than others, especially considering U.S. export volume in terms of loaded outbound TEUs. Of the larger West Coast, East Coast, and Gulf of Mexico ports, there is a levelling off or decline in loaded exports, other than Port of Houston, since tariffs were put in place in January 2018. This trend worsened in the second-half of 2018 onward as additional tariffs went online in June and September.

The steepest declines occurred at Virginia Port Authority, (VPA, commonwealth port fund AA+/Stable), City of Long Beach (Port of Long Beach, senior lien revenue bonds AA/Stable), Port of Oakland (Oakland, senior lien revenue bonds A+/Stable), and in recent months, Los Angeles Harbor Department (Port of LA, revenue bonds AA/Stable) and Port Authority of New York and New Jersey (PANYNJ, revenue bonds AA-/Stable).

Labor reform legislation introduced in Congress

Forty Senate Democrats joined 100 House colleagues to introduce sweeping new pro-Union legislation in Congress on May 2. Known as the Protecting the Right to Organize (PRO) Act. This dramatic and comprehensive labor legislation would strengthen workers' right to organize a union and bargain for higher wages, better benefits, and safer working conditions.



As wage inequality continues to leave workers and middle-class families behind, this legislation would empower millions of Americans to stand together and ensure hardworking people are getting their fair share of economic growth. A recent study published in the National Bureau of Economic Research found that unions have consistently provided workers with a 10%-20% wage boost over their non-union counterparts over the past eight decades.

“Unions helped create the middle class in this country, but decades of attacks by corporate special interests have left many workers struggling to make ends meet and without a voice to advocate for themselves,” Senator Patty Murray (D-Washington) said. “Our economy should work for everyone, not just corporate CEOs and billionaires — and that’s why I’m proud to introduce the PRO Act to strengthen workers’ bargaining power and their right to join a union to advocate for safer working conditions, better pay, and a secure retirement.”

“Under GOP rule, we have seen countless policy changes that have resulted in an economy of inequality and instability for our country’s most vulnerable workers,” Congresswoman Pramila Jayapal (D-Washington) said. “The Protecting the Right to Organize Act will help reverse the years of damage done by policies stripping workers of their right to unite and bargain for themselves. I am proud to co-lead this legislation that will restore fairness to an economy that has turned its back on the lower class and strengthen federal laws to protect workers’ rights.”

“In Washington state, we know the power of unions and organized labor first-hand,” Congresswoman Maria Cantwell (D-Washington) said. “We have the best workers in the world, who consistently prevail even when the deck is stacked against them. Today, as too many middle-class families struggle to make ends meet and too many people work long hours for too little pay, we need to strengthen collective bargaining and support working families.”

Specifically, the HR2474 PRO Act would:

- Establish penalties on predatory corporations that violate workers’ rights, and combat misclassification of workers as supervisors and independent contractors.
- Strengthen workers’ right to strike for basic workplace improvements, including higher wages and better working conditions.
- Create a mandatory mediation and arbitration process to ensure corporations and newly formed unions reach a first contract.
- Authorize unions and employers to negotiate agreements that allow unions to collect fair-share fees that cover the costs of representation.
- Streamline the National Labor Relation Board’s (NLRB) procedures to secure worker freedoms and effectively prevent violations.
- Protect the integrity of union elections against coercive captive audience meetings.

The PRO Act would essentially ban the practice of free riding, where workers eligible for union membership benefit from a collective bargaining agreement without paying fair-share fees to cover the costs of the union’s work. It would also strengthen the right to strike by protecting intermittent strikes, when workers carry out a series of short-term walkouts to increase pressure on an employer, and by ending prohibitions on secondary strikes, known as solidarity strikes. The PRO Act is endorsed by AFL-CIO and its constituent Unions including the Sailors’ Union of the Pacific.

The Democrats’ new bill would also allow workers to sue employers who illegally interfere with unionizing efforts, instead of forcing them to take all their complaints to the National Labor Relations Board, an independent federal agency that enforces collective bargaining laws. The new bill would also let the board hit employers with fines if they break the law. Right now there’s currently no financial penalty for employers who illegally fire workers who are trying to unionize, for example.

Fleet age jeopardizes war plans

The U.S. military is the best equipped, best trained, and best funded fighting force in the world. It is maintained in a high state of readiness for coping with any kind of conflict, anywhere around the globe.

But the military faces an operational challenge that few policymakers are aware of: its ability to get to the fight is wasting away.

A once-vast fleet of U.S.-flagged commercial ships has declined precipitously since the Reagan Administration eliminated construction subsidies three decades ago, and meanwhile the sealift vessels owned by the government have aged to a point where their availability in a crisis cannot be assured.

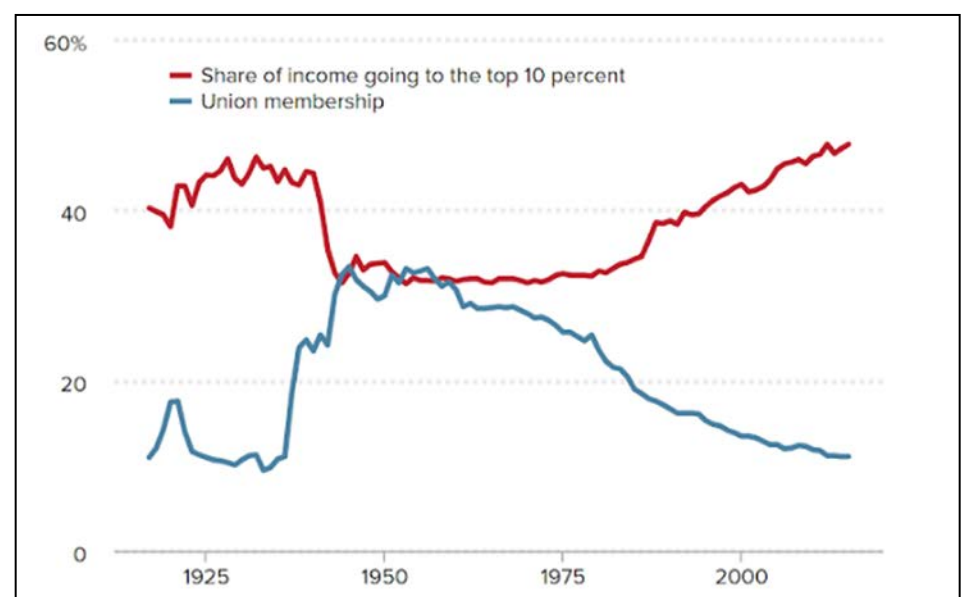
Providing adequate sealift for all U.S. military services in an emergency would require use of both public and private-sector vessels, perhaps hundreds of them.

In any kind of major conflict, most military equipment and supplies moving from the U.S. to foreign war zones would have to be transported by sea on both public and private vessels. Available airlift, even when tapping commercial air carriers, would be woefully inadequate to the task. A single oceangoing cargo ship can carry as much materiel as a hundred airlifters, and bulk commodities needed by forward-deployed forces such as fuel for armored vehicles would be nearly impossible to transport using any means other than sealift.

The Navy’s Military Sealift Command, which is charged with providing oceangoing transport to all the armed forces, has attempted to mitigate the logistical challenges by prepositioning equipment and supplies on vessels near likely war zones. However, those vessels are beginning to age out, and the incoming Commandant of the Marine Corps has said the prepositioning program will need to be rethought in light of its dependence on overseas port facilities—many of which might be run by state-controlled Chinese companies.

Unions may hold wealth inequality in check

Union membership and share of income going to the top 10%, 1917–2015



This chart is a dramatic representation of how essential unions are to keeping inequality in check. The growth in union membership in the late 1930s and early 1940s coincided with a falling share of income going to the top 10%. A strong labor movement means workers have more power to negotiate with their employers for a proportionate share of income growth. That power is precisely what corporations and policymakers doing their bidding have increasingly been eroding. Attacking unions makes sense from a bottom-line perspective: for corporations, the easiest path to profits is not in achieving greater efficiency and innovation but in suppressing wages.

As union membership has declined over the past 40-plus years, the top 10% have captured a greater and greater share of income. Breaking the momentum of rising inequality will require a much-strengthened labor movement. For lawmakers who will form a progressive majority in the U.S. House of Representatives in January 2019, the path is clear: enact ambitious reforms to the laws governing union organizing and collective bargaining to level the playing field and return bargaining power to workers.

American Waterways operators elects Scott Merritt as chairman

The members of the American Waterways Operators, the national tugboat, towboat and barge industry association, elected a new slate of leaders last month during the association’s annual Spring Convention held in Washington, D.C.: AWO Chairman Scott Merritt

Scott Merritt, former Chief Operating Officer for Foss Maritime Company, LLC, was elected Chairman. Arthur F. Mead, Vice President and General Counsel at Crowley Maritime Corporation, was elected Vice Chairman. Merritt succeeds outgoing Chairman Tom Marian, General Counsel at Buffalo Marine Service.

“Wages, instead of being drawn from capital, are in reality drawn from the product of the labor for which they are paid.”

—Henry George, *Progress and Poverty*, 1886

Port of Los Angeles postpones vote on Pier 400 automation

The Los Angeles Board of Harbor Commissioners in mid-April postponed a vote on whether to uphold the approval of a coastal development permit granted to APM Maersk Terminals (APMT) earlier this year by the port's staff so that it could modernize the APMT Pier 400 facility.

The board voted unanimously to postpone the vote on the permit after it received a letter from Los Angeles Mayor Eric Garcetti in which he said he was meeting with representatives of APMT and the International Longshore and Warehouse Union (ILWU), which has asked for the permit to be denied. The ILWU is concerned that automation at the terminal will result in the loss of jobs for its members.

The postponement comes in the wake of ILWU and community activism in opposition. "The port has already gone down this path before, fast-tracking permits for TraPac," said Ray Familathe, former Vice President of ILWU International, "We see what's happened with TraPac. It's been a big debacle. If you didn't learn anything by that, then this is just going to get worse. And all these people out here and the community at large, it's going to get bigger, and it's going to get louder."

Garcetti said he was encouraged by the leadership of APMT and the union and said the negotiations would benefit if the vote was postponed. The harbor board agreed to a 30-day recess.

APMT had requested a permit to make changes at its Pier 400 terminal under the California Environmental Quality Act (CEQA). The Port of Los Angeles staff found the changes APMT is planning involve minimal change in land and water use and advance the port's goals of optimizing land use and increasing cargo terminal efficiency.

But the permit is being challenged by the ILWU, which is asking for an inclusive reading of the CEQA regulation, saying that the economic impact of job losses at the facility on the surrounding community should be taken into account as part of the environmental impact of the changes APMT wants to make.

In its 2008 contract, the ILWU agreed to let employers automate container terminals subject to certain conditions, requirements and limitations.

Both the TraPac Terminal in the Port of Los Angeles and Long Beach Container Terminal in the Port of Long Beach's "Middle Harbor" operate highly automated facilities, but the ILWU has objected to

further automation of container terminals in Southern California.

About 2,000 union members and their supporters turned out for a hearing last month at which the board heard testimony from dozens of union members and community members opposed to APMT's plan, which would involve using automated straddle carriers to replace the drivers and trucks that currently move containers between ship-to-shore cranes and container stacks and move containers from those stacks onto the drayage trucks that move containers in and out of the port.

In addition to replacing diesel-powered trucks with battery-powered straddle carriers, APMT said it would install charging stations for the electrical equipment and a vertical racking system for refrigerated containers and same small antennas for the Wi-Fi network that would be used to operate equipment.

Initially, however, APMT says it only wants to test the equipment in a small section of the terminal.

APMT said the new facility would remove workers from dangerous areas in the terminal and reduce the amount of time drayage truckers spend waiting to receive and drop off containers.

A report commissioned by employers said that the amount of discretionary cargo imported into the U.S. from Asia that moves through Los Angeles and Long Beach has declined significantly in the past two decades, from 56% in 2003 to 46% in 2018, while the share handled by East and Gulf Coast ports has climbed from 27% to 41%, with the share handled by ports in Seattle and Tacoma also declining from 17% to 13%. (Their report did not look at the growing volume of Asian imports handled by the Canadian ports of Vancouver and Prince Rupert.)

The report said continuing loss of discretionary cargo would ripple through the entire supply chain, affecting trucking, railroads, warehousing, distribution, importers and exporters as well as environmental and public health goals.

But employers may have miscalculated both public and labor tolerance for automation. At the hearing Greg Mitre, representing ILWU pensioners, invoked the late Dave Arian, who served both as a harbor commissioner and as president of ILWU International. "When he got into a beef, or something was coming down the pike," Mitre recalled, "His favorite quote was 'You want a fight? You got it!'"

Maui's last voyage



The venerable *s/s Maui*, O71-class open-top containership and steady workplace of countless SUP crews, beginning her final voyage as tugs come alongside at Pier 1A in Alameda, navigating under tow off Blossom Rock in the Central San Francisco Bay, and after debarking the pilot offshore enroute to the breakers in Brownsville, Texas. Photos by Mike Koller, Pilot Run Boat *Golden Gate* operator, Shawn Boland, San Francisco Bar Pilot dispatcher, and Mike Sposeto, from the Station Boat *California*.

Senate approves three new EX-IM bank board members

The United States Export-Import (Ex-Im) Bank once again has a quorum on its board so it may resume its business of offering loan services to American exporters and other business customers to promote American-made goods overseas.

The Senate confirmed Kimberly Reed to be the new Ex-Im Bank president and former U.S. Rep Spencer Bachus (R-Alabama) and Judith DelZoppo Pryor as members of the board of directors this month. The bank's charter calls for a total of five board members, but needs three to conduct transactions of \$10 million and greater. The positions have been vacant for more than two years.

Since its founding in 1934, all goods funded through the bank must be transported aboard American-crewed, U.S.-flag vessels. In addition, the bank reduces the national debt by transferring millions of dollars in receipts to the U.S. Treasury.

Cocaine found attached to LNG carrier's rudder

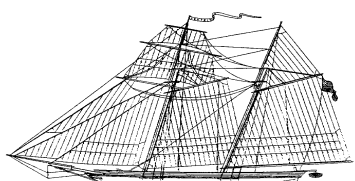
On April 3, authorities in Trinidad and Tobago found 200 kilos of cocaine near the rudder trunk of the Teekay-operated LNG carrier *Hispania Spirit*.

According to the Trinidad and Tobago Guardian, the master of the *Spirit* spotted suspicious packages towards the stern of the vessel during a regular security check at about 0800 hours. He notified the authorities, and TT Coast Guard divers found seven bales of cocaine attached to the rudder or rudder trunk (accounts differ). The stash weighed about 200 kilos, an amount that would be worth an estimated \$18 million.

Before she departed, the *Hispania Spirit's* 28 crew members were interviewed by Trinidad and Tobago's Organized Crime and Intelligence Unit. It is not known if the narcotics were planted in Trinidad and Tobago or at a previous port of call, and the investigation continues.

It was the second time that cocaine has been found in the *Hispania Spirit's* rudder trunk. In September 2015, during a port call at Pisco, Peru, the Peruvian Navy conducted a search of the ship after a report of suspicious activity. They found 211 kilos of cocaine and one stowaway in the cavity.

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AB Bruce Lepule and Rodelio Santos in Manukai splicing with a smile.

MOL to install augmented reality navigation system

Mitsui O.S.K. Lines (MOL) plans to install a navigation system using augmented reality (AR) on 21 of the very large crude oil carriers operated by the group, the Japanese shipping company announced last month.

The system displays information on other ships sailing on a vessel's planned route as well as surrounding sea areas and ocean conditions on tablets and screens. It also integrates information from the Automatic Identification System and radar with real-time video images from the bridge camera.

"The system provides visual support to crew members during their watch keeping and ship operations by using AR technology to superimposing real-time video imagery and voyage information," MOL said in the statement announcing the plan.

The system, which used technology jointly developed by Furuno Electric Co. Ltd. and MOL Techno-Trade Ltd., already has been installed on the car carrier *Beluga Ace*, which was delivered in March 2018, and *VLCC Suzukasan*, delivered in October. MOL sequentially will install the system in its energy transport fleet, including LNG carriers, and its dry bulkers.

"Due to its deep draft, VLCC operations require special care when navigating on the waters such as the straits of Singapore and Malacca, a heavily trafficked sea lane that has limited areas," MOL said in the statement. "The project partners developed the system to support crew members, alerting them to other vessels they need to watch, the location of shallow waters and so on by displaying integrated real-time video images with information from nautical instruments on screens on the bridge even in congested sea lanes."

Thai Navy tows offshore home of fugitive American seasteader

Thailand's navy began towing to shore the floating cabin of a fugitive U.S. citizen and his Thai girlfriend, both prominent members of the "seasteading" movement who face possible death sentences for setting up their offshore home.

The cabin set on top of a spar 14 nautical miles off the Thai island of Phuket had been touted as milestone in the movement to build floating communities in international waters as a way to explore alternative societies and governments.

Authorities have revoked the visa of bitcoin trader Chad Elwartowski, 46, and charged him and his partner, Supranee Thepdet, with violating Thai sovereignty, punishable by the death penalty or life in prison.

The Royal Thai Navy dispatched three boats on Monday to dismantle the structure and bring it back to shore for use as evidence in the government's case against the couple.

"The couple announced on social media declaring their autonomy beyond the jurisdiction of any courts or law of any countries, including Thailand," Rear Admiral Vithanarat Kochaseni told reporters, adding they had invited others to join them. "We see such action as deteriorating Thailand's independence," he said.

rating Thailand's independence," he said.

HTMS Mannai, a landing craft utility ship, returned to Phuket with the hexagon-shaped cabin. Elwartowski and Supranee lived in the cabin for two months and left before the Thai navy raided the structure on April 13. Their whereabouts are unknown, though the government has said the pair is believed to be in Thailand.

Elwartowski has referred requests for comment to Ocean Builders, which funded and built the cabin, and the Seasteading Institute, which advocates building offshore floating cities and originally received backing from PayPal co-founder Peter Thiel.

Ocean Builders said on its website the cabin was in international waters and beyond Thailand's jurisdiction. Thai authorities say the structure is within its 200-mile exclusive economic zone and therefore a violation of its sovereignty.

Joe Quirk, president of the Seasteading Institute, said the couple had achieved a milestone for the movement.

"You can demolish the seastead, but you can't demolish the knowledge that was gained," said Quirk, who is described by his group as a "seavangelist" and an "aquapreneur".

Welfare Notes

May 2019

SUP 401(k) and Money Purchase Pension Plans

SUP bargained with all employers under the Collective Bargaining Agreement (Matson, APLMS, Patriot, Foss) to provide two tax advantageous retirement plans: the Money Purchase Pension Plan, which is funded by an allocation from wages, and the 401(k) plan, which provides participants an opportunity to contribute voluntarily on a tax-deferred basis. Through your 401(k) contributions, you can shelter up to \$19,000 (\$25,000 if you are age 50 or over) from current taxes. Your contributions are made prior to federal income tax withholding and earn on a tax-deferred basis. You determine the amount of the contributions and the investment selections. Over time, the compounding return of your investments without taxes can help your savings grow considerably more than an equal investment that is taxed annually.

Upon retirement, you can rollover your 401(k) monies to an Individual Retirement Account and continue with the same tax deferred benefit. It is only the money that is withdrawn from the Plan or your IRA that is subject to taxes; the balance continues tax deferred, which will help it last further in retirement.

Forms for enrollment, investment selection and beneficiary designation are available at the www.sailors.org website under the SUP Welfare Plan tab. You may also request forms from your ship captain, or they may be requested from your Port Agent or the SUP Welfare Plan Office. For more information about investment options in either the SUP Money Purchase Pension Plan or 401(k) Plan, please contact The Standard at (800) 858-5420 or log into your account at www.standard.com/retirement. First time users to the Plans website will need to register their account and create a unique user name and password. There are a number of resources through the Plans website—articles, videos, and calculators, etc. — to assist you in planning your future retirement security.

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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

ITF warns of 'shocking spike' in confined space deaths

The International Transport Workers' Federation (ITF) is calling attention to the hazards of confined space entry after a "shocking spike" in the number of deaths associated with the known hazard.

Confined space fatalities are all too familiar to the shipping industry. According to the ITF, since January 2018, 16 dockers and 12 seafarers have died from asphyxiation or explosions in confined spaces – or from falls after passing out due to bad air. To put the rise in number deaths in perspective, there have been a total of 145 in the past 20 years, but an alarming 28 of those have occurred in just the past 16 months.

The ITF says the massive rise in fatalities says everything about the "callousness" of decision makers in the industry, including companies that choose profits over properly training and equipping workers, or investing in onboard safety culture.

While the industry agrees that most maritime workers are generally aware of the risks associated with entry into confined spaces, the ITF warns that these same workers may not be aware of the details and extent of the varied dangers posed by forest products, coal, iron ore, grains, gases and other cargo.

"It is not enough for a worker to rely on opening the hatches for 30 minutes and hoping for the best, or to do the best they can to protect themselves on their own. It is not enough for workers to take all available precautions but sometimes still be caught without sufficient protection by pockets of gases and lack of oxygen. And it is absolutely not enough that workers are left to cope with an inhumane industry by doing what humans have always done for one another: risk their own lives to save their fallen col-

leagues," the ITF said in a statement.

The ITF points to an incident last November in which two dockers were killed while unloading logs from the hold of a bulker in Montevideo, likely after exposure to an unexpected fumigant they were not told about. A crew member saw them in distress and entered the hold wearing a face mask, determined to rescue them. During his efforts, his mask was reportedly removed, and he passed out, eventually landing in the hospital in an induced coma. According to the ITF, it is the shipowners that have a duty of care for their crew and dockers employed to carry out their cargo operations. "Education and procedures are not optional. The negligence of shipowners who disregard standard procedures and cost workers their lives must be met with a punishment proportionate to the lives lost," the ITF says.

Ships are inherently dangerous in any space, confined or unconfined. On May 15, an ILWU longshoreman was tragically killed on the job and another was seriously injured at Fenix Marine Services at Pier 300 in Los Angeles. According to initial reports, a top loader container handler contributed to the accident in what was characterized as an equipment failure. Los Angeles Port Police along with California Division of Occupational Safety and Health (Cal-OSHA) and the U.S. Coast Guard have begun an investigation into the accident. The Fenix Marine Services container terminal closed immediately to support the investigation. The terminal was previously known as Global Gateway South and operated by Eagle Marine Services. It is one of the largest in North America, spanning nearly 300 acres and handles about two million TEUs annually.

Membership and Ratings Committee

The Committee met on May 2, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Jill Holleman 5886	6 yrs.	A.B.	A
Michael Siri 19614	1 yr.	O.S.	B
Michael Klann 19615	1 yr.	O.S.	B
Joseph Balerite 19616	1 yr.	O.S.	B
Jason Chilbert 19617	1 yr.	O.S.	B
Cameron Baker 19618	1 yr.	O.S.	B
Jeromie Webster 19619	1 yr.	A.B.	B
Eric Sheldon 19620	1 yr.	A.B.	B
Fernando Rigonan C2787	30 days	A.B.	C
Beau Blacker C2788	30 days	O.S.	C
Anthony Orias C2789	30 days	A.B.	C
Steven Martin C2790	30 days	O.S.	C
Peter Dorrance C2791	30 days	A.B.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: David Larsen #19075, Octavio Ortega #19555 and Paul Fuentes #2239.

Washington set to be first state with long-term care benefit

Washington is poised to become the first state to establish an employee-paid program creating an insurance benefit to help offset the costs of long-term care, a step advocates say will help an aging population that is likely not prepared for the increasing costs needed for daily assistance.

The measure creates a benefit for those who pay into the program, with a lifetime maximum of \$36,500 per person, indexed to inflation, paid for by an employee payroll premium. It has cleared both the State House and the Senate, but because the Senate made several changes before passing it earlier this week, the measure now heads back to the House for a final vote.

“This is a way to try and give people a benefit that they’ve paid into that will be able to keep them out of poverty and accessing a broad array of services they may need,” said Democratic State Representative Laurie Jenkins of Tacoma, the bill’s sponsor.

Opponents call it an unnecessary intrusion by government and an additional tax on employees who haven’t had a say on whether they want such a program. Proposed referendum amendments to require voters to weigh in were rejected by lawmakers.

Under the proposal, premiums of 0.58% of wages would start being collected from employees on January 1, 2022, meaning an employee who makes \$50,000 a year would pay about \$24 a month. Employers would not be required to pay into the program. Starting January 1, 2025, people who need assistance with at least three “activities of daily living” such as bathing, dressing or administration of medication, could tap into the fund to pay for things like in-home care, home modifications like a wheelchair ramp and rides to the doctor. The benefit also covers home-delivered meals, and reimbursement to unpaid family caregivers.

To be eligible, workers will have had to have paid the premium working at least 500 hours per year for three of the previous six years in which they’re seeking the benefit or for a total of 10 years, with at least five of those paid without interruption. The Senate boosted that requirement from the original House version. The Senate proposal exempts workers who show they already have long-term care insurance.

“We know both in our state and nationally we have a tidal wave of folks who are going to be in a position to need support later in life,” said Governor Jay Inslee, who supports the measure.

Washington isn’t the only state that has contemplated long-term care, but it has moved the fastest on creating a defined insurance policy.

Hawai’i has adopted a public cash benefit for caregivers of the elderly, California is considering a ballot initiative on a public long-term care financing program, Michigan and Illinois are beginning to study public programs for those not on Medicaid, and Minnesota’s human services department has proposed two alternative private financing options, according to Howard Gleckman, a senior researcher at the nonpartisan Urban Institute think tank.

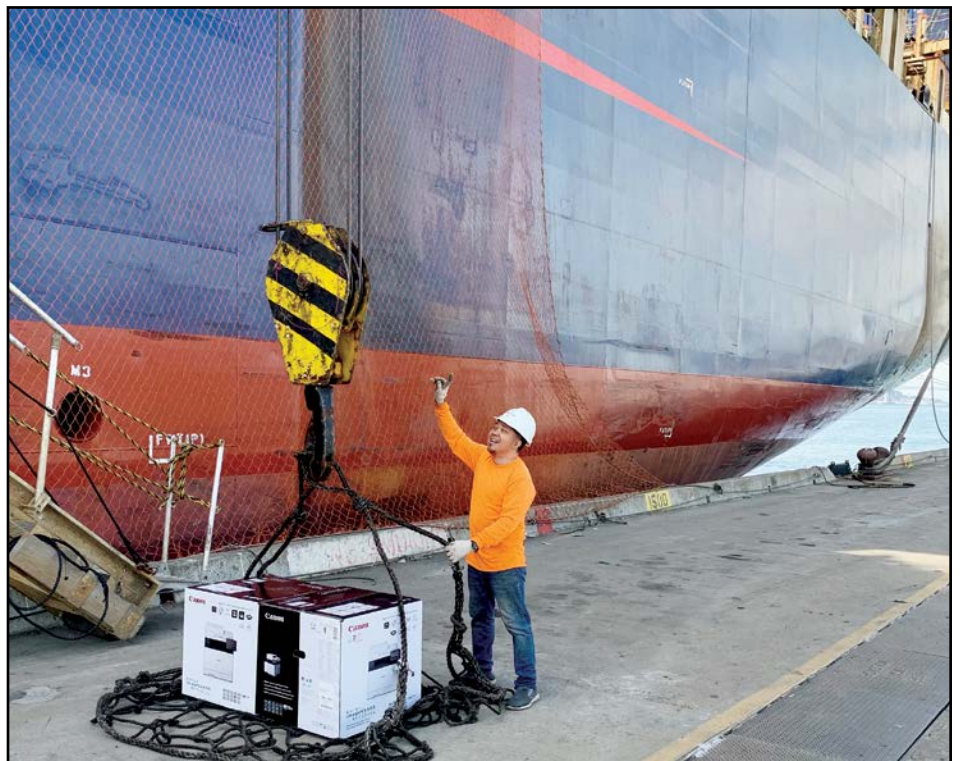
“There’s a lot of discussion around the country, but Washington state is far ahead in at least getting close to the goal line,” Gleckman said.

About two-thirds of adults favor a long-term care program similar to Medicare, according to an Associated Press-NORC Center for Public Affairs Research poll last year. That includes 76% of Democrats and 56% of Republicans.

The Medicare for All bills introduced by Senator Bernie Sanders and Representatives Pramila Jayapal, (D-Washington) and Debbie Dingell, (D-Michigan) expand coverage for long-term care, emphasizing home and community based services.

According to AARP of Washington, 70% of residents 65 and older will require some type of assistance to live independently.

Only an estimated seven million to eight million Americans have private long-term care insurance, which is costly and generally requires applicants to pass a health screening. Many assume that Medicare covers long-term care, but that’s not the case except for limited care for skilled nursing care or rehabilitation. Qualifying for public coverage under Medicaid, which covers low-income people, involves spending down lifetime savings.



Alongside at Oakland’s Berth 57, AB Manny Roxas in *APL Cleveland* hooks up an equipment load and signals all clear to take up the slack before the bosun orders crane driver to heave aboard another lift. Photo: Matt Henning

Proclamation on National Maritime Day

On National Maritime Day, we honor the men and women who, throughout our history, have served with professionalism, dedication, and patriotism in the United States Merchant Marine. We recognize these seafaring merchant mariners for helping to fuel our economy, maintain our sea power, and support our national security.

Merchant mariners extend goodwill into all parts of the world, serving as a peaceful United States presence on international waterways. Today, American mariners facilitate the import and export of billions of dollars of goods, including fuel, agricultural products, and raw materials through the Marine Transportation System. They are also among the first to respond to help their fellow citizens in the wake of national disasters.

During times of war, merchant mariners courageously sail into combat zones to provide sealift for the Department of Defense, carrying weapons and supplies to America’s fighting forces. In every conflict, United States citizen mariners have answered the call to duty and risked their lives. Some have sadly made the ultimate sacrifice for their country.

Because the United States Merchant Marine plays a central role in bringing American goods to market and in bolstering our military readiness abroad, we must encourage more people to pursue career opportunities on America’s water-

ways and the oceans of the world. For this reason, I recently signed an Executive Order to help veterans of the Armed Forces transition seamlessly into civilian careers in the United States Merchant Marine by allowing them to apply relevant military training and experience toward becoming credentialed merchant mariners. This will help support a robust, well-equipped, and safe merchant fleet crewed by well-trained mariners.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as “National Maritime Day” to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2019, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand nineteen, and of the Independence of the United States of America the two hundred and forty-third.



The SUP deck gang assembled on the drydock deck beneath one of the two controllable pitch propellers of the USNS Pomeroy, one of the largest U.S. government-owned sealift support ships in the MSC inventory. Captain Daniel Corn sent the following message:

“Before being relieved I wanted to pass along my appreciation for all the efforts crewing did to provide this FOS Deck Gang and to pass along accolades on this particular Deck crew. They have been one of my best FOS crews. The Bosun and AB’s are all experienced professionals, work hard, need little supervision, train the new OS’s and are good seamen. OS’s were given the opportunity to gain wheel time while underway along the coastwise run. It’s nice when this all comes together. The whole ship benefits as this one did coming out of a drydock period.” After a Coast Guard inspection, passed with flying colors, the ship departed Bayonne, New Jersey for ROS in Hampton Roads, Virginia awaiting orders for foreign assignment.

From left to right left: AB and delegate Cosme Bigno, AB Brian Eaton, OS Abdulalah Mohamed, OS Steven Browning, Bosun Ziggy Kaczor, AB Edward Hervias, AB Limneo Bation, OS Jaime McKeller and AB John Lucia.



SUP PRESIDENT'S REPORT

May 13, 2019

JONES ACT LNG WAIVER

As the membership is aware, the Jones Act requires that cargoes between consecutive U.S. ports are carried in U.S.-built, U.S.-owned and U.S.-crewed ships operated under U.S. laws and regulations. It has long been the cornerstone of U.S. maritime policy. But beginning in the week of April 22, news of pending Jones Act waiver attack leaked from the White House.

Sources reported an Oval Office discussion by officials on both sides of the issue. This time the idea was to temporarily exempt domestic shipping of LNG (liquefied natural gas) loaded at domestic ports for delivery to Puerto Rico and possibly in the Northeast – purportedly to help with intermittent power shortages in Puerto Rico as well as to relieve pipeline bottleneck problems and higher prices in the Northeast.

Although the Administration has shown some considerable if uneven support for the Jones Act, the relentless insistence of cynically opportunistic industry figures who stand to benefit from such waivers goes on. They are supported by right-wing lobbyists and politicized “think tanks” such as the Heritage Foundation and the Cato Institute, who are often opposed to any regulation – even good regulation – on ideological grounds. This LNG waiver talk comes as fracking technology brings new gas in search of a market and just as an escalating trade war with China seals off a major gas distribution option. It also comes immediately following a Cato Institute “symposium” on the topic, which not surprisingly found a crisis to match its foregone conclusion.

Since there is history of waivers, a tactical advance there is understandable, especially as part of a larger repeal strategy, but this waiver initiative runs counter to the intent of the law, specifically that waivers were designed and sparingly used as a very temporary method of dealing with the immediate effects of catastrophe and emergency.

The waiver is not a political tool to cherry-pick compliance with existing law, cafeteria-style, according to the whimsy of the political climate or to economically benefit the Administration-connected business elite. This debate of the waiver question within the executive branch may signal a new front and new vulnerability in cabotage defense: abrupt, informal, and secret reconsideration of piece meal Jones Act compliance on an as-needed basis and independent of any emergency.

Like other issues involving the use of the broad authority of executive privilege, it will fall to Congress to manage it. And such was the case here, when President Trump remained receptive if undecided on a new proposed LNG Jones Act waiver it was only after a meeting with Congressional Republicans who expressed their total opposition, that induced the President's pledge to drop it for now. Of course, mere consideration of the question gives aid to the enemies of the Jones Act, and while waivers lurk and there is a risk of their slow normalization, our continuous vigilance in defense is the only answer. For more on this topic see this month's *West Coast Sailors*.

MARITIME SECURITY PROGRAM

The U.S. Senate last week started the mark up process of the National Defense Authorization Act that is expected to eventually produce the appropriations that fund the Maritime Security Program. Although the present expectation is for a continuation of the program with a possible extension and slightly increased funding, it is as of today's meeting unconfirmed.

In coordination with MFOW President Anthony Poplawski, as well as other seagoing maritime unions and MSP carriers, I reviewed a draft letter of support for the expected terms of the MSP deal. There remains some unanswered issues and potential amendments, however, particularly around Guam, the potential impact of which are considerable.

Will keep the membership informed as it develops.

CHINESE VISAS FOR APL DISPATCHES

On April 9, because immigration problems encountered after the *APL Guam* collision where a disabled sailor required sudden repatriation from a Chinese repair yard, APL management declared to Wilmington Branch Agent Leon Gandy that Chinese visas were now a requirement for all sailors in all APL ships. I intervened and declined to accept the requirement as a condition of employment since it is not specifically required by the collective bargaining agreement, nor definitively required by domestic or international law, and was not raised in nine months ago in bargaining.

Following discussion with all SUP agents and other research, I formally objected on April 10, noting that except for fly jobs, nothing in the Shipping Rules or the Agreement strictly requires visas for normal dispatch. Eventually APL agreed and confirmed in writing that it would not make a valid Chinese visa a condition of employment and would not refuse members who have not been able to obtain a visa.

Recognizing the risk, however, (including the medical risk) to mariners who may need to debark in China, as well as the risk of unilateral imposition of the requirement in the present age of volatile, belligerent and retaliatory immigration policy on both sides of the Pacific, prudent attention to Chinese visa acquisition prior to dispatch is in the best interests of members and smooth functioning of the hiring hall.

The Union raised to APL the Matson process as a best practice, but while management stopped short of collecting passports to process the visas of on-board crew, they did agree to facilitate the acquisition of visas through the issuance of letters of authorization and also to pay the fee for the visa itself. Management also backed away from an all ship requirement and acknowledged that the only the EX 1 ships (*President Truman*, *President Kennedy*, *President Cleveland*, *President Roosevelt*, *President Eisenhower*, and *President Wilson*) are affected; *APL Gulf Express*, *APL Guam*, and *APL Saipan* do not call in China and are therefore in a strict sense exempt from these considerations.

In general, we support that effort to gain visas and urge members to do so in advance of the job calls, and Union will assist in any way. To effectively implement and assist this effort, however, calling the EX 1 jobs earlier than 24 hours prior to turn to as described in Shipping Rule No. 19, is a necessity if all members will have chance of gaining the visa before joining. For context it is important to remember that many jobs for various reasons are by necessity called earlier now, that many already have the Chinese visa, and that those that don't are notified of the requirement and the pending earlier call by dispatchers.

Accordingly, to suggest a temporary change to assist members in gaining the visa without being unfairly prevented from the work, and to give requested guidance to dispatchers, I followed the dictates of Shipping 50 as well as Section 4 of Article XVII of the SUP Constitution and met with members of an emergency clarification committee on May 2 and 3 at SUP Headquarters.

The comprehensive Committee consisted of Paul Fuentes, Octavio Ortega, Dave Larsen, Roy Tufono, Saher Ali, Roberto Tomas, Mike Worth and myself.

The Committee noted the uneven application and somewhat ambiguous terms of Rule 19, but discussion centered on the rule's requirement of dispatch “no more than 24 hours prior to turning to...” except in cases such as fly jobs that required “appropriate visas.” Understanding that although it is not a condition of employment, a visa was still seen to be advantageous to members in a number of ways including the individual freedom to go ashore as well as debark in China. Given that the Company would both facilitate and pay for the visa, and noting that visa acquisition is presently at least a two or three day affair, and especially that requiring the visa at the job call would unfairly restrict members without a visa from participation in the job call, they agreed to recommend an interpretation of the rule based on the existing practice.

Specifically, in the case of APL EX 1 ships calling in

China, where a Chinese visa is requested at dispatch, an earlier job call to facilitate visa acquisition is appropriate, including up to one week early but the timing of which shall be subject to the discretion of the dispatcher. All members who are candidates for any such job should at the outset be contacted in advance to the extent possible. The temporary change will be memorialized in the minutes of the meetings, and referred to the Committee on Constitution for recommendation to the membership in the next general election.

WATSON COMMUNICATION UPGRADE

Since the outset of the Watson-class contract with Patriot Contract Services, the Union has pressed to both establish and improve internet access for these distantly based, forward-deployed ships, especially at minimum for the electronic communications known as email. Even though the Agreement specifically provides for email, a major focus on cyber security and secondarily cost concerns have until now severely limited the official channels. Recently however the MSC agreed to implement what was a Union proposal five years ago – the installation of a separate and additional satellite communications link package with a dedicated terminal and server that is entirely independent of, and walled off from, the main ship system. That solution is now available and will be rolled out in the coming weeks, first in the ships deployed overseas, followed by ships in the Repair Availability (shipyard) or Reduced Operating Status in the continental United States.

Patriot management warned that the system is not expected to include the bandwidth that would support video streaming and related applications, but it characterized it as an upgrade from “what everyone had before (nothing).”

In a closely watched and risky online security environment members are advised to take care in all online activities no matter what the access platform. The bottom line is that the new system will allow for free email communications and some limited web browsing.

DRUG TESTING

Spurred by a new Department of Justice policy advising U.S. district attorneys that the prosecution of individual users of medical marijuana was not likely to be a good use of resources, a process known as discrimination. The Department of Transportation (DOT) and the U.S. Coast Guard, last month, issued their own somewhat contrary guidance that for all transportation workers in safety-sensitive positions, (including merchant seaman), marijuana use remains unlawful.

Dismissing both the trend of state legalization of marijuana, and a cultural shift of acceptance around the consumption of marijuana-derived products, the DOT said its federally regulated drug testing requirements are unchanged. That means that a positive test for delta-9-tetrahydrocannabinol or THC is still a positive identification of a “dangerous drug user.”

Not coincidentally, near the end of last year the Coast Guard published a notice in the *Federal Register* alerting the maritime industry of its determination, based on the frequency of positive tests, to increase the minimum annual rate of random drug testing for 2019 from twenty-five percent (25%) to fifty percent (50%) of major maritime employers. As products such as Cannabidiol (CBD) oil gain further popularity, members are reminded marijuana and its derivatives remain a forbidden substance and a positive test may unleash “a cascade of negative consequences that can be difficult to overcome,” as it says in the guidance.

For more on this topic see this month's *West Coast Sailors*.

SUP BUILDING CORPORATION

The recently elected Trustees of the SUP Building Corporation, (Berit Eriksson, Paul Fuentes, Roy Tufono,

SUP PRESIDENT'S REPORT *CONTINUED*

Matt Henning and myself) met on April 9, to review the ordinary business such as rents, maintenance, taxes, legal issues and other aspects of the property at 450 Harrison Street in San Francisco.

The meeting included a customary review of the role of the trustees set forth in the SUP Constitution, nomination and election of Board Officers (Matt Henning, Secretary and Dave Connolly, President), as well as the historical aspects of both the organization and the building.

Among the pending maintenance issues, the trustees heard from Building Manager Terry Lane about a telecom carrier tenant whose contractor incorrectly installed an unauthorized antenna that probably caused water damage to the main roof. The full extent of the problem is still under investigation and will keep the Trustees and the membership fully informed.

CREDENTIAL RENEWAL

Because of the ongoing backlog effect of the government shutdown earlier this year, the Coast Guard on May 6, issued yet another 60-day extension until July 31, on credentials expiring late last year and this year available in our halls, may actively work on an expired credential meeting the expiration criteria. The time frame during which a credential may be renewed is unchanged. That period is any time during the validity of the credential or one year after the expiration printed on the credential. But unlike in the past there is no penalty for early renewal, and to avoid a situation where the bureaucratic inconvenience of credential renewal becomes a personal and professional emergency, members are herewith advised to begin the process at least one year before expiration, and possibly earlier.

Working backwards from issuance, mariners can expect a minimum normal two- to four-week approval process of a complete and uncontested application package once review begins at the National Maritime Center. But delays due to the closure of the National Maritime Center or delays arising from backlog related to prior shutdowns or other abnormal problems could easily double or triple that time. If there are problems with the application, such as with the medical review, another three to six months is common. Now add the time it takes to both schedule and complete any required training, keeping in mind that training billets are not always immediately available. This rough twelve-month period assumes continuous attention to the process; delays due to employment with limited access to the time and connections required to attend to the details will extend the renewal timeline another two or three months at least.

Again, in the past early renewal would result in lost time on the document, or credential creep, and over time represent a financial disadvantage. Today, the new credential will automatically become effective the day after the old credential expires unless otherwise specified. Remember that all deep-sea credentials require compliance with STCW which will necessitate a Basic Training course as original, refresher, or revalidation at minimum. The NMC website has planning checklists for renewal at https://www.dco.uscg.mil/national_maritime_center. (See USCG update 5 on page 12).

CONGRESSIONAL GOLD MEDAL LEGISLATION FOR WWII MERCHANT MARINERS

Another attempt to honor the merchant mariners of World War II is circulating in Congress, this time in the form of legislation that would award the creation of a single Congressional gold medal of suitable design to the American Merchant Marine museum and allow for duplicates in bronze to be sold at cost. Many other efforts at recognition of these unsung heroes, some of far greater practical value, have failed.

Collectively, 250,000 merchant seamen served in this war delivering seven million servicemen to the war zone and tens of millions of tons of essential war equipment, ammunition, and other supplies. It is important to note that the U.S. Merchant Marine was the only fully integrated service in World War II, and a significant percentage of the mariners were African American. Over 1,500 merchant ships were sunk, and 8,241 merchant mariners perished during this war. One out of every 26 merchant mariners was lost, the highest casualty rate of any service, and many others were captured as prisoners of war.

This legislation enjoys strong congressional support with nearly 150 co-sponsors in the House and the Senate bill, S. 133, has 13 co-sponsors. It is a long-overdue gesture of modest recognition, lamentably symbolic in both effect and attitude, pointing to the secondary status and forgotten contributions of the U.S. merchant marine that persist to this day. On behalf of the membership sent the attached letter in support.

MARITIME DAY

May 22 is Maritime Day in the United States, one of the greatest maritime nations in the history of the world. In 1933, Congress declared National Maritime Day to commemorate the American steamship Savannah's voyage from the United States to England, marking the first successful crossing of the Atlantic Ocean with steam propulsion. It is the only day of the year that the American merchant marine is specifically recognized, remembered, and celebrated. Presidents routinely issue proclamations acknowledging the service of the maritime industry and around the country are many events including the official celebration at the successor to the War Shipping Administration, known as the Maritime Administration, part of the Department of Transportation in Washington D.C.

In Los Angeles, the Maritime Day celebration begins at the "Wall of Honor" at the American Merchant Marine Veterans Memorial & Walls of Honor, located on Harbor Boulevard at the foot of 6th Street, San Pedro, on Wednesday, May 22, 2018, starting at 1100. The observance will include speakers from state and local offices as well as members of the maritime industry. A memorial service will also be held by local clergy and American merchant marine veteran groups honoring those who made the

ultimate sacrifice for the United States of America as well as all who served.

In Seattle, the Maritime Festival takes place on May 11, on the waterfront at the Seattle Maritime Academy near the Ballard Bridge will include career showcasing, vessel tours, interactive displays including hands-on welding, a vessel simulator, environmental response, among other activities.

In Oakland, the SUP will be the featured Union in a ceremony honoring mariners and will participate in a program entitled "Empowering Women of the Maritime Community" at the International Seafarer's Center at Port View Park in Oakland at 1100 on May 22.

STAFF CHANGES

Teresa Anibale, the long-time executive administrative assistant and editor of the *West Coast Sailors*, will retire at end of this month. Ms. Anibale held from 1991 a position then known as an executive secretary. In 1996 she also became editor of the *West Coast Sailors*, replacing John Hill, and has since produced hundreds of editions with remarkable reliability and proficiency. Besides the considerable editorial workload, she also ably handled countless back office tasks, problems and initiatives providing expert professional assistance to both the leadership and membership of the Sailors' Union of the Pacific. In the same spirit she helped recruit and train her replacement, Julia Preciado, who brings her own considerable skills and talent to the job. Before she begins her well-earned retirement, Teresa deserves our heartfelt thanks and appreciation.



HOLIDAYS

Memorial Day

All SUP halls will be closed on Monday, May 27, in observance of Memorial Day, a holiday under all SUP contracts.

Kamehameha Day

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

ACTION TAKEN

M/S to accept the recommendation that APL EX1 jobs may be called up to one week early to gain Chinese visa subject to dispatchers discretion. Carried unanimously.

M/S to accept President's report. Carried unanimously.

Dave Connolly

VICE PRESIDENT'S REPORT

May 2019

APL Gulf Express- Ariel Odian, delegate. Continuing the tough shuttle run as the weather gets increasingly hot. Husein Ali, Bosun.

Cape Hudson- Jonnel Hodges, delegate. Back in the Subic Bay, Philippines. Expected to return in July. Kim Dulay, Bosun.

USNS Pomeroy- Come Bigno, delegate. Received a Bravo Zulu for COI inspections and shipyard. Deploying Virginia for foreign assignment. Ziggy Kaczor, Bosun.

USNS Dahl- Marc Dulay, delegate. Little or no beefs. Ed Zepeda, Bosun.

USNS Sisler- In shipyard with Jon Clark, Bosun. Adding additional AB due to increasing workload.

Mississippi Voyager- Brian Dixon, delegate. Continuing California run from El Segundo to Richmond. Ron Gill, Bosun.

Florida Voyager- Rory Alexander, delegate. Inquiries regarding training reimbursement. Bob Turner, Bosun.

Foss Maritime Co.- JD Rymel, delegate. Met with several SUP members employed by Foss. Continually discussing future contract negotiations and minor adjustments in day to day routine.

I represented the SUP at the Alameda Labor Council meeting and National Maritime Day event in Oakland.

Please keep your documents up to date, several members missed ships because of documents not being current.

Matthew Henning

SUP BRANCH REPORTS

SEATTLE

April 15, 2019

Patriot called for 1 Boatswain, and 11 AB's; filled by 9 B members and 3 C cards. 1 AB/W shipped to APL & Matson, filled by an A & B member. 1 relief and 1 steady AB Dayman to Matson, taken by A & B members. 8 standby AB's, filled by 3 A, 5 B cards.

Registered: 2 A card for a total of 2; 10 B cards for a total of 19; 1 C cards for a total of 4; 2 D cards for a total of 2.

I wish to thank the Seattle Mayors office, IAF Local #27, and the many others that offered their generous support in welcoming *MV Kaimana Hila* with a Fireboat salute on her approach to the inaugural reception at Terminal 5. All those involved were overjoyed to see such a proactively "green" and efficient Jones Act vessel arrive here and look forward to any future innovations Matson will bring to the local waterfront.

Please stay current on your documents! Patriot sailors; remember to check the date of your BST certificate to be sure it will be valid for your next jobs duration.

Brendan Bohannon, Branch Agent



Vince O'Halloran, Sailors' Union of the Pacific member and former Seattle Branch Agent received an award from the Martin Luther King Central Labor Council for his volunteer union activism.

WILMINGTON

April 15, 2019

Shipping: Bosun: 2, AB/W: 21, AB/D: 4, OS/STOS: 5, GVA/GUDE: 0, and standby: 62 for a total of 94 jobs shipped.

Registrations: A: 17 B: 44 C: 11 D:2

Ships checked

Maunawili, Daniel K. Inouye, Maunalei, Mokihana, R.J. Pfeiffer, Manukai, President Roosevelt, President Eisenhower, President Wilson, President Cleveland.

Shipping has been good here in Wilmington, a large number of crewing jobs are rotating as usual, the number of standby jobs have increased since last month.

When you take a standby job you are expected to show up on time and do a day's work for a day's pay. Check your documents before you plan to ship, all documents and dues must be current to be dispatched.

Eli Wegger is holding seamanship classes here at the union hall on Friday after job call, if you want to learn seamanship skills or just want to brush up, Eli is available and he has provided several DVD's on the history of unions and labor.

Participate in your Union meetings keep informed, we need a quorum in order to vote The Union is only as strong as its members.

A special thanks to Mark Hurley for holding down the fort while I was away.

Leighton Gandy, Branch Agent

HONOLULU

April 15, 2019

Shipped the following jobs in the month of April: 1 AB Day, 1 AB Day return, 5 AB Watch steady, 1 AB Watch relief, 1AB Maintenance, and 2 OS Watch. The shipping jobs were filled by 3A cards, 5 B cards and 3 C cards. Shipped 30 standby jobs. The standby jobs were filled by 2 A cards, 7 B cards, 14 C cards, and 7 D cards.

Registered in Honolulu: 9 A cards; 16 B cards; 6 C cards; 3 D cards.

Ships checked

I visited the *R.J. Pfeiffer, Manukai, Maunawili, Manulani, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kamokuiki, D.K. Inouye, Kaimana Hila*, 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 Hawai'i Ports Maritime Council meeting, and the Hawai'i AFL-CIO Executive Board meeting.

Shipping has been great in Honolulu. The AB Day and Bosun jobs are taken by the books registered here, but the AB Watchstander jobs on Matson, APL shuttle ships (*APL Guam* and *APL Saipan*) and the Patriot ships are being filled by B, C, and D cards, or members from the other halls. And if you have the LMSR training you will be shipped out as soon as the jobs are called.

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

Michael Dirksen, Branch Agent

Sharp lookout spots port paper off course

Former SUP Wilmington Branch Agent and active member Mark Hurley blasted the editorial page of the *Long Beach Daily Breeze* in a letter to the editor after that paper came out in support of Senator Mike Lee's Open Waters Act bill that would repeal the Jones Act on April 10, Hurley noted in part that "I am thinking you hired a foreign spy to write editorials... Mike Lee from Utah [is misguided], but our own port paper? Sinking the Jones Act would also sink what is left of our United States Merchant Marine... Without our Jones Act foreign interests would be all the way up the Mississippi. Senator Wesley Jones was correct in 1920 when he said 'There is nobody nowadays to look after American interests except we Americans ourselves. It is said this will drive foreign shipping from our ports. Granted. I want to do it.' The Jones Act ships and crews provide and protect all our States. I can only hope that your excuse is ignorance and not treason." *Daily Breeze* editors could not be reached for comment.

BUSINESS AGENT'S REPORT

May 13, 2019

Matsonia- In at Oakland#62. Sailed with no beefs for Honolulu; been on this run for some time. Last of the steam ships. Matson in-service ships, have been running solid with no issues. Allen Gonzalez, Delegate;Teofilo Rojas, Bosun.

Mahimahi- In at Oakland#62 Sailed for Honolulu with no beefs with Mike Henderson, Delegate and with Relief Bosun Mark Relojo.

Kiamana Hila- In and out Oakland#62. First trip back hitting all four ports on the West Coast. Still working out the kinks and figuring out the best way to work in her. Setting up work lockers and storage rooms. Still have a ways to go to bring her up to SUP standards. Lynn Gador, Delegate and Noel Isumura, Bosun

Daniel K. Inouye- In at Oakland#62. Senior members when, taking your trips off your room should be CLEANED BEFORE you arrive in your home port, not the next day; no consideration for when your relief has to wait until 12:00 to get what is now his room. Don't be a bum shipmate. Ship sailed for Honolulu with no beefs. Lucy Bishop, Delegate and Paul Fuentes Bosun.

Manoa- Ship sailed for Los Angeles the schedule has her switching over to the China Run and there expected to run out of L.A. for the next six months. Arsenio Purganan, Delegate and Robert Reed, Bosun.

APL Truman- In at Oakland #56. The ongoing issue with the potable water system continues. After extensive testing there is no change, still cloudy orange colored water; fit enough for the APL representatives to drink but not us. The investigation and saga continues. Jana

Jahair, Delegate, Lez Jeziorski, Bosun.

APL Wilson- In and out of Oakland#56. Sailed for the Pacific Far East hoping for a better trip weather wise. There is a lot of maintenance work to done on these ships. Rolando Mendoza, Bosun, Dennis Belmonte, Delegate.

APL Gulf Express- In at Jebel Ali on the Far East express run. Sailed for Shuwaikh, then to Shusibe, making good money. The weather is warming up; nothing we can't handle. Hussein Ali, Bosun. Delegate to be elected.

Admiral Callaghan- Keeping up the maintenance work with Dennis Sumague, Bosun.

Cape Orlando- Ready to activate if needed with Jim Linderman, Bosun.

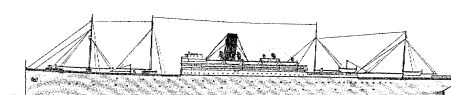
Cape Horn- Keeping up with the Maintenance work on here Matson called the hall for 4 GVA's to help chip, prime and paint the 4ton crane on the main deck. The gang did a bang job with the help from the 4 GVA's sent from the hall. Cody Clark, Bosun.

Cape Hudson- On a active mission shuttling between the Philippines, Thailand and Okinawa. received an e-mail from the delegate about unsafe launch boats which was rectified also with a workable launch schedule. Running smooth with Jonnell Hodges as Delegate, Kim Dulay, Bosun.

SFBP Pier#9- Training is nonstop and on the job training is the best way to learn the job this job is not for everyone many are called few are chosen either you have it or you don't and you'll know if you have what it take to run these Boats. Big Mike Koller as Delegate, Leo Moore Dock Bosun.

Reminder if you are upgrading in seniority. Please send COPIES only when the process is complete we share everything. Worked in the front office.

Roy Tufono



Dispatcher's Report Headquarters—April 2019

Deck	
Bosun.....	2
Carpenter.....	0
MM.....	6
AB.....	12
OS.....	8
Standby.....	24
Total Deck Jobs Shipped.....	52
Total Deck B, C, D Shipped.....	40
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.....	52
Total B, C, D Shipped-All Depts.....	40
Total Registered "A".....	20
Total Registered "B".....	47
Total Registered "C".....	6
Total Registered "D".....	7

National Maritime Center
Serving Our Nation's Mariners

National Maritime Center

Update 5 – Mitigation Efforts Due to Lapse in Fiscal Year 2019 Appropriations and Partial Government Shutdown

Due to a continued backlog of credential applications and increased net processing time of both mariner credential applications and medical certificate applications caused by the lapse in appropriations and shutdown of National Maritime Center (NMC) operations, the following updated actions are being taken:

- Merchant mariner credentials (MMC) and medical certificates (national endorsements only) that expire in **December 2018, January 2019, February 2019, March 2019, April 2019, May 2019, or June 2019** are extended as valid until July 31, 2019. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of the attached letter.
- This extension does not change the time frame during which a credential may be renewed. A credential may be renewed at any time during its validity and for 1 year after expiration based on the expiration date printed on the credential.

If you have questions, visit the [NMC website](#), or contact the NMC Customer Service Center by using the [NMC online chat system](#), by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Sincerely,
/K. R. Martin/
Captain, U.S. Coast Guard
Commanding Officer