



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, August 23, 2019

IBU prevails in Alaska strike Crew detained in Gulf standoff

The Inlandboatmen's Union of the Pacific (IBU) has reached a new three-year tentative agreement with the state of Alaska covering members who work for the Alaska Marine Highway System.

Intense contract negotiations, facilitated by a federal mediator, produced the agreement after a courageous and successful ten day strike.

IBU members had not received wage increases for over five years and had been working under interim contracts since 2017.

"This new agreement addresses many of our members' concerns," IBU President and chief negotiator Marina Secchitano said shortly before members voted in favor of ratification.

"We are very pleased with our new agreement and we appreciate the efforts of the state's bargaining team in helping to bridge our differences to reach a fair resolution."

One issue that was central to bargaining was the disparity of pay rates between in-state and out-of-state workers. The IBU argued persuasively that such rules incentivized the state to hire non-residents and President Secchitano called out the Administration on it. "When there's an advantage to not hire Alaskans because they can pay less, there's a problem," she said.

The State's Department of Administration Commissioner

Kelly Tschibaka said that both sides spent "long hours and late nights at the negotiating table, but it was worth it." She noted that the "deal is good for both the employees and good for Alaska."

Solidarity from the Maritime Labor Alliance contributed to the successful outcome of the strike.

MM&P and MEBA members honored IBU picket lines and the MLA unions urged Alaska Gov. Michael Dunleavy to negotiate a fair contract with the IBU.

"As key personnel in maintaining the critical and first-class maritime infrastructure of Alaska, IBU members have earned the right to a fair contract," they wrote.

The Sailors' Union of the Pacific also backed the IBU in the dispute. SUP President Dave Connolly wrote in a letter to President Secchitano, "we stand in solidarity with the IBU and remain ready to assist in any way." Help was already on the way as SUP Seattle Branch Agent Brendan Bohannon and Seattle based SUP members traveled to Bellingham to show support on the picket lines. (See photo on page 7)

The Iranian Revolutionary Guard seized an offshore supply vessel on July 31, adding to tensions in the Gulf of Hormuz.

The OSV, which Iran has referred to as "a tanker," was said to be carrying about 4,400 barrels of refined fuel.

The incident comes in the midst of mounting tensions between the United States and its allies on one side and Iran on the other, after President Trump's decision last year to withdraw from the international deal to restrict Iran's nuclear program.

Caught in the middle are 23 crewmembers of the *Stena Impero*, the British tanker captured by Iran on July 19.

"Meanwhile, the Panamanian-flagged tanker formerly known as *Grace 1*, now re-flagged Iranian and renamed *Adrian Darya*, has been released by Gibraltar over U.S. objections.

Shipowners and labor representatives have both called on the international community to negotiate a diplomatic solution to free members of the crew, who are being

held aboard the *Stena Impero* in the Iranian port of Bandar Abbas.

The owners of the tanker, the *Stena Impero*, Stena Bulk Shipping, last week released a statement expressing concern for crew members' welfare.

"With little progress being made since the vessel was seized on 19 July, we urge governments involved to find a swift resolution so our 23 valued seafarers can return to their families and move on from this ordeal," Stena Bulk's President and Chief Executive Erik Hanel said.

"We reiterate that there is no evidence of a collision involving the *Stena Impero*, and at the time of the seizure the vessel was well within the inbound traffic separation scheme."

He said that at the time the ship was seized, all required navigational equipment was functioning in full compliance with international regulations.

The British maritime union Nautilus International and the International Transport Workers' Federation (ITF) have raised serious concerns over the seizure

of British oil tanker *Stena Impero* in the Strait of Hormuz and have called for a diplomatic resolution to the situation and de-escalation of tensions in the region.

The crew of the *Stena Impero* is of Indian, Russian, Latvian and Filipino nationalities.

"We are shocked but not surprised by the developments in the Gulf. We have been raising our security concerns with the UK Chamber of Shipping repeatedly over recent weeks. We call on the UK government to urgently engage in diplomatic efforts for the release of the vessel and crew," said Nautilus International general secretary Mark Dickinson.

"Our thoughts are with the seafarers being held, and to their families. We offer our support to the international effort to have them released safely, and promise to redouble our efforts, including collaboration with our international colleagues, to ensure that all seafarers are protected from aggression wherever the risk is evident," added Dickinson.

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Jones Act puts \$12 billion into California economy

The American Maritime Partnership (AMP), and federal lawmakers announced California as the fourth largest domestic maritime state in the United States.

According to the findings of a new report conducted by PricewaterhouseCoopers (PwC) on behalf of Transportation Institute (TI), the Jones Act fuels a strong domestic maritime industry in California. The industry employs more than 51,450 individuals, produces \$12.21 billion for the local economy and generates \$3.6 billion in worker income in California alone.

In addition to being the home of several internationally renowned ports, including the nation's largest container ports, as well as a keystone component or domestic maritime logistics, California is also important shipyard state. A recent study of shipbuilding by the U.S. Maritime Administration (MARAD), covering both commercial and

military ship construction, found a \$3.67 billion annual economic impact in California with 34,810 associated jobs and more than \$2.38 billion in worker income.

The Jones Act study findings were also announced in San Diego at the christening of Lurline, the newest combination container/roll-on, roll-off ("con-ro") ship of Matson, Inc. and General Dynamics NASSCO shipyard. Lurline is the largest "con-ro" ship ever built in the United States.

The Jones Act is not only a vital anchor for economic strength and job creation in California but also a pillar of the nation's security and military capability. Specifically, this law states that the transportation of merchandise between U.S. ports is reserved for U.S.-built, -owned and -documented vessels.

Members of Congress have routinely acknowledged the importance of California's Jones Act maritime industry to the

national economy and security:

"A strong domestic maritime industry is vital for our national security and economy," said U.S. Rep. John Garamendi. "The PwC study demonstrates the importance of a robust maritime shipping industry to America's economic prosperity. As a senior Democratic member of the House Subcommittee on Coast Guard and Maritime Transportation — and as a former Ranking Member of the Subcommittee — I am committed to re-energizing America's maritime and shipbuilding industry, so we can put more Americans to work and bolster our nation's sealift capacity."

"The Jones Act assures that the nation has a reliable and accessible domestic merchant fleet of cargo vessels, the sailors to operate them, and the shipyards to build and repair them. Our domestic maritime shipping industry, as the PwC study details, is a key component of

not just my state's economy, but the economy of the nation," said US Rep. Alan Lowenthal. "From the Northern Mariana Island in the Pacific Ocean to my district's own Port of Long Beach to the Port of Portland in Maine, Americans count on our domestic maritime shipping industry and those Americans — in fact the millions upon millions of Americans touched by the Jones Act and our domestic maritime industry each day — can count on my unwavering support. American workers supporting the American economy and American national security. That is what, the Jones Act, and the domestic maritime shipping industry, are all about."

A variety of maritime leaders recognized the economic impact of the Jones Act in California:

"The state of California is a leader in the domestic maritime

continued on page 7

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

West Coast Sailors

- Archie Bickford.....wishes Captain Jack a happy 92nd birthday...25.00
- Ronildo Dimatulac. 25.00
- Val Guncharov.. 30.00
- Kenneth Herzstein. 25.00
- Norman Kurtz.. 25.00
- Sam Lacabanne. 25.00
- Nick Manessiotis. 50.00
- Rasheed Shahbin. 10.00
- Paul Splain.. 100.00
- In memory of Izora Green .. 30.00

Dues-Paying Pensioners

- Donald Cushing Book #4777
- Diane Ferrari Book #2251
- Kaj E. Kristensen Book #3120
- Hannu Kurppa Book #3162
- Dave Larsen Book 19078
- Gunnar Lundeborg Book #4090
- Duane Nash Book #2437
- John Perez Book #3810
- Alex Romo Book #3093
- James Savage Book #7488
- David Shands Book #7483
- Arthur Thanash Book #3249

Organization/General Fund

- Ronildo Dimatulac. 25.00
- Paul Harsany. 100.00

Political Fund

- Wilfredo Aquino 50.00
- Steven Browning. 10.00
- Milton Caballero. 10.00
- Jon Clark 40.00
- Reynaldo Clores. 50.00
- David Connolly. 100.00
- Phil Coulter 10.00
- Ronildo Dimatulac. 25.00
- Erling Eastmark.. . . . 40.00
- David Garcia 100.00
- Ron Gill. 10.00
- John Hartley.. . . . 50.00
- Matt Henning 25.00
- Ernesto Lagramada.. . . . 200.00
- Robert Leeper 200.00
- Bruce Lepule 100.00
- Bruce Lepule 30.00
- David Mercer. 150.00
- Dominic Metz 10.00
- Ariel Odion. 50.00
- Arsenio Purganan.. . . . 50.00
- Paul Purugganan 35.00
- Paul Splain.. . . . 100.00
- Steve Swinson 25.00
- Raymond Tavai 30.00
- William Williamson IV. . . . 100.00
- Peter Winter. 150.00



Preparing to break out Kauai from layup for her final activation, Standby Bosun Frank Portanier, a.k.a "the Maltese Falcon," Port Engineer Art Thanash, AB Mike Smith and AB John Linderman at the old Alameda Naval Air Station.

Fast Facts: What is a Plimsoll line?

The Plimsoll line is a reference mark located on a ship's hull that indicates the maximum depth to which the vessel may be safely immersed when loaded with cargo. This depth varies with a ship's dimensions, type of cargo, time of year, and the water densities encountered in port and at sea. Once these factors have been accounted for, a ship's captain can determine the appropriate Plimsoll line needed for the voyage (see above image):

- TF = Tropical Fresh Water
- T = Tropical
- F = Fresh Water
- S = Summer
- W = Winter
- WNA = Winter North Atlantic

AB = Letters indicating the registration authority (American Bureau of Shipping in the image shown; the circle with the line through it indicates whether or not the cargo is loaded evenly)

Samuel Plimsoll (1824-1898) was a member of the British Parliament who was concerned with the loss of ships and crews due to vessel overloading. In 1876, he persuaded Parliament to pass the Unseaworthy Ships Bill, which mandated marking a ship's sides with a line that would disappear below the waterline if the ship was overloaded. The line, also known as the Plimsoll mark, is found midship on both the port and starboard hulls of cargo vessels and is still used worldwide by the shipping industry.

Membership and Ratings Committee

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

Name and Membership Number	Seatime	Rating	Seniority
Reginald Clark 4827	6 yr.	A.B.	A
Steven Swinson 7529	6 yr.	A.B.	A
Donal O'Sullivan 19625	1 yr.	A.B.	B
D'Marco Horton 19626	1 yr.	O.S.	B
Ancieto B. Ocampo 19627	1 yr.	A.B.	B
Arthur Griggs 19628	1 yr.	O.S.	B
Forbes Gumapac 19629	1 yr.	A.B.	B
Chris Thorsen 19630	1 yr.	A.B.	B
Jacob Narkiewicz 2797	30 days	A.B.	C

Membership and Ratings Committee's Report: M/S (Sumague-several) to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Paul Fuentes #2239, Mark Relajo #3208 and Michael Smith #13502.

Three ferry boats capsized off Panay

Three passenger motorboats capsized off the Philippine city of Iloilo, Panay in foul weather this month, sending 96 passengers and crewmembers over the side. According to Iloilo city officials, 31 people died in the accidents.

The wooden outrigger motorboats Keziah 2 and Chi-Chi capsized in a squall, and a third vessel, the Jenny Vince, followed suit a few hours afterwards.

The search and recovery mission for victims of the capsizings ended a few days later, and all passengers were all accounted for. The Philippines' Maritime Industry Authority has launched an investigation into the casualty, and it temporarily shut down all passenger motorboat operations on the short route between Iloilo and Guimaras Island as a precaution. Two larger ro/ros will take up the service on a short-term basis.

Commodore Allan dela Vega, the commander of the local Philippine Coast Guard district, said that the boats' crews may not have expected a squall. "When the boats left port, there was good weather," he said.

The accident has the potential to affect tourism for the region. In response to the casualty, the UK Foreign Office warned British nationals to stay away from Philippine domestic water transportation altogether. "Avoid travel on ferries and passenger boats if possible, particularly in the rainy season (June-December)," the ministry wrote. "They are often overloaded, may lack necessary lifesaving equipment or be inadequately maintained and have incomplete passenger manifests. Storms can develop quickly and maritime rescue services in the Philippines may be limited."

Final Departures

Danny W. Colton, #18303. Born in Hawaii in 1973. Joined SUP in 1994. Died in Kailua, Hawaii, March 8, 2019. (Active)

Archie Aki, #3791. Born in Hawaii in 1927. Joined SUP in 1967. Died in Hilo, Hawaii, July 9, 2019. (Pensioner)

Douglas Olney, #2471. Born in Illinois in 1944. Joined SUP in 2000. Died in Newport News, Virginia, July 21, 2019. (Pensioner)

Richard H. Watkins, #3588. Born in Washington in 1932. Joined SUP in 1956. Died in Olympia, Washington, August 4, 2019. (Pensioner)

SUP Meetings

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

	Hdqtrs.	Branch
September	9	16
October	Tues 15	21
November	Tues 12	18
December	9	16

West Coast Sailors

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Matson posts \$18.4 mil Q2 profit

United States based carrier Matson, Inc. on Wednesday reported net income of \$18.4 million for the quarter ended June 30, compared to a net income of \$32.6 million for the same quarter a year ago. Consolidated revenue for the second quarter 2019 was \$557.9 million, compared with \$557.1 million for the second quarter 2018.

For the six months ended June 30, Matson reported net income of \$30.9 million, compared with \$46.8 million during the first six months of 2018. Consolidated revenue for the six month period was \$1,090.3 million, compared with \$1,068.5 million in 2018.

“Our performance in the second quarter was mixed, with Ocean Transportation operating income coming in below expectations and Logistics posting stronger-than-expected operating income,” said Matt Cox, Matson Chairman and Chief Executive Officer. “Within Ocean Transportation, we performed as expected across most of our tradelanes, except we saw a weaker-than-expected Hawaii market, and we were negatively impacted by a lower contribution from SSAT primarily driven by additional expense related to the early adoption of the new lease accounting standard, which we expect to reverse in the second half of this year, and higher terminal operating costs. Within our Logistics segment, we continued to perform well with positive contributions to operating income across all service lines.”

“The company continues to expect net income in 2019 to decline year-over-year; and we are lowering our outlook for EBITDA in 2019 by approximately \$18 million as a result of continued weakness in the Hawaii tradelane and the unexpected higher operating costs at SSAT in the second quarter, the latter of which is largely behind us,” said Cox.

“Within Logistics, we continue to expect solid performance in the second half of the year and are raising the full year outlook for operating income. We view 2019 as a transition year and remain confident about achieving the approximately \$30 million in previously-mentioned annual financial benefits from the new vessels. A portion of these benefits coupled with expected financial benefits on

other recent vessel and infrastructure investments should produce approximately \$30 million in financial benefits in 2020. In 2021 and thereafter, we expect the full year run-rate of these total investments to produce approximately \$40 million of annual financial benefit,” concluded Cox.

Matson reported that its container volume in the Hawaii service during the second quarter 2019 was 2.3% lower on a year over year basis, primarily due to negative container market growth. The GDP of the Hawaii economy continues to grow, albeit at a slowing pace; however, containerized freight market volume has not been keeping pace with GDP growth. The company expects volume in 2019 to be lower than the level achieved in 2018, reflecting less containerized freight volume in Hawaii and stable market share.

In China, Matson reported that its container volume during the second quarter 2019 was 2.5% higher year-over-year, as the company continued to realize a sizeable rate premium in the second quarter 2019 and achieved average freight rates moderately higher than the second quarter 2018. For the second half of 2019, Matson expects volume to be lower than the prior year as volume normalizes to a traditional level of activity relative to the strong level achieved in the second half of 2018 resulting from the U.S.-China trade situation. For the full year 2019, the Company expects average freight rates to approach the levels achieved in 2018.

In Guam, the company's container volume in the second quarter 2019 was flat on a year-over-year basis. For 2019, the company expects volume to approximate the level achieved last year and expects the highly competitive environment to remain.

In Alaska, Matson reported that its container volume for the second quarter 2019 was 8% higher year-over-year, primarily due to the timing of two additional northbound sailings. For 2019, the company expects volume to be moderately higher than the level achieved in 2018 with higher northbound volume supported by improving economic conditions in Alaska and higher southbound seafood-related volume due to stronger seafood harvest levels than in 2018.

Amidst Regional Tensions, BP's Tankers Avoid Strait of Hormuz

BP chief financial officer Brian Gilvary said that the British oil major has stopped using its own tankers for voyages through the Strait of Hormuz. It continues trade in oil from the Persian Gulf, but it is only lifting cargoes with chartered vessels.

Gilvary told Reuters that the firm made the decision after Iranian patrol boats attempted to interfere with the transit of the BP tanker British Heritage through the strait on July 10. At the time, the Isle of Man-flagged British Heritage was escorted by the Royal Navy frigate HMS Montrose, which successfully intervened to prevent interference with the tanker's navigation.

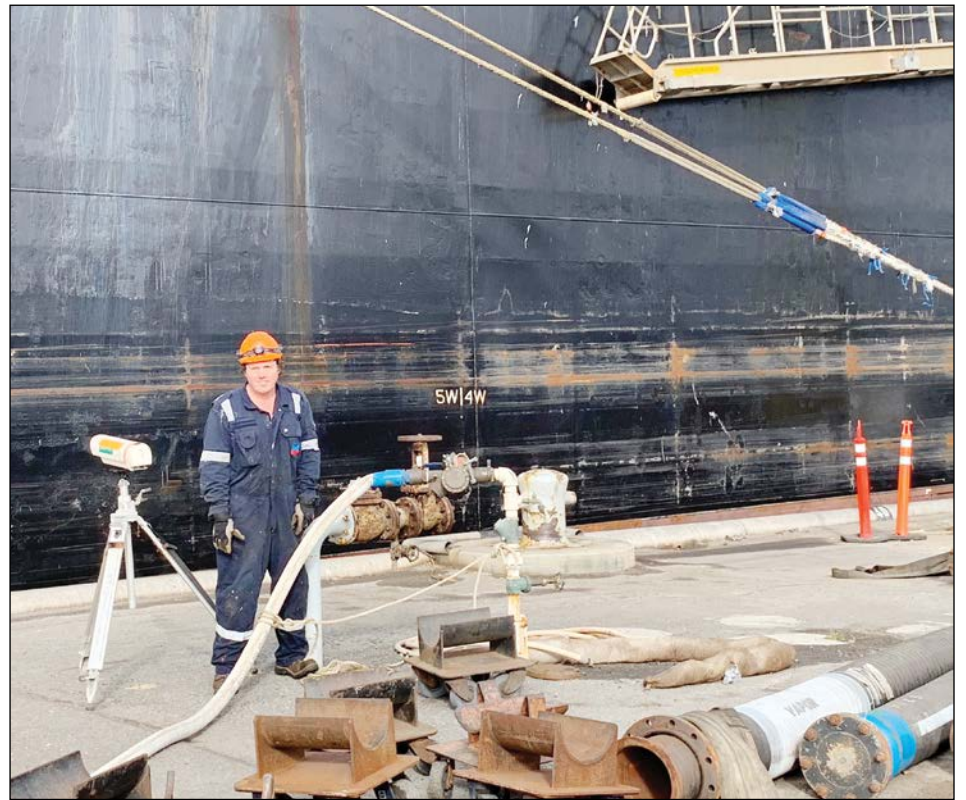
BP's decision may appear prescient in light of the Islamic Revolutionary Guard Corps' seizure of the UK-flagged tanker Stena Impero nine days later. On that occasion, the Montrose was not close enough to intervene, and Islamic Revolutionary Guard Corps (IRGC) commandos

boarded the Impero from a helicopter and took control of the vessel.

The Impero is still detained near Bandar Abbas, Iran, and owner Stena Bulk has expressed concern about the welfare of her crew. “With little progress being made since the vessel was seized on 19th July, we urge governments involved to find a swift resolution so our 23 valued seafarers can return to their families and move on from this ordeal,” said Stena Bulk president and CEO Erik Hanell in a statement. The majority of the vessel's crewmembers are Indian nationals, and none are British citizens.

Satellite imagery suggests Iranian tanker spill

On Tuesday, Israeli outlet i24News published satellite imagery purporting to show a spill from an Iranian tanker near the Baniyas refinery on the coast of Syria. Bellingcat contributor Wim Zwijnenburg released similar imagery showing what appears to be a spill on July 25.



Florida Voyager SUP delegate and AB Larry Moses finished connecting the potable water hose on the Long Wharf on August 13, in Richmond, California. The Florida is engaged in the inter-coastal petroleum trades. Photo: Matt Henning

Oakland exports jump 4.2% in June

The Port of Oakland announced earlier this week that containerized export volume there increased 4.2% during the month of June, compared to the same month a year ago.

The port said it handled the equivalent of 74,901 20-foot loaded export containers last month, compared to 71,894 in June 2018. June was the fourth consecutive month that the Port of Oakland has posted year over year gains for export volume.

The port said its import volume declined 7.2% on a year over year basis in June, after rising the four previous months.

“We remain cautious about our trade outlook as we head towards peak shipping season,” said Port of Oakland Maritime Director John Driscoll. “But we're pleased to see the uptick in exports.”

Oakland's total cargo volume is up 3.6% through six months of 2019 compared to the same period last year.

Unmanned 'saildrone' completes Antarctic circumnavigation in search of carbon dioxide

An unmanned “saildrone” has completed a 13,670-nautical-mile journey around Antarctica after successfully collecting oceanic and atmospheric carbon dioxide measurements to benefit climate change science.

The U.S. National Oceanic and Atmospheric Administration (NOAA) reports that the drone, named Saildrone 1020, completed its mission on August 3 following the 196-day voyage, marking the world's first autonomous circumnavigation of Antarctica.

The drone was equipped with a instrument developed by NOAA's Pacific Marine Environmental Laboratory and designed to collect oceanic and atmospheric carbon dioxide measurements.

“The assumption was the Southern Ocean would eat the saildrone ... and that would be that,” said NOAA oceanographer Adrienne Sutton. “But we were willing to try, given the large role the ocean plays in the trajectory of climate change. Getting the Southern Ocean's carbon balance right is urgently important.”

The Saildrone 1020, along with two counterparts, launched from Point Bluff, New Zealand on January 19, on a mission funded by the Li Ka Shing Foundation. The three drones collected and transmitted a range of data on weather, seal and krill populations, and levels of carbon dioxide, CO₂, in the air and water.

The two other saildrones are currently still making their way around Antarctica.

“Until recently, scientists assumed

that the Southern Ocean steadily absorbed large volumes of CO₂ from the atmosphere — a big contributor to the entire ocean's uptake of up to 40% of the greenhouse gases driving global warming,” NOAA said in a post. “However, scientists also knew shifts in winds and circulation around Antarctica could alter CO₂ uptake from the atmosphere, and recent measurements from instrumented Argo floats showed that under certain conditions the Southern Ocean could emit CO₂ instead of absorbing it.”

Researchers were yet to sample vast areas, however, especially during stormy autumn and winter seasons.

According to NOAA, preliminary results suggest that parts of the ocean identified by the floats as potential CO₂ sources were indeed emitting the greenhouse gas during winter months. Saildrone 1020 also got close enough to one of the floats to allow scientists to compare their CO₂ measurements, a valuable cross-check of different robots and observing techniques, NOAA said.

“On four previous voyages in the Southern Ocean, the wings on our saildrones broke after just a few days, so we went back and built something we thought was indestructible,” said Saildrone founder and CEO Richard Jenkins. “It was a long shot, but it worked out exactly as we hoped.”

“It was a high-risk, high reward kind of deployment,” Sutton said. “We weren't sure it was going to make it.

“

“On the economic side, the working class serves as a model. They have succeeded, at least to some extent, in protecting their economic interest. We can learn from them too, how this problem can be solved by the method of organization.”

—Albert Einstein, 1944

SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED JUNE 30, 2019

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on August 12, 2019, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$2,810,749.65
Political Fund	\$17,246.34
Strike Fund	\$1,293,730.99
Total Cash and Investments 2nd Qtr. 2019	<u>\$4,121,726.93</u>

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$127,600.00
Interest	28,278.74
Donations - <i>West Coast Sailors</i>	1,015.00
Tanker & Joint Committee, Hiring Hall.....	156,173.94
Advertising & Promotion.....	80.00
Miscellaneous Income, Reimbursements, Fines.....	5,098.11
Reimbursed Administrative Expenses.....	26,152.26
Contributions - General Fund	1,040.00
Total Income:	<u>\$345,438.05</u>
Expense:	
Auto & Travel.....	\$1,222.00
Rent.....	20,252.27
Postage, Printing & Office	3,282.43
Telephone & Telegraph.....	5,105.80
<i>West Coast Sailors</i> Publishing Expense	14,586.53
Per Capita	17,709.00
Salaries & Payroll Taxes.....	213,793.80
Office Workers Pension.....	12,427.32
Insurance.....	43,557.50
Field Expense.....	1,115.62
Meeting/Committee & Neg., Conference & Conv.	1,311.62
Investment Expense.....	2,391.87
Officials Pension.....	8,870.00
Subscriptions.....	700.86
Accounting.....	3,000.00
Advertising & Promotion.....	1,080.00

Contributions	840.00
Miscellaneous.....	(200.00)
Flowers.....	568.02
Total Expense:.....	<u>\$352,254.52</u>

BUILDING CORPORATION

Income:	
Rents	\$168,370.68
Building Services & Utilities Reimbursements.....	0.00
Total Income:	<u>\$168,370.68</u>
Expense:	
Building Services & Utilities.....	\$40,645.85
General Tax Expense	20,108.17
Repairs & Maintenance.....	9,498.72
Insurance.....	2,347.60
Salaries & Payroll Taxes.....	18,058.88
Pension	1,435.00
Auto	132.90
Accounting.....	2,000.00
Filing Fee.....	0.00
Office	1,446.62
Total Expense:	<u>\$95,673.74</u>

POLITICAL FUND

Income:	
Contributions	\$4,415.00
Total Income	<u>\$4,415.00</u>
Expense:	
Office	\$0.00
Contributions	\$1,250.00
Total Expense:.....	<u>\$1,250.00</u>
Net Income 2nd Qtr.	\$69,045.47
Net Income YTD:.....	<u>\$113,276.94</u>

/s/ Dave Purganan /s/ Frank Portanier
/s/ Dave Larsen /s/ Terrence A. Lane
/s/ Ron Reed

ACTION BY THE MEMBERSHIP August 12, 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.

Stena: Seized tanker was in full compliance with regulations

In a statement last month, shipowner Stena Bulk said that the tanker *Stena Impero* was operating in full compliance with maritime regulations when she was seized by the Islamic Revolutionary Guard Corps last week, contrary to statements made by Iranian officials.

“Stena Bulk and Northern Marine Management wish to confirm there is no evidence of a collision involving the *Stena Impero*, and at the time of the seizure the vessel was well within the inbound traffic separation scheme and out-with Iranian territorial waters,” Stena said in a statement. “All required navigational equipment, including transponders, was fully functioning, in compliance with maritime regulations.”

All 23 crewmembers of the *Stena Impero* remain in detention in Iran, and though the operator has been allowed to speak with them by phone, Stena has not been permitted to send a representative to visit them aboard the ship. The seafarers have been given an opportunity to call their families for a limited time, but Iranian authorities have not yet given an indication of when they might be released.

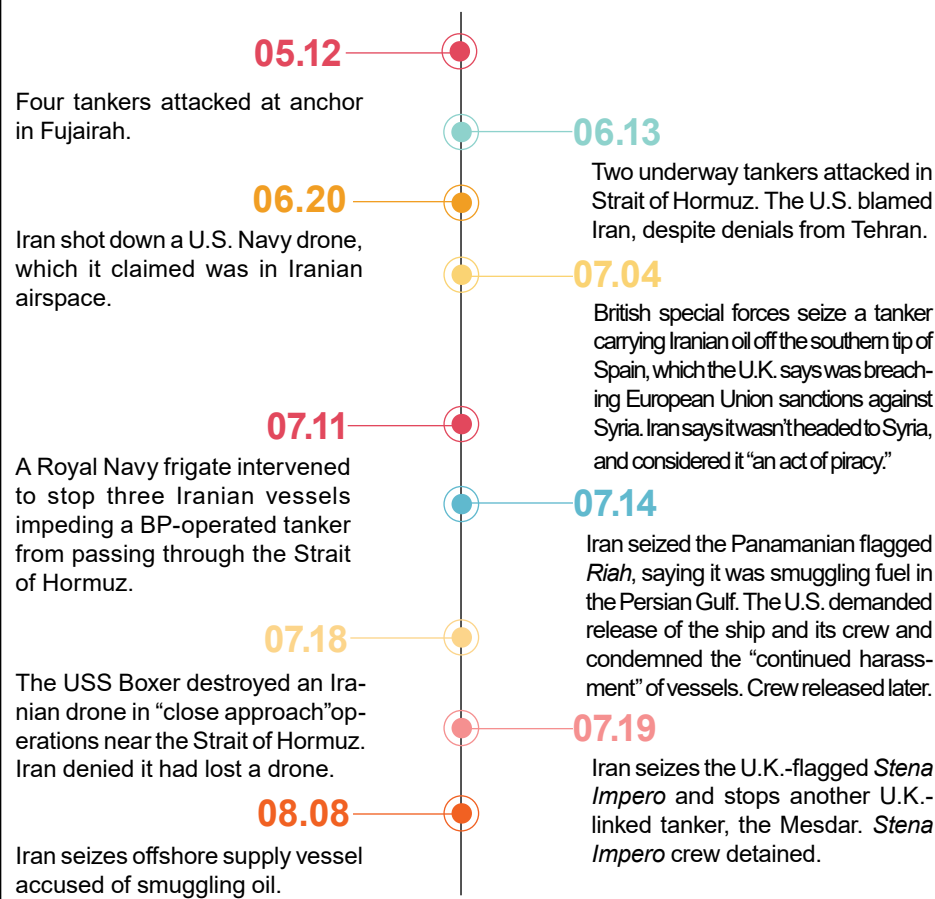
Commandos from Iran’s Islamic Revolutionary Guard Corps (IRGC) seized the UK-flagged *Stena Impero* as she transited the Strait of Hormuz on July 19 in an apparent act of retribution for the seizure of an Iranian-controlled tanker. The UK Royal Marines boarded and diverted the Iranian-controlled VLCC *Grace 1* on July 4 after British authorities determined that the vessel was intending to violate EU sanctions on Syrian oil imports. The *Grace 1* remains in detention in Gibraltar.

Stena Bulk is not a British company, and none of the *Impero’s* crew are British nationals, but the vessel is flagged and managed in the UK. The *Impero’s* seizure and the harassment of another UK-operated tanker, the *Mesdar*, have created concerns in some corners of the insurance market about British-flagged shipping in the Persian Gulf, according to a statement Friday from the Red Ensign Group. The group represents the flag registries of the UK and nearly a dozen British overseas territories and dependencies, and it is urging all operators of British-flagged vessels who are concerned about hull war risk premiums to speak with their underwriters.

“It’s possible that some lead underwriters are applying an additional rate in response to their risk appetite. However, given that the latest advice from the Department for Transport on 24 July confirms that British-flagged vessels are now being escorted [by the Royal Navy] through the transit of the Strait of Hormuz, we would advise all our operators to contact their lead Underwriter or Broker as a matter of urgency,” the Red Ensign Group wrote in a statement. The Lloyd’s Market Association Joint War Committee has not yet added an extra war risk premium for the region.

At the time the Royal Navy had only one frigate in the area, the HMS *Montrose*. A second warship, the destroyer HMS *Duncan*, is currently on station. The new government of UK Prime Minister Boris Johnson has indicated that the Royal Navy will escort all British shipping through the Strait of Hormuz.

Timeline of Gulf attacks and ship seizures



*This timeline captures in part the increasing hostilities in and around the Strait of Hormuz over the past three months. Not included is the British seizure and subsequent release of the *Grace 1*, renamed *Adrian Darya*, an Iranian tanker detained in Gibraltar.*

“Nowhere else than upon the sea do the days, weeks and months fall away quicker into the past. They seem to be left astern as easily as the light air-bubbles in the swirls of the ship’s wake, and vanish into a great silence in which your ship moves on with a sort of magical effect.”

—Joseph Conrad

Crew detained in Gulf standoff Cadillac Tax now a subject of repeal

continued from page 1

The Islamic Revolutionary Guard Corps (IRGC) said in a statement that the *Stena Impero* was seized “at the request of the Ports and Maritime Organization’s office of Hormuzgan province for disregarding international maritime rules and regulations as it was passing through the Strait of Hormuz.”

According to the semi-official Iranian news agency Fars, the vessel has reportedly been taken to Iran’s Bandar Abbas Port, where all 23 crew members are being held on board until subsequent legal proceedings are concluded.

“The ITF is deeply concerned, the seizure of the *Stena Impero* marks a dramatic intensification in the turmoil in the region,” said ITF Seafarers’ Section chair David Heindel.

“This is the latest in a series of alarming episodes, and again we call for a de-escalation of the heightening tensions in the region. We call on all nations to promote stability, ensure safe passage, and freedom of navigation in international waters throughout the Arabian Gulf, Strait of Hormuz, the Bab el-Mandeb Strait and the Gulf of Oman.

“Seafarers are concerned about the

risk to their safety, it’s essential that the maritime industry and governments work collectively to guarantee safe passage and defuse conflict in such a vital region,” said Heindel.

Britain said on Aug. 5, that it would join a U.S.-led maritime security mission in the Gulf to protect merchant vessels traveling through the Strait of Hormuz.

“The UK is determined to ensure her shipping is protected from unlawful threats and for that reason we have today joined the new maritime security mission in the Gulf,” Defense Minister Ben Wallace told reporters.

“We look forward to working alongside the U.S. and others to find an international solution to the problems in the Strait of Hormuz.”

Britain has already deployed the destroyer *HMS Duncan* and the frigate *HMS Montrose* to the Gulf to accompany U.K.-flagged vessels through the strait.

Iran has threatened to block all exports passing through the Strait, a waterway which handles a fifth of global oil traffic, if other countries accede to U.S. pressures to stop buying Iranian oil.

Report: Improper linehandling led to rescue boat fall

An investigation conducted by the Transportation Safety Board of Canada (TSB) has determined that an improper linehandling arrangement led to the fall of a rescue boat from the passenger ferry *Queen of Cumberland* in Swartz Bay, British Columbia last year.

On April 18, 2018, the crew members on the *Queen of Cumberland* were engaged in a lifeboat drill as part of an annual class inspection, and they were using the davit to raise the vessel’s rescue boat. The engine room attendant (ERA) was assigned to tend the painter, which had two length markings on it in black tape. The vessel’s senior master was aboard for the class inspection, and he instructed the ERA to make the painter fast on the shorter of the two markings, giving a length that was suitable for aligning the rescue boat under the davit at water level.

As the boat was hoisted out of the water and above the main deck level where the

cleat was made off, the line drew taut and began to pull the boat to one side. This side load caused the single hoisting cable to get pinched between the davit’s main sheave and a cable retainer. The cable parted, and the boat and the two crewmembers in it fell 35 feet into the water.

Both crewmembers were injured, one of them seriously, and the rescue boat was damaged.

A mid-life upgrade to the *Cumberland* in 2016 altered her rescue boat davit arrangements, and investigators found that the vessel’s operating procedures had not been updated to match. This may have increased the risk of an accident, the TSB determined.

BC Ferries has since undertaken a review of its rescue boat operations. It has changed its policies to prohibit crewmembers from riding in the rescue boat as it is lowered away or hoisted aboard in a drill, though they may when it is launched in an emergency setting.

Britain joins U.S. Maritime efforts in Persian Gulf

Britain announced that it has joined the United States in a maritime security mission in the Persian Gulf to protect merchant vessels traveling through the Strait of Hormuz after Iran seized “several ships including” a British-flagged tanker.

British officials stressed that there was no official change to London’s policy regarding Iran, but joining the United States is seen as the most significant non-Brexit foreign policy move to date of Prime Minister Boris Johnson’s 12-day-old government.

Just two weeks ago, Britain was calling for a European-led naval mission. Now, it has joined what it said was a U.S.-led “international maritime security mission”. No other nations are yet involved in the U.S.-led security mission.

“It is vital to secure the freedom for all international shipping to navigate

the Strait of Hormuz without delay, given the increased threat,” said British Defense Secretary Ben Wallace. “The deployment of Royal Navy assets is a sign of our commitment to our UK flagged vessels and we look forward to working alongside the US and others to find an international solution to the problems in the Strait of Hormuz.”

Tanker traffic through the Strait of Hormuz, through which a fifth of the world’s oil passes, has become the focus for a standoff between Iran and the United States, which has beefed up its military presence in the Gulf since May.

Last month, Iran’s Revolutionary Guards seized a British tanker, the *Stena Impero*, near the Strait of Hormuz for alleged marine violations. That incident came two weeks after Britain seized an Iranian oil tanker near Gibraltar, accusing it of violating sanctions on Syria.

The politics of health care are changing. And one of the most controversial parts of the Affordable Care Act — the so-called Cadillac tax — may be about to change with it.

The Cadillac tax is a 40% tax on the most generous employer-provided health insurance plans — those that cost more than \$11,200 for an individual policy or \$30,150 for family coverage. It was supposed to take effect in 2018, but Congress has delayed it twice. And the House recently voted overwhelmingly — 419-6 — to repeal it entirely. A Senate companion bill has 61 co-sponsors — more than enough to ensure passage.

The tax was always an unpopular and controversial part of the 2010 health law because the expectation was that employers would cut benefits to avoid paying the tax. But ACA backers said it was necessary to help pay for the law’s nearly \$1 trillion cost and help stem the use of what was seen as potentially unnecessary care. In the ensuing years, however, public opinion has shifted decisively, as premiums and out-of-pocket costs have soared. Now the biggest health issue is not how much the nation is spending on health care, but how much individuals are.

“Voters deeply care about health care still,” said Heather Meade, a spokeswoman for the Alliance to Fight the 40, a coalition of business, labor and patient advocacy groups urging repeal of the Cadillac tax. “But it is about their own personal cost and their ability to afford health care.”

Stan Dorn, a senior fellow at Families USA, recently wrote in the journal *Health Affairs* that the backers of the ACA thought the tax was necessary to sell the law to people concerned about its price tag and to cut back on overly generous benefits that could drive up health costs. But transitions in health care, such as the increasing use of high-deductible plans, make that argument less compelling, he said.

The possibility of the tax has been “casting a statutory shadow over 180 million Americans’ health plans, which we know, from HR administrators and employee reps in real life, has added pressure to shift coverage into higher-deductible plans, which falls on the backs of working Americans,” said Rep. Joe Courtney (D-Conn.).

Support or opposition to the Cadillac tax has never broken down cleanly along party lines. For example, economists from across the ideological spectrum supported its inclusion in the ACA, and many continue to endorse it.

“If people have insurance that pays for too much, they don’t have enough skin in the game. They may be too quick to seek professional medical care. They may too easily accede when physicians recommend superfluous tests and treatments,” wrote N. Gregory Mankiw, an economics adviser in the George W. Bush administration, and Lawrence Summers, an economic aide to President Barack Obama, in a 2015 column. “Such behavior can drive

national health spending beyond what is necessary and desirable.”

At the same time, however, the tax has been bitterly opposed by organized labor, a key constituency for Democrats. “Many unions have been unable to bargain for higher wages, but they have been taking more generous health benefits instead for years,” said Robert Blendon, a professor at the Harvard T.H. Chan School of Public Health who studies health and public opinion.

Now, unions say, those benefits are disappearing, with premiums, deductibles and other cost sharing rising as employers scramble to stay under the threshold for the impending tax. “Employers are using the tax as justification to shift more costs to employees, raising costs for workers and their families,” said a letter to members of Congress from the Service Employees International Union.

Deductibles have been rising for a number of reasons, the possibility of the tax among them. According to a 2018 survey by the federal government’s National Center for Health Statistics, nearly half of Americans under age 65 (47%) had high-deductible health plans. Those are plans that have deductibles of at least \$1,350 for individual coverage or \$2,700 for family coverage.

It’s not yet clear if the Senate will take up the House-passed bill, or one like it.

The senators leading the charge in that chamber — Mike Rounds (R-S.D.) and Martin Heinrich (D-N.M.) — have already written to Senate Majority Leader Mitch McConnell to urge him to bring the bill to the floor following the House’s overwhelming vote.

“At a time when health care expenses continue to go up, and Congress remains divided on many issues, the repeal of the Cadillac Tax is something that has true bipartisan support,” the letter said.

Still, there is opposition. A letter to the Senate on July 29 from economists and other health experts argued that the tax “will help curtail the growth of private health insurance premiums by encouraging employers to limit the costs of plans to the tax-free amount.” The letter also pointed out that repealing the tax “would add directly to the federal budget deficit, an estimated \$197 billion over the next decade, according to the Joint Committee on Taxation.”

Still, if McConnell does bring the bill up, there is little doubt it would pass, despite support for the tax from economists and budget watchdogs.

“When employers and employees agree in lockstep that they hate it, there are not enough economists out there to outvote them,” said former Senate GOP aide Rodney Whitlock, now a health care consultant.

Harvard professor Blendon agrees. “Voters are saying, ‘We want you to lower our health costs,’” he said. The Cadillac tax, at least for those affected by it, would do the opposite.

Paris and Tokyo MoUs ready for Concentrated Inspection Campaign

The Tokyo and the Paris MoUs on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Emergency Systems and Procedures starting from September 1.

For many years, emergency systems have remained in the MoUs’ top five categories of most numerous deficiencies. The purpose of the CIC on Emergency Systems and Procedures is to ensure that:

- ships are capable of responding appropriately and promptly to emergency situations;

- necessary measures are taken by responsible stakeholders, such as shipping companies and ship managers;

- emergency systems installed on board can be properly operated and effectively managed in any emergency situations; and

- master and crew of the ship understand their assigned roles and duties in case of emergency.

The inspection campaign will end November 30, 2019. It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the time.

US Marine Commander calls for strategic change

The new Marine Corps Commandant has issued a startlingly blunt new set of orders to his commanders, calling for a complete overhaul of the core amphibious mission of the Marines and how they operate once they hit shore. In the span of one 26-page document posted online last week, Gen. David H. Berger made clear he's setting a new course for the Corps, scrapping old capabilities without a trace of sentimentality.

Gen. Berger, who took command earlier this month, wasted no time in issuing his sweeping critique of the Marine amphibious strategy, calling the current approach of moving Marines ashore aboard slow, small amphibious vehicles and helicopters an "impractical and unreasonable" plan that has been wedged within a force that "is not organized, trained, or equipped to support the naval force" in high-end combat.

In other words, Berger is calling into question the Navy's years-old requirement for 38 amphibious ships to carry Marines to the fight.

"The ability to project and maneuver from strategic distances will likely be detected and contested from the point of embarkation during a major contin-

gency," his new document states, while declaring the Corps must be able to quickly move and scatter forces ashore to avoid the proliferation of precision strike capabilities.

And then comes the key line.

"It would be illogical to continue to concentrate our forces on a few large ships. The adversary will quickly recognize that striking while concentrated (aboard ship) is the preferred option. We need to change this calculus with a new fleet design of smaller, more lethal, and more risk-worthy platforms."

The decades-old idea that Marines could punch their way ashore from amphibious ships parked dozens of miles offshore has been hijacked by reality. In many parts of the world — particularly the Pacific, where China has covered islands with anti-ship missiles and airfields — the old way of thinking has long since died. Even groups like the Iranian-backed Houthis in Yemen have some stand-off capabilities that could inflict some pain.

"We must change," Berger wrote, "we must divest of legacy capabilities that do not meet our future requirements, regardless of their past operational efficacy."

APL chief departs Europe in favor of trans-Pacific trade

The priorities of APL's new CEO Stéphane Courquin will be to consolidate long-haul trans-Pacific routes and develop intra-Asia as the carrier withdraws from the Asia-Europe trade in the fourth quarter.

APL parent CMA CGM announced Friday that Courquin will take over leadership of the Singapore-based carrier from Lars Kastrup, who has only been in the position since Jan. 1 of this year. A CMA CGM statement said Kastrup was leaving "to pursue another career opportunity."

Courquin, currently head of CMA CGM's Middle East office, will be the third CEO since CMA CGM acquired APL in July 2016. Following the takeover, the French line replaced Ng Yat Chung with Nicolas Sartini as CEO. Sartini was appointed deputy CEO of CEVA Logistics following its takeover by CMA CGM last year and has subsequently moved up to CEO of CEVA.

With access to the network of the world's third-largest carrier, the financial fortunes of APL began to quickly improve. In 2017, APL contributed strongly in its first full financial year as a subsidiary of the French container shipping group, helping CMA CGM report record revenue and almost \$19 million TEU, a year-over-year increase of 21%. APL contributed \$5 million TEU

to group volume. It reversed a string of annual losses at the carrier.

The replacement at the top of APL, and the trans-Pacific and intra-Asia focus of the new CEO, come as CMA CGM prepares to pull its subsidiary from Asia-Europe by Oct. 1, a trade that it serves as a member of the Ocean Alliance.

APL will instead build on its expanding intra-Asia business, working in cooperation with CMA CGM vendors. But profitability on the hypercompetitive intra-Asia trade is difficult. The logistics cost of loading a box on a ship is sometimes not covered by the rate — and many routes are seen as loss leaders.

The Asia-North America focus of APL includes its guaranteed suite of premium services that the carrier has been offering shippers on the trans-Pacific for the past few years.

Known as "Eagle GO Guaranteed," the service targets shippers willing to pay premium rates for a faster and guaranteed service that provides a complete refund if the ocean carrier fails to meet the delivery date. During the front-loading chaos of peak season 2018 ahead of United States tariffs on China, Jesper Stenbak, APL senior vice president for trans-Pacific trade, said the service brought supply chain certainty to shippers battling to find space or avoid rolled cargo.



The 621-ft tanker PAX, owned by Schuyler Navigation Lines and operated by Patriot Contract Services in the western Pacific for the Military Sealift Command with the SUP on board. Patriot recently won the competitive bid for the continued operation of the ship. See President's Report on page 10.

ILWU forces training for automation jobs

International Longshore and Warehouse Union (ILWU) Local 13 and APM Terminals reached a tentative agreement in late July on a training program that will prepare longshore mechanics to maintain and repair the automated cargo-handling equipment the terminal operator will deploy at its Los Angeles facility.

The six-month-long negotiations between the Southern California local and APM Terminals involving a new form of automation in North America appears to have been resolved amicably, with the ILWU achieving its goal of establishing a program to re-skill and up-skill longshore workers to maintain and repair automated cargo-handling equipment. In the coming month, APM will deploy the equipment on a 100-acre parcel of its container terminal when it arrives in Los Angeles.

"We're excited about the opportunity to up-skill our longshore workers for the equipment that will soon be arriving here," said Ray Familathe, President of ILWU Local 13.

APM Terminals said dockworker training is crucial to the future of the port and the industry. "We believe that it is critical to the continued success of the Port of Los Angeles that the ILWU is trained for the jobs of the future. As we prepare to modernize Pier 400, we are glad to be working in partnership with the ILWU and PMA [Pacific Maritime Association] on implementing a training program that complements the changes at Pier 400, and in the broader industry," APM said in a statement.

APM Terminals' request for the construction permit that is needed to install electrical recharging equipment for the automated straddle carriers it will deploy at Pier 400 can now move forward to the final stage of the approval process before the Los Angeles City Council. The fact that it took six months to approve what would normally have been considered a low-level construction permit illustrates the passionate give-and-take that is under way today between labor and management at North American ports over automation. On one hand, automation eliminates dozens of traditional longshore jobs, but also creates some highly skilled, high-paying jobs for dockworkers. Longshore unions in the United States and Canada insist that they have jurisdiction over those jobs, and their members are trained to perform the work.

APM intends to deploy driverless, battery-powered auto-strads at Pier 400. Dozens of existing jobs in which longshore workers drive diesel-powered yard tractors to shuttle containers between the vessel and the container stacks will be eliminated. However, under the agreement, longshore workers who have been trained in the maintenance and repair (M&R) of diesel equipment will be re-trained for M&R work on zero-emission electrical equipment. This training will become even more valuable in the coming years under the Los Angeles-Long Beach Clean Air Action Plan, which calls for the use of zero-emission cargo-handling equipment by 2030.

James McKenna, president of the PMA, the employers' organization that negotiates and administers the coastwide contract with the ILWU, said the training program has two parts. One part calls for re-skilling regular longshore workers who want to become mechanics. Another part of the program will up-skill existing ILWU mechanics to perform M&R work on the jobs being created by automation, such as repairing and maintaining electric and battery-powered cargo-handling equipment.

The training program in Southern California is terminal-specific. While it might become a model upon which similar training programs could be established, McKenna observed, "As a practical matter, let's get this one up and running first."

Gene Seroka, executive director of the Port of Los Angeles, said the tentative agreement will benefit labor, APM and the port. "If finalized, this would be a major step forward in securing the future of work at the port complex for years to come," he said.

ILWU Canada and the British Columbia Maritime Employers Association (BCMEA) recently agreed on a new contract that took more than a year to negotiate. It was resolved when employers and the union agreed on a structure for handling automation at the ports of Vancouver and Prince Rupert. On the US East and Gulf coasts, where three semi-automated terminals operate, the International Longshoremen's Association strenuously opposes full automation.

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

ATTEND YOUR MONTHLY SUP UNION MEETINGS!

Ten day ferry strike ends with ratification vote

On July 24 the Inlandboatmen's Union of the Pacific went on strike in Alaska and Washington, bringing the Alaska Marine Highway System ferries to a halt and the employer, the state of Alaska, back to the table. The strike ended ten days later on August 2, after the intervention of the federal mediators.

After reaching the three year deal, IBU President and chief negotiator Marina Secchitano said "this new agreement addresses many of our members' concerns." The IBU membership overwhelmingly ratified the agreement shortly thereafter and went back to work. Despite the many improvements benefiting both sides, the IBU withstood threats characterizing the action as an illegal activity. The strike was the first by the IBU at the AMHS since 1977. (See page 1 for more detail.)



In Bellingham on July 27, members of the SUP and MFOW led by Branch Agent Brendan Bohannon traveled to show support of IBU members on strike against the Alaska Marine Highway System. From left to right is Forrest Jackson, MFOW member Frank Selvidge, Clint Sieber, Brendan Bohannon, Berit Eriksson, MFOW member Steve Petritz, and Wil Williamson.

Jones Act puts \$12 billion into CA economy

continued from page 1

industry, supporting nearly 52,000 family-wage jobs and contributing over \$12.21 billion to the local economy," said James L. Henry, Chairman, and President of Transportation Institute. "The findings in our most recent study demonstrate the strength and necessity of the Jones Act, which serves as the backbone of the American maritime industry, the U.S. industrial base, and job creation for the hardworking men and women that crew the vessels delivering both in times of war and peace."

"Quite simply, the Jones Act is American security," said Matt Woodruff, President of the American Maritime Partnership. "In addition to the job creation benefits detailed in this study, our American mariners are relied on by defense leaders to project American force overseas in a national emergency. Alongside our waterfront workers, they are the eyes and ears of homeland security on our nation's coasts and waterways. Our American controlled fleet provides economic security, ensuring that our nation's internal freight transportation system is not subject to foreign interference. American maritime jobs always have and will continue to be vital in the never-ending task of keeping America safe, strong, and prosperous for generations to come."

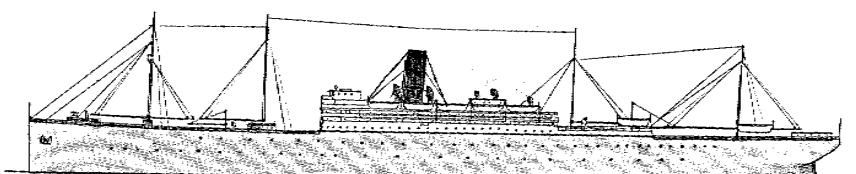
"As the fourth largest domestic maritime state in the U.S., California's 51,250 maritime, shipbuilding and repair jobs continue to demonstrate the strength our industry brings to the economic and national security of our nation," said Matthew Paxton, President of the Shipbuilders Council of America. "The men and women who work in shipyards in California build, maintain and repair some of the most innovative commercial and military vessels in the world, and represent a strong industrial base that reaches across the nation."

"As a proud U.S. company and Jones Act carrier, our investment in this new

ship is about much more than maintaining a high level of service to Hawaii. It also helps drive substantial economic benefits and opportunities in communities around the Pacific, where this vessel will operate," said Chairman Matt Cox following the Saturday christening ceremony of Matson's newest ship, Lurline. "These are all living wage jobs, supporting the families of American workers, the taxes they pay and the local impact they make all flow from this one ship. Multiply that by all the ships NASSCO and other U.S. shipyards are building, and you get a sense of the value of the maritime industry to our country and its economy."

"It's a very exciting time to be a shipbuilder at NASSCO, with the combination of Navy and commercial work surrounding us, it's an appropriate occasion to talk about the importance of the Jones Act," said Kevin Graney the President of General Dynamics NASSCO. "Without the Jones Act, large commercial shipbuilding in the United States would simply cease to exist, and with it the manufacturing technology, processes and most importantly the skilled hands that bring ships like Lurline to life, the Jones Act is more important today than ever before as we face near-peer adversaries across the globe and a strategic need to build and repair ships vital to our national security."

Thanks to the Jones Act, the domestic maritime industry sustains approximately 650,000 American jobs across all 50 states, creates \$41 billion in labor income for American workers, and adds more than \$154.8 billion in annual economic output each year. There are more than 40,000 American vessels — built in American shipyards, crewed by American mariners, and owned by American companies — that operate in our waters 24-hours a day, seven days a week.



Port of LA reports busiest year ever

The Port of Los Angeles moved 764,777 TEUs of containerized cargo in June, the busiest June in the port's 112-year history. The month marked the end of fiscal year 2018-19, during which the port moved 9,688,252 TEUs, a 5.7% improvement over the previous fiscal year.

Port of Los Angeles Executive Director Gene Seroka said the just-ended fiscal year was the busiest 12-month period in the port's history.

"With container exchange per vessel at record levels, we will continue to enhance and optimize our port complex in the coming months. Creating

UK unions protest foreign flag ferry job loss

There will be more protests this month by the maritime and transport union RMT against crewing with non-union labor aboard ferry services from the UK. The protests will be organized under the banner of RMT's SOS 2020 campaign which requires equal rights in employment, equality and immigration law for UK seafarers, statutory training targets for UK ratings, protection for the Royal Fleet Auxiliary's Merchant Seafarers from privatisation, and legislation in the style of the US 'Jones Act'.

The protests will be organised under the banner of RMT's SOS 2020 campaign, which is committed to ending the scandal of seafarer exploitation and increasing jobs for Ratings on RMT terms and conditions by securing the following reforms:

1. Equal rights in employment, equality and immigration law for UK seafarers
2. 'Cabotage' protections for UK crew and ships based on the USA's Jones Act
3. Statutory targets to train thousands of UK Ratings
4. Improved safety standards in UK shipping
5. Protect the Royal Fleet Auxiliary's Merchant Seafarers from privatisation

Objectors across the Atlantic point out that the Act pushes domestic waterborne trade to unreasonably high price levels, however supporters say it retains an independent security layer and, despite years of debate and acrimony, it retains government support.

This round of industrial action was kicked off when P&O Ferries disposed of the RoRo ferry European Endeavour which sailed the Irish Sea route and substituted a foreign flagged vessel. The RMT says the existing crew were replaced with

a universal truck reservation system, moving chassis off terminals and further refining the Port Optimizer are top priorities."

Port Optimizer is a digital portal to connect users of the port being developed with the assistance of Wabtec (formerly GE Transportation).

The port said June imported containers increased 3.5% to 396,307 TEUs compared to the previous year. Exports decreased 5.6% to 139,318 TEUs, while empty containers increased 19% to 229,153 TEUs. Combined, June overall volumes were 764,777 TEUs.

cheaper replacements whilst the British officers were promised other positions in the company fleet. RMT General Secretary, Mick Cash said:

"It is a scandal that after announcing the sale by P&O of the European Endeavour our members were not offered redeployment on one of the company's other Irish Sea vessels when suitable positions exist. Instead, P&O are filling ratings positions on the Irish Sea with agency crew, citing that their 'business model' needs to be maintained.

"It is shameful that shipping companies like P&O choose a business model that replaces long-standing seafarers with 'low-cost' workers. With this attitude from a major shipping company it is no surprise that of 101,000 Ratings and Officers that make our shipping industry tick, under 20% of these jobs are held by British seafarers, most of whom will retire in the next decade."

The European Endeavour was sold by P&O in April to Finnish ferry group Eckerö Line and her place taken by the Mistral, chartered from Finland. The move followed the announcement in January 2019 that the P&O Ferries UK fleet would be reflagged from Dover, UK to Limassol, Cyprus 'as a result of Brexit'. A month later the company confirmed it had been repurchased for circa £322 million by its former owner, DP World.

"Instead, P&O are filling ratings positions on the Irish Sea with agency crew, citing that their 'business model' needs to be maintained.

"It is shameful that shipping companies like P&O choose a business model that replaces long-standing seafarers with 'low-cost' workers.



On the flight deck of the USNS Sisler is bosun Jonathan Clark, AB Tyrone Leonard, Val Goncharov, Rod Purgannan, OS Frank Walker, OS Steve Browning, AB and delegate Anthony Wylie in Bayonne NJ on July 18, 2019. Photo: Matt Henning

Game developers ready to organize

At an industry conference for video game developers in late March, the thousands of lanyarded attendees could try new games, swap business cards and hear from experts on rendering realistic blood spatter.

Or they could talk about unionizing.

Hundreds joined a series of standing-room-only roundtables on the topic of organized labor, taking time away from the Game Developers Conference to brainstorm ways to build worker power in an industry that is almost entirely nonunion.

Organizers with Game Workers Unite, a group that has sprung up in the last year to push for wall-to-wall unionization in the \$43-billion game industry, kicked off each session with an icebreaker: “Damn the man.”

“Damn the man” for making designers work 100-hour weeks for months on end to deliver a game on time — a practice known as “crunch” that often comes without overtime or bonus pay.

“Damn the man” for hiring workers to ship a new game and then announcing mass layoffs — more than 2,000 jobs have been cut in 2019, but cyclical layoffs have been a feature of the industry for decades.

“Damn the man” — specifically, the executives of video game companies — for earning millions while developers are cut out of residuals from blockbuster titles, and workers in fields such as quality assurance are paid close to minimum wage.

Labor activism is not unusual for blue-collar segments of the tech workforce. Lyft and Uber drivers have tried for years to organize into an effective bloc, despite their independent contractor status, and the bus drivers and cafeteria workers for Silicon Valley tech campuses have been union for years.

But the last year has seen white-collar worker activism grow across the tech industry as well. Google employees have mounted petition campaigns to get their employer to stop developing a censored search engine for China, reshape an AI ethics board and treat temp workers better after layoffs. In November, they also mounted a companywide walkout in response to the company’s handling of sexual harassment and forced arbitration, prompting Google to change its practices.

Amazon and Microsoft employees have started criticizing their companies’ ties to military and police technology. In March, the crowdfunding platform Kickstarter announced plans to unionize.

But video game companies, with their close ties to the heavily unionized entertainment industry and a workplace culture notorious for grueling hours and rolling

layoffs, appear poised to become the first corner of the tech industry to organize.

An annual survey conducted by the International Game Developers Assn., an industry group formed in the ’90s, has found interest in unionization surging in recent years. In 2009, the survey found only a third of game workers would support a union at their company. In 2019, that number had climbed to 47% answering “yes” and 26% answering “maybe” when asked if they thought game workers should unionize; only 16% responded with a hard “no.”

Industry observers chalk much of this up to the maturation of the industry, in every sense of the word. A more experienced workforce means that developers who embraced crunch as a challenge in their 20s have lost their appetite for long hours as they enter their 30s and 40s. Video games’ increasing centrality to pop culture and daily life for millions has given rise to a broader gaming press, which shines more light on issues in the industry.

That same mainstreaming of games, with steadily increasing revenues to match, has prompted some workers to look to the steadier livelihoods of their peers in Hollywood production and think: Why can’t we have that?

The question was simmering around the conference, as Game Workers Unite members distributed pamphlets on unionizing cheekily designed to look like gaming magazines and trading cards of industry executives listing their multimillion-dollar salaries or multibillion-dollar net worths as stats.

An open question is which union will be first to represent U.S. game workers. Options might include a Hollywood craft guild — many game voice actors are already represented by SAG-AFTRA — traditional industrial unions, or a new union altogether.

With more than 220,000 workers in the U.S. and relatively high pay and profits compared with industries such as food service, hospitality or transportation, gaming could become the largest private sector to unionize in recent years, potentially helping reverse a long decline in union membership.

“We’re here to lend guidance, support and solidarity,” said Liz Shuler, the second-highest-ranking official at the AFL-CIO, who spoke on a panel at the Game Developers Conference alongside organizers from the Writers Guild of America, East and SAG-AFTRA.

“Coming out of GDC, it seemed like people want to go out and light the world on fire,” said Shuler, who published an open letter in February urging gamers to organize against the “broken, twisted status quo.”

Welfare Notes

August 2019

REVISION

Pensioners Annual Allowance & Special Pensioners Allowance

The SUP Welfare Plan provides a program referred to as:

- **Pensioners Annual Allowance** The maximum benefit is \$2,000.00 (some Pensioners have a pro-rate amount)
- **Special Pensioners Annual Allowance** The maximum benefit is \$6,500.00 (some Pensioners have a pro-rata amount)
- **FOR A TOTAL BENEFIT OF \$8,500.00 (for those receiving the maximum)**

There are no benefit caps on the \$2,000.00 (Pensioners Annual Allowance)

This benefit can be used to pay claims for medical, prescription drugs, dental or vision services or be used to reimburse for supplemental medical coverage purchased by the covered individuals, including Medicare parts B & D.

The \$6,500.00 Special Pensioners Allowances will apply as follows:

- Medical & Dental Premiums -The plan will pay up to \$4,000.00 per benefit year
- Prescription drugs – The plan will pay up to \$1,000.00 per benefit year
- All other expenses (medical copays, hearing aids, dental and/or vision) – the plan will pay up to \$1,500.00 per benefit year

The benefit year is from August 1st to July 31st.

*Claims must be received within 90 days from the date of service in order to be reimbursed.

*Claims for reimbursement **MUST** include patient’s name, date of service, description of service, the amount charged for services and proof of payment.

If you have any questions, please contact the Plan office.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 & SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

US vows to deny visa for mariners in tankers carrying Iranian oil

In a message to the “maritime community” Thursday, the U.S. State Department said that it will use an anti-terrorism law to deny visas to seafarers who work aboard vessels carrying Iranian oil. The announcement came as the Iranian-controlled tanker *Grace 1* prepared to get under way from Gibraltar, where she had been detained since July 4.

“The United States assesses that the M/T *Grace 1* was assisting the Islamic Revolutionary Guard Corps (IRGC) by transporting oil from Iran to Syria. This could result in serious consequences for any individuals associated with the *Grace 1*,” said State Department spokesman Morgan Ortagus in a statement. “The IRGC has been designated a Foreign Terrorist Organization (FTO) by the United States. Crewmembers of vessels assisting the IRGC by transporting oil from Iran may be ineligible for visas or admission to the United States under the terrorism-related inadmissibility grounds . . . of the Immigration and Nationality Act.”

Ortagus indicated that this would apply to the crew of the *Grace 1*, “consistent with

our existing policies concerning those who provide material support to the IRGC.”

In a brief social media statement, Secretary of State Mike Pompeo gave a succinct description of the policy. “A message to all mariners – if you crew an IRGC or other FTO-affiliated ship, you jeopardize future entry to the U.S.,” he wrote.

The State Department policy would deny affected seafarers access to shore leave at U.S. ports. Thousands of seafarers call at America’s seaports on international voyages every year, and unless they have a U.S. visa, they are not allowed to leave their ship. The State Department did not immediately address whether the travel ban would affect blacklisted seafarers’ ability to transit through U.S. airports for crew changes.

The IRGC is an Iranian government entity, and it is deeply intertwined with the Iranian economy. By one estimate, its diversified civilian businesses account for about one third of Iran’s total economic activity. For non-oil commodities, determining whether an Iranian cargo is an IRGC cargo is difficult even for experts.

“

“I am not a politician and have never talked politics, purely as such, in public. I speak from the standpoint of a seaman and a citizen. There can be no suspicion of politics in the assertion that a nation cannot be secure in peace nor victorious in war if she is dependent upon strangers, mercenaries, to guard the nation’s rights. I speak for that party, any party, any governmental system, which will restore to the nation a patriotic merchant marine.”

—Andrew Furuseth, 1894

TTD calls for carriage of energy exports by U.S.-flagged ships

The AFL-CIO Transportation Trades Department (TTD) is calling on members of Congress to support the “Energizing American Shipbuilding Act,” a bill introduced by Rep. John Garamendi (D-California) and Sen. Roger Wicker (R-Mississippi) to make more cargo available for transport by U.S. ships and crews.

The bipartisan legislation seeks to recapitalize America’s strategic domestic shipbuilding and maritime industries by requiring that increasing percentages of liquefied natural gas and crude oil exports be transported on U.S.-built, U.S.-flagged and U.S.-crewed vessels.

The bill would require that ships built in the United States transport 15% of total seaborne LNG exports by 2041 and 10% of total seaborne crude oil exports by 2033.

If enacted, the bill is expected to spur the construction of dozens of ships, supporting thousands of well-paying jobs in American shipyards, as well as in domestic vessel component manufacturing and maritime industries.

In a letter to every member of the House of Representatives, TTD President Larry Willis said passage of the Garamendi-Wicker legislation would provide the U.S.-flag fleet with a much-needed increase in cargo.

“Since World War II, the size of the fleet of U.S.-owned, built, and crewed ships has declined precipitously, from over 1,200 ships to less than 80 today,” he wrote.

“This loss in commercial sealift readiness capability and American jobs affects the maritime industry’s ability to support critical military and humanitarian operations around the world.”

“At the same time, the U.S. is ramping up its production of natural gas, producing more LNG than any other nation.”

“As things stand today, 100% of the LNG we export, as well as 100% of crude oil, will sail on foreign vessels that are built in heavily state subsidized foreign shipyards that stifle international competition.”

“By requiring that a modest percentage of domestically produced LNG and crude oil be exported on U.S.-built, U.S.-flag ships, the bill will provide the certainty that American companies require to begin constructing new ships in domestic shipyards.”

“Requiring domestic construction and crewing of these vessels will create well-paying jobs and help to revive an industry that we cannot afford to lose.”

“The mariners and employees in the shipbuilding sector represented by TTD-affiliated unions are ready for a new dawn in the domestic maritime industry.”

“By cosponsoring HR 3829, you can help provide the U.S. maritime industry and its workers with the opportunity to compete in a burgeoning market.”

The SUP is one of the 32 transportation sector unions that belong to TTD.

Jones Act waiver proposal defeated

The Senate Commerce Committee has soundly defeated a proposal that would have allowed waivers of the Jones Act for reasons having nothing to do with national security.

The proposal, introduced by Sen. Mike Lee (R-Utah), was defeated in committee by a vote of 22-4.

Joining Lee in support of the proposal to expand the qualifying criteria for Jones Act waivers were Sens. Ted Cruz (R-Texas), Marsha Blackburn (R-Tennessee) and Cory Gardner (R-Colorado).

Opposition to the anti-Jones Act legislation was led by Committee Chair Roger Wicker (R-Mississippi), Ranking Member Maria Cantwell (D-Washington), Sens.

Dan Sullivan (R-Alaska) and Ed Markey (D-Massachusetts).

Under existing law, administrative waivers of the Jones Act can only be granted if necessary in the interests of national security. Lee’s proposal would have allowed administrative waivers for economic reasons, a significant departure from the current test. The proposal does however expose the deceptive waiver strategy of the enemies of the Jones Act in the ongoing attempt to chip away this foundational maritime law.

The SUP and other maritime unions as well as the American Maritime Partnership Jones Act Coalition joined together to oppose the proposal.

A horse with no name: the etymology of the horse latitudes

The horse latitudes are regions located at about 30 degrees north and south of the equator. These latitudes are characterized by calm winds and little precipitation.

How did the horse latitudes get their name? A likely and documented explanation is that the term is derived from the “dead horse” ritual of seamen (see Beating a dead horse). In this practice, the seaman paraded a straw-stuffed effigy of a horse around the deck before throwing it overboard. Seamen were paid partly in advance before a long voyage, and they frequently spent their pay all at once, resulting in a period of time without income. If they got advances from the ship’s paymaster, they would incur debt. This period was called the “dead horse” time, and it usually lasted a month or two. The seaman’s ceremony was to celebrate having worked off the “dead horse” debt. As west-bound shipping from Europe usually reached the subtropics at about the time the “dead horse” was worked off, the latitude became associated with the ceremony.

An alternative theory, of sufficient popularity to serve as an example of folk etymology, is that the term horse latitudes originates from when the Spanish transported horses by ship to their colonies

in the West Indies and Americas. Ships often became becalmed in mid-ocean in this latitude, thus severely prolonging the voyage; the resulting water shortages made it impossible for the crew to keep the horses alive, and they would throw the dead or dying animals overboard.

A third explanation, which simultaneously explains both the northern and southern horse latitudes and does not depend on the length of the voyage or the port of departure, is based on maritime terminology: a ship was said to be ‘horsed’ when, although there was insufficient wind for sail, the vessel could make good progress by latching on to a strong current. This was suggested by Edward Taube in his article “The Sense of ‘Horse’ in the Horse Latitudes.” He argued the maritime use of ‘horsed’ described a ship that was being carried along by an ocean current or tide in the manner of a rider on horseback. The term had been in use since the end of the seventeenth century. Furthermore, The India Directory in its entry for Fernando de Noronha, an island off the coast of Brazil, mentions it had been visited frequently by ships “occasioned by the currents having horsed them to the westward”. It is no coincidence that most of the world’s deserts occur in roughly the same latitudes.

United States delays tariff increase on Chinese goods

The United States will delay implementation of 10% tariffs on certain electronics and apparel imported from China until Dec. 15, a move that represents a thaw, however slight, in the ongoing trade war with Beijing.

The office of the US Trade Representative (USTR) also said some items will be removed from the tariff list entirely “based on health, safety, [and] national security,” although it didn’t provide specifics.

Other items on the so-called “List 4” will still be subjected to a 10 percent tariff from Sept. 1, as announced by President Donald Trump earlier this month when he targeted \$300 billion of Chinese imports not already under tariff.

“... [A]s part of USTR’s public comment

and hearing process, it was determined that the tariff should be delayed to December 15 for certain articles,” the agency said in a statement. “Products in this group include, for example, cell phones, laptop computers, video game consoles, certain toys, computer monitors, and certain items of footwear and clothing.”

USTR said it will provide additional details related to the announcement “as soon as possible.”

The partial delay by the US gives Washington and Beijing more time to hammer out a deal amid heightened trade tensions between the two superpowers. China devalued the yuan response to Trump’s Aug. 1 announcement of the 10 percent tariffs, a move that rattled global stock markets.

American maritime heroes

Rep. Oberstar supported U.S. maritime legislation favorable to merchant mariner for decades. Among many other things he supported the Jones Act and the Maritime Security Program, as chairman of the House Transportation and Infrastructure Committee from 2007 to 2011.

The son of an iron miner, Congressman Oberstar never forgot his blue-collar roots and always fought to protect American workers from unfair competition, serving as a staunch supporter of the Jones Act.

Former SUP President Gunnar Lundberg also defended the Jones Act and many other maritime laws for nearly four decades. He was routinely joined on the front lines by his old shipmate, SUP pensioner Art Thanash, pictured here on August 12, 2019 outside SUP Headquarters in San Francisco. Gunnar first went to sea 55 years ago; Art started 10 years before that. During their time the wages, benefits and conditions of sailors were advanced and the best method ever devised for ensuring the continued success of maritime workers – the Sailors’ Union of the Pacific – was strengthened.

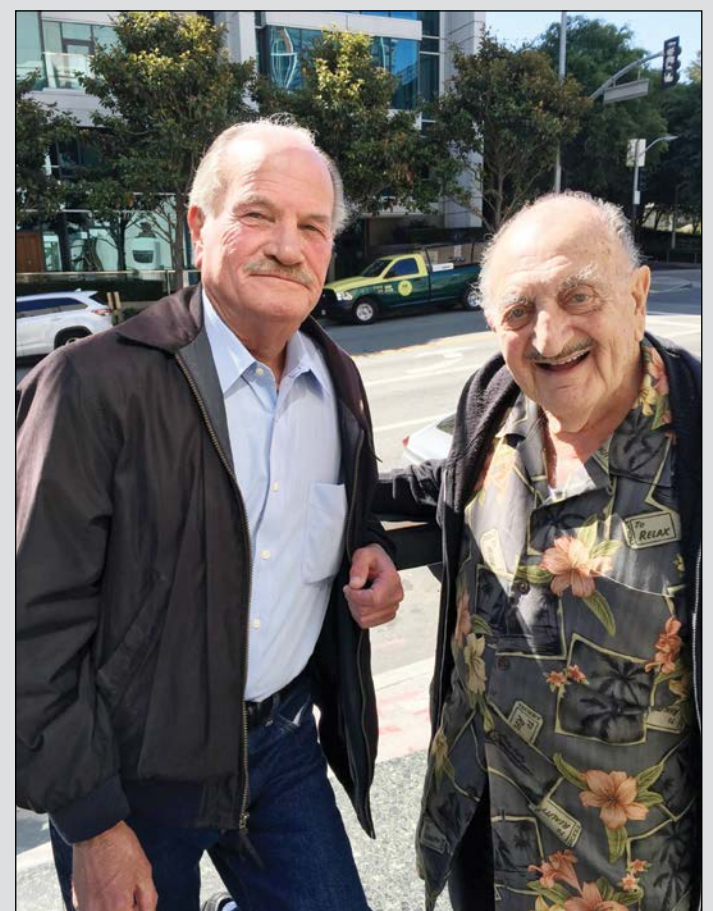


Photo: Frank Portanier



SUP PRESIDENT'S REPORT

SUP BUILDING CORPORATION TRUSTEES MEETING

The Trustees of the SUP Building Corporation met after the general membership meeting at Headquarters on July 8, 2019. Following an update on the status of the Building, maintenance issues, and tenant moves, a proposal from a telecommunications antenna tenant to change the terms and conditions of their lease came under the thorough review of the Trustees. They voted to counter-propose additional revisions after further research and drafting of language. The Trustees are Paul Fuentes, Berit Eriksson, Roy Tufono, Matt Henning, Dave Connolly and were joined by SUP Controller Jihan Johnson and Temporary Building Manager Dave Frizzi.

RRF OPERATION BREAKOUT 2019 REPORT

The Maritime Administration in July issued its final report on the Strategic Sealift Command Post Exercise for the simulated activation also known as BREAKOUT 2019. The purpose of the exercise back in March of this year was to verify the capability of ship management companies and maritime labor unions to simultaneously crew sixty-one surge sealift vessels with qualified mariners.

The surge sealift fleet includes all forty-six of the Maritime Administration's Ready Reserve Force (RRF) ships, and all fifteen ships in the Military Sealift Command's surge sealift fleet. For the first time it required the validation of qualified crew for all sixty-one ships with the STCW Manila Amendment requirements.

The report reached the conclusion that based on analysis of the mariner qualifications provided by the ship managers and maritime unions, "there are sufficient numbers of U.S. Merchant Mariners to initially crew all sealift ships during a contingency breakout. After the first 180 day of operations, maintaining this level of crewing... could be a challenge." MarAd noted both the capability and the "rapid, engaged responses" of the maritime unions "validated the communications process" between the Unions and ship managers. Members and dispatchers alike deserve credit for another excellent readiness demonstration.

More recently, in mid-July, Patriot called for crew to fly to Beaumont Texas in a real-world activation of the Cape Vincent and Cape Victory, both bound for shipyard periods. The Wilmington Branch again performed well in response and credit goes to both Branch Agent Leon Gandy as well as the many members registered in that Hall who stood ready to drop everything for a short but necessary shipyard activation. In San Francisco last week, Matson called for crew, including some with valid MSC qualifications, for the Cape Henry and Cape Hudson in a no-notice 85-day mission activation. Once again, the strength and depth of SUP hiring halls and the rotary shipping system rose to the occasion. As we near the end of the federal government's fiscal year more activations are likely. Sailors take note: checking, re-checking and updating all your seaman's papers is a big part of being ready.

WILMINGTON BRANCH VISIT

On July 12, I traveled to the Wilmington Branch on Union business to attend the busy Friday job call as well as to meet with members on a range of topics and answer questions. SUP Plans Administrator Michelle Chang was also in attendance and ably answered in real time many complex questions on individual benefits and eligibility. Wilmington Branch Agent Leon Gandy pointed out the progress of the Hall's office transition with the MFOW under the new lease recently executed with the building's owner the Masters' Mates and Pilots. Agent Gandy and Wilmington member volunteers are working together to complete the office overhaul and modified return to the previous arrangement. The new setup should allow for other upgrades that will also better serve the membership.

DRUG TEST CLEARANCE PROCESS IMPROVEMENT

The delay in drug screen clearances in Wilmington was evident both before and during the visit, and so I worked with Seafarers' Medical Center (SMC) Administrator Michelle Chang to secure a change to the system. In addition to SUP members, the SMC also serves members of the Marine Firemen's Union and the Seafarers' International Union. The simple solution is to produce the single page DOT drug screen negative test results as its own clearance. It is signed by the Medical Review Officer and cites the relevant DHHS guidelines and regulation in CFR's. It also gives a timeline of sample receipt, processing and approval, and is then validated by the staff of the SMC with a certifying stamp. By member request to the SMC, the results statement can be mailed, emailed (with password protection), faxed or otherwise delivered to directly to the member. This will ensure compliance while reducing delays associated with the generation and deliver of the drug can and replacing it entirely. Results will continue to be available for pickup at the clinics in Honolulu and Seattle. The changes will merely streamline the drug screen clearance process and ultimately reduce workload for dispatchers.

SHALLOW DRAFT TANKER

On July 14 the Military Sealift Command awarded Schuyler Line Navigation Company, LLC, the Shallow Draft Tanker contract, Contract N32205-19-C-3504, currently operated by SUP-contracted Patriot Contract Services. The intended mission is to transport petroleum products for the Defense Logistics Agency worldwide but the expected area of operations is within the Far East Region and is currently served by the 621-foot product tanker MT SNLC Pax.

As reported back in April, Patriot prepared a bid with wage and benefit information from the SUP and other maritime unions. Except for minor housekeeping updates such as contract number, RFP references, dates, etc., the collective bargaining agreement (MOU) is unchanged. The contract has a one-year base period with four one-year options which if exercised would bring the contract to completion on October 29, 2024. In order to fashion a competitive bid the following FOS and ROS wages and fringes were both proposed and best and final and the existing wage increases were set at 2% in Years 2 through 4 and 4% in Year 5: See wages on page 11.

As the incumbent bidder having operated this ship since 2014 with the Pacific District Unions on board, Patriot relied on the consistent professionalism of SUP members and the steady performance of our hiring halls. That service record was without question central to the award. Mr. Chairman, I recommend ratification of the Shallow Draft Tanker bid as proposed.

HOLIDAYS

Labor Day

All SUP Halls will be closed on Monday September 2 in observance of Labor Day, a holiday under all Agreements. The Labor Day celebration in Hawaii will take place on Sunday September 1st at the Waikiki Shell in Honolulu beginning at 1530 to 2100. Members are reminded to bring Union membership book for identification. In Wilmington there will be the 40th Anniversary of the Annual Labor Day Parade and Jubilee. The march starts at 1000 at Broad and E street and concludes at Banning Park beginning at 1200 on Monday September 2. In Northern California will include a four county Bay Area Labor Councils picnic at Snow Park in Oakland from 1130 to 1430 on Monday. An Alameda Labor Council march in support of a coalition of Unions bargaining with Kaiser Permanente will begin at 0900 at Mosswood Park and will terminate at the picnic. Other events will be posted in this month's West Coast Sailors. For more on the history of labor day see page 11.

ACTION TAKEN

M/S to approve the Shallow Draft Tanker agreement. Carried unanimously. M/S (Purgannan, several) to concur in the balance of the President's Report. Carried unanimously.

Dave Connolly

VICE PRESIDENT'S REPORT

August 2019

I represented the SUP at the Alameda Labor Council delegates meeting. Please keep your medical and documents up to date. I can't count how many members have lost out on jobs because of this.

USNS Sisler: Delegate, Val Goncharov. Successful helicopter exercises on the flight deck, now in Blunt Island, Jacksonville, Florida. An extremely unfortunate passing of Captain Stuart Annas happened aboard while heading down to Jacksonville. He was a great chief mate and Captain to work for. He truly understood, believed in, and appreciated the role of the unlicensed deck gang. Jon Clark, Bosun.

USNS Watkins: Delegate, Noel Romero. After a successful off load, in RAV status in Bayonne NJ shipyard. Perciverando Quiteles, Bosun.

USNS Dahl: Delegate, John Pennings. No major beefs. Ed Zepeda, Bosun.

USNS Soderman: Delegate, Ben Linn. Inquiries regarding restricted to ship pay. Section 3. Exclusion of the MOU has very clear language on it. If you take an AB job expect to bust rust. James Ericson, Bosun.

APL Gulf Express: Delegate, Cerilo Sajonia. No major beefs. Husein Ali, Bosun.

APLE Guam: Delegate, Christian DeMesa. Inquires about STCW work/rest as well as jurisdictional duties. Preston Lau, Bosun.

APL President Wilson: Delegate, Cory Edgil. Three new crew members, in and out of Oakland with no problems. Dmitri Seleznev, Bosun.

Mississippi Voyager: Delegate, Chris Thorsen. Continuing west coast run from El Segundo to Richmond Long Warf. Ken Dooley, Bosun.

Florida Voyager: Delegate, Larry Moses. Preparing for contract negotiations with Chevron in January. Mat Frazier, Bosun.

Cape Hudson: Delegate, Lee Bolden. Activated for 2-3 month mission with little notice. Great job by all those involved on seamless transition. Kim Dulay, Bosun.

Matthew Henning

SUPPORT THE JONES ACT

\$41,000,000,000

IN LABOR COMPENSATION

Jones Act vessels provide \$41 billion in labor compensation annually.

<p style="font-size: 24px; font-weight: bold; color: #ff9900;">40,000</p> <p style="font-size: 10px; font-weight: bold; color: #ff9900;">AMERICAN VESSELS</p> <p style="font-size: 8px;">There are 40,000 Jones Act American vessels built in American shipyards.</p>	<p style="font-size: 24px; font-weight: bold; color: #ff9900;">650,000</p> <p style="font-size: 10px; font-weight: bold; color: #ff9900;">AMERICAN JOBS</p> <p style="font-size: 8px;">The Jones Act provides 650,000 jobs across all 50 states.</p>
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Matson and SUP CV-700 M/V Kamokuiki

Effective July 1, 2019

Rating	Monthly Base	Daily Base	Supp Base	OT Rate	High Cargo Rate	Low Cargo Rate	Pension	MPB
Boatswain Dayworker	5,475.20	182.51	67.34*	35.31	46.85	28.42	20.00	25.00
AB Watch	3,675.06	122.50	52.51*	35.31	46.85	28.42	20.00	25.00

*Supplemental benefits calculated at the rate of 10 for 30

PATRIOT SNLC M/T PAX

Patriot Contract Services Wage and Fringe Benefit Rates - Effective Start of Contract 2019

<i>Full Operating Status</i>		<i>Supplemental</i>	<i>Supplemental</i>	<i>Supplemental</i>					
	Base Wage	Base Wage	Base Wage	Base Wage	Base Wage	Overtime	Penalty		
<u>Rating</u>	<u>Monthly</u>	<u>Daily</u>	<u>Monthly</u>	<u>Monthly</u>	<u>Daily</u>	<u>Hourly</u>	<u>Hourly</u>	<u>MPP</u>	<u>Pension</u>
AB Watch	\$4,071.60	\$135.72	\$4,071.60	\$1,900.08	\$63.34	\$22.39	N/A	\$20.00	\$20.00

Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS or pro rata thereof.

Reduced Operating Status

	Base Wage	Base Wage	Overtime	Penalty		
<u>Rating</u>	<u>Weekly</u>	<u>Daily</u>	<u>Hourly</u>	<u>Hourly</u>	<u>MPP</u>	<u>Pension</u>
AB Watch	\$1,203.09	\$171.87	\$22.39	N/A	\$21.31	\$20.00

Unlicensed personnel shall earn one and a half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

The hourly overtime rates above shall be paid for all work performed in excess of eight (8) hours on any day Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS. In the event that additional ratings are necessary, including bosun, AB maintenance, and Ordinary Seaman, the parties agree to establish the appropriate rates based on previous bids.

The history of Labor Day

Labor Day in the United States is a public holiday celebrated on the first Monday in September. It honors the American labor movement and the contributions that workers have made to the development, growth, endurance, strength, security, prosperity, productivity, laws, sustainability, persistence, structure, and well-being of the country. It is the Monday of the long weekend known as Labor Day Weekend. It is recognized as a federal holiday.

Beginning in the late 19th century, as the trade union and labor movements grew, trade unionists proposed that a day be set aside to celebrate labor. "Labor Day" was promoted by the Central Labor Union and the Knights of Labor, which organized the first parade in New York City. In 1887, Oregon was the first state to make it an official public holiday. By the time it became an official federal holiday in 1894, thirty states in the United States officially celebrated Labor Day.

More than 80 countries celebrate May 1 as International Workers Day. The date of May 1 (an ancient European folk holiday known as May Day) emerged in 1886 as an alternative holiday for the celebration of labor, later becoming known as International Workers' Day. The date had its origins at the 1885 convention of the

American Federation of Labor, which passed a resolution calling for adoption of the eight-hour day effective May 1, 1886. While negotiation was envisioned for achievement of the shortened work day, use of the strike to enforce this demand was recognized, with May 1 advocated as a date for coordinated strike action. In this way Labor Day is directly related to a primary goal of the movement -the eight hour day. The proximity of the date to the bloody Haymarket affair of May 4, 1886, further accentuated May First's radical reputation.

There was disagreement among labor unions at this time about when a holiday celebrating workers should be, with some advocating for continued emphasis of the September march-and-picnic date while others sought the designation of the more politically-charged date of May 1. Conservative Democratic President Grover Cleveland was one of those concerned that a labor holiday on May 1 would tend to become a commemoration of the Haymarket Affair and would strengthen socialist and anarchist movements that backed the May 1 commemoration around the globe. In 1887, he publicly supported the September Labor Day holiday as a less inflammatory alternative and the date was formally adopted as a United States federal holiday in 1894.

LABOR Central Labor Council Contra Costa County

FOUR COUNTIES CELEBRATING LABOR DAY TOGETHER!

SAVE THE DATE

MONDAY, SEPTEMBER 2, 2019
11:30 AM - 2:00 PM
SNOW PARK | OAKLAND

BYOP* | MUSIC | DIGNITARIES | FUN!

For more information or to become a Sponsor, please contact 510-839-3100 or events@earpevents.com

*bring your own picnic

HAWAII LABOR UNITY PICNIC 2019

SUNDAY, SEPTEMBER 1ST
@ WAIKIKI SHELL
4PM - 9PM
DOORS OPEN AT 3:30PM

Labor Day Celebration & Food Drive to benefit the HI State AFL-CIO Labor Community Services fund project

Live Music:
Josh Tatofi
Tonga Sisters
Shyne
The Travelahs
Mojo
Hi Rik

Fun For All Ages!

PERMITTED PARKING LIMITED
-PERMIT ONLY- Public Lot (Fronting Waikiki Shell)
-PERMIT ONLY- Corner lot at 19th / Muiwaha Place
-PERMIT ONLY- Waikiki Elementary

FREE (INCLUDING FOOD)
-Family
-Union ID
-Parking Permit
-Canned Goods
-Mats, Chairs & Umbrellas
-NO Coolers & NO alcohol

For food tickets, please pick them up at the Hawaii Building & Construction Tent, usually located on the right side of the main stage under a pop-up tent. Remember to bring your dues book for identification.

SUP / MFW

LOS ANGELES / LONG BEACH HARBOR LABOR COALITION

Labor Day Parade Anniversary Jubilee 40th

Yesterday, Today, & Tomorrow

MONDAY - SEPTEMBER 2, 2019

LABOR DAY COMMITTEE: 7844 ROSECRANS AVE, PARAMOUNT, CA 90723
PHONE: 562.481.7275 OR VISIT US AT WWW.LALABORCOALITION.COM OR

SUP BRANCH REPORTS

WILMINGTON

July 15, 2019

Shipping: Bosun: 5, AB/W: 17, AB/D: 5, OS/STOS: 2, GVA/GUDE: 0, and standby: 54 for a total of 83 jobs shipped.

Registered: A: 23 B: 33 C: 3 D: 4

Ships checked: Daniel K. Inouye, Maunalei, Manukai, Mokihana, Manulani, Manoa, Maunalei, President Eisenhower, President Wilson, President Cleveland, President Kennedy.

Shipping has been good here in Wilmington, a large number of crewing jobs are rotating as usual, members need to step up take jobs when available. 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. Standby jobs are vital to the union and membership. 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.

Leighton Gandy, Branch Agent

HONOLULU

July 15, 2019

Shipped the following jobs in the month of July: 2 Bosn steady, 1 Bosn return, 5 AB Day steady, 1 AB Day return, 7 AB Watch steady, 1 AB Watch relief, 1 AB Watch return, and 2 AB Maintenance. The shipping jobs were filled by 8A cards, and 12 B cards. Shipped 18 standby jobs. The standby jobs were filled by 0 A cards, 4 B cards, 9 C cards, and 5 D cards.

Registered in Honolulu: 10 A cards; 21 B cards; 8 C cards; 6 D cards.

Ships checked: I visited the RJ Pfeiffer, Manukai, Manulani, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kamokuiki, DK 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 Hawaii Ports Maritime Council meeting, and the Hawaii AFL-CIO executive board meeting.

I want to wish everyone a happy Labor Day. The Hawaii Labor Day picnic will be held at the Waikiki Shell on September 1st from 1600 until 2100 hours. All you have to do is bring your SUP membership book and the Building trades will give you the meal and drink tickets.

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

Also, remember to clean your room when you get off a ship. If you don't clean your room it is a finable offense and you will not be able to ship until you have paid the fine.

Michael Dirksen, Branch Agent

SEATTLE

July 15, 2019

Patriot called for 1 Boatswain and 2 OS, filled by a 2 B cards and a C member. 1 relief AB/D shipped to Matson, filled by a C card. 7 Standby AB's, filled by 2 A, 3 B, 1 C, and 1 MFOW member.

Registered: 4 A card for a total of 7; 8 B cards for a total of 14; 2 C cards for a total of 2; 0 D cards for a total of 2.

This month Seattle SUP and MFOW members stood in solidarity alongside our IBU Brothers and Sister on their picket line at the Bellingham Alaska State Ferry Terminal.

A disturbing report from a Watson Class Delegate as follows;

One particular AB onboard, who has previously sailed as an ROS Bosun, feels he is above doing deck work like the rest of the AB's. He had the gall to tell the Bosun he would never touch a needle gun for the rest of his career. He has been told otherwise. It seems to be a problem for certain sailors that, having been in a leadership position before, they feel entitled to the imaginary rank of "Junior Bosun." This is not the case. If you ship as an AB, you bust rust as an AB.

This Delegate is correct, and I will add that the sun has set on the days of the fat supervising Boatswains. I have spent more time upside down in a winch bed chewing rust as Boatswain than I have as an AB. As an AB I will offer an opinion when asked, and no matter the task, I complete it as ordered. Don't take a job unless you can do it, there are plenty of willing hands available in the Hall that will do their duty when dispatched.

Please stay current on your documents! Patriot sailors; remember to check the date of your BST cert to be sure it will be valid for your next jobs duration. If you need BST renewal don't go it alone, schedule through the SUP Training Director Berit Eriksson.

Brendan Bohannon, Branch Agent

BUSINESS AGENT'S REPORT

August 12, 2019

Matsonia: Delegate, Jesus Hermosillo. Isnin Idris, Bosun. In at Oakland#62. The company cut off on maintenance OT and on calling stand-bys for stores since Matson plans on replacing her with the Lurline in October. One trip at a time, always subject to change.

Mahimahi: Delegate, Phil Romei, Mike Worth, Bosun. In and out Oakland#62. Sailed for Honolulu with no beefs on the Northern triangle. Mick McHenry on trips off in good hands.

Daniel K. Inouye: On the southern triangle with Delegate, Justin Foster Haz Idris, Bosun. Sailed for Long Beach with no beefs. There was an issue with the Chief Mate wanting the Bosun to carry a radio at sea, but that was resolved.

Kauai: Delegate, Rolando Gumanas. In and out Oakland. Sailed for Honolulu, all running smooth. The word has her laying up when she returns next trip. It's always subject to change.

Matson Navigation Company Wage Rates

Effective July 1, 2019

071, Roll-On/Roll-Off, C-8, C-9, CV-2500, CV-2600
Aloha-Class, Kanaloa-Class

Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit Daily	Benefit Monthly	Money Purchase Pension Plan Daily
	Monthly	Daily				
Bosun	\$6,818.20	\$227.27	\$7,026.27	\$132.73	\$3,981.90	\$25.00
A.B.	\$4,808.82	\$160.29	\$5,250.46	\$99.18	\$2,975.40	\$25.00
O.S.	\$3,691.38	\$123.05	\$4,125.76	\$77.93	\$2,337.90	\$18.51

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings except the Ordinary Seaman shall be..... \$39.14
Ordinary Seamen (overtime rate)..... \$29.34

CARGO RATES

The hourly cargo rate for all ratings shall be:
Straight Time..... \$29.34
Overtime..... \$48.36

SHORTHANDLED (SECTION 7. SUP Work Rules)

Bosun..... \$66.82
A.B..... \$48.87

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
Straight Time..... \$45.80..... \$25.00
Overtime..... \$74.29

A.B.
Straight Time..... \$37.73..... \$25.00
Overtime..... \$62.18

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
Straight Time..... \$33.15..... \$25.00
Overtime..... \$55.09

A.B.
Straight Time..... \$31.11..... \$25.00
Overtime..... \$52.62

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
Straight Time..... \$44.53
Overtime..... \$66.80

A.B.
Straight Time..... \$33.57
Overtime..... \$50.33

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time..... \$22.79

SHOREGANG: MAINTENANCE AGREEMENT

Working Bosun
Straight Time..... \$45.34..... \$25.00
Overtime..... \$74.29

General Maintenance
Straight Time..... \$37.28..... \$25.00
Overtime..... \$62.18

Spraying, Sandblasting enclosed spaces: additional per hour \$2.27

SHOREGANG: EXTRA MAINTENANCE AGREEMENT

Standby Bosun
Straight Time..... \$48.50..... \$25.00
Overtime..... \$74.29

Standby AB
Straight Time..... \$37.73..... \$25.00
Overtime..... \$62.18

Cape Horn: Cody Clark, Bosun. Scheduled for a shipyard repairs sometime in late August, early September.

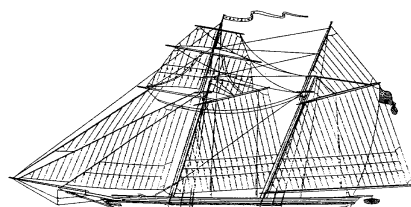
Cape Hudson: Kim Dulay, Bosun. Status, ready to go. Activated in replacement of Cape Henry.

Cape Henry: Delegate, Lee Bolden. Paul Fuentes, Bosun. Cape Henry activated last week ramping up for a 65 day mission to Alaska to pick cargo for Gulfport Mississippi.

President Truman, President Wilson, President Eisenhower: Checked in with these ships, little or no beefs.

San Francisco Bar Pilots: Running smooth with Leo Moore, Dock Bosun. Big Mike Koller, Delegate.

Roy Tufano



Dispatcher's Report Headquarters—August 2019

Deck	
Bosun.....	5
Carpenter.....	0
MM7	
AB.....	17
OS.....	7
Standby.....	12
Total Deck Jobs Shipped.....	48
Total Deck B, C, D Shipped.....	39
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.	48
Total B, C, D Shipped-All Depts.	39
Total Registered "A".....	23
Total Registered "B".....	42
Total Registered "C".....	7
Total Registered "D".....	13

SUPPORT THE SUP POLITICAL FUND