



West Coast Sailors

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SAN FRANCISCO, CALIFORNIA

Friday, December 22, 2017

General Dynamics NASSCO begins construction of Matson's new Kanaloa-Class vessels

Matson announced, last month, the start of construction at San Diego's NASSCO shipyard on two new combination container and roll-on/roll-off (Con-Ro) vessels for its Hawai'i fleet that are scheduled for delivery in the fourth quarter of 2019 and second quarter of 2020, respectively.

Matson is calling these vessels the "Kanaloa Class", in honor of the ocean deity revered in the native Hawaiian culture and will name each of the new vessels after predecessor ships from its 135-year history. The first vessel will be named *Lurline*, the sixth Matson vessel to carry that name, while the second vessel will be its fifth named *Matsonia*.

The Kanaloa-Class vessels are being built on a 3,500 TEU vessel platform, which is 870 feet long, 114 feet wide (beam), with a deep draft of 38 feet and enclosed garage space for up to 800 vehicles or breakbulk cargo.

In addition, the new vessels will have state-of-the-art green technology features, including a fuel efficient hull design, environmentally safe double hull fuel tanks, fresh water ballast systems and dual-fuel engines, meaning that they will be able to operate at speeds up to 23 knots on either conventional fuel oils or liquefied natural gas (LNG) with some adaptation for LNG. These advancements are important to Hawai'i as a means to reduce fuel consumption, and will result in significant emissions reductions over time.

"Construction of these new ships underscores Matson's commitment to serve Hawai'i with the largest, most reliable and environmentally friendly vessels for the long-term," said Ron Forest, Matson President. "The Kanaloa Class is designed specifically to meet Hawai'i's freight demands while reducing our environmental impact and improving our efficiency for decades to come."

Construction is also underway on two all container Aloha-Class vessels for Matson at the Philly Shipyard. The first vessel, the *Daniel K. Inouye*—named after the late U.S. Senator from Hawai'i—is expected to go into service in the fourth quarter of 2018 and the *Kaimano Hila* in the first quarter of 2019.

Captain, 'safety culture' blamed for the sinking of the *El Faro*

A ship captain's unwillingness to listen to his crew's suggestions to change course from the path of a raging hurricane. A weak corporate safety culture that left crewmembers ill-prepared to deal with heavy weather; An old ship with outdated lifeboats, open to the elements.

All these factors contributed to the sinking of the *El Faro* in the fury of Hurricane Joaquin on October 1, 2015, which killed all 33 people on board, the National Transportation Safety Board (NTSB) announced this month. The report concludes a two-year investigation into the worst U.S. maritime disaster in modern history.

The NTSB issued 53 safety recommendations along with its findings, which investigators hope will be adopted by the industry, maritime safety inspectors and weather forecasters to make the seas safer for future generations.

"I hope that this tragedy at sea can serve as a lighthouse to guide the safety of marine

transportation," said Robert Sumwalt, the board's chairman.

The *El Faro*, which means lighthouse in Spanish, sank between Jacksonville, Florida, and San Juan, Puerto Rico, after losing engine power in the Category 3 storm. The NTSB retrieved the ship's voyage data recorder, or "black box," from the sea floor near the Bahamas, 15,000 feet under the surface. The device held 26 hours of data, including audio of conversations on the ship's bridge as the frantic crew struggled to save the ship and themselves.

While the board found no fault with *El Faro* Captain Michael Davidson's decision to leave Jacksonville, they did blame his reliance on an emailed weather forecasting system that contained hours old data, rather than online updates from the National Hurricane Center. Investigators believe, based on his decisions and recorded comments, that he wasn't aware of the delay in the data, and that instead of skirting the storm, he sent the *El Faro* on a collision course

with the hurricane.

"Although up-to-date weather information was available on the ship, the *El Faro* captain did not use the most current weather information for decision making," NTSB investigator Mike Kucharski said at the meeting, held in Washington, D.C. "The captain did not take sufficient action to avoid Hurricane Joaquin, thereby putting *El Faro* and its crew in peril."

The board also criticized the "weak safety culture" of ship owner TOTE Maritime, Inc., including the lack of employee training for dealing with heavy weather situations and flooding. A hatch had been left open, allowing water from the roiling sea to flood an interior hold; this led to the ship listing, disrupting the flow of oil to the engines. Once the freighter lost engine power, it was at the mercy of battering swells.

Also, the ship's wind gauge was broken and the 40-year-old container ship's open lifeboats would not have protected the crew, even if they had been able to launch them.

New leader at IBU helm

After two months of balloting, Marina V. Secchitano was elected President of the Inlandboatmen's Union of the Pacific (IBU) on December 15, handily defeating incumbent President Alan Cote and challenger Gary Bucknum.

Sister Secchitano joined the IBU in 1977 and began working for the Golden Gate Bridge Highway and Transportation District/Ferry Division. She got involved with the Union and served 25 years as San Francisco Regional Director, an elected post.

While Regional Director, Secchitano was on the U.S. Coast Guard's Towing Safety Advisory Committee, the San Francisco Harbor Safety Committee, a delegate to the San Francisco Labor Council, a delegate to several California Labor Federation conventions, a Trustee of the San Francisco Bay & Vicinity Port Maritime Council and a founding director of the Water Emergency Transportation Authority.

Unopposed and re-elected to three-year terms were IBU Secretary-Treasurer Terri Mast,

Columbia River Regional Director Brian Dodge, Southern California Regional Director John Skow, Alaska Regional Director Josh Stephenson, Region-7 Regional Director Richard Gurtiza, Puget Sound Regional Director Peter Hart, and Hawai'i Regional Director Donovan Duncan. Robert Estrada ran unopposed for San Francisco Regional Director, succeeding Secchitano.

The IBU represents over 3,600 mariners working on ferries, tugs, barges, dredges and other vessels.



Marina V. Secchitano being sworn in as IBU President, the first woman to lead a maritime Union in the United States.

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Rodolphe Saadé takes the helm as CMA CGM board chairman

CMA CGM's (Compagnie Maritime d'Affrètement-Compagnie General Maritime) board of directors has appointed the shipping company's current Chief Executive Officer, Rodolphe Saadé, to serve as both Chairman of the Board and Chief Executive Officer of the CMA CGM Group, which American President Lines is a subsidiary, and his father, Jacques Saadé, as Founder Chairman.

Rodolphe Saadé was named Chief Executive Officer of the Marseilles-based firm back in February, and prior to that, he served as Executive Officer of the company. Rodolphe succeeded founder Jacques as CEO, who continued on as Chairman of the company.

Rodolphe Saadé initially joined CMA CGM in 1994 in the United States, after founding a company selling water coolers in the Middle East. He then worked in Hong Kong before coming back to Marseilles to head a shipping service linking North China to Japan.

From 1997 to 2000, he was in charge of a succession of different services.

In 2008, when a CMA CGM subsidiary cruise yacht was hijacked, he led negotiations with the pirates, which ended in the release of hostages.

In 2009, he took over responsibility of the group's financial restructuring, while in 2015 and 2016, he led the company's effort to acquire NOL/APL and negotiations to create the OCEAN Alliance, which commenced operations at the beginning of April.

"To prepare the future, last February 7, I appointed Rodolphe Saadé to the position of Chief Executive Officer," Jacques Saadé said. "His strategy has delivered very good operational and financial results. The Group is strong. I am very confident in its future. That is why I have decided to entrust to Rodolphe the Chairmanship of the Group in addition to his current responsibilities as CEO. He has the full support of the Board of Directors, the management team and the 29,000 employees with whom he will pursue the development of the CMA CGM Group, to which I dedicated my entire life."

The latest news came as CMA CGM reported a consolidated net income of \$323 million for the third quarter of 2017, a considerable turnaround from the \$268 million loss during the same 2016 period and a 47.5% increase from \$219 million the prior quarter. Revenues for the quarter jumped 27.7% year-over-year to \$5.7 billion, according to the company's most recent financial statements.

The French ocean carrier attributed the strong growth in revenues and positive earnings primarily to an 11.6% increase in container volumes carried to 4.98 million TEUs thanks to strong growth in volumes carried through the OCEAN Alliance and on the Asia-U.S. and Asia-Europe routes, as well as on most of its north-south and intraregional routes. An increase in freight rates at the beginning of the year has continued through the third quarter, the firm said, spurring a 14.4% increase in average revenue per container carried.

Through the first three quarters of 2017, CMA CGM posted a total net income of \$629 million.

Highlights of the third quarter included:

- The July 25 signing of a 25-year agreement for the operation of a container terminal in Cameroon, alongside Bolloré Transport & Logistics and the Chinese group CHEC, which will enable CMA CGM to strengthen trading on routes to and from Africa;

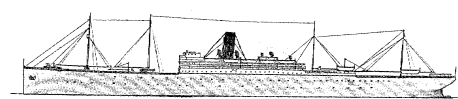
- The September 14 announcement of a partnership with Aix-Marseille French Tech, through which CMA CGM said it intends to contribute to the development of the region's already intense digital ecosystem and continue its digital transformation;

- The September 19 signing of an order for nine containerships of 22,000 TEUs that will be powered by liquefied natural gas (LNG), for which delivery will begin in 2020.

In light of the firm's results, as well as due to an improved outlook for the shipping industry, the rating agency Standard & Poor's upgraded the CMA CGM Group's rating to B+ with a stable outlook; also recently, Moody's adopted a positive outlook of its B1 rating.

On July 9, the firm raised 650 million euros on the bond markets to refinance the NOL 2017 bond, and in anticipation, the CMA CGM 2018 bond. It also negotiated a new revolving credit facility of \$205 million, which has since been increased to \$285 million.

Operating performance for the full year 2017 is expected to show a strong improvement over that of 2016, the company said.



**Timely Reminder
4th quarter 2017
dues are due
and payable now!**

**SUP Constitution
ARTICLE VI
DUES AND INITIATION FEE**

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

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



Onboard the *Manoa* in Seattle this month to change lifeboat falls were SUP members Leszek Jeziorski, Norm Christianson, Scott Ericson, Zenon Labudda, and Ray Ramirez. Brother Christianson recently retired but was brought back to the point of production for this job due to his expertise.

Pilot Boat capsized in Finland kills two

Two people went missing after a pilot boat capsized in the Gulf of Finland on December 8, and rescue divers worked for eight hours to determine if survivors might be trapped within the vessel's upturned hull. The bodies of both individuals were ultimately found inside the boat's interior compartments.

Finnpilot CEO Kari Kosonen confirmed in a statement that two of the association's sailors were killed when pilot vessel *L242* overturned. The boat was on its way to pick up a pilot at the time of the accident. "I would like to express my deepest condolences to the families and colleagues of the [individuals] who died in the accident and thank all the people involved in the rescue operations," Kosonen said.

At 1700 hours on December 8, the Maritime Rescue Center Helsinki received notification that a pilot boat had capsized south of Porvoo Lighthouse, a prominent landmark east of Helsinki. The Finnish Border Guard dispatched boat units from Suomenlinna and Porvoo, along with helicopters from Helsinki and the patrol vessel *Turva*. Divers were also dispatched from the Central Uusimaa rescue department, and one good samaritan merchant vessel and two pilot boats arrived on scene to assist.

The Border Guard reported that heavy swells at the site created a challenge for the response team. The responders attempted to right the boat, but it sank during the righting evolution. After the sinking, divers searched the interior and found two bodies.

Police have launched an investigation into the two fatalities. Finland's Accident Investigation Board has also initiated a parallel inquiry into the cause of the vessel's capsizing.

**ATTEND YOUR
MONTHLY
SUP UNION
MEETINGS!**

SUP Meetings

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

	Hdqs.	Branch
January	8	Tues. 16
February	Tues. 13	Tues. 20
March	12	19
April	9	16
May	14	21
June	Tues. 12	18
July	9	16
August	13	20
September	10	17
October	Tues. 9	15
November	Tues. 13	19
December	10	17

**Final
Departures**

Ellis DeAngelo, Book No. 2669. Born in Pennsylvania in 1927. Joined SUP in 1950. Died in New York, November 22, 2017. (Pensioner)

Alfredo Fernandez, Book No. 2191. Born in Arizona in 1929. Joined SUP in 1952. Died in Arizona, November 16, 2017. (Pensioner)

Charles Maringer, Book No. 6489. Born in Washington in 1935. Joined SUP in 1976. Died in Washington, December 2, 2017. (Pensioner)

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Worldwide container ship fleet surpasses 21 million TEUs

The global container ship fleet reached 21 million TEUs of capacity on November 2, according to *Alphaliner*.

The fleet reached 20 million TEUs nearly two years ago, indicating a slowing in overall fleet capacity growth which averaged a million TEUs every 12-13 months between 2000 and 2015.

Increased scrapping between August 2016, and February 2017, led to the slower growth. Approximately 501,000 TEUs of tonnage was scrapped compared to 430,000 TEUs of new tonnage added. Since March this year, some 930,000 TEUs of capacity has been delivered and 230,000 TEUs scrapped.

Alphaliner expects the industry to reach 22 million TEUs within the next 12 months as a result of the delivery of over 80 ships of 10,000-21,000 TEUs capacity.

Alphaliner has also cut its year-end idle container tonnage projection down to 600,000 TEUs from 800,000-1,000,000 TEUs due to buoyant low-season demand.

Container shipping capacity outpaced demand in the third quarter due to the combined effects of new ship deliveries and a reduction in the idle fleet. Global container port volumes grew at 7.7% in the third quarter.

East Coast longshore talks break down over automation of terminals

Negotiations between the International Longshoremen's Association (ILA) and the United States Maritime Alliance (USMX) regarding a contract extension broke off abruptly on December 6, as ILA President Harold Daggett accused employers of seeking to use automation to eliminate dockworker jobs.

Daggett said the two sides disagreed on the distinction between fully automated terminals, which the Union has pledged to fight, and semi-automated terminals that have automated features but are operated by dockworkers.

Daggett said the Union is prepared to avoid bargaining until the current coastwide contract expires on September 30, 2018. However, he has instructed local officials to continue negotiations on supplemental local issues covering pensions, work rules, and other port-specific issues.

USMX issued a brief statement suggesting the halt in bargaining was only a temporary detour on the path to a strike-free agreement. "Discussions on a range of issues were open and frank, and USMX expects the talks to continue at some point in the future and looks forward to a successful resolution," USMX said.

Representatives from both the ILA and USMX opened talks this week hoping that they could make substantial progress toward a long-term contract extension. The two sides have been eying an extension stretching to 2024, six years after the current agreement expires.

A deal of that length would surpass the five-year extension that the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) ratified this year for West Coast ports through mid-2022.

Daggett said USMX proposed to define fully automated terminals as one in which unmanned vehicles transport containers between dockside gantry cranes and yard stacks. The two most highly automated ILA-staffed terminals, at the Port of Virginia and at GCT Bayonne in the Port of New York and New Jersey, use manned vehicles to shuttle boxes between dockside and remote-controlled yard stacking cranes.

The ILA president said USMX's proposed definition would blur the distinction between semi-automated terminals, which the ILA has accepted, and fully automated terminals. He said it would allow terminals to sharply increase the level of automation but still call themselves semi-automated as long as they use manned transporters between dockside and the container stack.

Trump Administration sides against Unions in high court case

The Trump Administration on December 6, said it would oppose public sector Unions in a major case currently before the U.S. Supreme Court, reversing the view taken by the Obama Administration in an identical dispute.

The Justice Department filed a friend-of-the-court brief against the Unions in a case brought by a non-Union government employee in Illinois that targets fees his state and many others compel such workers to pay to Unions in lieu of dues to fund collective bargaining and other organized labor activities. He is arguing that such fees violate the free speech rights of non-Union members.

The high court heard a similar challenge out of California in January 2016 and had appeared headed toward ruling the fees unconstitutional. But conservative justice Antonin Scalia died a month later and the short-handed court ended up with a 4-4 split in April 2016 that left the law intact but set no nationwide precedent. In that case, the Obama Administration filed a brief backing the Unions.

Addressing the change of position, Solicitor General Noel Francisco said in the court filing that after the Supreme Court agreed to hear the new case "the government reconsidered the question and reached the opposite conclusion."

The Trump Administration has already adopted opposing positions to those taken by the Obama Administration in other major cases pending at the Supreme Court, including another labor case on whether employers should be able to require workers to sign contracts that prevent them from making class action claims.

The Administration also reversed an Obama Administration stance by supporting Ohio in its bid to revive a state policy of purging people from voter-registration lists if they do not regularly cast ballots.



SUP gang in the Mahimahi, last month in Oakland. From the left: Mike Boyle, Sam Worth, Marvin Tingle, Mike Worth, Joel Tetrault, Jim Stelpstra, and Mervin Gevarra.

Port of Oakland aims to increase U.S. meat exports with new intermodal facility

The Port of Oakland is already somewhat unique in comparison to most seaports across North America in that it exports more containerized goods than it imports. But by this time next year, Oakland could become even more of an export powerhouse thanks to a new intermodal transloading facility currently under construction at the San Francisco Bay Area port.

That export facility is Cool Port Oakland, a \$90 million, 280,000-square-foot distribution center currently being built on 25 acres of Port of Oakland property.

The idea behind Cool Port consists of bringing large quantities of chilled or frozen beef and pork to Oakland via rail from the Midwestern United States, after which the product would be transferred in a temperature-controlled setting from the rail cars to shipping containers, then moved across the street to outbound ocean vessels, according to John Driscoll, Maritime Director at the Port of Oakland.

The products would be exported overseas to satisfy growing demand in Asian countries—primarily China—for premium U.S. meat. Proximity to the docks means cargo could be quickly transferred from rail to ship with minimal cost.

The design calls for the construction of a 275,000-square-foot, temperature-controlled logistics and distribution facility containing rooms that can provide cooling or freezing conditions, including additional holding capacity for up to 20,000 pallets of perishable food products.

In addition, Cool Port is designed to house 36 refrigerated rail cars that would be staged within the cold storage facility for loading and unloading perishables.

"It's putting the port on the map relative to refrigerated commodities," said Driscoll. "We've always been a targeted port for customers, but it's really going to help take us to that next level to be able to handle that type of volume in an efficient, effective manner. We actually get less revenue from the land, but then we get additional volumes from the dock, and that's where we make our money—loaded boxes from the dock."

"This is a very special facility," Port of Oakland Executive Director Chris Lytle added during the same interview. "This really meets our need for the transfer of

cargo, as opposed to just another facility to put frozen product on racks in a big high-rise facility. This is designed for purpose, built for high speed, high velocity transloading, and that's what we need here; that's what the market's asking for."

The final piece of approval needed for the Cool Port project's completion came in September, when the Oakland port's Board of Commissioners approved construction of a \$14 million, two-mile-long rail spur. When complete, the rail spur's at-grade rail crossing would connect Union Pacific Railroad (UP) tracks with the Cool Port facility. Union Pacific is also building a portion of the spur on its property.

"Both UP and the BN (Burlington Northern) will be supporting this facility from a rail infrastructure standpoint," Driscoll confirmed.

The port is paying about 45% of the cost for the spur, with the Cool Port developers responsible for the balance, according to Port of Oakland officials. There's also a \$5 million state grant that will help pay part of the cost.

The developers of the planned intermodal transload and consolidation facility for perishables is the Southern California-headquartered global port warehousing, logistics and cold storage provider Lineage Logistics and its minority partner, Oakland-based cold storage provider Dreisbach Enterprises.

"Dreisbach, they're the ones who really know how to operate these refrigerated warehouses. They're the operator," Driscoll said. "They're the experts and are really looked at as a high quality company."

The Cool Port acreage is situated adjacent to the port's Joint Intermodal Terminal (JIT), which is centrally located within the port complex. The facility is expected to service 9,000 rail cars annually when operational, while an additional 9,000 containers are projected to move via truck. Total twenty-foot equivalent unit (TEU) volume, based on this container throughput is projected at 54,000 TEUs, according to Dreisbach data.

Major construction has been underway since earlier this year, and the facility is expected to be complete and operating by the third quarter of 2018, according to port officials.

West Coast Sailors

Abe Acosta	80.00	Janan Johair.	10.00	Carl Schou.	25.00	Richard Walsh.	65.00
Archie Aki	50.00	Arthur Kardinal	25.00	Ponciano Siquinia	50.00	Richard Watkins	50.00
Zackary Altman	25.00	Richard Kingsbury	406.50	Kai Sorensen.	25.00	Charles Weber.	25.00
Martin Baccari	25.00	James Kolm.	25.00	Eugene Souza	25.00	Frank Whitman.	25.00
Robert Barbee.	25.00	James Kula	25.00	Dan Ternura	20.00	Tom Wilson.	25.00
Jeremy Bert.	250.00	Norman Kurtz.	25.00	Bruce Thompson	25.00	Peter Winter	50.00
Archie Bickford	25.00	Thomas Larkin	100.00	Virgil Valentine	100.00	Bud Yost	25.00
Brendan Bohannon	50.00	John Linderman	50.00				
Don Bohle.	25.00	ILWU Local 8.	25.00				
Roy Bradshaw.	25.00	Martin Machado	10.00				
Stanley Branch	25.00	John Mancilla	25.00				
Corey Burton	50.00	Nick Manessiotis.	50.00				
James Butcher.	25.00	Chuck Maringer	25.00				
Lee Cherry	25.00	Brian McCarthy	25.00				
Edward Ching.	25.00	Gary McDevitt	50.00				
Robin Colonas.	20.00	Joseph Meehan	50.00				
Douglas Crute.	25.00	Reynold Minoli.	25.00				
Cal Cunningham.	25.00	Dave Munroe	25.00				
Jeff Curtis	25.00	Dennis Murphy.	100.00				
Donald Cushing	50.00	John Nannini.	25.00				
Colin Dewey	50.00	Darrell Palmer.	50.00				
Ronildo Dimatulac	100.00	Ricky Pangan	100.00				
Thomas Dougherty.	25.00	John Perez.	50.00				
Leo Endris.	25.00	Michael Pfleegor.	50.00				
Dave Eriksen.	100.00	Jack Post	25.00				
Joseph Gallo Jr.	50.00	Charles Rafael.	25.00				
Leighton Gandy	50.00	James Rangel	25.00				
Dale Gibson	5.00	Richard Reed	100.00				
Marvin Glasgow	25.00	Ronald Reed	30.00				
Wilton Gustafson	20.00	Manuel Rodriguez	25.00				
Rex Harper	25.00	Teofilo Rojas.	100.00				
Philip Howell	25.00	Robert Ross.	25.00				
Mark Hurley	100.00	Warlito Sapin	50.00				
Anthony Ingegneri	25.00	George Schemoon.	25.00				

SUPPORT THE SUP POLITICAL FUND

Foreign crew underpaid in Australia

The International Transport Workers' Federation (ITF) has inspected the Bahamas-registered vessel *Diana* in Melbourne, Australia, and claim that the company is underpaying the Filipino seafarers on board as they are effectively operating full time on the Australian coast.

Under coastal trading rules introduced in 2012, foreign crew must be paid Maritime Union of Australia wage rates, as the vessel is working more than two domestic voyages in Australian waters. However, the inspection showed this was not the case.

The *Diana* is owned by an Australian company Canadian Shipping Lines Australia (CSL). CSL has recently increased the use of foreign seafarers in coastal trades replacing Australian crew in a move that the ITF says undermines employment conditions and jobs on Australia's coastal shipping routes.

"Under Australian legislation all foreign workers must be paid Australian rates while operating in the local trade," ITF Australia Coordinator Dean Summers said. "ITF Australia, acting on a tip off, has today exposed more scams against Filipino seafarers working in Australia for CSL. These are vulnerable foreign workers used by an Australian company to replace Australian national seafarers working exclusively in the Australian trade."

Summers says that CSL Australia has so far refused to sign an agreement on its vessels, *Acacia*, *Adelie* and *Diana*. "The ITF demands the government investigate these clear breaches of our trading laws immediately and prosecute the perpetrators," Summers said.

Australia has cabotage laws which cover trade through domestic ports and the use of both Australian-flagged and Australian-crewed vessels. The Australian senate voted in November 2015 to retain the laws, yet the government has pushed ahead with issuing temporary licenses that circumvent them. The ITF's campaign against this practice has been ongoing.

Last year, the Australian crew of bulk carrier *CSL Melbourne* was ordered off the ship by police and security guards while it was docked in Newcastle. The ship had transported alumina from Gladstone to Newcastle for Pacific Aluminium for eight years. In its place, Pacific Aluminium has used foreign-owned vessels with temporary licenses, according to the ITF.

Later that year, a bulk carrier granted a temporary license to replace an Australian ship was labeled an outrageous disgrace by the ITF following revelations the ship's crew hasn't been paid for several months.

In a second case last year, the sacked crew of the *MV Portland* was forced from the ship and replaced by an Indian crew.

New U.S. sanctions target North Korean shipping

The U.S. Treasury Department's Office of Foreign Assets Control (OFAC) last month, placed North Korea's government agencies in charge of maritime transport, as well as half a dozen North Korean shipping companies, on the department's sanctions list.

By Executive Order of President Trump, OFAC said the sanctions are aimed at further restricting North Korea's efforts to financially support its nuclear weapons program. The sanctions prohibit U.S. individuals and companies from having business contact with these North Korean operations.

The North Korean government agencies identified for the U.S. sanctions include the Maritime Administration and Ministry of Land and Maritime Transportation.

The six sanctioned North Korean shipping companies and their 20 North Korean-flag ships include:

- Korea Rungrado Shipping Co. and vessels *Pu Hung I*, *Rung Ra Do*, and *Yang Gak Do*.

- Korea Rungrado Ryongak Trading and vessels *Rung Ra 1* and *Rung Ra 2*.

- Yusong Shipping Co. and vessels *Won San 2*, *Za Ryok 2*, *7-28*, *Yu Song 12*, and *Yu Song 7*.

- Dawn Marine Management Co. Ltd. and vessels *Jang Gyong*, *Kum Song 3*, *Kum Song 5*, *Kum Song 7*, and *Kum Un San 3*.

- Korea Daebong Shipping Co. and vessel *Rak Rang*.

- Korea Kumbyol Trading Co. and vessels *Kang Song 1*, *Ku Bong Ryong*, *So Baek San*, and *Rye Song Gang 1*.

"North Korea is known to employ deceptive shipping practices, including ship-to-ship transfers, a practice prohibited by United Nations Security Council Resolution (UNSCR) 2375," which was approved on September 11, OFAC said.

OFAC provided satellite photographic images on October 19, showing Korea Kumbyol Trading's vessel *Rye Song Gang 1* performing a possible ship-to-ship transfer of oil in order to evade sanctions.

The Treasury agency also added Dandong Kehua Economy & Trade Co. Ltd., Dandong Xianghe Trading Co. Ltd., and Dandong Hongda Trade Co. Ltd. to the U.S. sanctions list. According to OFAC, these three companies, between January 1, 2013 and August 31, 2017, exported about \$650 million worth of goods to North Korea and imported another \$100 million in North Korean goods. These goods have included notebook computers, anthracite coal, iron, iron ore, lead ore, zinc ore, silver ore, lead, and ferrous products.

In addition, OFAC designated executive Sun Sidong and his company, Dandong Dongyuan Industrial Co. Ltd. (Dongyuan) as sanctioned parties.

"Sun and Dongyuan were responsible for exporting over \$28 million worth of goods to North Korea over several years, including motor vehicles, electrical machinery, radio navigational items, aluminum, iron, pipes, and items associated with nuclear reactors. Dongyuan has also been associated with front companies for weapons of mass destruction-related North Korean organizations," OFAC said.



Onboard the *Manoa* in Seattle: Standby AB Zbigniew Kaczor and ship's Bosun Robert Reed.



USNS Dahl crew at payoff on delivery of the ship to a Boston drydock. From the left standing: C/M Josh Gilbert, AB John Penning, AB Jesus Hermosillo (delegate), Bosun Jonnel Hodges, AB Chris Barber, AB Manny Baromen, OS Tito Abaya, and OS Christian Trujillo. In front: OS Clarence Cumayao and OS Randy Cruz. The Dahl is an LMSR operated and maintained by SUP-contracted Patriot Contract Services for the Military Sealift Command.

Captain survives alone on tanker for a year

A young Indian tanker captain has survived a year alone with no electricity and minimal food and water. *Gulf News* reports that Nirmal Singh Rawat, 27, survived on the abandoned tanker *MT Hamed 2* which was anchored five nautical miles from Sharjah in the United Arab Emirates (UAE), clinging to the hope of seeing his parents and younger brother again one day.

Rawat told *Gulf News* that he ate only once every three days to conserve the food he received from the crew of passing ships until recently when local authorities started supplying him with provisions. "Once I had to stay for 50 hours without even drinking water in the peak of summer," he said.

Rawat joined the vessel in July 2016 with a promised salary of \$2,000. "I was not given a contract even after I joined the

ship. It was when I asked the other crew that I realized that I was being fooled because they also had not been paid for 14 to 17 months." Eight other crewmen agreed to sign off without being paid in November 2016. However, Rawat said: "I am the captain. I couldn't go just like that. Also, I wanted to get my pending salaries. So I stayed back."

Rawat said his repeated appeals to be rescued were heard after he contacted the Indian social worker Girish Pant who has been involved in helping stranded sailors. It was Pant who organized the UAE Federal Transport Authority to start supplying him with provisions. Rawat was rescued by authorities on November 22, after the rusted shackle of the anchor chain broke. He is the latest of about 220 Indian sailors sent back home in the past six months after being stranded in UAE waters.

Philippine Navy arrest six Abu Sayyaf pirates

Last month, special operations teams with the Philippine Naval Forces Western Mindanao Command arrested six suspected Abu Sayyaf pirates in a maritime interdiction operation near Sulu.

On the evening of November 19, at a fishing grounds between Sulu and Basilan, the commercial fishing boat *Nancy 888* reported that it was being harassed and chased by two boats with armed men. In response, the Philippine Navy activated two special operations teams aboard the patrol vessel *BRP Manuel Gomez* and dispatched them to the scene.

The naval forces intercepted the alleged pirates near Bolod Island and arrested six suspects: Omar Amping, 39, a suspected murderer with two outstanding arrest warrants; Gabby S. Juwa, 35; Jadi Luhadi, 21; Alcimel Abdulla, 18; Madi Jalilul, 19; and Sakkam Dekani, 60. In addition, the Philippine forces confiscated one M16 assault rifle with four magazines of ammunition.

Abu Sayyaf (ASG) was once a force to contend with in the Sulu Sea, conducting regular attacks on merchant ships, tugs and fishing boats and making off with their crews. Over the past year, a concerted effort by the Philippine military to disrupt and suppress the group's activities has greatly reduced the frequency of ASG's successful maritime kidnappings. Abu Sayyaf's longtime leader, Isnilon Hapilon, was killed during the five-month siege of Marawi earlier this year, along with 900 militants belonging to ASG and to the recently formed Maute group. Key Abu Sayyaf kidnapers Badong Muktadil and Guro Idzri have also been killed by Philippine forces in recent months.

However, previous military campaigns against the long-running terrorist group have only succeeded in reducing its size and its capabilities, not in eliminating its presence. Geographic and socioeconomic factors make the group hard to uproot: ASG has strong local ties and a decentralized leadership structure, and it operates in a 7,000-island, 250-nm archipelago offering ample space to hide and recuperate.

Qatar vows to end Kafala system

Following years of international campaigning against Kafala – a form of indentured labor that in practice has equated to often slave-like treatment of workers – the Qatari government has now gone on record as stating that it will finally be terminated.

International Transport Workers' Federation (ITF) General Secretary Steve Cotton said: "Qatar has made this pledge to the global Union federations and to our colleagues in the International Trade Union Confederation (ITUC), who have led the international effort to remove this system. If that promise is made good then this is a genuinely historic breakthrough.

"For the ITF this means a potential sea change for transport workers, in aviation, in ports and in public transport. We will now work within this agreement to build protection for them as workers, with good, sustainable jobs, recognizing international standards and best practice."

The ITUC has explained that the Qatari government has committed to steps that include:

- Employment contracts will be lodged with a government authority to prevent contract substitution, ending the practice of workers arriving in the country only to have their contract torn up and replaced with a different job, often on a lower wage.
- Employers will no longer be able to stop their employees from leaving the country.
- A minimum wage will be prescribed as a base rate covering all workers, ending the race-based system of wages.
- Identification papers will be issued directly by the State of Qatar, and workers will no longer rely on their employer to provide their ID card without which workers can be denied medical treatment.

- Workers' committees will be established in each workplace, with workers electing their own representatives.

- A special disputes resolution committee with a time frame for dealing with grievances will be a centerpiece for ensuring rapid remedy of complaints.

Earlier this year, the U.K.-based charities Human Rights at Sea and Justice Upheld took up the case of four Indian seafarers unlawfully detained in Kuwait since May 13, 2013. The case was a reflection of the Kafala system under which the Indian seafarers were subjugated, said the charities.

"Kafala" is an Arabic word which means "sponsorship." Kafala operates in the Gulf States, and it is unique to these Middle Eastern States. The Kafala system allows nationals of the Gulf States to employ non Gulf nationals. The power is entirely in the hands of the employer/sponsor known as the kafeel (sometimes spelled Kafil). The kafeel can be an individual or a company and has the authority and responsibility to issue employment visas and work permits.

The kafeel can dictate the conditions and terms of work, including the accommodation of the work migrant. In fact, the sole bargaining power rests in the hands of the kafeel to control the migrant workers, including legal power to control the work migrants.

It is the duty of the kafeel to ensure that employment visas, work permits and related legal obligations are updated. However, this is dependent upon and maintained according to the nature of the each individual kafeel. There are many cases where the kafeel has, unbeknown to the work migrant, failed to renew their work visas and permits which has resulted in the work migrant being forced to work without being paid for months. They are too frightened to leave the kafeel to report the matter to the police, since the police will arrest and jail the work migrant for not having valid immigration documents. This often means months and even years of imprisonment.

The migrant worker is prohibited from changing jobs, resigning or leaving the country. If a migrant worker leaves his employment, the kafeel has the unilateral power to cancel the migrant worker's right to remain in the country (that is cancel the work migrant's residence which will render the migrant worker an illegal immigrant and most likely will result in their arrest and subsequent deportation).

The kafeel has further been known to use their powerful position under the Kafala system to seek revenge against migrant workers where the work relationship has broken down, by making false and malicious accusations to the police against the migrant. This inevitably leads to the arrest and imprisonment.

The subjugation of the Kafala system has resulted in migrant workers referring to kafeel as their "owners."

Piracy increases in Straits of Malacca

The number of incidents of piracy against ships in Asia in October increased compared to the same period in 2016. Nine incidents were reported in October 2017 compared to seven incidents reported in October 2016.

Two of the nine were failed attempts where the ship's crews prevented the pirates from boarding.

There weren't any incidents involving the abduction of crew from ships in the Sulu-Celebes Sea and waters off Eastern Sabah in October, and there were no incidents involving the hijacking of ship for theft of oil cargo. However, there was an increase in the number of incidents occurring on board ships while underway in the Straits of Malacca and Singapore.

The number of incidents occurring during January-October this year was 60, the lowest for the same period over

the last 10 years. ReCAAP ISC attributes the improvement to, among other factors, improvement of the situation at certain ports and anchorages in Malaysia, India, Indonesia and Vietnam. Over the time, there was an increase in the number of incidents reported at ports and anchorages in Bangladesh (Chittagong), Philippines (Manila and Batangas) and on board ships while underway in the SOMS where all seven incidents occurred in the Traffic Separation Scheme (TSS) of the Singapore Strait.

Mostly opportunistic in nature, the perpetrators boarded the ships unnoticed during hours of darkness; and escaped immediately when they were sighted and the alarm was raised. In four incidents, the perpetrators escaped without stealing anything when the alarm was raised.

As the *West Coast Sailors* went to press, 14 seafarers are being held in captivity.

ESU Office Assignments

For the month of January, Leo DeCastro will be in the Seabrook office.



DECEMBER 2017

Official Publication of the Exxon Seamen's Union

MOU reached on the layoff effects bargaining

On December 8, the ESU Board Members met with SeaRiver Maritime Inc. management in Spring, Texas, to discuss the effects of the sale of the fleet to Crowley Maritime Corporation. Discussions took place over a full day with the intent of gaining additional clarification and address the concerns that the membership has expressed over the past few weeks. The ESU reached an MOU after receiving the Company's final offer that addresses our concerns as to what will take place at Change of Control (CIC) that is expected next year.

Some of the highlights from the discussions are as follows: Paramount was the commitment from the Company to pay lump sum and layoff allowances as outlined under Article XI, Section 1. E of the Collective Bargaining Agreement. We have clarification in writing as to how the payment of these monies will occur and who the contact person will be to address any question and will also handle reimbursement after CIC (i.e. bag receipts, etc.). The Company also committed to buy out Paid Leave after CIC in including the 7% matching thrift fund contribution and the Company has agreed to waive the three-year vesting requirement in the ExxonMobil Savings Plan so new employees will receive the Company's 7% match. The Company included the same offer that was provided to the licensed that are within three years of retirement eligibility (for the unlicensed age 50 with 15 years of service). Anyone on sick leave at CIC will also receive the lump sum payment and layoff allowances under Article XI. The Union and Company exchanged three proposals whereby the ESU tried to gain additional compensation, extra years in service or age, medical/dental coverage after CIC, continuing disability benefits after CIC and discontinuation of the AGT

program. Unfortunately, the Company was not interested in our ideas regarding these issues.

Even though the ESU Board reached an understanding with the Company, the Union does not agree with the Company's decision to sell the ships to Crowley Maritime. The Union thinks the decision is short sighted when you consider how far we have come since the days of the Exxon Valdez oil spill nearly 30 years ago. Through an enormous amount of hard work from fleet and shoreside employees the safety record at SeaRiver is second to none in the industry and has been so for many years. The members of the ESU believed that maintaining a consistent safety record along with new vessels in the ANS trade was our ticket to a solid long-term future with Exxon/SeaRiver. But now, after solid performance by SeaRiver crews, SeaRiver/Exxon is looking to shift the responsibility of moving their ANS crude to another so called "top tier operator". The ESU could be more understanding with the Company making a deal with someone that has a flawless record, but Crowley has a questionable safety reputation. In fact, as recent as 2009, Crowley Maritime Corporation's tugboat *Pathfinder* was serving as an ice scout vessel in Prince William Sound and ran aground on Bligh Reef, the same reef on which the Exxon Valdez grounded in 1989. The grounding of the Pathfinder caused extensive damage to its hull opening two fuel tanks along its centerline spilling over 5000 gallons of diesel into Prince William Sound. One would think that ExxonMobil could have picked another company that hasn't had the same disastrous experience with Bligh Reef. Let's just hope that history doesn't repeat itself for a third time.

2017 ESU election results

As previously announced, the 2017 elections for the ESU various positions has taken place over the last two months. The positions up for election were President/Secretary, the two Board Members at Large positions, Ships Representatives for the *American Progress* and *Eagle Bay*. The Board Member at Large positions and the Ship Representative for *Eagle Bay* ran unopposed.

Ensuring fairness and integrity, as in past elections and in accordance of the ESU Constitution and Bylaws, the election was held under the auspice of the American Arbitration Association (AAA). The ESU office received the election results from the AAA in New York, on December 4. The ESU mailed a total of 77 ballots to the membership and the AAA office received a total of 46 ballots, two ballots were set aside and not counted as the return envelope did not contain the voter's identification. The results are as follows:

President/Secretary

John Straley	41
Stuart Wood	3

Board Member at Large

Don Picou	Unopposed
Ein Cooley	Unopposed

Ship Representatives

American Progress

Larry Miles	27
Waverly Moore	16
Blank	1

Eagle Bay

Thor Floreen	Unopposed
--------------	-----------

In this election cycle, the *American Progress* position in accordance to the ESU Constitution By-Laws, Larry Miles became the ship Representative by default since Waverly Moore withdrew his name for the position on November 1, by notifying the ESU via e-mail. Of the 77 ballots only 46 were returned to the AAA this is equivalent to a 59% turnout. The Union appreciates the willingness of all candidates that demonstrated their support by stepping forward to serve the Union and the ESU membership. Additionally, the ESU extends our thanks to those members that demonstrated their support for the Union by exercising their right to vote.

AB Michael Harrison retires

AB Michael Harrison elected to retire on December 1, with over 17 years of Company service. Mike began his SeaRiver service on July 16, 2000, with his first assignment aboard the *S/R Galveston* as Maintenance Seamen. Mike's previous seagoing experience enabled him to quickly move up the Deck Department ladder and was promoted to AB during his first year of employment.



Mike demonstrated his support for the ESU early in his career by becoming the Ship Representative on the *S/R Puget Sound* in 2001. Later he was elected as Ship Rep. for the *S/R American Progress* where he stayed until his last voyage from Singapore. Before departing the crew honored his accomplishments and contributions with a traditional shipboard retirement ceremony. The ESU membership will miss Mike's calm nature, always optimistic about the future. Mike's retirement plans include working for the Longshoremen in Galveston, Texas, a few hours here and there and riding his motorcycle.

The Exxon Seamen's Union would like to express its most sincere thanks to Mike for his support to the ESU throughout his career. The ESU Board and the entire membership wish Mike and his family the best of times in his retirement.


Happy Holidays to All ESU Members and their Families

Ship reports

S/R American Progress

ESU Board officer Leo DeCastro visited the vessel at Gulf Cooper shipyard in Galveston on December 10, where the ship was undergoing unexpected repairs. Following GC, the ship will arrive Sabine Pass around December 22, for MOGAS service. Newly elected Ship Representative AB Larry Miles on board assuming his duties. Leo was able to sit down with the unlicensed mariners and discuss the MOU that was reached on December 8, with the company. The morale continues at an all time low.

Eagle Bay

The vessel continues to go between Valdez, AK and the West Coast ports. Regular ship representative AB Thor Floreen reports the crew is still very much weathering the depressing recent news. They have held meetings to discuss the MOU and followed up with a couple questions. The vessel's next trip will be to discharge in Long Beach, CA.

Liberty Bay

The *Liberty* continues loading in Valdez, AK for discharges in Puget Sound and San Francisco. Leo DeCastro visited the vessel at anchor in Port Angeles, WA on December 16, where the vessel was waiting to discharge partial cargo at Cherry Point. While onboard Leo had the opportunity to sit down with the mariners and discuss the MOU. Next trip south is scheduled for discharge in San Francisco.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Vice President/Treasurer Leo DeCastro

Board Member at Large Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

Spam heists in Hawai'i prompt retailers to put the wildly popular 'mystery meat' in locked cases

Last month in the Pearl City community on Oahu, Safeway customer Arlene Sua watched as a man suddenly grabbed eight cases of Spam and headed for the door. She thought, "Okay, this isn't real. No, he's not going to take it, no, no," she told KHON TV. But it was real. The man took off with the Spam and disappeared.

Elsewhere on the island at about the same time, three women loaded up shopping carts at a Long's drugstore with 18 cases of –you guessed it– Spam. They made a rush for the exit. Fortunately, an alert customer, Kurt Fevella, saw the attempted heist in progress, stationed himself at the door on Spam patrol and stopped them in their tracks. They shoved the carts toward at him and took off, Fevella told KITV4.

A shop at a downtown mall wasn't so lucky. The Honolulu Police Department is now offering a \$1,000 reward for a man (and an apparent accomplice) who entered a store on October 3, grabbed a case of Spam and punched a security guard who attempted to stop him. Police reported that the thief "fled in an unknown direction."

These Spam snatchers are not hungry people desperate for Spam, said Tina Yamaki, president of the Retail Merchants of Hawai'i. They are most likely part of a Spam black market that's taking off in a state where the demand for Spam knows no bounds. "It's a staple," Yamaki told *The Washington Post*.

The thefts have proliferated to the point that some businesses are putting Spam in plastic cases under lock and key, she said, along with the more conventional and more expensive shoplifting targets such as electronics, Gillette Power Fusion razor refills and, as it happens, canned corned beef, also popular in Hawai'i.

Yamaki thinks Spam has become a form of currency, particularly for drug addicts in need of quick cash. With Spam selling for roughly \$2.50 per 12-ounce can (depending on where in Hawai'i you look), a thief who paid nothing for an 8-pack or a case of 12, can turn a decent profit underselling the retailers from whom they stole.

"It's organized retail crime," said Yamaki. "It's not like 'I'm going in to steal Spam to feed my family. I'm going in with a list of things I want to steal.'" The thieves work in teams, one to distract onlookers, the others to "run out with Spam."

"We hear a lot of rumors where it's going," Yamaki said. "We've heard they work through middlemen. We've heard that they're selling it from the back of their cars. We've heard all kinds of rumors. Whether they're true or not, I'm not sure."

To some mainland Americans, this may all seem funny. But mainlanders often think of Spam either as junk email or a cheap meat that comes in a can and has no taste, which is true if you just eat plain Spam from a can. After all, how flavorful is a mixture of pork with ham, salt, water, potato starch, sugar and sodium nitrite?

But in Hawai'i, nobody eats it plain out of the can. They eat "Spam fried rice," or "Spam and eggs" or a Korean spam stew called budae jjigae and especially Spam musubi, a sushi-like snack of cooked rice, Spam and often teriyaki sauce all wrapped in seaweed. (Try it in Hawai'i, you'll like it, Anthony Bourdain once advised. "They love it," he said. "They'll make you love it.")

And they eat it in vast quantities and have since World War II, when conventional meat was scarce and the thousands of GIs based in Hawai'i ate the Hormel product as lunch meat.

Now Hawai'i residents consume more per capita than any other state, some five million pounds a year, "six cans for every man, woman and child," as National Geographic once noted with a dash of disapproval, commenting that "a 12-oz can is supposed to contain six servings, and each serving includes 25% of the U.S. recommended daily fat intake and 33% of a day's sodium."

But in Hawai'i, they don't make fun of Spam. They celebrate Spam, literally, with an annual "Spam Jam" in Waikiki.

But thefts of Spam in bulk, by the case, appear to be a relatively recent phenomenon, Yamaki said. She attributes the thefts to a state law enacted last year that changed the definition of a felony from a theft worth at least \$350 or to one worth at least \$750. So a thief could make off with about 300 cans before risking a felony charge. "They steal right under" that \$750 cutoff, Yamaki said.

That's why the Oahu online publication, *Honolulu Civil Beat*, found cans of Spam locked up in a case at a Walgreens last month. "Items electronically monitored for theft," said the sign.

Membership and Ratings Committee

Met on November 2, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Adian Minty 6545	6 Years	A.B.	A
Leszek Jeziorski 4331	6 Years	A.B.	A
Keith Gomer 19536	1 Year	O.S.	B
Richard Kahalewai, Jr. 19537	1 Year	O.S.	B
Anthony Hernandez 19538	1 Year	OS.	B
Milton Fitch C2712	30 Days	O.S.	C
Timothy Tess C2713	30 Days	O.S.	C
Ahmed Ibrahim C2714	30 Days	A.B.	C
Rubem Giannini C2715	30 Days	O.S.	C
Daniel Aroda C2716	30 Days	A.B.	C
Michael Klann C2717	30 Days	O.S.	C
Forbes Gumapac C2718	30 Days	A.B.	C
Brendan Craughwell C2719	30 Days	A.B.	C
Kevin Gonzalez C2720	30 Days	O.S.	C
Bosun Stamp - Leszek Jeziorski			

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Matt Henning #19407, Allen Gonzalez #3003, and Noel Itsumaru #886.

Welfare Notes

December 2017



**The SUP Welfare Plan
Wishes You a Happy and
Healthy Holiday Season**

*Michelle Chang-Administrator
Patty Martin
Michael Jacyna
Virginia Briggs
Wilma Alday
Berit Eriksson*

SUP Welfare Plan Telephone: 415-778-5490 or 1-800-796-8003

Ward off disease with nuts

Eating nuts may lower the risk for heart disease. Researchers studied 210,836 men and women involved in three large prospective health studies from 1980 to 2013. They assessed nut consumption with food frequency questionnaires, updated every four years. Over the years, there were 8,390 cases of coronary heart disease and 5,910 strokes.

After controlling for smoking, hypertension, family history of heart disease and other factors, they found that the more nuts of all kinds that people ate, the lower their risk for cardiovascular disease and coronary heart disease.

Compared to those who ate none, people who ate less than one one-ounce serving of nuts a week reduced their risk for heart attack and stroke by 9% and their risk for coronary heart disease by 12%. Eating a one-ounce serving five times a week was associated with a 14% reduction in cardiovascular events and a 20% reduction in coronary heart disease.

The study, in *The Journal of the American College of Cardiology*, found similar effects when it looked at types of nuts, including peanuts, separately.

"Nuts have a unique nutritional composition, high ill unsaturated fats, fiber and minerals," said the lead author, Marta Guasch-Ferre, a research fellow at the Harvard T.H. Chan School of Public Health. "They should be included as part of a healthy diet?"

The study was supported by grants from the National Institutes of Health.

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

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Annual Funding Notice for SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2016 and ending July 31, 2017 (the "2016 Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2016 Plan Year	2015 Plan Year	2014 Plan Year
Valuation Date	August 1, 2016	August 1, 2015	August 1, 2014
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$104,135,946	\$104,944,388	\$105,886,470
Value of Liabilities	\$91,445,010	\$91,194,455	\$83,624,556

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2017 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2016 annual report filed with the Department of Labor in May 2018.

	July 31, 2017	July 31, 2016	July 31, 2015
Fair Market Value of Assets	\$104,433,737	\$101,515,817	\$107,839,193

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 1,818. Of this number, 771 were current employees, 1,016 were retired and receiving benefits, and 31 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan, and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	4.0%
2. U.S. Government securities	19.9%
3. Corporate debt instruments	11.7%
4. Corporate stocks (other than employer securities):	33.5%
5. Real estate (other than employer real property):	8.2%
6. Value of interest in registered investment companies (e.g., mutual funds)	22.7%
7. Other	0.0%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2015 Plan Year and earlier Plan Years are available now. The annual report for the 2016 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2018. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multi-employer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is not insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pb.gc.gov/prac/multiemployer. Please contact your employer or fund administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information about Your Plan," below.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.



SUP President's Report

December 11, 2017

THE YEAR AHEAD

2018 promises to be a challenging year for the SUP like all others since our founding in 1885.

The attacks on the Jones Act continue unabated.

Full funding for the Maritime Security Program (MSP) will again be an issue as this vital program – although authorized until 2025 – must be funded by Congress annually. Of the 60 ships enrolled in MSP, the SUP crews nine of them for American President Lines.

Cargo preference for U.S.-flag vessels and Food for Peace are under constant attack but are essential for the survival of the U.S. Merchant Marine. No cargo. No ships. No work.

While the Union has been fully engaged on these issues and other issues that effect the labor movement as a whole, the ultimate decision is in the hands of Congress and the President. 2018 is an election year for members of Congress and the SUP will support those candidates that support our issues regardless of political party. The Union by law, cannot use General Fund monies to financially support candidates. Only the Sailors' Political Fund can be used. Urge all hands to donate to this fund so those who support our interests, and our work, are elected.

MATSON NAVIGATION COMPANY

The following is an update on Matson's fleet:

Kanaloa-Class: On November 29, General Dynamics NASSCO shipyard in San Diego began construction on two combination containers and roll-on/roll-off vessels for Matson. The first vessel, to be named *Lurline*, is scheduled to go into service in the fourth quarter of

2019, while the second vessel, to be named *Matsonia*, is projected to go into service in the second quarter of 2020.

Kamokuiki: Matson's bi-weekly U.S.-flag service from Honolulu to the Marshall Islands ports of Kwajalein, Ebeye and Majuro is expected to begin at the end of January when the 707 TEU vessel *Kamokuiki* goes into service. Wage rates for this vessel were published in the July issue of the *West Coast Sailors* and will be reprinted in next month's edition.

It should be noted that all jobs will be dispatched from the Honolulu Branch.

Aloha-Class: The container ship *Daniel K. Inouye*, currently under construction at Philly Shipyard, is scheduled to go into service in the fourth quarter of 2018, while her sistership, the *Kaimana Hila*, is expected to be delivered in the first quarter of 2019.

Columbia: With the inter-island barge *Mauna Loa* being withdrawn from service, Matson is buying the barge *Columbia* from Sause Brothers. The effective date of the purchase is December 13. It should be noted that the SUP will continue to perform maintenance work on the *Columbia* as it has done on all Matson barges that call Honolulu.

PATRIOT CONTRACT SERVICES

As reported in October (see the October *West Coast Sailors*), Ocean Ships, Inc. was the successful bidder to operate and maintain the Military Sealift Command's Surge Sealift LMSRs (*USNS Gilliland*, *USNS Gordon*, *USNS Shughart*, *USNS Yano*) that are in Reduced Operating Status (ROS) and are currently managed by Patriot.

Due to the protest on the award by Pacific Gulf Marine, Inc., Patriot informed the Union on December 8, that it will continue to operate and maintain the vessels through April 30 of next year.

SAN FRANCISCO BAR PILOTS

In accordance with the Agreements with the San Francisco Bar Pilots covering Marine Personnel and Dispatchers, wages and overtime rates will increase by 2.5% effective January 1.

HOLIDAYS

Christmas

All SUP halls will be closed on Monday, December 25.

New Year's

All SUP halls will be closed on Monday, January 1.

Jack Hall Day

The Honolulu Branch will be closed on Tuesday, January 2, in observance of this ILWU Local 142 holiday. The holiday is applicable to all Matson vessels in Hawai'i ports plus the Paint & Rigging gang and members working under the Extra Maintenance Agreement.

Martin Luther King, Jr. Day

All SUP halls will be closed on Monday, January 15. This is a holiday under all SUP agreements except Foss Maritime Company.

ACTION TAKEN

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

Gunnar Lundeberg



More than 1,000 icebergs drifted into North Atlantic shipping lanes in 2017

The U.S. agency tasked with monitoring iceberg activity in the North Atlantic counted about 1,000 icebergs that drifted into shipping lanes this year.

The mission of the International Ice Patrol (IIP), which is organized by the USCG but includes international partners, is to monitor the iceberg danger in the North Atlantic Ocean and provide relevant iceberg warnings to ships. The IIP has actively patrolled the Grand Banks of Newfoundland area for the extent of iceberg danger for each season since 1913, the year after the *Titanic* sank.

Ice season runs from February 1, through July 31.

This year, the International Ice Patrol tallied a total 1,008 icebergs that were detected in the North Atlantic shipping lanes, marking the fourth consecutive season

where the danger has been classified as "extreme".

The number of icebergs detected this season was up sharply compared to 2016, when 687 icebergs were detected. With the new numbers in, officials said that this year marked the 19th most severe season since records began more than 100 years ago.

One notable shift this year was the increasing use of satellite imagery to detect icebergs. Officials noted only 2% of the icebergs flagged in 2016 were found using satellites, compared to 22% in 2017. The IIP typically relies on fixed wing U.S. Coast Guard aircraft to conduct the primary reconnaissance missions for the Ice Patrol.

Looking ahead to 2018, experts predict a near-normal number of icebergs

Over 700 Indian fishermen missing after cyclone

On December 8, thousands of fishermen in the Indian district of Kanyakumari took to the streets to call for reinforced SAR (search and rescue) efforts in the wake of Cyclone Ockhi. Kanyakumari district official Sajjan Singh Chavan told the *Hindu* that over 60 boats and 700 fishermen from the area remain unaccounted for, in addition to 2,500 others who are stranded at ports of refuge from Kerala to Lakshadweep to Gujarat. These numbers do not reflect the cyclone's effects on fishermen who are home ported in other districts, and the overall count is likely higher.

In Kerala, senior member of parliament Shashi Tharoor told media that he was unhappy with the preventive measures taken by the province's government – in particular, an allegedly poor effort to warn fishermen to stay in port as the storm approached. 38 people from Kerala died at sea and hundreds remain missing, Tharoor said, while casualty numbers were much lower in the Lakshadweep Islands, where a storm warning was distributed in advance.

Southern India has a sizable Christian minority, and many of the fishermen who were affected by the storm are Catholic. The Latin Catholic Church plans to hold round-the-clock vigils unless the government sustains its efforts to find the missing fishermen. "There are instances when such disasters have been proclaimed as a national disaster. In this situation, the Ockhi disaster should also be declared as a national disaster," said Vicar General Fr. Eugene Pereira, leader of a local archdiocese. "The rescue efforts have come to a standstill."

The Indian Navy reported Thursday that 21 ships and a dozen aircraft remained engaged in the search, and about 670 fishermen have been rescued to date.

Separately, MP Shashi Tharoor alleged that the Indian Navy is "not picking up bodies because they have no freezer on board to accommodate them." He called on the service to retrieve all remains, saying that "ice is enough." The Indian Navy denied this charge, but it also said that mobile mortuary units are being contracted in order to give its ships more cold storage capacity.

U.S. Coast Guard rescues sea turtle tapped by cocaine

On December 16, the Coast Guard Cutter *Thetis* returned to her home port in Key West after a 68-day counternarcotics patrol in the Eastern Pacific. As she has on previous tours, *Thetis* seized thousands of kilograms of cocaine and dozens of smugglers during a series of interdictions, assisted by other Coast Guard vessels and multiple partner agencies. This time, though, *Thetis'* crew had a chance to make a difference in an unusual way – rescuing a sea turtle from entanglement in a floating mass of illegal narcotics.

On November 19, *Thetis* launched a small boat team to investigate a debris field in the water. It turned out to be multiple bales of cocaine, bound together with line, and in the midst of the mass was an entangled sea turtle.

Coast Guard Ensign Mark Krebs, the small boat's coxswain, said that as soon as his team arrived on scene with the jettison field, they spotted the entangled turtle. The animal showed chafing from the lines on his neck and flippers. They briefed *Thetis'* commanding officer and went to work, carefully cutting the lines wrapped around the sea turtle and freeing him.

The turtle swam off, and the boat crew hauled in 75 feet of line and 1,800 pounds of cocaine – an amount worth approximately \$50 million, and a significant fraction of the 6,800 kilos that *Thetis* brought in during this tour.

During the deployment, *Thetis* and her crew worked alongside the Coast Guard Pacific Tactical Law Enforcement Team (PACTACLET), a sharpshooter detachment from the Coast Guard Helicopter Interdiction Tactical Squadron (HITRON) and a Royal Canadian Navy maritime coastal defense vessel in support of Operation Martillo.

Martillo is a long-running international effort to fight the cartels that ship cocaine between Columbia and Central America. The Coast Guard says that America's 14 partner nations have contributed to about 60% of the tonnage captured over the course of the initiative.

Hackers took full control of container ship's navigation systems for 10 hours

In February 2017 hackers reportedly took control of the navigation systems of a German-owned 8,250 TEU container vessel en route from Cyprus to Djibouti for 10 hours. "Suddenly the captain could not manoeuvre," an industry source who did not wish to be identified told the publication *Safety At Sea (SAS)*. "The IT system of the vessel was completely hacked."

While details are limited, according to the source, the 10-hour attack was carried out by "pirates" who gained full control of the vessel's navigation system intending to steer it to an area where they could board and take over. The crew attempted to regain control of the navigation system but had to bring IT experts on board, who eventually managed to get them running again after hours of work.

The IT experts installed a program designed "for the maritime industry which will block all attacks coming from outside attempting to influence the IT systems, like a firewall on your home computer, but much stronger and against all sorts of possible attacks," said the industry source.

They added that in their opinion the case serves as a "pre-warning," about what will happen in the future of shipping, with pirates using hacking to gain control and entry to vessels in order to carryout kidnap and ransom.

Emma Biggs, business director at security brokerage firm ASKET, was also privately contacted about the attack and told *SAS* that while it was unclear how the hackers got into the ship's systems, she stressed there are vulnerabilities on all vessels. "People still talk about there being a difference between what happens on board and on shore, but there isn't, particularly as now everything is connected and the telemetries of ships are fed back to shore."

Biggs pointed to examples carried out by IOActive and 'ethical hacker' Ken Munro that both revealed hacking vulnerabilities in major maritime satcoms, including Inmarsat, Telenor, and Cobham. Munro was able to precisely pinpoint a named vessel, identify a staff member and potentially attack the ship through communications boxes on board ships that were running outdated firmware and using default passwords. "These [attacks] are genuine and easy to do," she said. There have also been suspected cases of mass-spoofing of AIS in the Black Sea in June, with more than 20 ships affected. The GPS were giving false locations, some inland and some at airports. Unconfirmed reports of the attacks were first posted by the U.S. Department of Transportation's Maritime Administration on June 22.

As shipowners become more aware of such risks, Biggs warned of cyber companies targeting the maritime sector and offering protection that may not be best suited to a fleet. ASKET has begun offering a brokerage service to shipowners, based on its model for private maritime security companies. It is currently building a "pool of organizations," which will feature cyber companies specializing in specific areas, such as cargo, telemetrics, and VSAT (very small aperture terminal), in order to advise which protection is best suited to a fleet's unique set-up.

A record passage: Around the world alone in 42 days

French offshore racer François Gabart has set a new speed record for an around-the-world solo sailing voyage, returning to his starting point at Ouessant, France in 42 days, 16 hours and 40 minutes. His time is fully six days faster than the previous record, which was set last year by Thomas Coville, and about 15 days faster than a previous record set in 2008.

Along the way, Gabart set new records for the fastest solo crossing of the Pacific and for the greatest distance covered in 24 hours – about 740 nautical miles, which equates to an average speed of nearly 31 knots. He said that his purpose-built trimaran, the *Macif*, hit 35 knots on occasion during the voyage.

Other offshore racers credited Gabart's timing and routing for the strong result, as weather played an enormous factor in his record-setting speed. "Exactly like Thomas Coville did last year, François blew the record for a generation. His strength is timing," said *Macif* 2011 skipper Paul Meilhat. "François has always been in perfect timing, he has always made the smartest choices."

Jean-Bernard Leboucher, *Macif* sailing director, said that Gabart and his team invested years in developing the vessel that would make the voyage possible. "François exploited the full potential of his boat, while respecting his motto, written on the [hull]: 'Fast but not furious,'" he said. In addition, he said that Gabart took a relatively conservative approach to heavy weather, staying clear of severe wind and waves. "Never has the trimaran been [put] against the worst conditions of a weather system and, when it was necessary to divert slightly to escape the worst of a system, François did not hesitate to do so," Leboucher said.

Before it can be entered in the Guinness Book of World Records, Gabart's time will have to be verified by the World Sailing Speed Record Council, which will review the GPS data from his vessel. However, his name is already in the book: Gabart won the Vendée Globe round-the-world race in 2013, and he posted the fastest time for a solo monohull circumnavigation (78 days and two hours) in the process. In January, this record fell to fellow French yachtsman Armel Le Cléac'h, who posted a time of 74 days and three hours to win this year's Vendée Globe.

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

Vice President's Report

December 2017

In addition to the routine duties of the front office, checked the following ships:

Maunawili: Mike Pflieger, delegate. New terminal shuttle schedule in Guam investigated but checked out okay on experience. Whether or not it adds up to a formal restriction, employers should know that almost any limitation on shore leave will trigger an immediate objection, launch waves of focused inquiry, include careful review and documentation of the response, and if warranted bring down at minimum a mountain of paperwork not to mention SUP disfavor on a ship and her management. Minor clarification on guaranteed dayworker overtime on weekends and holidays as per 11c of the SUP Work Rules. Holiday clarification.

Manukai: Chris Bujnowski, delegate. Engine room stores issue taken up with management. New agreements finalized and at the printers. Should be available for distribution in early January.

Mahimahi: Jim Stelpstra, delegate. Clarification on "Cavotec" shoreside power unit canvas cover. Just as the old canvas binnacle cover, or covers on hatches or lifeboats, the rigging, securing and maintenance of such equipment is SUP jurisdiction. It is a normal part of port prep or securing for sea, and not cargo related so no cargo time: straight time rate on straight time hours and overtime on overtime hours.

Matsonia: Izzy Idris, delegate. Clarification on knock off from all hands duties due to STCW rest hours issues – payable and management agreed.

USNS Watkins: Pat Nicholas, delegate. Passports must have a minimum of six months of validity before their ten-year expiration but like a lot of deadlines – it's closer than you think.

USNS Dahl: Jesus Hermosillo, delegate. Clarification on reassignment of OS's to necessary work in the steward department. Inter-departmental transfers are not prohibited by the agreement if necessary but should be done on a mutually agreeable basis. If none are willing the work shall be rotated. Ship safely delivered from extended overseas deployment to offloading at Marine Corps base in Florida and finally to the famous drydock No. 3 in the South Boston Naval Annex part of the old Boston Navy Yard. Clean payoff with only Bosun Jonnell Hodges remaining on board for repairs. Callback scheduled for late January or early February.

USNS Red Cloud: Nicholas Wedel, delegate. Provided MOU and asked the delegate to rebuild a delegate's file to contain MOU and all relevant clarifications and to remain on board pass on to the next delegate. By building and maintaining a delegate's file we can support our arguments, continuously improve our process and understanding, and educate present and future crew.

APL Belgium: Aaron Wiebe, delegate. Clarification on sanitary language in both Section 17 and 56 of the SUP Work Rules as well as past practice. Delegate doing a fine job communicating with the Union and checking the dues status and dispatch dates of members.

APL Korea: Paul Harsany, delegate. Delegate filled in as Bosun coming up the Coast. Professional helmsmanship is elemental to our craft: sailors who can't steer will be terminated.

APL Guam: Ruta Tulenkin, delegate. Spare fans should be installed in state-rooms and additional fans ordered for backup. This and ice machine issue taken up with management by Honolulu Branch Agent Mike Dirksen.

Foss Maritime Company: JD Rymel, delegate. Inquiries made of management regarding fleet disposition: tank servicing resulted in temporary re-assignment of barge to Long Beach.

At sea or ashore, happy holidays to all,
Dave Connolly



Honolulu holiday party: Former MFOV Port Agent, Bonny Coloma; SUP Honolulu Branch Agent, Mike Dirksen; and former SUP Paint & Rigging Gang Bosun, Monte Kalama.

SUP Branch Reports

Seattle

November 20, 2017

Shipped: 1 Patriot Boatswain dispatched to a B member. 7 AB's shipped, 1 Matson return to an A-card, 6 to Navy bottoms, going to 4 B's, and 2 C-cards. 2 Ordinary Seaman billets taken by 1 C card and 1 D. 15 standby AB's to 5 A, 7 B, and 3 D cards.

Registration: 5 A cards for a total of 7; 18 B cards for a total of 25; 11 C cards for a total of 18; and 6 D cards for a total of 15

Ships Checked

Cape Trinity, Cape Taylor, Cape Texas: The *Cape T's* are running smooth with strong motivated Boatswains at the lead. There were some overtime distribution concerns regarding contractor's vs crew. It is all the Boatswains position that crew could accomplish much of the work being performed by contractors and at the same cost.

Cape Victory: Just in from a mission with all the complications of activating a sleeping ship. The Boatswain and gang turned-to in SUP fashion and addressed all the problems as they arose. Some clarifications of deck jurisdiction and payment were discussed, and a lodging issue with the constant reassignment of the Ordinary's quarters has been taken to the company.

All the Cape ships look fresh out of the yard and Bristol fashion. Considering there is only a Boatswain and two part-time Ordinary Seaman per vessel, this is no small feat.

I represented SUP and MFOW at the following meetings; MTD lunch, MLK-CLC E-board and delegates meeting, Washington Maritime Federation Policy Committee, Seattle Mayor Durkan Transition Committee.

SUP Training Director Berit Eriksson, SUP member Vince O'Halloran, and I attended a lunch reception in support of Senator Maria Cantwell. Senator Cantwell was instrumental in stopping an ill-informed and misguided attack on the Jones Act from the left. Upon request, for those in attendance Senator Cantwell recounted the "sea story" of how she did this. Stop by the hall and I will share it with you, as it truly illustrates the importance and effectiveness of our political fund.

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

Brendan Bohannon, Branch Agent

Wilmington

November 20, 2017

Shipped: Bosun: 5, AB: 14, ABD: 10, OS/STOS: 3, and 72 standby jobs, for a total of 104 jobs shipped.

Registrations: A:25, B:26, C:16, D:14.

Ships Checked

Mokihana: Billy Sullivan Bosun and Paul Barbour delegate; running smooth.

Carl Ziegler's ashes delivered to Captain Crawford.

APL Belgium, Maunalei, APL Singapore, Manukai, Lihue, Pfeiffer, APL Thailand, APL Philippines, Manulani, APL China.

Shipping has been good in L.A., Matson APL and Patriot calling for crew members relief and steady jobs. We still have the LMSR'S and we must be ready willing and able to fill these jobs when called, step up take these jobs.

This is your Union and a Union is only as strong as its members, participate by showing up at the union meeting to vote on issues that affect us all.

We need a quorum to be able to vote.

It is your responsibility to make sure your documents are up to date, don't wait until job call to find out. Participate – attend meetings!

Leighton Gandy, Branch Agent

Honolulu

November 20, 2017

Shipped the following jobs in the month of November: 1 Bosun, 4 AB Day steady, 1 AB Day return, 5 AB Watch steady, 2 AB maintenance steady, and 1 OS Watch steady. The shipping jobs were filled by 5 A cards, 6 B cards, and 3 C cards.

Shipped 23 standby jobs. The standby jobs were filled by 0 A cards, 15 B cards, 4 C cards, and 4 D cards.

Registered: 11 A cards, 8 B cards, 2 C cards, and 7 D cards.

Ships Checked

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

APL Guam-no major beefs

APL Saipan-No fans in two rooms and ice machine is not up to contract standards.

USNS Charlton-no major beefs

I represented the SUP at the Hawai'i Ports Maritime Council meeting, and the AFL-CIO Executive Board meeting, and the AFL-CIO Biennial Convention, where I was re-elected as Vice President on the Executive Board.

I hope that everyone had or has (depending upon when you read this) a very happy Holiday season. Mele Kalikimaka and Hauoli Makihika Hou.

And as always, check your papers, and anything with less than six months left, you should start the renewal process. Especially if you are planning on sailing on an APL shuttle ship. Mahalo,

Michael Dirksen, Branch Agent



The artist in residence aboard the USNS Pomeroy is none other than SUP member Jim McCroskey. When not carrying out his duties as Able Bodied Seaman, Brother McCroskey found time to exercise his artistic skills by painting the elevator door aboard the ship. A tip of the Stetson to Jim!

Business Agent's Report

December 11, 2017

Mississippi Voyager - In at Richmond Long Wharf. Ship is running steady between El Segundo and the Long Wharf. Running smoothly with Robert Turner, Bosun and John McAuliffe, delegate.

Oregon Voyager; Texas Voyager; Florida Voyager - These ships are on the East Coast.

Mahimahi - In at Oakland #62. First trip back since coming out of the shipyard; never an easy task. The gang did a bang-up job to get the ship ready to sail out of the yard. After a few days at sea Bosun and the delegate had a meeting with an Ordinary to discuss his duties and how he could be more productive in his performance to help him out. James Stelpstra, delegate. Mike Worth, Bosun.

Manoa - In at Oakland #62. By passed Oakland last trip; trying to get back on schedule. Still on the Northwest run. Robert Reed, Bosun and Duke Maringer, delegate.

Kauai - In and out Oakland #62. Running steady on the Northwest run. In good hands with relief Bosun Norhaslan Idris and Sahri Ali, delegate.

Matsonia - Sailed for Honolulu with no beefs. Insin Idris, delegate and Sam Scott, Bosun.

Lihue - In at San Francisco Pier#32. Going into lay-up for an undisclosed amount of time.

Maui - In at Oakland #61. Going into lay-up for an undisclosed amount of time.

APL Belgium - In and out Oakland #56 with no beefs. James Salera, delegate and Noel Isumaru, Bosun.

APL Thailand - Oakland #58. Sailed for the Far East with no beefs. Gary McDevitt, delegate and Nick Hoodgendam, Bosun.

Cape Orlando, Cape Henry, Admiral Callaghan - Checked in with these ship running smoothly with no beefs.

Cape Hudson, Cape Horn - Checked in with these ships running smoothly with no beefs.

Roy Tufono

Dispatcher's Report

Headquarters—Nov. 2017

Deck	
Bosun.....	6
Carpenter.....	0
MM.....	3
AB.....	14
OS.....	5
Standby.....	16
Total Deck Jobs Shipped.....	44
Total Deck B, C, D Shipped.....	33
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.....	44
Total B, C, D Shipped-All Depts.....	33
Total Registered "A".....	26
Total Registered "B".....	44
Total Registered "C".....	8
Total Registered "D".....	19

Labor board asks public if it should keep Union election rule

The National Labor Relations Board (NLRB) is asking the public to weigh in on whether it should keep or scrap an Obama-era rule that speeds up Union elections.

Business groups like the U.S. Chamber of Commerce have been pushing the NLRB to roll back the rule, which allows elections to be held in as few as 10 days from the filing of a petition.

Opponents have dubbed it the "ambush election rule," claiming it gives employers little notice of an election and almost no time to discuss the issues with their workers.

"The rule is heavily, heavily slanted to give Unions a much easier path to election victory and ... has cut the number of days in an election cycle by about 15, which enhances Union win rates," said Michael Lotito, labor and employment attorney and co-chairman of the Workplace Policy Institute at Littler Mendelson in San Francisco. Littler is a notorious anti-Union law firm.

He said elections are now typically being held within 23 to 25 days. Under the old rule, elections were held an average of 38 to 40 days after a petition was filed.

Under the new rules an employer has eight days from the time a petition is filed to hold a pre-election hearing to challenge the proposed union. As a practical matter, Lotito said it's almost impossible for employers to move that fast.

The AFL-CIO, the nation's largest labor federation, hailed the Obama-era rule as a victory for workers.

The NLRB, which experienced a power shift from Democrats to Republicans under President Trump, voted 3-2 to put out the request for information with Trump's newly minted members Marvin Kaplan and William Emanuel siding with outgoing board Chairman Philip Miscimarra.

The board's two democratic appointees, Lauren McFerran and Mark Gaston Pearce, dissented from the ruling.

The public is being asked to submit comments by February 12, on whether the rule should be kept as it, amended or rescinded.

Last year, a the 5th Circuit Court of Appeals upheld the rule against a challenge brought by the Associated Builders and Contractors of Texas and the National Federation of Independent Business.

The court said the "board acted rationally and in furtherance of its congressional mandate in adopting the rule."