



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXI No. 12 • 185

SAN FRANCISCO, CALIFORNIA

Friday, December 21, 2018

Abysmal minimum wages adopted for world's seafarers

As a result of bargaining between the International Transport Workers' Federation (ITF) and the International Chamber of Shipping (ICS) in Geneva, Switzerland last month, minimum monthly wages for the vast majority of world's mariners will increase by \$27 over the next three years.

The deal is expected to be approved by the International Labor Organization (ILO), an agency of the United Nations, early next year.

Monthly wage rates are based on those of an Able Bodied Seaman (Able Seafarer Deck). Rates for all other unlicensed personnel are extrapolated from the baseline for ABs.

The current wage rate for a mariner covered by the agreement is \$614 per month.

However, the agreement is not enforceable! So shipowners worldwide can pay whatever they want to fatten their profits on the backs of seamen.

The only exception is those shipowners who have ITF agreements which cover approximate-

ly 13,000 ships. The minimum monthly wage rate under an ITF agreement is \$1,800.

For seafarers working in the approximately 37,000 ships covered by the ILO "agreement", base wages will increase in 2021 with an overtime rate of \$3.85 per hour. Overtime is calculated at 1.25 the normal hourly rate (\$2.60 per hour) based on a 48-hour working week and a maximum working week of 72 hours which, according to the ITF, is approximately 104 hours overtime per month or \$401.

So with wages and overtime, a mariner working under the ILO "agreement" can make \$1,042 a month, that's if the shipowner agrees to pay this amount.

Commenting on the ILO minimum wage scale, SUP President Gunnar Lundberg stated: "Wages for the world's seafarers is abysmal and their working conditions are not better. In order for the United States to maintain a merchant marine in the international trades, subsidies are a necessity as the gulf between foreign-flag wages and American wages is impossible to close unless strong organizing efforts against international capital in the labor supplying countries (China, India, Philippines) are successful, which seem unlikely in the short term."

Since the 1920s with mail subsidies for U.S.-flag vessels, to the Shipping Act of 1936, which provided for an Operating Differential Subsidy, to the Maritime Security Program in 1996, American operators have needed subsidies in order to compete with foreign-flag operators.

Currently the Maritime Security Program keeps 60 ships in the foreign trade including nine

continued on back page

SUP President's Report

Matson continues effort to scuttle APL's Guam service

Continuing its initiative to force American President Lines (APL) from the Guam trade in order to regain its monopoly, Matson Navigation Company on November 7, filed suit in the U.S. District Court of the District of Columbia against the Maritime Administration to stop the agency from making Maritime Security Program payments for the *APL Guam* and *APL Saipan* claiming that they are illegal, and even more importantly, that Matson has lost 23% of its Guam cargo to APL since 2016.

It should be noted that using five vessels (*Manukai*, *Manulani*, *Maunalei*, *Maunawili*, *R.J. Pfeiffer*), Matson calls Guam

weekly via the West Coast and Honolulu then outbound to East Asia. Each of those vessels can carry over 2,500 TEUs. APL operates two vessels that call Pusan, Yokohama, Saipan and Guam fortnightly. The *APL Guam* has a capacity of 1,078 TEUs and the *APL Saipan* 1,638 TEUs. David vs. Goliath or is it the other way around?

This is not the first time Matson has tried to scuttle APL's Guam service. Last year (see the April 2017 *West Coast Sailors*) Matson attempted to legislatively amend the Maritime Security Program to knock APL out of the trade.

On April 7, of that year, your secretary sent the following

letter to Matt Cox, Matson's President and CEO: "It is my understanding that Matson is spearheading an effort to legislatively modify the Maritime Security Program (MSP) to prevent American President Lines' vessels from calling Guam."

While this initiative would benefit Matson by restoring its U.S.-flag Guam monopoly, it would be detrimental to the U.S. Merchant Marine by jeopardizing the Maritime Security Program.

Matson's attempt to knock APL out of the Guam trade is an attack on the livelihoods of the members of the Sailors' Union of the Pacific (SUP) and the other maritime Unions that crew

continued on page 10



From left to right: Bosun Paul Fuentes, AB Romelito Linatoc, AB Jose Ysern, AB Jim Clay, AB Austin Gahan, AB Joe Eckert, and OS Ken Barnhouse on the bridge of Matson Navigation Company's Aloha-Class container ship Daniel K. Inouye on her maiden voyage.

Matson spent about \$210 million on the ship, which can carry the equivalent of 3,600 20-foot containers and is now the biggest

and fastest ship operated by the Honolulu-based company. The biggest of Matson's older ships, the *Mahimahi* and *Manoa*, were built in 1982 and have a capac-

ity equivalent of 2,824 20-foot containers.

In picking the ship's name, Matson chose to honor a power-

continued on page 5

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



Long Beach rail project nets \$14 million grant

The Port of Long Beach has been awarded a \$14 million grant to help pay for construction of a rail project designed to increase efficiency while reducing traffic congestion on local streets and freeways.

The grant is from the Trade Corridor Enhancement Program, which helps pay for improvements to freight corridors across California using designated transportation funds from Senate Bill 1 and the National Highway Freight Program. The port will contribute the remaining \$11 million for the \$25 million project, which aims to increase operational efficiency, reduce delays by providing greater reliability for on-dock rail and decrease roadway congestion by shifting more containers to rail.

“Moving goods by rail is four times more efficient than by truck, so this project would enhance our operational excellence and environmental sustainability,” said Mario Cordero, executive director of the Port of Long Beach.

The planned Pier G and J Double Track Access Project will add a new 9,000-foot departure track for trains serving four of Long Beach’s six container terminals. The project will allow for better utilization of the on-dock rail yards at Piers G and J by enabling them to simultaneously handle arriving and departing trains. The project also will minimize conflict with neighboring terminals’ on-dock rail operations and improve overall safety in the vicinity, according to port officials. When completed, the project will expand on-dock rail usage by approximately 157,000 TEUs of container cargo annually, while reducing the need for 615 daily truck trips. Construction is slated to begin by the end of 2019 and be completed by mid-2021.

A new day for *Falls of Clyde*?

The modern history of the *Falls of Clyde* has been a struggle to survive against all odds. Everyone can agree that it’s long past time that something be done about the historic, a 140-year-old four-masted sailing ship now quietly decaying, its once-impressive masts shorn, at Pier 7 near the Aloha Tower Marketplace.

The ship has long vexed the state Harbors Division, which impounded the vessel in 2016 in an effort to get rid of it.

So it’s good to hear that a Scottish-based preservation group hopes a new deal with a Dutch heavy lift operator will carry the ship back home to Scotland.

“After many months of negotiation, a deal has finally (been) agreed (upon) between this group and Sevenstar Yacht Transfer, to collect the *Falls of Clyde*,” said David O’Neill, director of Save Falls of Clyde International.

We’ll believe it when we see it. But if O’Neill’s optimistic plans succeed, the *Falls of Clyde* could once again be restored to a fully operational, carbon-free vessel – somewhat ironic, as it once served as an oil tanker.

The *Falls of Clyde* originally launched from Port Glasgow in Scotland on December 12, 1878, and traveled the globe, bearing all manner of cargo from Karachi to Hilo and other ports of call. It sailed in Hawaiian waters for about 20 years, beginning in 1898.

The ship’s rich history attracted Hawai’i patrons, including the late *Honolulu Advertiser* columnist Bob Krauss, who campaigned tirelessly to prevent the ship from being scuttled. No doubt he would be pleased to see the *Falls of Clyde* under sail once again.

Editorial: *Honolulu Star-Advertiser*, December 1, 2018.

Bering Sea has record low winter ice

The National Oceanic and Atmospheric Administration (NOAA) has released its annual report card on the Arctic, highlighting that the region experienced the second-warmest air temperatures ever recorded; the second-lowest overall sea-ice coverage; the lowest recorded winter ice in the Bering Sea and earlier plankton blooms due to early melting of sea ice in the Bering Sea.

Surface air temperatures in the Arctic continued to warm at twice the rate relative to the rest of the globe. Arctic air temperatures for the past five years (2014-18) have exceeded all previous records since 1900.

In the terrestrial system, atmospheric warming continued to drive broad, long-term trends in declining terrestrial snow cover, melting of the Greenland Ice Sheet and lake ice, increasing summertime Arctic river discharge and the expansion and greening of Arctic tundra vegetation.

In 2018 Arctic sea ice remained younger, thinner, and covered less area than in the past. The 12 lowest extents in the satellite record have occurred in the last 12 years. Pan-Arctic observations suggest a long-term decline in coastal landfast sea ice since measurements began in the 1970s.

Now in its 13th year, the 2018 Arctic Report Card is a peer-reviewed report that provides an annual status update on the region and compares these observations to the long-term record. It was compiled from the research of 81 scientists working for governments and academia in 12 nations.

SUP Meetings

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

	Hdqtrs.	Branch
January	14	Tues. 22
February	11	Tues. 19
March	11	18
April	8	15
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	Tues 15	21
November	Tues 12	18
December	9	16

Managing fuel costs, CMA CGM leverages scale for profit

CMA CGM, the parent company of American President Lines, joined Evergreen Line, Maersk and Wan Hai in delivering a third quarter profit, saying it was able to leverage its size and global network to capitalize on rising volume on the TransPacific and other trades to buffer higher bunker prices that pulled rivals to a loss.

The Marseilles-based carrier reported a positive third quarter result, with rising revenue and container volume driving net profit for the period to \$103 million. This was despite a 7.7% increase in unit costs because of the rising fuel price.

Strong demand and revenue over the peak season has allowed several carriers to turn around first half losses and partially mitigate the effects of higher bunker bills. Among those are Maersk Line that reported a \$191 million profit in the third quarter, Hapag-Lloyd that posted a \$15 million profit for the period, and Evergreen Marine that reported a \$25 million net profit in the July through September period.

CMA CGM reported a 5.5% increase in volume during the three-month period when it transported 5.26 million TEU, something the Marseilles-based shipping group attributed to the strength of most trades, particularly India-Oceania, Africa, and the TransPacific.

A strong U.S. economy and front loading by shippers on the TransPacific ahead of the January 1 increase in U.S. tariffs on a wide range of Chinese made products, kept volume up well past the traditional end of the peak season and sent freight rates soaring on the trade.

CMA CGM reported an increase in revenue in the third quarter of 6.3% year-over-year to \$6.06 billion even as unit costs rose by 7.7%, or \$77 per TEU, mainly due to the market price of fuel. The resulting increase of \$55 per TEU compared to the third quarter of 2017 was only partially offset by the introduction of an Emergency Bunker Surcharge.

Rodolphe Saade, chairman and CEO of the CMA CGM Group, said the carrier was able to leverage its size and global network to maximize revenues, despite the rise in fuel price.

“In a context of sharply rising fuel prices, CMA CGM core EBIT margin recorded a significant increase compared to the second quarter of 2018, at 4%,” he said in a statement.

SeaIntelligence said in a newsletter that the third quarter has been largely positive for the liner industry as a whole, as seven of the nine carriers that have reported financial and volume figures in the black on operational results, with only ONE and Yang Ming recording losses. Hapag-Lloyd and Wan Hai remain the only two carriers with no third-quarter negative earnings before interest and taxes in the 2012-2018 period.

Saade gave an update on the carrier’s involvement with CEVA Logistics. CMA CGM is a major shareholder of CEVA and has launched a takeover bid for the company. “We hope to obtain the majority of CEVA’s share capital and unleash its full potential,” Saade said. “By strengthening the partnership with CEVA, CMA CGM is actively engaging its logistics strategy. Subject to approval from the regulatory authorities, this project will accelerate CEVA’s transformation, making it a more efficient logistics leader, to the benefit of its customers, employees and shareholders.”

CMA CGM announced that it would acquire a 25% stake in CEVA on April 20, just a few months after the world’s largest carrier, Maersk Line declared its strategy to become within three to five years the “global integrator of container logistics,” akin to a FedEx or UPS for ocean freight.

The move by CMA CGM is consistent with its customer-centric vision announced in March to move away from commodity container shipping and increasingly tailor end-to-end logistics solutions for customers. Although not identical, it bears similarities to the Maersk strategy of becoming a global integrator of container logistics.

Other developments through the third quarter for CMA CGM included inauguration of the group’s flagship, the 20,600 TEU *CMA CGM Antoine de Saint Exupery*, finalizing the acquisition of intra-regional Europe specialist Containerships, inaugurating start-up incubator ZeBox, signing an agreement with SHONE to work on embedding artificial intelligence onboard ships, and signing a number of agreements to develop blockchain technology in the shipping industry.

West Coast Sailors

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

Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor
BRANCH OFFICES

Seattle, WA 98199
4005 20th Ave. W. Ste. 115 (206) 467-7944
FAX: (206) 467-8119

Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813
707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778

WELFARE OFFICE

(415) 778-5490

PENSION PLAN OFFICE

(415) 764-4987

Timely Reminder 1st quarter 2019 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.

Final Departures

Alberto T. Laurel, Book #4109. Born in California in 1941. Joined SUP in 1967. Died November 15, 2018. (Pensioner)

U.S. Army warns of crippling sealift shortfalls during wartime

The U.S. Army is pushing Congress to act on a looming sealift shortfall that will create “unacceptable risk in force projection” within the next five years if the Navy doesn’t act quickly, according to a document from the Army’s G-4 logistics shop obtained by *Defense News*.

In response to a committee inquiry, the Army in February sent a warning to the House Armed Services Committee in an information paper noting the nation’s surge sealift capacity –which would be responsible for transporting up to 90% of Army and Marine Corps equipment in the event of a major war– would fall below its requirement by 2024.

“Without proactive recapitalization of the Organic Surge Sealift Fleet, the Army will face unacceptable risk in force projection capability beginning in 2024,” the document said, adding that the advanced age of the current fleet adds further risk to the equation.

“By 2034, 70% of the organic fleet will be over 60 years old –well past its economic useful life; further degrading the Army’s ability to deploy forces,” the document reads.

The Army’s G-4 also alluded to Defense Secretary Jim Mattis’ readiness push, adding that even the most prepared forces wouldn’t matter if they can’t reach the front line.

“Shortfalls in sealift capacity undermine the effectiveness of U.S. conventional deterrence as even a fully-resourced and trained force has limited deterrent value if an adversary believes they can achieve their strategic objective in the window of opportunity before American land forces arrive,” the paper reads. “The Army’s ability to project military power influences adversaries’ risk calculations.”

The document reflects the Army’s growing impatience with the Navy’s efforts to re-capitalize its surge sealift ships, which are composed of a series of roll-on/roll-off ships and other special-purpose vessels operated by Military Sealift Command and the Maritime Administration. And Capitol Hill shares the Army’s view, according to two HASC staffers, who spoke on condition of anonymity.

Editor’s Note: This article was published in Defense News on November 11.

APL looks to consolidate intra-Asia business

American President Lines (APL) has announced the proposed acquisition of the book of business of its sister company Cheng Lie Navigation (CNC), Taiwan’s Intra-Asia carrier.

Under the proposed acquisition, APL will consolidate all its Intra-Asia business under the CNC brand to be operated from Singapore, retaining both sales networks and all sales channels.

“This strategic move will enable us to become the Intra-Asia Champion with the most comprehensive market connectivity in the Far East. With complementary market footprints, the combined portfolio of

services is set to shore-up our relevance in the economically-thriving Asia through the CNC brand ahead,” said Nicolas Sartini, APL Chief Executive Officer.

Today, there are 15 APL and 50 CNC weekly services that serve the key markets from North Asia to Southeast Asia along the Far East corridor. Complementing each other, their combined network will offer one of the most comprehensive networks in Intra-Asia. CNC has a significant presence across Asia including Cambodia, China, Hong Kong, Indonesia, Japan, Korea, Malaysia, Myanmar, Philippines, Singapore, Taiwan, Thailand, and Vietnam.

MarAd appoints former SeaRiver honcho as Superintendent of U.S. Merchant Marine Academy

U.S. Maritime Administrator Mark Buzby announced in November, that Jack Buono will serve as the new superintendent for the U.S. Merchant Marine Academy.

Buono took command at the Academy on November 9, having most recently served as President and CEO of ExxonMobil’s shipping subsidiary, SeaRiver Maritime, until retiring from the role in 2016.

“As a Kings Point graduate who spent his entire career in maritime leadership roles, Mr. Buono will help educate and inspire the next generation of maritime cadets,” said Maritime Administrator Mark H. Buzby.

After graduating from the U.S. Merchant Marine Academy, Buono worked his way up from a U.S. Coast Guard licensed Third Mate to an unlimited Master Mariner with ExxonMobil Corporation. He moved ashore in 1991, serving in several management positions before being elected to President & CEO of SeaRiver Maritime, Inc.

Buono retired in 2016 after 38 years with ExxonMobil Corporation and SeaRiver Maritime, Inc.

Buono received a bachelor of science in marine transportation with a minor in management from the U.S. Merchant Marine Academy in 1978, and was commissioned an Ensign in the U.S. Naval Reserve, where he served honorably for 11 years.

The U.S. Merchant Marine Academy at Kings Point, New York is one of the five federal service academies.

The U.S. Department of Transportation’s Maritime Administration is responsible for overseeing the U.S. Merchant Marine Academy, including the hiring of key Academy positions. As part of the selection process, Buono also met with a number of midshipmen, faculty, and staff from the U.S. Merchant Marine Academy, in addition to alumni and industry leaders.



SUP gang in the Cape Hudson, in San Francisco. From the left in back: Dominic Metz, Jonnel Hodges-delegate, Isagani Cruz-Bosun, Dimitrios Kolymparis, Joseph Ballerite and Eric Sheldon. In front: Chris Bartola, Steve Fuentes and Al Rossi. The Hudson is a Ready Reserve Force ro-ro vessel operated by SUP-contracted Matson Navigation Company for the Maritime Administration. The vessel is in Full Operating Status and expected to remain so for the next few months. She sailed from San Francisco on December 18.

DOT announces \$1.5B in grants for port, road and rail projects

This month, Secretary of Transportation Elaine Chao announced a package of 91 new infrastructure projects across the United States worth a combined \$1.5 billion.

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants – previously known as TIGER grants – give Department of Transportation (DOT) funds to invest in road, rail, transit and port projects. Congress has allocated more than \$5 billion for nine competition rounds to fund projects that have a significant local or regional impact. Over \$1 billion of the funding will be distributed to 60 road projects, according to Secretary Chao; \$165 million more will go to rail and \$146 million will go to port projects, including facilities on America’s inland waterways. The American Association of Port Authorities (AAPA) put the tally slightly higher, at \$230 million for 14 port-related projects.

Port-related grants in this award round include:

- \$6.5 million for the Seagirt Marine Terminal Berth 3 Modernization Project at the Port of Baltimore. The project will add a second berth capable of serving 50-foot-draft ULCVs, along with supporting landside and channel improvements.
- \$23 million for the Lower Yukon River Regional Port and Road Renovation Project in Emmonak, Alaska. The project will repair service roads and construct a permanent landing craft ramp and dock with two berths capable of handling 500-ton barges.
- \$20 million for the SEMO Port Loop Track Terminal Project in Missouri. This project will construct a new rail-barge terminal, including a loop track for the accommodation of unit trains, a rail-to-barge conveyor system for unloading and transfer and a river barge load out terminal.
- \$21 million for the City of Sault Ste. Marie, Michigan’s Carbide Dock Port Rehabilitation and Truck Route Reconstruction. The project will rehabilitate the Carbide Dock Port and reconstruct a portion of the connecting truck route.
- \$7.5 million for wharf improvements planned by the Pease Development Authority for the Market Street Marine Terminal in Portsmouth, New Hampshire.
- \$20 million for the Columbia River Barge Terminal Rail Access project for the Port of Morrow, Oregon. The project will establish rail-to-barge transloading capability within the port’s barge terminals on the Columbia River.
- \$20 million for Port Arthur, Texas’ Multimodal On-Dock Rail Project. This project extends the Port Arthur Berth 5 wharf by 1,000 feet to create Berth 6, a crane-capable pile-supported wharf with laydown area and rail connections.
- \$15 million for upgrades at the Virginia Port Authority’s Virginia Inland Port Terminal, an intermodal transfer facility with a 220-mile rail link to Hampton Roads. The new project will optimize the flow of traffic at the port by adding three loading tracks, lengthening existing loading tracks and purchasing two new straddle carriers.
- \$6 million for rail access improvements at the Port of Muskogee, Oklahoma, including track upgrades to meet current Class I railroad safety standards; highway-rail grade crossing modernization; and approximately 10,000 feet of rail track.
- \$20 million for the Port of Coos Bay, Oregon’s Coos Bay Rail Line. This project includes repair or replacement of 15 bridges along the Coos Bay Rail Line to enhance capacity, meet safety requirements, and extend useful life.

Port authorities, highway agencies and other entities from all 50 states submitted applications for this round of BUILD grants, with support from their elected representatives in Washington. In a statement, Maryland’s congressional delegation thanked MarAd for providing the Port of Baltimore with funding for Seagirt Terminal. “These federal funds are an investment in Maryland and all our working families, who deserve a stable job market and a healthy local economy,” wrote Maryland’s congressmen and senators in a joint release. “This grant will keep the Port of Baltimore competitive among deep-berth ports and will provide continuing economic dividends for Baltimore’s workforce and across the state.”

SUP Honor Roll

Voluntary contributions from the membership to the following funds reported in 2018:

Organization/General Fund

Abe Acosta..... 80.00	Ronildo Dimatulac 50.00	Michael Henneberry..... 75.00	Ven Ramos..... 20.00
Ben Ashton..... 50.00	Marc Dulay 25.00	Matthew Henning..... 100.00	Richard Reed, Jr. 100.00
Rodolfo Bautista 40.00	Thor Erikson 50.00	Nicholas Marinovich..... 100.00	Stephen Rydberg..... 200.00
Cosme Bigno 50.00	Justin Foster 20.00	Brian McCarthy 25.00	Ponciano Siquinia 50.00
Benjamin Braceros 50.00	Gerry Gianan 20.00	Leo Moore 200.00	Dennis Sumague 20.00
Eugene Castano..... 20.00	Marvin Glasgow 150.00	John Perez 100.00	Steve Swinson 25.00
Joseph Castege 200.00	Raul Guillen 50.00	Michael Pflieger 50.00	Sale Ugaitafa 50.00
Jason Chilbert..... 50.00			

Sailors' Political Fund

Mark Acord..... 40.00	Diane Ferrari..... 400.00	Gunnar Lundeberg..... 600.00	Emmanuel Rezada 100.00
Abe Acosta..... 80.00	Justin Foster 20.00	Martin Machado..... 20.00	Robert Richard 100.00
Sahri Ali..... 150.00	Leighton Gandy..... 100.00	John Mancilla 100.00	Teo Rojas 100.00
Jon Anderson-Kaisa 70.00	Dave Garcia 100.00	Nick Manessiotis 50.00	Philip Romei 100.00
Wilfredo Aquino..... 120.00	Art Garrett 100.00	Joe Mantanona 150.00	Alexander Romo 100.00
Ben Ashton..... 50.00	Gerry Gianan 20.00	Rudolph Martinez..... 110.00	John Ross..... 100.00
Emo Aulelala 60.00	Dale Gibson 35.00	Zadly Mateo 50.00	Steven Ross 350.00
Antolin Avorque 10.00	Marvin Glasgow 125.00	Brian McCarthy 50.00	Randy Runyan..... 300.00
Reid Barlow 150.00	Valeriy Goncharov 140.00	Dave Mercer 200.00	Stephen Rydberg..... 200.00
Editho Barraca 10.00	Allen Gonzalez 20.00	Steven Meyer 50.00	Joseph Sands 100.00
Chris Bartolo..... 20.00	Dave Green 30.00	Roberto Morante..... 20.00	Warlito Sapin 50.00
Rodolfo Bautista 50.00	Raul Guillen 50.00	Camilo Moreno 100.00	Gonzalo Sarra..... 150.00
Rogelio Berioso 30.00	Chris Halberg 10.00	Dennis Murphy 100.00	Greg Schauf..... 40.00
Archie Bickford..... 300.00	Kate Healey 50.00	John Nannini 100.00	Joel Schor..... 15.00
Cosme Bigno 100.00	Mike Henderson 200.00	Napoleon Nazarro..... 20.00	Ponciano Siquinia 50.00
Matthew Blom..... 50.00	Matthew Henning..... 125.00	Joseph Nugent 50.00	Mike Soper 75.00
Brendan Bohannon..... 325.00	Jesue Hermsillo..... 50.00	Vince O'Halloran 900.00	Knud Sorensen 150.00
Benjamin Braceros 50.00	Kenneth Herzstein 20.00	Jose Obsuna..... 10.00	Paul Splain..... 100.00
Quentin Brown 10.00	Jill Holleman 50.00	Ariel Odion 100.00	Charles Steurer..... 10.00
Steve Browning 10.00	Nick Hoogendam..... 20.00	Scott Oliphant 20.00	Richard Stinson..... 30.00
Chris Bunheirao 110.00	Mark Hurley 200.00	Costica Oprisoru..... 50.00	Ronnel Sugui..... 30.00
Milton Caballero..... 20.00	Shermaih Iaka..... 10.00	Pim Orosz 10.00	William Sullivan..... 20.00
Marc Calairo 50.00	David Ibarra 60.00	Ricky Pangan in memory of Singapore Sid 200.00	Dennis Sumague 10.00
Alex Capistrano..... 100.00	Norhaslan Idris 50.00	Paul Parisi 50.00	Steve Swinson 75.00
Rock Casazza..... 50.00	Isnin Idris 100.00	George Pedersen 1000.00	Ray Tavai..... 10.00
Jason Chilbert..... 100.00	Haiden Isberto..... 100.00	John Perez 250.00	Bruce Thompson..... 200.00
Reginald Clark 100.00	Forrest Jackson..... 100.00	Jesper Pfeil..... 30.00	Daniel TinTun 200.00
Robin Colonas 50.00	Marcelo Javier..... 40.00	Jordan Polon 30.00	Robert Tomas 10.00
Dave Connolly 800.00	Jan Peter Johnsson 40.00	Frank Portanier 50.00	Julian Torre..... 20.00
Jennifer Corner..... 25.00	Tony Jones 200.00	Jack Post 50.00	Revoc Tovar..... 100.00
Randy Cruz 100.00	Zbigniew Kaczor..... 10.00	Dave Purganan 30.00	Sale Ugaitafa 60.00
Colin Dewey..... 100.00	Dave Kaupiko 10.00	Arsenio Purganan..... 160.00	Louie Urbano..... 200.00
Ronildo Dimatulac 50.00	Michael Koller..... 100.00	Paul Purugganan 25.00	Frank Walker 225.00
Mike Dirksen..... 250.00	Norman Kurtz..... 50.00	Napoleon Ramon..... 20.00	Grant Wegger 100.00
Ian Donohue..... 110.00	John Lapollo 50.00	Mark Ramon 10.00	Patrick Weisbarth..... 100.00
John Drolla 25.00	Dave Larsen..... 500.00	Ven Ramos..... 20.00	William Williamson..... 200.00
Marc Dulay 45.00	Robert Leeper 300.00	Richard Reed..... 100.00	Peter Winter 300.00
Erling Eastmark 40.00	Edmund Len 75.00	Ronald Reed 25.00	Elston Wong..... 10.00
Rico Ecalnir..... 50.00	Bruce Lepule 80.00	David Reinking..... 50.00	Lawrence Wotton 100.00
Dave Eriksen 200.00	James Linderman 95.00	Antonio Respicio..... 60.00	Anthony Wylie..... 10.00
Dave Fadoul..... 200.00	Maea Loe..... 100.00		Jose Ysern 50.00

West Coast Sailors

Abe Acosta..... 80.00	Thor Erikson 40.00	John Linderman 50.00	Ven Ramos..... 20.00
Archie Aki..... 50.00	Cesar Finones 25.00	James Linderman 25.00	James Rangel..... 25.00
Martin Baccari 25.00	Marvin Glasgow 25.00	John Mancilla 25.00	Ronald Reed 45.00
Robert Barbee..... 25.00	Valeriy Goncharov 50.00	Zadly Mateo 50.00	Manuel Rodriguez 25.00
Reid Barlow 50.00	Ruben Guerra 25.00	Brian McCarthy 25.00	John Ross..... 50.00
Dennis Belmonte..... 200.00	Michael Henneberry..... 25.00	Joseph Meehan 50.00	Stephen Rydberg..... 50.00
Archie Bickford..... 25.00	Matthew Henning..... 25.00	Steve Messenger 25.00	Vincent Saltarelli 25.00
Cosme Bigno 50.00	Philip Howell..... 50.00	Reynold Minoli 25.00	Gonzalo Sarra..... 50.00
Brendan Bohannon..... 75.00	ILWU Local #8 25.00	Dennis Murphy 100.00	Kai Sorensen 25.00
Roy Bradshaw 25.00	Arthur Kardinal..... 25.00	John Nannini..... 25.00	Paul Splain..... 125.00
Stanley Branch 25.00	Kitsap County Labor Council.. 25.00	Rickey Pangan..... 50.00	Mary Steffens..... 100.00
Robert Burns..... 50.00	James Kolm 25.00	Edwin Pastolero 10.00	Peter Villanueva 30.00
Lee Cherry..... 20.00	James Kula 25.00	John Perez 50.00	Carl Walters 50.00
Jason Chilbert..... 50.00	Norman Kurtz..... 25.00	Jordan Polon 20.00	Franklin Whitman 50.00
Richard Chung 200.00	Samuel Lacabannes 25.00	Jack Post 25.00	Tom Wilson 25.00
Cal Cunningham..... 50.00	Hans Lilledahl..... 100.00	Charles Rafael..... 25.00	Bud Yost..... 25.00

Maritime Union of Australia raises fuel security concerns

With less than three weeks of liquid fuel reserves, Australia risks grinding to a halt following a global economic shock or conflict along a major trade route, warns the Maritime Union of Australia (MUA).

The MUA commissioned a new report to demonstrate its concerns: Australia's Fuel Security: Running on Empty, written by former Director of the Maritime Transport Policy Center at the Australian Maritime College, John Francis.

The report states that a fleet of 60 tanker ships could maintain supplies, and calculates the cost of using Australian-owned and crewed tankers to maintain fuel supplies to be less than one cent per liter at the bowser.

There are currently no Australian-crewed tankers supplying fuel to the nation, down from 12 tankers in the year 2000. Australia is the only developed oil importing country in the world with no government controlled stocks of crude oil or clean (refined) petroleum products, no mandated commercial stock requirements for oil companies and no government involvement in oil markets. Furthermore, four petroleum refineries have recently been closed on economic grounds, and the refining capacity has not been replaced.

Daniel K. Inouye continued from page 1

ful advocate of the U.S. maritime industry and Hawai'i's position in it. Inouye, who died in 2012, was a longtime supporter of the industry including the 1920 Jones Act that requires all cargo moved between two U.S. ports be carried by vessels that are built in the country, owned by a U.S. entity and operated by a U.S. crew.

The *Inouye* is the first of four new ships Matson ordered in recent years. The second new vessel, which is named *Kaimana Hila* and is similar to the *Inouye*, is under construction at Philly Shipyard Inc. and is scheduled to be finished by March. The next two ships, named the *Lurline* and *Matsonia*, will be 870 feet long and capable of carrying the equivalent of 3,500 containers and 800 vehicles. They are being built at a San Diego shipyard operated by a subsidiary of General Dynamics and are slated for delivery in late 2019 and late 2020.

"These new ships are the future for Hawai'i shipping and will bring a new level of efficiency and reliability to our service," Matt Cox, Matson Chairman and CEO, said in a statement.

Because the new ships are bigger, Matson will be able to operate its Hawai'i service with nine ships instead of 10 after the third new ship is put into service toward the end of next year, at which time the company expects to start saving about \$30 million a year on ship operating expenses.

Besides a bigger cargo capacity and faster speed of 23.5 knots, the new ships, which are costing Matson \$929 million in total feature more fuel-efficient hulls, diesel engines that can be adapted to use liquefied natural gas, fresh water ballast systems and double-walled fuel tanks.

The four new ships will allow Matson to retire seven steam-powered ships that were built between 1971 and 1980 and include four held in reserve. Also because of the new ship additions, Matson can put three younger diesel-powered ships into reserve status.

"The substantial investment in new technology underscores Matson's long-term commitment to Hawai'i and our desire to serve the islands in the most advanced, environmentally friendly way for years to come," Cox said.



The *Daniel K. Inouye* backing into her berth on Sand Island, Honolulu.

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



USNS Sisler, helicopter operations underway in the Indian Ocean south of Sri Lanka, this month. From the left: OS Andre Johnson, AB and SUP Delegate Eduardo Zepeda, Bosun Chris Cupan, and OS Jovan Hodges. Missing from picture are AB Dio Rebozura, AB Hal Thomas, AB Jose Rallos, AB Alhagie Touray and OS Andre Price. The *Sisler* is operated by SUP-contracted Patriot Contract Services for the Military Sealift Command.

A look astern . . .

50 years ago —West Coast Sailors—

December 20, 1968

Vietnam Ship Layup

Because the amount of military cargo for Vietnam has been drastically reduced, the government is being compelled to lay up a number of ships which have been operating in the Vietnam sealift. The ships will be returned to the reserve fleet and will be kept in ready status so they can be pulled out again almost immediately if needed.

To date, the government has put into idle status a total of 32 of these ships — 12 from the West Coast and 20 from the East Coast. The West Coast ships that have been laid up are as follows: 1. Cape Stephens (Grace Line); 2. Bucknell Victory (American President Lines); 3. Clarksburg Victory (Pacific Far East Line); 4. Earlham Victory (States Line); 5. Xavier Victory (Matson Lines); 6. Muhlenberg Victory (Matson Lines); 7. North Platte Victory (American Mail Line); 8. Winthrop Victory (Pacific Far East Line); 9. Hamilton Victory (American Mail Line); 10. Red Oak Victory (American Mail Line); 11. Cape Elizabeth (Pacific Coast Transport Co.); 12. Great Falls Victory (American Mail Line).

100 years ago — Coast Seamen's Journal

December 18, 1918

Moving the Golden Gate

During the past week the following order was received at the office of the Sailors' Union of the Pacific in San Francisco:

Send seven sailors at once to move the *Golden Gate* from San Francisco to Vallejo.

To the average uninformed land lubber the execution of such an herculean task as the moving of world-famed Golden Gate will doubtless present a chain of insurmountable difficulties. Not so with the men of the sea.

Without hesitation on the part of the official on duty in the Sailors' Union office the order as promptly and expeditiously executed. Seven sailors, good and true, tackled the job and performed the task assigned to them without a hitch. The *Golden Gate* in this instance being a ship owned by the Rolph Navigation & Coal Company.

Editor's Note: A model of the four masted bark Golden Gate is in the foyer at SUP Headquarters facing a model of the full-rigged ship James Rolph.

Plastic junk found in dead whale in Indonesia

More than 1,000 assorted pieces of plastic, including 115 cups, 25 bags, four bottles and two flip-flops, have been found inside a dead sperm whale in Indonesia, according to local officials.

The whale, found washed ashore in late November, in Wakatobi National Park, was already decomposing when rescuers arrived, so investigators were unable to determine if the plastic caused its death, said Lukas Adhyakso, the conservation director of the World Wildlife Fund in Indonesia. The plastic weighed about 13 pounds, he said.

Images of the dead whale resonated in Indonesia, a country that has started to reckon with its outsize use of plastics. Indonesia, a nation of about 260 million people spread over thousands of islands in Southeast Asia, was the world's second-biggest producer of plastic waste in 2015, behind only China, according to a study in the journal *Science*.

Ingesting plastic can give whales a false sense of satiation, leading them to eat less food that provides the nutrients they need, said Nicholas Mallos, director of the Trash Free Seas program at Ocean Conservancy, an environmental nonprofit. Consumption of plastics can lead to reduced weight, energy and swimming speed, making whales more vulnerable to predators.

More than 800 species of marine animals are susceptible to the estimated 8.8 million tons of plastics deposited each year in the ocean, Mallos said, and often in ways that do not lead to graphic imagery like the whale in Indonesia. Plastics can entangle and trap animals, sometimes causing them to drown, or pierce elements of their digestive systems after being swallowed.

"What is concerning is that the likelihood of these types of interactions, and these types of horrific encounters between marine organisms and plastic debris, is only likely to continue unless some drastic measure are taken," Mallos said.

In 2010, the top six plastic waste producers were in or near Southeast Asia: China, Indonesia, the Philippines, Vietnam, Sri Lanka and Thailand. Much of the waste comes in the form of single-use items that do not decompose like bags, food packaging, straws and cutlery. The European Parliament voted to ban such items in October, with the ban taking effect in 2021.

While Indonesia out paces much of the world in plastic use, there are efforts underway to curb it. The country has set a goal of reducing plastic waste by 70% by 2025, setting aside \$1 billion per year to combat the problem. In one effort to increase recycling, residents of Surabaya, the country's second-largest city, can pay their bus fare by recycling 10 plastic cups or up to five plastic bottles.

A patchwork of laws in U.S. cities has encouraged consumers to give up disposable items like plastic straws and bags, and some companies have pledged to limit their availability. But disposable plastics remain a staggering worldwide challenge.

In June, a dead whale found in Thailand had nearly 18 pounds of plastics in its stomach. A whale in Spain was discovered to have 64 pounds of trash clogging its intestines and stomach.

SS United States Conservancy to explore revitalization of ocean liner

The SS United States Conservancy has entered into an agreement with the commercial real estate development firm RXR Realty to explore options for the revitalization of the historic *SS United States*.

According to the Conservancy, over the next several months RXR Realty will be working to determine the viability of the *SS United States*' redevelopment and will explore a range of potential locations for the historic vessel. In connection with its work, RXR will also be paying a substantial portion of the ship's carrying costs and making other investments during this option period, including assembling a team to assess the vessel's interior spaces and explore concepts for the ship's revitalization.

The *SS United States*, aka "America's Flagship", has faced an uncertain future in recent years. In 2015, the SS United States Conservancy, which owns the transatlantic liner, was nearly forced to scrapping of the ship due to mounting costs, only to be saved by an outpouring of public support that helped the Conservancy raise an additional \$600,000 to save the ship. The following year, Los Angeles-based Crystal Cruises reached an agreement to purchase the iconic 1950's era vessel with the goal of converting it into a modern, luxury cruise ship in compliance with all modern safety, environmental, and technical standards. But ultimately that deal too fell through after a technical feasibility study determined that the plan was a little too far fetched. Crystal instead ended up donating \$350,000 to the Conservancy to help with ongoing costs.

Now, RXR Realty will go through its own due diligence process, but both sides are hopeful that a plan can be reached to redevelop the ship.

"The *SS United States* is one of America's great vessels and an icon of American engineering and design," RXR Realty says. "Given our history of re-purposing and updating some of this country's most historic structures, we are now working with the SS United States Conservancy to explore what options might exist for the ship, going forward. We are currently at the very beginning of this process – a process that will require substantial work on all sides. At the end of this period, we will have a better sense as to whether we have a viable plan and, if so, the specifics of that plan and in which waterfront community it might be actualized."

The *SS United States* has been laid up at a dock in Philadelphia since 1996.



SUP Deck Gang in the Moku Pahu, in Puerto Rico, this month. From the left: AB-Arthur Brosnan, AB-Joel Trault, Bosun-Sahri Ali and in front AB-Randy Cruz. The Moku Pahu is operated by SUP-contracted American Ship Management.

Hispanic Caucus of State Legislators calls for Jones Act exemption for Puerto Rico, Hawai'i and Alaska

José Aponte Hernández, a representative to the Puerto Rico legislature, will ask the new U.S. Congress to study a request made this month by the National Hispanic Caucus of State Legislators (NHCSL), that Puerto Rico, Hawai'i and Alaska be permanently exempted from the cabotage law known as the Jones Act.

The NHCSL is a nonpartisan, nonprofit that represents more than 410 Hispanic legislators and works on implementing policies that help Hispanics.

It held its 16th National Summit of Hispanic State Legislators December 6-8 in San Diego, California. The event included senior elected officials, state legislators, members of Congress, community advocates and business people to address some of the issues that affect Latino voters.

The lawmaker said that Hispanic state legislators passed a resolution urging each state legislature, including that of territories such as Puerto Rico and the U.S. Virgin Islands, to introduce legislation in favor of the elimination of federal cabotage laws, regulated through the Jones Act of 1920. The initiative also asks President Donald Trump to repeal it.

Under the Jones Act, all maritime cargo between the continental United States and Puerto Rico must be carried out on U.S.-built, -owned, -flagged and -crewed vessels.

Aponte Hernández, who is Chairman of the Committee on Federal, International and Status Relations, said he will introduce a resolution shortly in line with what was agreed to at the NHCSL summit.

"The imposition of the Jones Act on Puerto Rico has a devastating effect on the price paid to bring goods such as basic necessities, food and even fuel. In Puerto Rico, more is paid due to this law, which dates back to the beginning of the past century. That is why we support a permanent waiver of Jones Act statutes, and we will ask the new Congress, which is sworn in January, to take this request into consideration," Aponte Hernández said in a statement.

"Puerto Rico needs this window of opportunity, particularly now with the energy transformation process we are doing. The cost of natural gas would drop dramatically, for example, if we had a Jones Act waiver. The same is true of other products related to this process. That is why we joined the request and asked President Trump to evaluate it expeditiously," the former House speaker added.

Oakland set import record for November

The Port of Oakland announced this month that it achieved its busiest November ever for imports in 2018, shattering an 11-year-old record.

The port said today it handled the equivalent of 83,364 loaded TEUs last month. That beat the old November record of 76,902 containers set in 2007. November imports were up 15% over the same period in 2017.

The port attributed the increase in cargo volume to continued strong United States consumer spending. It added that importers are rushing cargo into the United States in case new tariffs are imposed next year in the ongoing trade war with China.

"We're encouraged by our latest cargo statistics," said Port of Oakland Maritime Director John Driscoll. "At the same time, we remain cautious as we approach the new year with uncertainty."

Total volume, which includes imports, exports and empty containers was up 5% for the first 11 months of 2018, the port said. If that trend continues, Oakland would set a new cargo volume record for the third consecutive year.

New York/New Jersey seeks to add dockworkers

Employers in the Port of New York and New Jersey are seeking to add longshoremen.

John Nardi is President of the New York Shipping Association (NYSA), which represents employers of longshoremen who are members of the International Longshoremen's Association (ILA). Another group, Metropolitan Marine Maintenance Contractor's Association (MMMCA), represents employers of ILA maintenance workers.

Nardi explains there is a need for more dockworkers both because the port's workforce has an annual attrition rate of about 2.5% as workers retire and because the port's cargo volumes have grown over the past five years.

In 2017, containerized cargo volumes were up 7.3% and automobile volumes were up 14.3%, and through October of this year, container volumes are up 6.9% in 2018 and auto volumes are up 1.2%, according to the Port Authority of New York and New Jersey.

The port's cruise business also is growing. The port's Cape Liberty Cruise Port in Bayonne reported a record 593,403 passengers handled in 2017, a 16% increase over the prior year's activity. An additional 137,214 passengers were handled at the Brooklyn Cruise Terminal, a 9% increase over the prior year's activity.

Unlike in other ports, the size of the workforce in the Port of New York and New Jersey is regulated by an organization called the Waterfront Commission of New York Harbor. Employers must get approval to add workers, who also undergo a background investigation before being hired.

"They haven't made a formal request yet," said Walter Arsenault, the executive director of the commission. There have been discussions about adding 300 to 400 workers, but "those numbers are very soft," he said, with the employers indicating they are still talking to terminals about their need for workers.

Nardi also said there have been discussions of adding around 300 longshoremen to the current workforce of about 3,500 workers. (Those numbers do not include the ILA members who are members of the MMMCA.)

Nardi explained that the NYSA would like to see employers be allowed to start adding workers in the first quarter of next year, but said adding workers would be a gradual process that could take a year or more.

He said that when the longshore workforce in the port was last enlarged in 2014, the process took about two-and-a-half years as workers were recruited, approved by the Waterfront Commission and then trained.

He said new longshoremen generally begin work by unloading and discharging vehicles from ships or as baggage handlers at the cruise terminals because of the minimal training that is required. As openings at container terminals arise, those longshoremen would be able to transfer to those jobs, he said.

Nardi said there are already some applicants cleared by the commission.

Employers in the past have chafed at the Waterfront Commission's oversight of when and how many workers they can add at their New York terminals. There is not similar oversight in other ports.

Crackdown in India on recruiting agency tied to seafarer abandonment

India's Directorate General of Shipping has blacklisted three shipowners and a recruiting agency implicated in the abandonment of seafarers on Iran's Kish Island.

In a notice issued on Nov. 26, the authorities bar the companies from recruiting seafarers and instruct government agencies not to issue visas or immigration clearances in any cases in which targeted shipowners manage to evade controls.

According to the U.K.-based charity Human Rights at Sea (HRAS), 17 mariners who were abandoned on Iran's Kish Island—in some cases for more than a year—are victims of extreme human rights abuse.

The 17 were left on the island with little clean water, substandard food and no access to medical or dental care.

Some had not been paid in almost two years.

"It has been reported to this Directorate that Indian seafarers are stranded at Iran for last 12 months due to abandonment by the owners/recruiting agencies," the authorities stated. "The seafarers in these vessels are distressed, not paid wages for months and not repatriated after completion of contract."

The government said that the Borhan Darya recruiting agency and three companies implicated in the scandal have continued to recruit seafarers despite being ordered not to.

"Since the companies have not taken any action and have lackadaisical response towards resolving issues of Indian seafarers, the said ships and company are blacklisted," the authorities said.

"Not only were these men left facing destitution in a foreign land, but they also had been denied their identity documents, so they could not travel," according to HRAS.

"Such practices amount to slavery."

HRAS intervened in October to facilitate the repatriation of an Ethiopian deck officer who had worked 10 months without ever being paid

Earlier this year, another charity, Justice Upheld, rescued 17 abandoned seafarers none of whom had been paid for over two years

Among them were 12 Indian nationals, three Ethiopians and two Filipinos

Two old girls at rest



The 071-Class container ships *Kauai* (built in 1980) and *Maui* (built in 1978) laid-up in Alameda. Photo by Robin Colonas.

Port of Long Beach volume jumps 1.5%

The Port of Long Beach announced this month that cargo volume there continued to rise during the month of November, setting the stage for a second consecutive calendar year record.

The port handled 621,835 TEUs of container cargo during the month, a 1.5% increase compared to November 2017. Last month's performance pushed 2018's total TEU count to 7,349,377, making it virtually certain the Port of Long Beach will eclipse its record of 7,544,507 TEUs set last year. For the year to date, volumes have risen 7.3%.

Imports coming into Long Beach continued to outpace goods shipped overseas. Inbound cargo reached 319,877 TEUs during November, an increase of 0.2%, while exports shrank 8.4% to 115,774 TEUs. The number of empty containers being returned to Asia swelled 11.4% to 186,183 TEUs.

Recent container trends, including the growth of imports relative to exports and the large number of unloaded containers, illustrate how the higher tariffs imposed this year by the United States and China have impacted the flow of commerce, according to Port of Long Beach Executive Director Mario Cordero.

"American retailers are stocking up on goods made in China to avoid anticipated higher tariffs," said Cordero.

"You're seeing the opposite effect on the other side of the ocean. Chinese businesses seem to be already looking to other countries for goods and raw materials, meaning there's less demand for American exports and more empty containers are being shipped."

French frigate saves crew of sinking asphalt tanker

On November 20, the French frigate *Cassard* rescued 12 crewmembers from a sinking asphalt tanker in the Persian Gulf.

The *Cassard* was preparing for a refueling operation when she received a distress call from the asphalt tanker *Durban Queen*. The *Queen* was located about seven nautical miles away, and the *Cassard* launched her onboard helicopter to respond. Shortly after the helicopter's arrival, the *Durban Queen* capsized and sank, leaving 12 Indian crewmembers in the water.

At about 1230 hours, the helicopter aircrew began hoisting the survivors aboard, and it transferred four to a nearby merchant ship. It returned twice more to rescue the remaining eight crewmembers, including some with injuries, and carried them to the *Cassard* for treatment. All rescue operations were complete by 1340 hours, and all crewmembers were safely retrieved from the water.

The eight survivors aboard the *Cassard* were later transferred to the cruise ship *Sea Princess*, which will carry them to shore. The *Cassard* refueled and continued on to her original destination, Kuwait, where she is scheduled to join the Pearl of the West naval exercise.

The *Durban Queen* was a 1983-built asphalt tanker flagged in St. Kitts and Nevis. Her most recent Port State Control inspection, which occurred in July in Bandar Abbas, found nine deficiencies. These included issues with her main propulsion, auxiliary engines and ventilation system, among other problems.

Boozy skipper fired and fined departing New Zealand port

The master of the tanker *SG Pegasus* has been fined for exceeding the alcohol limit for a seafarer while preparing to leave the port of New Plymouth in New Zealand on December 11.

The New Plymouth District Court has fined Saurabh Kumar Singh \$690; he has also been removed from his position as master.

New Plymouth pilots became concerned at Singh's behavior when they boarded *SG Pegasus* to help guide the tanker out of New Plymouth Harbor. The pilots contacted Maritime NZ's local Maritime Officer who attended on board with police. The master failed an initial breath test on board and was then taken to the local police station for an evidential breath test which he also failed. Police subsequently prosecuted the man on behalf of Maritime NZ.

Singh has been a seafarer for 17 years. He had a reading exceeding 880 micrograms of alcohol per liter of breath, breaching the Maritime Transport Act limit of 250 micrograms for seafarers on board international ships. The master was also in breach of Anglo-Eastern Ship Management Singapore's policy that no alcohol can be on board at any time.

The Panama-flagged tanker was due to sail on to Nelson and then Lyttleton, New Zealand, with a cargo of methanol, but Maritime NZ ordered that the vessel remain in New Plymouth while a replacement master was put on board in order to meet safe manning standards.

"The master is legally responsible for their ship and all on board, and must be able to carry out their duties safely," said Maritime NZ's Regional Manager Michael-Paul Abbott. "Alcohol can impair the ability to make appropriate judgments and increases the risks of accidents.

"His decision to drink while in charge of his ship put his crew, seafarers on other ships and even the environment, local economies and communities at risk. While extremely disappointed with this master's actions to begin with, we are pleased with the prompt actions of the pilots in bringing this to our attention, the police for their support, and the shipping company for reinforcing their no tolerance approach to alcohol on board the ship."

Nautical terms in everyday speech

No Man's Land .. (neither here nor there)

Generally accepted as dating from World War I, the expression *no man's land* has much earlier nautical origins. In his 1789 Dictionary of the Marine, William Falconer stated that the expression *no man's land* "derives from a situation of being neither on the starboard or larboard (old term for port) side of the ship, nor in the waist or forecabin but being situated in the middle part of both places." The expression was known to Thomas Bailey Aldrich in 1877 when he used the metaphor in his short poem "Identity":

*Somewhere – in desolate windswept space –
In Twilight land – in No man's land –
Two hurrying Shapes met face to face,
And bade each other stand.
"And who are you?" cried one agape,
Shuddering in the gloaming light.
"I know not," said the second Shape,
"I only died last night."*

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.

**Receive the
West Coast Sailors
via First Class Mail**


Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____

**U.S. \$25; International \$50 per year
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105**



Welfare Notes
December 2018



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

*Michelle Chang-Administrator
Patty Martin
Michael Jacyna
Wilma Alday
Gina Jew
Berit Eriksson*

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

Membership and Ratings Committee

The Committee met on December 10, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

<u>Name and Membership Number</u>	<u>Seatime</u>	<u>Rating</u>	<u>Seniority</u>	
Isagani Cruz	4825	6 Years	A.B.	A
Eduardo Zepeda	279	6 Years	A.B.	A
Brett Harrison Raun	19588	1 Year	O.S.	B
Rasheed Shahbin	19589	1 Year	O.S.	B
Haiden Isberto	19590	1 Year	O.S.	B
Brendan Caughwell	19591	1 Year	A.B.	B
Kate Healey	19592	1 Year	A.B.	B
Rudolph Martinez	19593	1 Year	O.S.	B
Michael Villegas	C2762	30 Days	O.S.	C
Larry Moone	C2763	30 Days	A.B.	C
Mathew Cox	C2764	30 Days	O.S.	C
Michael Siri	C2765	30 Days	O.S.	C
Eola Manoa	C2766	30 Days	A.B.	C
Drulyn Tuisosopo	C2767	30 Days	A.B.	C
Kenneth Carradine	C2768	30 Days	O.S.	C
D'marco Horton	C2769	30 Days	O.S.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Terrence Lane #4107, John Linderman #4094 and Sam Worth #19320.

"It is one of the characteristics of a free and democratic modern nation that it has free and independent labor unions."

*President Franklin D. Roosevelt,
speech before the International
Brotherhood of Teamsters
Washington, D.C.
9/11/1940*

Dues-Paying Pensioners

Donald Cushing	Book #4777
Diane Ferrari	Book #2251
Gerald Ingemansson	Book #0379
Kaj E. Kristensen	Book #3120
Hannu Kurppa	Book #3162
Dave Larsen	Book 19078
Duane Nash	Book #2437
John Perez	Book #3810
Alex Romo	Book #3093
James Savage	Book #7488
David Shands	Book #7483
Arthur Thanash	Book #3249

How the Antarctic Circumpolar Current helps keep Antarctica frozen

by Helen Phillips, Senior Research Fellow, Institute for Marine and Antarctic Studies, University of Tasmania

Benoit Legresy, affiliated with the Commonwealth Scientific and Research Organization;

Nathan Bindoff, Professor of Physical Oceanography, Institute for Marine and Antarctic Studies, University of Tasmania

The Antarctic Circumpolar Current is the strongest ocean current on our planet. It extends from the sea surface to the bottom of the ocean, and encircles Antarctica.

It is vital for Earth's health because it keeps Antarctica cool and frozen. It is also changing as the world's climate warms. Scientists like us are studying the current to find out how it might affect the future of Antarctica's ice sheets and the world's sea levels.

The Antarctic Circumpolar Current carries an estimated 165 million to 182 million cubic meters of water every second (a unit also called a "Sverdrup") from west to east, more than 100 times the flow of all the rivers on Earth. It provides the main connection between the Indian, Pacific and Atlantic Oceans.

The tightest geographical constriction through which the current flows is Drake Passage, where only 800 kilometers separates South America from Antarctica. While elsewhere the Antarctic Circumpolar Current appears to have a broad domain, it must also navigate steep undersea mountains that constrain its path and steer it north and south across the Southern Ocean.

What is the Antarctic Circumpolar Current?

A satellite view over Antarctica reveals a frozen continent surrounded by icy waters. Moving northward, away from Antarctica, the water temperatures rise slowly at first and then rapidly across a sharp gradient. It is the Antarctic Circumpolar Current that maintains this boundary.

Map of the ocean surface temperature as measured by satellites and analyzed by the European Copernicus Marine Services. The sea ice extent around the antarctic continent for this day appears in light blue. The two black lines indicate the long term position of the southern and northern front of the Antarctic Circumpolar Current.

The Antarctic Circumpolar Current is created by the combined effects of strong westerly winds across the Southern Ocean, and the big change in surface temperatures between the Equator and the poles.

Ocean density increases as water gets colder and as it gets more salty. The warm, salty surface waters of the subtropics are much lighter than the cold, fresher waters close to Antarctica. We can imagine that the depth of constant density levels slopes up towards Antarctica.

The westerly winds make this slope steeper, and the Antarctic Circumpolar Current rides eastward along it, faster where the slope is steeper, and weaker where it's flatter.

Fronts and bottom water

In the Antarctic Circumpolar Current there are sharp changes in water density known as fronts. The Subantarctic Front to the north and Polar Front further south are the two main fronts of the Antarctic Circumpolar Current (the black lines in the images). Both are known to split into two or three branches in some parts of the Southern Ocean, and merge together in other parts.

Scientists can figure out the density and speed of the current by measuring

the ocean's height, using altimeters. For instance, denser waters sit lower and lighter waters stand taller, and differences between the height of the sea surface give the speed of the current.

Map of how fast the waters around Antarctica are moving in an easterly direction. It is produced using 23 years of satellite altimetry (ocean height) observations as provided by the European Copernicus Marine Services. Author provided

The path of the Antarctic Circumpolar Current is a meandering one, because of the steering effect of the sea floor and also because of instabilities in the current.

The Antarctic Circumpolar Current also plays a part in the meridional (or global) overturning circulation, which brings deep waters formed in the North Atlantic southward into the Southern Ocean. Once there it becomes known as Circumpolar Deep Water and is carried around Antarctica by the Antarctic Circumpolar Current. It slowly rises toward

the surface south of the Polar Front.

Once it surfaces, some of the water flows northward again and sinks north of the Subarctic Front. The remaining part flows toward Antarctica where it is transformed into the densest water in the ocean, sinking to the sea floor and flowing northward in the abyss as Antarctic Bottom Water. These pathways are the main way that the oceans absorb heat and carbon dioxide and sequester it in the deep ocean.

Changing current

The Antarctic Circumpolar Current is not immune to climate change. The Southern Ocean has warmed and freshened in the upper 2,000 meters. Rapid warming and freshening has also been found in the Antarctic Bottom Water, the deepest layer of the ocean.

Waters south of the Polar Front are becoming fresher due to increased rainfall there, and waters to the north of the Polar Front are becoming saltier due to

increased evaporation. These changes are caused by human activity, primarily through adding greenhouse gases to the atmosphere and depletion of the ozone layer. The ozone hole is now recovering but greenhouse gases continue to rise globally.

Winds have strengthened by about 40 percent over the Southern Ocean over the past 40 years. Surprisingly, this has not translated into an increase in the strength of the Antarctic Circumpolar Current. Instead there has been an increase in eddies that move heat towards the pole, particularly in hotspots such as Drake Passage, Kerguelen Plateau and between Tasmania and New Zealand.

We have observed much change already. The question now is how this increased transfer of heat across the Antarctic Circumpolar Current will impact the stability of the Antarctic ice sheet, and consequently the rate of global sea-level rise.

SAILORS' UNION OF THE PACIFIC 2018-2019 ELECTION

SUP CONSTITUTION ARTICLE VIII-VOTING ELIGIBILITY

Section 1. "Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days searime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections."

SUP CONSTITUTION ARTICLE XII-PENSIONER VOTING RIGHTS

Section 4. Pensioners are eligible to vote for Union officers and Constitution changes.

Pensioners are not eligible to vote on Shipping Rule changes or "to vote on any dues raise and/or assessments."

SUP CONSTITUTION ARTICLE XII-REQUEST FOR BALLOT

Section 8. "If for any reason a member in good standing does not receive his/her ballot, he/she may make a written request for a ballot to the Impartial Balloting Agent. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. The Impartial Balloting Agent shall mail a ballot to the member at the address indicated which shall be marked "duplicate" on the outer envelope."

If you have not received a ballot, send the following form via email, mail, or fax to:

UniLect Elections Services
Attn: SUP
P.O. Box 3026
Danville CA 94526
Email: info@unilect.com
Fax: 925.833.8874
Toll free (US only): 888.864.5328
International: 925.833.8660

Sailors' Union of the Pacific Election Request for Ballot

Name _____ Last 6 digits of your SSN _____

Address _____

Active _____ Pensioner _____ C card member _____

Signature _____

Date _____

I HAVE NOT RECEIVED A BALLOT NOR VOTED IN THE ELECTION.

Note: Ballots cannot be mailed to a Union Hall.



SUP PRESIDENT'S REPORT

December 10, 2018

continued from page 1

APL's U.S.-flag vessels. Be advised that the SUP in conjunction with others, shall oppose Matson's ill-advised, avaricious effort by all means necessary.

I urge Matson to cease and desist."

Fortunately, Matson's legislative effort found no supporters and fizzled out, but they did not cease and desist.

Earlier this year (see the January 2018 *West Coast Sailors*), Matson filed suit with the United States Court of Appeals for the District of Columbia seeking to disqualify APL from calling Guam with vessels enrolled in the Maritime Security Program.

The Department of Transportation and the Maritime Administration strongly countered that APL met the requirements of the Maritime Security Program to provide regular service connecting "Asia and both Guam and Saipan," including "direct service from Japan or Korea to Guam."

The court ruled that Matson's challenge was not timely as the Maritime Administration had given its approval for the *APL Guam* and *APL Saipan* to be enrolled in the Maritime Security Program on October 15, 2015, and that the company should have filed a petition for review of the decision by December 21, 2015.

The current lawsuit by Matson goes over the same ground as the previous two legal actions.

"Matson supports full and fair competition in all of its trade lines, but so long as APL vessels are receiving federal subsidies for which they do not qualify, Matson is not competing on a level playing field," the complaint read.

But in the judgment of your secretary, Matson's claims are baseless.

Since its inception in 1996, the Maritime Security Program has explicitly granted MSP operators the right to call Guam from the U.S. mainland or while engaged in foreign trade. Section 652(b) of the 1996 Act provided that an MSP vessel: "...shall be operated exclusively in the foreign trade or in mixed foreign and domestic trade allowed under a registry endorsement under Section 12105 of Title 46 of the United States Code..." Section 12111, provides that a vessel for which a registry endorsement is issued: "...may engage in foreign trade or trade with Guam..."

The current statute, enacted in 2003, similarly provides that MSP vessels "...shall be operated exclusively in foreign commerce or in mixed foreign commerce and domestic trade allowed under a registry endorsement..." Moreover, both the 1996 and 2003 MSP statutes reinforce the distinction between Guam and the major domestic or Jones Act offshore – for example: Hawai'i, Alaska and Puerto Rico – where MSP vessels are not permitted to trade – by providing that, Guam apart, an MSP vessel "...shall not otherwise be operated in coastwise trade."

Therefore, as a legal matter there cannot be a dispute that APL, as every other MSP operator is fully authorized to call Guam with MSP vessels.

This is what Matson wants to change to regain its monopoly.

Although APL is not directly a party to Matson's lawsuit, it expressed confidence in maintaining its U.S.-flag Guam service. Adding that "APL remains committed to serving the people of Guam and Saipan and the U.S. military personnel stationed there, as it has for the past three years, by maintaining its modern, efficient service to Guam and Saipan, ensuring that shippers have a competitive choice, directly benefiting the U.S. military, and the people of Guam and Saipan."

Ironically, two days after Matson filed its suit, the company's new vessel, the *Daniel K. Inouye*, made its first call in Honolulu. Senator Inouye (D-Hawai'i) was a leading architect of the Maritime Security Program in 1996.

M/V Maunalei

The Union was informed by Matson that the *Maunalei* was sold to a financial institution and not another ocean carrier for \$106 million and then chartered back to Matson, for five years, with options to extend.

Matson assured the Union that since the company is operating the vessel, it will not impact the collective bargaining agreement. However, since Matson has a track record of pulling stunts with its ships, will keep a weather-eye on the *Maunalei*.

APL MARINE SERVICES

After complaints by crew members joining the *APL Guam* and the *APL Saipan*, APL has designated Yokohama as the primary crew change port instead of Pusan. Flying into Yokohama crew members will have a day of rest the day before the vessels' arrival with hotel accommodations provided by the company.

Joining in Pusan meant that crew members joined the vessel the same day they arrived in Korea.

The change will take effect on or about December 13, for the *APL Guam* and on or about December 20, for the *APL Saipan*.

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% effective January 1.

The current Agreements expire on December 31, 2019.

SUP ELECTION

Balloting for the triennial election of Union officers began on December 1, and will conclude on January 31, 2019. The ballots will be counted at Headquarters on Friday, February 1, 2019.

In accordance with the SUP Constitution, the entire secret mail-ballot and election shall be conducted by an Impartial Balloting Agent selected by the membership. The Committee on Election recommended that Unilect Election Services be selected as the Impartial Balloting Agent. The membership concurred at the Headquarters and Branch meetings in November.

As per Article VIII, Section 1 of the SUP Constitution: "Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seatime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections." SUP members on pension are allowed to cast ballots for Union officers.

If for any reason a member in good standing does not receive his/her ballot, he/she may make a written application to Unilect Election Services, Inc. A form to request

a ballot from UniLect Election Services is available at all SUP halls. The form to request a ballot will also be published in the December issue of the *West Coast Sailors*.

Democracy is contingent upon participation. Vote!

HOLIDAYS

Christmas Eve

Since Christmas Eve is a Mainland ILWU holiday, SUP halls in Seattle, San Francisco and Wilmington will be closed on Monday, December 24, in accordance with the Agreements with APL and Matson. It is a holiday for vessels in Pacific Coast ports on that day and for those working under the SUP Maintenance agreements.

Christmas Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at Noon.

Christmas

All SUP halls will be closed on Tuesday, December 25, in observance of Christmas Day.

New Year's Eve

Since New Year's Eve is a Mainland ILWU holiday, SUP halls in Seattle, San Francisco and Wilmington will be closed on Monday, December 31, in accordance with the Agreements with APL and Matson. It is a holiday for vessels in Pacific Coast ports on that day and for those working under the SUP Maintenance Agreements.

New Year's Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at Noon.

New Year's

All SUP halls will be closed on Tuesday, January 1, 2019, in observance of New Year's Day.

Jack Hall Day

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

Jack Hall, an organizer in Hawai'i in the 1930s and later an ILWU Vice President, was a former member of the SUP.

Martin Luther King, Jr. Day

All SUP halls will be closed on Monday, January 21. This is a holiday under all SUP Agreements except Foss Maritime Company.

ACTION TAKEN

M/S to concur with the President's report in its entirety. Carried unanimously.

Gunnar Lundeberg



Honolulu's SUP/MFOW holiday party

Fatigue of Panama Canal tugboat captains is a disaster waiting to happen

Fatigue of Panama Canal tugboat poses a major threat to safety in the operation of the canal's Neopanamax locks, according to a new independent study released by the International Transport Workers' Federation (ITF).

The ITF even warns that a major accident in the Panama Canal's new locks could be imminent, highlighting the serious health and safety concerns related to the fatigue of tugboat captains.

The ITF, and affiliate Union de Capitanes y Oficiales de Cubierta (UCOC), representing tugboat captains in the Panama Canal, have been locked in a prolonged and often heated battle with the Panama Canal Authority (ACP) over minimum safe manning, access to training and equipment, and hazardous working conditions on tugboats in the new Neopanamax locks since the inauguration of new locks in June 2016.

The study, titled Fatigue among Panama Canal tugboat captains, was commissioned by the ITF following numerous failed attempts to engage the the Panama Canal Authority in talks to reach solutions on the issue of overworked captains. It was written by Dr. Barry Strauch and Dr. Isabel Gonzales, experts in human error, accident causation and occupational medicine.

"This independent study confirms what the UCOC, and the ITF, have consistently said to the Panama Canal Authority: that the significant reduction in manning, compounded by the excessive overtime being required of tugboat captains, are jeopardizing the safety of workers, including Panamanian citizens, and risk exposing them to a potential environmental disaster," said Stephen Cotton, ITF General Secretary.

The Panama Canal is an economic engine for Panama, so much so that its uninterrupted operation is actually required under Panamanian law. The Panama Canal Authority (ACP) is the autonomous agency of the Panamanian Government responsible for the canal's management and operation.

Unlike the Panama Canal's older locks, the Neopanamax locks require two tugboats, instead of "mules", to navigate ships through the locks.

"Tugboats play a key role in the transit of large vessels with hazardous cargo through the narrow and complex waterways of the Panama Canal, and the potential for a catastrophic incident mounts with the increase in a tugboat captain's fatigue," said Cotton.

"Fatigue, anxiety and health-associated risks are exposing the tugboat captains to unnecessary hazards, while also endangering other seafarers transiting the canal. There is also increased risk to vessels passing through the locks and the canal's own facilities. This situation needs the full attention of the shipping community, before disaster strikes," he added.

ITF Inland Navigation Chair, Yuri Sukhorukov, has called on the ACP to open dialogue to resolve the issues.

"Once again, we invite the ACP to sit down with the ITF and UCOC to agree a path forward to improve the safety of transit operations and working conditions of tugboat captains.

"As the report found, ACP's failure to address previous fatigue-related incidents, like the tugboat collision in 2017, its lack of cooperation with international authorities investigating the incident, and its lack of adherence to agreements governing hours of work and oversight of tugboat captains' health, manifest a safety culture that increases rather than reduces the risk of accidents," said Sukhorukov.



San Francisco holiday party at the MFOW hall.

VICE PRESIDENT'S REPORT

December 2018

R.J. Pfeiffer: Kanoa Wilson, delegate. Clarification on delayed sailing departing Guam, plus PMH procedures and tying up and letting go on watch. Crane lifts are necessary work, but scheduling stores or other work during the 1500 KO, especially on long foreign runs with few opportunities to take care of business ashore, is a good way to cause unnecessary problems.

Maunawili: Roger Berioso, delegate. Another clarification on 1500 knock off in Guam. Cleaning cargo holds is necessary work, see Scope of Work in Section 4 of the SUP Work Rules. But mates that schedule work for after 1500 must be prepared to show why that work couldn't be scheduled at another time, and any effort to create work just to interfere with the 1500 KO will be met with our rejection.

President Cleveland: Corey Burton, delegate. Delayed sailing payable. Luggage lockers are built into ships to assist with crew change outs for a reason – it's a chore that often requires gear security. If not a designated locker then other secure space should be made available. Delegate working this and other items. In good shape.

Kauai: Hussein Ali, delegate. Clarification on cargo rate for livestock related work and washdown. SUP deck gang under Brian Yost as Bosun carried out an arduous and technically difficult mooring for temporary lay up alongside *Maui* in Alameda.

USNS Dahl: Dennis Sumugue, delegate. Clarification of on board Union meeting protections and procedures. Crew change out underway. Along with *Soderman* crew assisted FEMA and U.S. military in emergency relief efforts in post-typhoon Saipan.

USNS Watson: Eduardo Rojas, delegate. Sailed from Norfolk for loading in Charleston before a new overseas deployment replacing *Pomeroy* in distant foreign outpost. All hands pulled together to complete the flawless activation of this ship from more than two years in ROS status.

USNS Charlton: Mark Acord, delegate. Clarification on travel day. Reliefs delayed due to mission. Although the Union does everything possible to effect on time reliefs, certain things such as booking flights are outside its immediate control. In good shape as the cold weather comes in at base deployment.

USNS Red Cloud: Toney Sawyer, elected to relieve Devionnce Griffin as delegate. In good shape in Far East. Reliefs underway. Joining crew member twice detained. Under investigation.

Cape Hudson: Jonnell Hodges, delegate. In addition to a full gang for extended mission activation, Roy shipped many standbys for breakout prep, stores loading, and dead ship tow of the *Cape Horn* to enable this inboard ship egress. Mission to Far East a rare open-ended opportunity for a Ready Reserve ship.

Moku Pahu: Clint Sieber relieved by Randy Cruz as delegate. Saher Ali, joined as Bosun on short notice. Various problems dealt with or under investigation on arrival in Puerto Rico. Two incidents including injury under investigation, safety stand-down required. Mooring winch overspeed repair plan demanded from management. Loaded concrete in Jacksonville for Puerto Rico and now enroute U.S. East Coast for possible Food for Peace cargo.

Happy Holidays!

Vice President



Seattle SUP/MFOW holiday party

SUP BRANCH REPORTS

SEATTLE

November 19, 2018

Shipped 2 Boatswains to Patriot, taken by B members. Matson called for 2 steady AB Watch jobs, going to an A, and a B card. Patriot ordered 1 AB job, filled by a B card. 2 OS jobs were shipped to Navy bottoms, taken by 2 B cards. 12 Matson standbys were filled by 7 A, and 10 B cards.

Registered: 4 A cards for a total of 6; 8 B cards for a total of 24; 5 C cards for a total of 8; and 5 D cards for a total of 10.

Manoa was in and reports Captain Webster is coming ashore. Captain Webster is a "sailors' friend", well liked and known by all as a fair and even-handed Master. He will be greatly missed by the SUP gangs and remembered as the last of a breed that could execute an effective command style and still be respectful of those under him. Fair winds Captain.

Moku Pahu had two untimely pay-offs due to injury. Unreasonable working conditions lead to an UFFD, and the cause of a severe injury to another sailor is under investigation. When you see something unsafe stop and report it! Start with your supervisor and run it all the way to the top until the issue is addressed and rectified. Also, jurisdiction is not some ploy to steal money, but to preserve continuity in procedure so tasks are performed safely and under direction. Protect your jobs, protect yourselves!

Branch Agent

Vote! It's your Union.



Bosun Johnny Clark clearing decks in the USNS Pomeroy in Bayonne, New Jersey. The Pomeroy is operated by SUP-contracted Patriot Contract Services for the Military Sealift Command.

WILMINGTON

November 19, 2018

Shipping during the period: Bosun: 4; AB: 16; AB/D: 7; OS/STOS: 2; and standby: 84 for a total of 113 jobs shipped.

Registrations stand at: A:24; B:41; C: 12 and D:8.

Ships checked

Manukai, Manulani, Maunawili, Maunalei, Mokihana, R.J. Pfeiffer, President Wilson, President Kennedy, President Truman, President Roosevelt, President Eisenhower.

Shipping has been good this holiday season; A and B book's shipping at a steady pace. It's been a rough time for C and D members shipping and standby jobs.

Bosun Gary Gelfgren and the standby gang running smooth and steady. When you take a standby, you're expected to show up and work as assigned.

Attended meetings of the Maritime Trades Department.

MFOW will be hosting the Holiday Luncheon on December 9, from 10:30 to 14:30.

Eli Wegger, has returned. Classes on seamanship are here at the hall on Fridays. Also check out the DVD's on the history of Unions and labor.

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched. If you receive new documents come in to update your records.

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

Branch Agent

HONOLULU

November 19, 2018

Shipped the following jobs in the month of November; 1 Bosun steady, 2 Bosun relief, 4 AB Day steady, 1 AB Day relief, 1 AB Day return, 5 AB Watch steady, 1 AB Watch relief, 3 AB Maint., and 1 OS Day. The shipping jobs were filled by 7 A cards, 10 B cards and 2 C cards.

Shipped 39 standby jobs. The standby jobs were filled by 2 A cards, 11 B cards, 9 C cards, and 17 D cards.

Registered in Honolulu: 12 A cards, 19 B cards, 6 C cards, and 8 D cards.

Ships checked

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

APL Guam-working on garbage beef, and other various beefs

APL Saipan-no major beefs

USNS Charlton-no major beefs

I represented the SUP at the Hawai'i Ports Maritime Council meeting, the Hawai'i AFLCIO Executive Board meeting, the AFL-CIO Western region meeting, and the ILWU Local 142 holiday dinner.

I regret to say that Mike Soper (active member) passed away last month. He was a good sailor and an even better man. May you rest in peace Michael.

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

Branch Agent

BUSINESS AGENT'S REPORT

December 10, 2018

Florida Voyager- In at Richmond Long Wharf running up and down the coast soon to be relived by the *Mississippi Voyager* that's due in the middle of the month. Scott Oliphant, Bosun Rolando Cangito, Delegate.

Mississippi Voyager- Company sources says *Mississippi Voyager* is in route to the West Coast to take over the *Florida Voyager* run.

Daniel K. Iounye- Oakland #56 SSA Terminal. On her maiden voyage to drop off spare parts for the warehouse. Then shifted to Oakland #62 to load for Long Beach, were in and out this trip short stay. Jim Clay, Delegate and Bosun Paul Fuentes.

Matsonia- Sailed with no issues on the steady Honolulu, Oakland run one of the last of the steam ship in service for Matson. Running smoothly with Dale Gibson, Delegate, Teo Rojas, Bosun

Mahimahi -In and out Oakland#62. Sailed for Honolulu back on the Northwest run. Mark Relojo, Delegate and Remoni Tufono, Bosun.

Manoa- In and out Oakland#62. On the Northwest run with Duke Maringer, delegate, and Isnin Idris, Bosun.

President Wilson- Sailed for Yokohama with no beefs looking forward to a good trip with Cory Egil, delegate and Rolando Mendoza, Bosun.

President Cleveland- In and out Oakland#56. Sailed with no issue running smooth with Greg Schauf, Bosun and Quentin Brown, Delegate.

President Eisenhower; President Roosevelt - Checked in with little or no beefs.

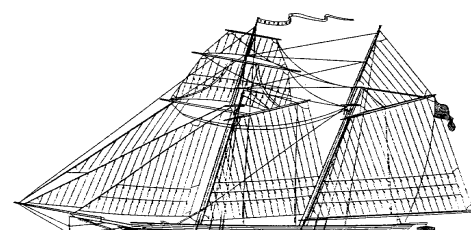
Cape Orlando- Jim Linderman, Bosun.
Admiral Callaghan- Robert Leeper, Bosun.

Cape Horn- Haz Idris, Bosun
Cape Hudson- Isagani Cruz, Bosun
Cape Henry- Robert Reed, Bosun
Pier#9 San Francisco Bar Pilots- Big Mike Koller, Delegate; Leo Moore, Doc Bosun.

If your documents are less than six months, it's time to renew

Happy Holidays and keep your dues current.

San Francisco Business Agent



Dispatcher's Report Headquarters—Nov. 2018

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	3
AB.....	10
OS.....	4
Standby.....	18
Total Deck Jobs Shipped.....	38
Total Deck B, C, D Shipped.....	29
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.....	38
Total B, C, D Shipped-All Depts.....	29
Total Registered "A".....	24
Total Registered "B".....	46
Total Registered "C".....	12
Total Registered "D".....	19

Abysmal minimum wages adopted for world's seafarers

continued from page 1

by SUP-contracted American President Lines, at a cost of \$5 million per ship. The enabling legislation runs until 2025 but must be funded by Congress annually. The SUP and all other deep sea Union continually need to have this critical program funded and to have sufficient government-impelled cargoes to keep the ship sailing.

-The alternative is the abyss, an ILO contract."

