



West Coast Sailors

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Friday, February 22, 2019

Tribulations of the ignorant

by Tony Munoz

They come in all forms, the ignorant and misinformed, who attack the Jones Act because it's perceived to be an easy target. And while it takes courage to enter the political arena, when an inexperienced commentator does so and then stumbles with the basics of her argument, it's much like listening to a violinist screeching through a classic concerto.

In "Defending Jones Act Is Path to Disaster", Malia Hill, Policy Director for the Grassroot Institute of Hawai'i, pens an essay filled with cheap metaphors devoid of relevant facts to support her attacks on the Jones Act. In Hill's very first sentence she says that, "Arguing with Jones Act supporters is like talking to someone who believes in alien abductions." Huh? Did I read that right?

She continues in the same mode with senseless statements like, "It's a classic racket. We're like a shop owner who has been paying for protection so nothing happens to our store. But once a month, someone breaks in and empties a shelf. When we tell Big Tony that we don't see the point in paying for protection any more, he sends over a bunch of guys to stand menacingly by the register and explain that things 'could get worse.'" Oh, I

see. We're like the Mafia now.

And then another doozy: "The Jones Act fleet is shrinking like a naked man in a freezer full of porcupines." Hello? Where did that come from?

When she finally gets around to citing some facts, she offers a 2010 study by a couple of professors from the University of Puerto Rico, the thesis of which was shown to be totally incorrect and misleading.

Hill goes after the American Maritime Partnership (the SUP is a member) next with another inane attack, claiming that, "Citing them is like citing a study from the American Pizza Makers Guild on the health benefits of extra cheese and pepperoni." By indulging over and over again in such foolish and childish analogies, Hill totally undermines any credibility her argument may have had.

Her complete ignorance of the U.S. maritime industry is on display when she says the Jones Act fleet, which "is supposed to be an essential part of our national defense...has dropped from 249 vessels in the 1980s to about 96 today." While technically correct, she mistakenly and misleadingly is referring only to the U.S. Merchant Marine's deepwater fleet, which is used for the transport of cargo preference items like food aid and for Military Sealift operations for the Department of Defense.

She needs to learn the difference between the Jones Act fleet and the U.S. Merchant Marine fleet. The Jones Act fleet has more than 40,000 vessels operating on U.S. waterways including Hawai'i, Alaska and Puerto Rico in addition to the Great Lakes and our vast inland waterways system.

It costs the federal government zero dollars. It supports half-a-million jobs and creates billions of dollars in economic impact. It's a vital part of our economic infrastructure and, among other environmental benefits, helps relieve congestion on our roadways and highways, thereby reducing both air and noise pollution.

continued on page 3

Dave Connolly elected SUP President

Matt Henning elected Vice President

Brendan Bohannon elected Seattle Branch Agent

Leighton Gandy elected Wilmington Branch Agent

Mike Dirksen elected Honolulu Branch Agent

Roy Tufono elected San Francisco Business Agent



DAVE CONNOLLY

The triennial election of officers of the Sailors' Union of the Pacific—via secret, mail balloting over a two-month period—concluded

on February 1, with the tallying of ballots and the certification of the election by UniLect, the Impartial Balloting Agent selected by the membership at the November 2018 Union meetings.

For President/Secretary-Treasurer, Dave Connolly—the incumbent Vice President/Assistant Secretary-Treasurer—resoundingly defeated former Wilmington Branch Agent Bob Burns.

Connolly will relieve Gunnar Lundeberg, who has held the post over multiple election cycles since 1990, on March 1.

Rank-and-file members Matt Henning and Dan McDonald vied for the job of Vice President/

Assistant Secretary-Treasurer, which Henning decisively won.

The races for Seattle Branch Agent and Honolulu Branch Agent were contested, but incumbents Brendan Bohannon and Mike Dirksen were overwhelming re-elected.

Re-elected without opposition were Wilmington Branch Agent Leighton "Leon" Gandy and San Francisco Business Agent Roy Tufono.

Out of a field of ten candidates, Dave Connolly, Berit Eriksson, Paul Fuentes, Matt Henning and Roy Tufono were elected as Trustees to the SUP Building Corporation.

Congress balks at Jones Act waiver for Puerto Rico

A request by Puerto Rico Governor Ricardo Rossello to allow foreign-flagged vessels to ship liquefied natural gas (LNG) from the United States is meeting resistance on Capitol Hill.

Rossello's request, which was made last December, was a made in an effort to jumpstart the Puerto Rican economy, which was devastated by Hurricane Maria in 2017. However, the Jones Act, a 1920 maritime regulation, requires commercial vessels moving between the U.S. ports, including Puerto Rico, be U.S.-built, crewed, and flagged.

After hearing that the Trump Administration is considering approving the Jones Act waiver, Democratic and Republi-

can leaders of the U.S. House Transportation & Infrastructure Committee urged the request be denied.

"Waivers of the Jones Act are constrained purposefully to rare cases where such a waiver is 'necessary in the interest of national defense,'" wrote Peter DeFazio (D-Oregon) and Sam Graves (R-Missouri), the Chairman and Ranking Member of the committee wrote in a February 6 letter to Department of Homeland Security Secretary Kirstjen Nielsen.

"Even in those cases where the Secretary of Homeland Security may consider a waiver based on the same national defense pretext, the Secretary is required to consider other information and

additional conditions, such as the availability of U. S.-flag vessels."

The lawmakers noted that there were "many things" that could be and have been done to support Puerto Rico's recovery, however, "we believe there is no justification for waiving the Jones Act" especially for a 10-year period, they wrote.

There have been frequent calls on Capitol Hill and outside the Beltway over the years to eliminate or modify the Jones Act. Those against the measure assert it is a protectionist law that restricts trade and adds costs for consumers. Supporters assert it helps support American shipbuilding and American jobs, and provides capacity and manpower for national security.

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

West Coast Sailors

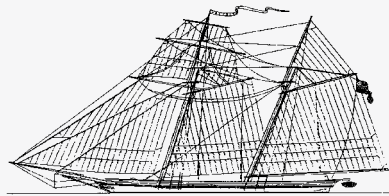
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Part of the SUP gang in the Manulani on the China run enjoying barbecue at sea. From the left: Sean Bane, Bosun Grant "Eli" Wegger, Ziggy Kaczor and Ziggy Lewandowski.

Navy league campaign urges Congress to approve the Merchant Mariners of World War II Congressional Gold Medal Act

The Navy League of the United States is conducting an electronic letter writing campaign to urge Congress to pass companion legislation in the U.S. Senate and House of Representatives that would award the Congressional Gold Medal to U.S. Merchant Marine Veterans of World War II, officially recognizing these veterans for their dedication and service. More information and access to participation in the campaign is available via a website established by the Navy League.

Trump NLRB appointees give big win to employers

The National Labor Relations Board (NLRB) made it easier last month for companies to treat their workers as independent contractors excluded from federal labor protections, overturning an Obama-era precedent.

By a 3-1 party-line vote, Republican board members sided against shuttle van drivers for SuperShuttle, who were seeking to Unionize at Dallas-Fort Worth airport. The NLRB ruled that they were independent contractors, not employee, and therefore weren't protected by a New Deal-era law enshrining workers' right to organize.

The board overruled a 2014 case, FedEx Home Delivery, in which a Democratic majority on the NLRB had established a standard making it easier for workers to be considered employees rather than contractors. The majority in the January 25, case wrote that the Obama-era ruling had "impermissibly altered the board's traditional common-law test" by "severely limiting" the significance of workers' "entrepreneurial opportunity" when analyzing whether they were contractors or employees.

Wilma Liebman, who chaired the NLRB in Obama's first term, said that the new ruling is the latest example of the current board "ignoring worker realities and constricting labor law rights. Fewer worker shave fewer rights with the Trump Board."

Final Departures

Paul Hendricks, Jr., Book #5694. Born in Mississippi in 1928. Joined SUP in 1947. Died on January 13, 2019. (Pensioner)

Martin Davies, Book #2746. Born in Washington in 1943. Joined SUP in 1966. Died on January 16, 2019. (Pensioner)

Rafael "Sonny" Cooper, Book #4687. Born in California in 1930. Joined SUP in 1952. Died on January 25, 2019, in California. (Pensioner)

Richard Jones, Book #4305. Born in Oregon in 1933. Joined SUP in 1956. Died on February 3, 2019. (Pensioner)

TraPac completes Port of Oakland build-out

A \$67 million waterfront expansion concluded at the Port of Oakland last month as TraPac marine terminal opened its newest vessel berth to arriving containerships.

The milestone signals completion of a two-year project at Oakland's second-largest terminal that has nearly doubled TraPac's footprint from 66 to 123 acres; boosted its fleet of ship-to-shore cranes from four to seven; and added a third 1,400-foot-long dock for berthing mega containerships.

Officials said TraPac's expansion is the latest in a series of significant investments at the Port of Oakland. In November, Lineage Logistics and Dreisbach Enterprises opened Cool Port Oakland, a \$90 million refrigerated distribution center. Last June, Oakland International Container Terminal completed a \$14 million project to heighten four cranes. TraPac has said it will raise two cranes as well.

TraPac handles about 15% of the containerized cargo moving through Oakland. Much of it is refrigerated cargo destined for Japan, a major Oakland trading partner. TraPac said that during expansion it increased plug-in spaces for storing refrigerated containers from 388 to 860.

As part of its build-out, TraPac last summer opened a new gate complex for harbor truck drivers. It also purchased nine new pieces of cargo-handling equipment to lift containers.

TraPac signed a 14-year lease with the port in 2016 as a precursor to its expansion.

ATTENTION

Brian Toder, who sailed with the SUP between 1966-1974, would like to connect with sailors who sailed in the *Philippine Mail*, *President Buchanan*, *Hamilton Victory*, *Morgantown Victory*, or the *Colorado*.

His address is: 50160 Heather Lane, Rush City MN 55069

SUP Meetings

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

	Hdqtrs.	Branch
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

West Coast Sailors

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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
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ATTEND YOUR UNION MEETINGS!

Repealing the Jones Act is a path to disaster

by Salvatore R. Mercogliano

A recent opinion piece by Malia Hill, the Policy Director of the Grassroot Institute of Hawaii, accused those of supporting the Jones Act as believing in alien abductions and the reduction of the U.S. Jones Act fleet akin to “shrinking like a man in a freezer full of porcupines.” While there is no denying her literary flair, I must take issue with some of her statements.

First, she assaults the concept that the Merchant Marine Act of 1920 (known as the Jones Act) is for national security. One only needs to look at the history to determine this to be factual. In 1914, with the outbreak of World War I, the United States possessed only 8% of the world merchant fleet. As British, German, and other European merchant fleets were diverted to support the war effort, American goods sat on the docks and domestic manufacturing and markets clamored for imports. The saving grace for the United States was the diversion of its domestic coast fleet into the trade routes. In June 1917, two months after entering the conflict the 1st Infantry Division embarked on 14 American merchant ships, all but one was drawn from the coastal fleet.

The impetus to ensure that the United States maintained a merchant fleet that carry a portion of its goods, and its use as an auxiliary in time of war, prompted the passage of the Merchant Marine Act in 1920. Supplemented by a further act in 1936, the nation proved better prepared to enter World War II. When the 1st Marine Division landed at Guadalcanal in August 1942, they did so from troopships and freighters drawn from the commercial fleet. During operations in Afghanistan and Iraq, from 2002 to 2011, American merchant ships transported over 51 million measurement tons of cargo and all the crews were drawn from the labor pool provided by the ships in the American merchant marine.

Second, Ms. Hill comments on the drop of the Jones Act fleet since the 1980s. A look at registry of the 94,169 commercial ships over 100 tons in the world shows that all the great maritime powers of the past have all been diminished. The United Kingdom is now 18th. Other nations have all fallen in similar ways to the United States at 22nd, according to the United Nations’ Review of Maritime Transport 2018. The reason for this has to do with many factors, the growth in the amount of

world trade, the establishment of open registries in such countries as Panama, Marshall Islands, and Liberia, and laws that allow incorporation outside national boundaries and creation of international conferences and shipping alliances. Add to it, the ending of differentials in the 1980s by the U.S. government, these all contributed to the decline of national fleets.

Finally, one must ask themselves, if we end the Jones Act, along with the Maritime Security Program, and cargo preference, what happens to the American merchant marine? Well, it will probably be reflagged, retired, or go away. But, can the United States survive without a merchant marine?

Looked what happened when Hanjin Marine, one of the top ten container lines in the world, collapsed. American markets clamored for their cargoes as they sat aboard ship. What would happen if the three Mega-alliance decided not to trade with the United States, or if a war came and American goods pile up on the docks and imports cease?

The United States is not like other nations as it stands as the world’s leading economy, with alliances and military forces stationed and deployed worldwide. Can a superpower count on a Swiss-based company, with a Panama-flagged ship, with Ukrainian-officers, and Filipino-crew delivering its military equipment to troops waiting for it at an overseas port? I am not sure, but the Canadians learned a lesson when 10% of its Army’s equipment was detained on board *GTS Katie*, flying the flag of St. Vincent and the Grenadines in 2000. The Canadian military had to seize the ship and sail it into Montreal as the ship was in a financial dispute.

I do believe that there is a historical and relevant case to be made in maintaining the Jones Act and ensuring that the United States possesses a domestic merchant fleet. The flag of the American merchant marine states “In Peace and War,” and throughout its history, the merchant marine has answered the call with little fanfare or regard. Can the Jones Act be improved? Of course it can, just like every law; but demonizing your opposition and failing to consider the reasoning behind such a quintessential piece of maritime legislation is short-sighted and disingenuous.

Editor’s Note: This article was published in The Hill on January 30.

Fire breaks out on APL container ship

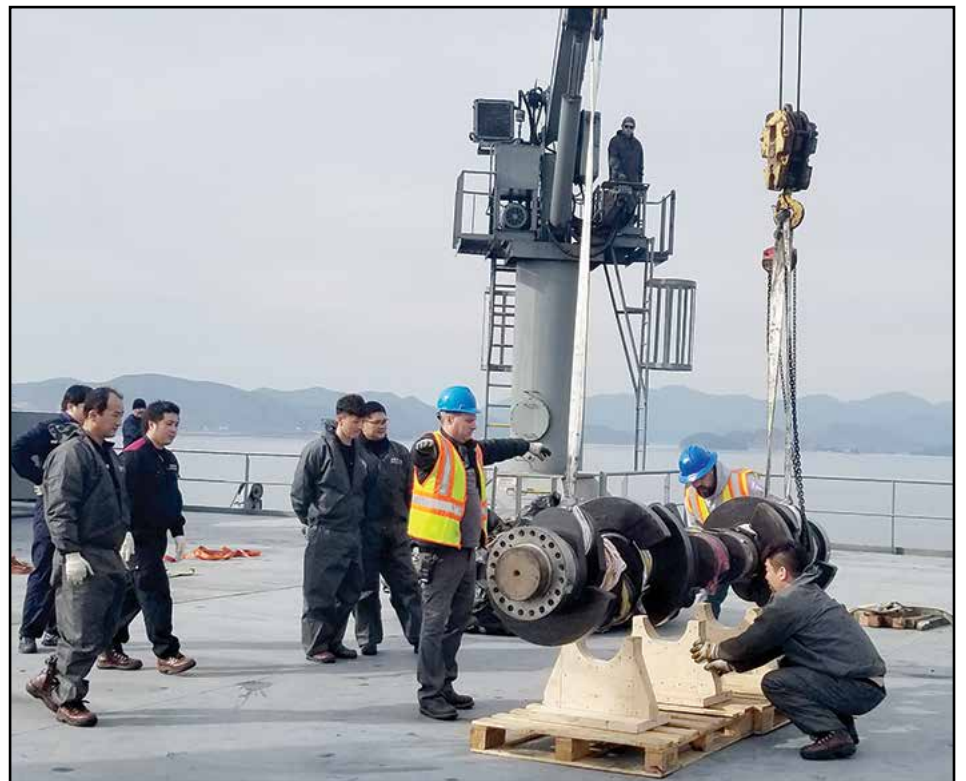
The Vietnamese Coast Guard responded to a cargo fire aboard the container ship *APL Vancouver* off Vung Ro, Vietnam. It is the latest in a series of container ship cargo fires in recent years, including the well-publicized incidents aboard the *Yantian Express*, *Maersk Honam*, *Maersk Kensington*, *Wan Hai 307*, *MSC Flaminia* and *MSC Daniela*.

According to APL, the fire started in one of the Vancouver’s cargo bays at about 0430 hours on January 31. Video from the scene indicates that the blaze is centered on a container stack located just forward of the house.

At about 0330 hours on February 1, the Vietnamese Coast Guard vessel *CSB 8005* arrived at the *APL Vancouver*’s position, and she coordinated with the boxship’s crew for ongoing firefighting efforts. Commercial salvors have also been engaged.

All 24 crewmembers are reportedly in good health, and no pollution has been reported.

The *APL Vancouver* is a 9,300 TEU container ship built in 2013 and flagged in Singapore. She was under way from Shekou, China to Singapore at the time of the fire.



USNS Soderman, last month. Ship is running like a finely tuned machine. Major engine repairs and massive lifts up and down the hatch. Jeff Nicholas, Bosun, Michael Klann, Joshua Stanton, Reid Barlow, Charles Steurer, Rod Purganan, and Paul Purugganan, of the SUP deck gang are pictured. The Soderman is operated by SUP-contacted Patriot Contract Services for the Military Sealift Command. Photo: Frank Duffin, Delegate.

Airline flag-of-convenience practices need more scrutiny

Congressman Peter DeFazio (D-Oregon), Chairman of the House Transportation and Infrastructure Committee, has renewed calls for Congress to scrutinize flag-of-convenience business models that allow carriers to operate out of countries with less-expensive labor markets than their home countries.

“We have to look at the future of the industry. I don’t want the airline industry to become like the cruise line industry. There aren’t any American cruise lines and there is hardly an American maritime left either,” DeFazio said February 8, at a meeting of the Aero Club of Washington.

“We see this model coming out of Europe, which is, ‘Let’s go to a country with more permissive labor standards, i.e., Ireland,’ or ‘Let’s operate contract crews out of Asia,’” DeFazio said. “What does this mean for the future of our civilian reserve air fleet? We have to ensure the future of a robust American aviation industry and make sure we’re doing it in a way that protects American jobs.”

The House Transportation Committee had included a provision in its draft Federal Aviation Administration (FAA) reauthorization bill that would have banned the flag-of-convenience model, but it didn’t make it into the final version of the bill following opposition from the Senate and a broad coalition of aviation stakeholders, including the International Air Transportation Association (IATA).

The groups argued at the time that such a provision—which they said was intended to target Norwegian Air—was an anti-competitive and protectionist measure that would undermine the basis for the Open Skies agreements that underpin the global aviation system.

Finnish seafarers threaten to strike from March 1

The Finnish Seafarers’ Union threatened this month it would call its members out on strike from March 1, stopping all Finnish passenger and cargo vessels, including ice-breakers, if its economic demands are not met.

Shipping is crucial for Finland’s economy, with more than four fifths of foreign trade passing through its ports, according to official customs statistics for 2017.

The Union began pay negotiations over a deal for the next two years with the Finnish Shipowners’ Association at the start of the month.

The shipowners’ association said the Union was seeking a pay increase of more than 2.5% for the first year, coupled with changes in contracts which would cost employers a similar amount, followed by another pay increase of more than 2.5% in the second year.

Tribulations of the ignorant continued from page 1

Moreover and perhaps most importantly, the domestic fleet with its trained mariners and vast network of ship and repair yards, terminals and intermodal facilities is available to the U.S. government at a moment’s notice in time of war or national emergencies.

As the representative of a nonprofit organization based in Hawai’i, Hill should know better. Like Puerto Rico, Hawai’i is heavily dependent on the Jones Act for essential supplies like food, clothing, gasoline, cars – you name it. Are these items more expensive in Hawai’i than they are in California, where most of these shipments originate? You tell me.

Meanwhile, let’s not bash a law that has served America well for nearly 100 years and continues to do so through good times and bad. Let’s not act like a screeching violinist!

Tony Munoz is Publisher and Editor-in-Chief of the Maritime Executive

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

U.N. Security Council focuses its attention on maritime crime

Transnational maritime crime is becoming more sophisticated as criminal groups exploit the open spaces of the high seas, warned Yury Fedotov, Executive Director of the United Nations Office on Drugs and Crime (UNODC), in a United Nations Security Council hearing this month. The discussion was the first in the council's seven decades of history to focus on this global security challenge.

"Two-thirds of the world's surface is ocean. Nearly all of that is beyond any state's territorial waters and largely not subject to a single state criminal jurisdiction," said Fedotov. "In recent years the freedom of navigation is being exploited by criminal groups. Transnational maritime crime is increasingly sophisticated, and it is expanding, both in terms of size and types of criminal activities."

Preventing and responding to maritime crime can often be difficult, Fedotov said, since it often involves vessels, cargoes, crews and financing from different regions. These crimes include: piracy and armed robbery at sea in the Gulf of Guinea; kidnap for ransom in the Sulu and Celebes Seas; smuggling of migrants and terrorist material as well as attacks on shipping in the Gulf of Aden; cocaine trafficking in the Atlantic and Eastern Pacific; heroin trafficking in the Indian Ocean; illegal fishing in the Atlantic, Indian and Pacific oceans; and migrant smuggling in the Mediterranean.

"These crimes pose an immediate danger to people's lives and safety, they undermine human rights, hinder sustainable development and, as this Council has recognized, they threaten international peace and security," he said.

Fedotov emphasized the importance of all countries ratifying and implementing international commitments, including the UN Convention against Transnational Organized Crime and its protocols, and providing technical assistance. He welcomed the Security Council's continued engagement to help strengthen cooperative action against transnational maritime crime.

The Convention against Transnational Organized Crime entered into force in 2004, and it has 147 signatory countries. Three subsequent protocols on human trafficking, migrant smuggling and gun-running are also in force, but have fewer signatories.

UNODC's Global Maritime Crime Program (GMCP) conducts a wide range of anti-piracy and anti-crime assistance initiatives, from institution-building work with courts, prosecutors and prison systems to training programs for national coast guards. It has its origins in the UN-backed anti-piracy initiative in the Horn of Africa, and following the broad success of that effort, it has expanded its work worldwide

Seafarers abandoned in Namibia plea for justice

Eight Indian seafarers have been abandoned on board the *Halani 1* (flag State: St. Vincent and Grenadines) between one and two years in Walvis Bay, Namibia. Some are suffering from fatigue and serious mental health problems.

The U.K.-based charity Human Rights at Sea says Captain Amarjit Singh Bajwa first contacted the charity's Iran-based researcher, Hajar Hejazi, to appeal for urgent help. "We ask for justice to prevail," he said.

The *Halani 1* case has been registered on the International Maritime Organization abandonment database since last year having been first informed via the International Transport Workers' Federation, but recently the charity has been contacted by the Master, as the issue of payment of outstanding wages has still not been resolved.

Welfare support has been provided by The Mission to Seafarers with Ben Bailey, Director of Advocacy and Regional Engagement, commenting: "We are extremely concerned for the crew's mental health which is declining with each passing day. The crew have been let down on multiple occasions and have had promises of full wages and repatriation consistently broken. We urgently call on all parties to work together to find a solution. The seafarers on board must be repatriated immediately – they and their families are effectively being held captive and have suffered for far too long."

Crewmember slashes three crew members aboard foreign boxship

A seafarer aboard the container ship *MSC Marta* has allegedly injured three of his shipmates with a knife.

On January 30, crewmember Dejan Adzic allegedly attacked the vessel's cook over a perceived slight. Adzic's crewmates attempted to restrain him, and two suffered minor injuries during the altercation. All individuals involved are Montenegrin nationals, according to local media in Montenegro.

Two crewmembers were medivaced by a helicopter crew from the Armed Forces of French Guiana, according to the Regional Operational Center for Surveillance and Rescue of the West Indies and Guyana. The cook was one of the two evacuees, and reportedly sustained serious injuries in the attack.

Photos published in Serbian media suggest that Adzic was restrained and locked up by the crew. He remained onboard during the ship's transit to Santos, Brazil, where he was handed over to the authorities.

The *MSC Marta* is a 5,900 TEU container ship flagged in Panama.

Remains of first British sailor to circumnavigate Australia found

Workers building the new London-Birmingham high-speed railway line have unearthed the grave of the Royal Navy sailor who gave Australia its name.

For 180 years the last resting place of explorer and navigator Captain Matthew Flinders has been lost among 40,000 other bodies in graves near Euston Station. But archaeologists excavating St. James' burial ground to pave the way for the new HS2 terminus have identified the officer's grave out of the thousands at the site. The lead depositum plate – breast plate – put on top of Flinders' coffin when he was buried in July 1814 meant his remains could be formally identified.

As commanding officer of *HMS Investigator*, Flinders sailed from Portsmouth, England, in 1801 to conduct the first circumnavigation of Australia, confirming it was a continent. Although he wasn't the first man to use the term, his account of the voyage – "A Voyage to Terra Australis" – gave the new land its popular name.

His grave disappeared in the 1840s when the original Euston Station was expanded into part of the cemetery. The headstone was removed and it was feared Flinders' remains were lost; for a long time a myth persisted that he was buried under Platform 15.

Historians will now study his skeleton to whether life at sea left its mark – and

anything else it may reveal about life in the late 18th and early 19th Centuries – before Captain Flinders is re-interred with the rest of the dead from St. James' at a location to be determined.

"Matthew Flinders is one of those iconic characters from the golden age of the Royal Navy. He's a household name in Australia but far less so here in his native land. He's very much a forgotten hero of discovery," said Matthew Sheldon, Head of the Curatorial Department at the National Museum of the Royal Navy in Portsmouth. "Hopefully, thanks to his grave being rediscovered after nearly two centuries of being lost, people will also rediscover Matthew Flinders the explorer and he can take his place alongside many legendary Royal Navy explorers such as Cook, Franklin and Scott. We're glad his journey is now over."

Other remains among the 40,000 at St. James' which have yet to be found by the HS2 team include Bill 'the Black Terror' Richmond – a slave born in New York who became a celebrated bare-knuckle boxer and taught Lord Byron to spar; political and religious activist Lord George Gordon, famous for his part in the anti-Catholic 'Gordon Riots' of 1780; and former Royal Navy sailor James Christie – who founded the namesake world-famous auction house in 1766.

Researchers recreate Draupner rogue wave

A team of researchers based at the Universities of Oxford and Edinburgh have recreated the famous Draupner rogue (freak) wave for the first time.

The wave was measured in the North Sea on January 1, 1995 and was one of the first confirmed observations of a rogue wave in the ocean. Rogue waves are unexpectedly large in comparison to surrounding waves. They are difficult to predict, often appearing suddenly without warning.

The wave was measured from the Draupner Oil Platform during a sea state with significant wave height of approximately 12 meters (39 feet), a freak wave with a maximum wave height of 25.6 meters (84 feet) occurred. Prior to the measurement, made by a downwards-pointing laser sensor, no instrument-recorded evidence for rogue waves existed.

The team of researchers recreated the wave using two smaller wave groups and varying the crossing angle – the angle at which the two groups travel. It was only possible to reproduce the freak wave when the crossing angle between the two groups was approximately 120 degrees.

When waves are not crossing, wave breaking limits the height that a wave can achieve. However, when waves cross at large angles, wave breaking behavior changes and no longer limits the height a wave can achieve in the same manner.

The research was led by Dr. Mark McAllister and Professor Ton van den Bremer at the University of Oxford, in collaboration with Dr. Sam Draycott at the University of Edinburgh. The project builds upon work previously carried out at the University of Oxford by Professors Thomas Adcock and Paul Taylor.

Liberia overtakes Marshal Islands as world's second largest flag-of-convenience ship registry

Liberia has surpassed rival Marshal Islands as the world's second largest ship registry in terms of gross tonnage, according to leading shipping analyst Clarksons in its *Clarksons World Fleet Monitor*, January 2019.

Panama continues to hold the top spot as the largest registry in the world. Hong Kong and Singapore hold the fourth and fifth spots, respectively.

"The Liberian fleet was the fastest growing major open (read: flag-of-convenience) flag in both the shipping and

offshore sectors in 2018, and currently has a growth rate of 8.0% – more than twice that of most other open flag," commented Alfonso Castellero, CCO of the Liberian International Ship & Corporate Registry (LISCR), the U.S.-based manager of the Liberian Registry. "There are a number of reasons for this, not least a growing recognition on the part of major shipowners and managers that Liberia, more than any other flag state, is able to combine increased safety and efficiency with reduced costs (read: starvation wages).

SUP ELECTION RESULTS

CERTIFICATE OF ELECTION

The election held December 2018 through January 2019, tabulated February 1, by UniLect Election Services, Impartial Balloting Agent, results:

PRESIDENT/SECRETARY-TREASURER

David Connolly 477 ELECTED
Robert Burns 63

VICE PRESIDENT/

ASSISTANT SECRETARY-TREASURER

Matthew Henning 328 ELECTED
Daniel McDonald 184

SAN FRANCISCO BUSINESS AGENT

Roy Tufono 497 ELECTED

SEATTLE BRANCH AGENT

Mark Acord 129
Brendan Bohannon 333 ELECTED

WILMINGTON BRANCH AGENT

Leighton Gandy 439 ELECTED

HONOLULU BRANCH AGENT

Michael Dirksen 312 ELECTED
Jan Peter Johnsson 56
Patrick Weisbarth 106

SUP BUILDING CORPORATION TRUSTEES

Robert Burns 171
David Connolly 454 ELECTED
Berit Eriksson 249 ELECTED
Dave Frizzi 136
Paul Fuentes 264 ELECTED
Matthew Henning 267 ELECTED
Jan Peter Johnsson 89
Daniel McDonald 177
Roy Tufono 399 ELECTED
William Williamson 117



The crew from UniLect Election Services begins sorting the ballots in the SUP library at Headquarters on February 1: Andrew Burkhardt, Catherine Burkhardt and David Paul.

BALLOTING COMMITTEE'S REPORT

SAILORS' UNION OF THE PACIFIC SUP General Election of 2018-2019

February 1, 2019

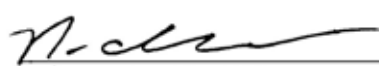

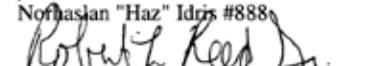
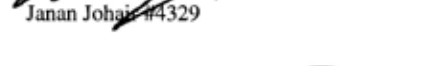
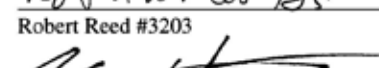
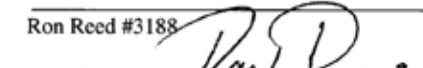
We, the duly elected Balloting Committee, herewith submit to the membership this report on the Sailors' Union of the Pacific election of officers for the 2018-2019 election for the 2019-2021 term. The Committee turned-to at 0800 on Friday, February 1, at SUP Headquarters, to check and to verify the standing of those eligible to vote in this election. We then met with the Impartial Balloting Agent from Unilect Corporation, and picked up the mailed ballots from the US. Post Office in San Francisco and transported them to the SUP Headquarters library where the vote counting took place.

Your elected Committee, acting as authorized observers, was present throughout the entire process of collection as well as opening the ballots and preparing them to be inserted into the vote counting equipment for the count and the tally print-out. During the entire procedure, we were joined by SUP members who wished to witness the count. The actual election count took place only after all the ballots were cross-checked with the master mailing and membership list for verification and eligibility. After all of this was completed the official vote was run and tallied at 1:00 P.M. After completion of the ballot count, all balloting material was boxed, sealed, and signed in the presence of the Committee and Andrew Burkhardt of Unilect Corporation. The sealed boxes were then placed in a safe, and will be kept for one year, as required by federal law.

Your elected committee adhered strictly to the mail balloting procedure, Article XIII, Section 6 through 11, and proceeded with due caution in every respect. We can report that the tabulation ran smoothly and was handled in a first-class manner by Unilect, Corp. Accordingly, we certify the results. Attached is a copy of the Certificate of Results for the SUP 2018-2019 Election.

In solidarity,

SUP BALLOTING COMMITTEE


Norhaslan "Haz" Idris #888

Janan Johair #4329

Robert Reed #3203

Ron Reed #3188

Sam Worth #19320

Ron Reed #3188



The SUP Balloting Committee at the Headquarters Library on February 1. From left Norhaslan "Haz" Idris, Janan Johair, Robert Reed, Sam Worth, –observers Kim Dulay, Cirilio Sajonia, Dennis Sumague, – and Committee Member Ron Reed.

Final ballot reconciliation

We hereby certify that the following is the complete accounting of the official ballots which were voted and returned to the Post Office Box for this election.

Number of ballots mailed:	910
Total unresolved undeliverable ballots:	26
Number of duplicate ballot requests:	81
Number of additional requests:	35
Total ballots to be processed	551
Number of ballots without signature:	8
Total number of ballots counted:	547

UniLect Corporation

Seattle, 1919: Labor's most spectacular revolt

by Cal Winslow

On February 6, 1919, Seattle's workers struck – all of them. In doing so they took control of the city. The strike was in support of 35,000 shipyard workers, then in conflict with the city's shipyards owners and the fed-

foul conditions shorten their lives and make their short lives miserable.”

When winter rains made work in the woods impossible, loggers settled in Seattle, sleeping in Skid Road's flophouses, seeking relief in its brothels and cheap

armed labor guard. Off the streets, Seattle was a festival – in Union halls, the co-op markets, the “feeding stations,” and neighborhood centers where workers and their families gathered.

On Saturday there was a dance. And a massive rally in Georgetown – the crowd was so large that the building, “settling,” had to be evacuated. And in all these places the strike was the topic. It was analyzed, criticized, extolled, and debated. Thus, when these workers representatives packed the rowdy, emotion-filled Strike Committee meetings they came prepared – they were making history and they knew it.

MADE THEIR POINT

The *Seattle Star* asked, “Under which flag – the red, white, and blue or the red?” The *Seattle Times*, hysterical, appealed for federal soldiers. The Mayor, Ole Hanson, well-knowing this was not the case, proclaimed a revolution underway. The conservative AFL joined in, denouncing the strikers and sending out staff from the East and Midwest in the hundreds.

The strike lasted through the weekend, five working days. Then singly, then in small batches, Unions began returning. On Tuesday, the strike was pronounced off. Still, solidarity ruled, an accomplishment of great pride. Seattle's Unions remained “strike prone,” co-ops flourished, and the *Union Record's* circulation surpassed 100,000. The shipyard strike, however, lasted into the spring; dissipating as the authorities held fast.

Much is made of this, the splintering of the strikers. Duncan would have preferred all to go back together, but the truth was that there were many who favored staying out. Still, the rank and file, the majority, felt they had made their point.

“We did something in this strike which has never been done before,” explained Ben Neuman of the Hoisting Engineers, a leader of the Strike Committee.

How to assess this? The *Times* pronounced, “The Revolution Is Over.” Samuel Gompers at the AFL joined in extolling the “revolution” defeated; he praised his emissaries and pledged to rid the Unions of the radicals. But it had not been a revolution nor was it intended to be one. It was a strike to support the shipyard workers, though a very radical strike.

Seattle's workers, their Unions intact, would live to fight another day. And Max Eastman, the Greenwich Village intellectual, spoke for many when he judged that the strike had “filled with hope and happiness the hearts of millions of people in all places of the earth... you demonstrated the possibility of that loyal solidarity of the working class which is the sole remaining hope of liberty for mankind.”

Cal Winslow is the author of *Seattle General Strike: The Forgotten History of Labor's Most Spectacular Revolt*, forthcoming from Verso in May, also *Labor's Civil War in California*. He is editor of *E.P. Thompson and the Making of the New Left*.

This article was published on January 27 in The Stand.



eral government's U.S. Shipping Board, which was still enforcing World War I wage agreements.

Seattle's Central Labor Council, representing 110 Unions affiliated with the American Federation of Labor (AFL), called the strike. The Council's newspaper – *The Seattle Union Record* – reported 65,000 Union members on strike – a general strike, the first in the U.S. Perhaps as many as 100,000 people participated.

The strike rendered the authorities virtually powerless – there was indeed no power that could challenge the workers. There were soldiers in the city, and many more at nearby Camp Lewis, not to mention thousands of newly enlisted, armed deputies – but to unleash these on a peaceful city? The regular police were reduced to onlookers; the generals hesitated.

A WORKING-CLASS DESTINATION

Seattle in 1919 was a city of 300,000. A prosperous and progressive city, it had women's suffrage, prohibition, and planning. Its prosperity was built largely on its port and its state-of-the-art municipal piers. Seattle was terminus of the northern railroads, gateway to Alaska, and two days closer to China than its rival, San Francisco.

Seattle from the start was a working-class destination. Free-thinkers and utopians had encamped nearby in the 1890s, intent on founding an industrial democracy. Socialists, including Eugene V. Debs, had encouraged settling in Washington, then “the most advanced” U.S. state.

Seattle's Unions were allies of reform. They supported women's suffrage, were divided on prohibition, and endorsed public ownership of markets and laundries. Many demanded workers' control of the shipyards. Nevertheless, they shifted to the left in the 1910s, driven by conflict with employers and in keeping with the new syndicalism, a radical trade unionism based on workers' power on the job, and the national strike wave that began and intensified during the war.

The city's Unions were led by socialists, including the Central Labor Council and the powerful Metal Trades Council, but most other Unions as well. They were advocates of industrial unionism. Seattle was also home to the *Industrial Worker*, the western paper of the Industrial Workers of the World (IWW). It became the basecamp for radical workers throughout Washington and Alaska, as well as Oregon and the mining towns of Montana.

When the U.S. Commission on Industrial Relations met in the city in 1914 for five days of hearings, Wisconsin labor specialist John R. Commons attended, observing that in Seattle he “found more bitter feeling between employers and employees than in any other U.S. city.”

AN EXPLOSIVE MIX

Western Washington's timber industry dominated the regional economy, and in few industries was conflict more intense. IWW organizer James Thompson testified before the Industrial Relations Commission that the loggers “breathe bad air in the camps. That ruins their lungs. They eat bad food. That ruins their stomachs. The

Wobblies murdered in the Everett Massacre. Still, the IWW fought on. In June 1917, 50,000 loggers and mill workers struck, ultimately winning the eight-hour day. In the city, Labor Council Secretary James Duncan called 1917 “a red-letter year in the history of organized labor. A dozen new Unions have been organized and all of Seattle's Unions are flourishing.” These included large numbers of women workers – telephone “girls,” laundresses, and hotel maids. Organized labor grew by 300 percent in that year alone.

NO ONE WENT HUNGRY

In 1919, then, the war behind them, Seattle's workers were well organized and itching for a fight. It was a city, wrote Anna Louise Strong, who became a mainstay at the *Union Record* during the time of the strike, “divided into two hostile camps.” Class lines had hardened.

The general strike as tactic was widely identified with the IWW. Yet the Labor Council had used the threat of a general strike half a dozen times as a bargaining chip in fights for wages and benefits, as well as in its insistence that the closed shop prevail. But for Kate Sadler, Seattle's best-known socialist, the workers' “Joan of Arc,” the general strike was about far more – the power of workers to transform society: “We will progress to the full knowledge that no man is good enough to be another man's master. That the private ownership of things used in common must go, and social ownership take its place.”

When shipyard workers, on strike since January 21, appealed to the Labor Council for support, there was no opposition to speak of. The Unions' workers elected the strike's leadership, a committee, 300 strong, comprised largely of rank-and-file workers. They in turn elected an executive committee. These bodies ensured the health, the welfare, and the safety of the city.

Garbage was collected, the hospitals were supplied, babies got milk, and people were fed, including some 30,000 a day at the strikers' kitchens. There may have been no other time, before or since, when no one went hungry in the city.

The streets were safe, rarely safer – patrolled by an un-



Seattle General Strike participants leaving the shipyard after going on strike, 1919

ILWU blasts plan to automate Los Angeles marine terminal

A plan by the Maersk subsidiary APM Terminals (APMT) to “test and ultimately accommodate” automated equipment at Pier 400 in the Port of Los Angeles is getting pushback from the International Longshore and Warehouse Union (ILWU).

At a meeting of the Los Angeles Board of Harbor Commissioners on January 24, Mark Mendoza, President of Local 13 of the ILWU, complained Denmark-based Maersk was a “foreign company coming in here to displace workers” and that “automation is not good for community, is not good for labor, is not good for America.”

Limited information on APMT’s plans was available. APMT said that it had originally planned to discuss a coastal development permit to “perform light civil engineering work that adds electricity, battery charging stations, refrigerated racks” at Pier 400 at the meeting. It added the permit would allow the company to “ultimately accommodate electric, eco-friendly, self-guided straddle carrier container handling equipment at the facility.”

APMT said the equipment would be tested on a section of Pier 400 it had leased to California United Terminals (CUT) before Hyundai Merchant Marine shut down the CUT operation in 2017.

In a letter to customers, APMT explained its work was “necessary to ensure Pier 400 is compliant with the upcoming California Air Resources Board (CARB) regulations and Clean Air Action Plan (CAAP) that mandate zero to near-zero emissions from all container-handling equipment by the year 2030. As part of this regulation, APM Terminals must submit their plan this year explaining how we will achieve compliance.”

Discussion of the permit was pulled from the meeting agenda, but Harbor Commission President Jaime Lee allowed comments from the audience because of the large number of speakers who had showed up for the meeting. ILWU members held a protest outside the port’s headquarters where the meeting was held.

Mendoza said APMT wanted to install machinery that would replace work done with utility tractor rigs, trucks with specialized chassis commonly called “bomb carts” or UTRs, that shuttle containers on terminals and which are driven by ILWU members. He said the change would affect thousands of workers – not only those at the terminal, but those in the community who depend on spending by dockworkers.

Ray Familathe, former International Vice President of the ILWU, said APMT plans to purchase about 130 automated hybrid straddle carriers. He said the same equipment that the company is planning to acquire could be equipped with cabs so that longshoremen could retain their jobs.

“We represent humans, not robots, and humans need employment,” he said.

“Robots are a loss to the community. Robots that APMT wishes to put to work out there on Pier 400 don’t shop in the local community, they don’t pay city or state taxes, they don’t vote for politicians. In fact they don’t do anything except create revenue for the company that chooses to make the capital investment.”

He also said that the use of straddle carriers would limit the height at which container could be stacked to three high and asked how the port would be able to cope with higher volumes.

Tom Boyd, a spokesman for APMT, said the company has been in discussions with the Union for a year about its plans for the terminal and said testing of equipment was needed to see how it performs. He said it was premature to discuss the equipment it plans to eventually install at the terminal or how many jobs might be affected.

He also noted that there are two highly automated terminals operating in Southern California – the Long Beach Container Terminal (LBCT) in the Port of Long Beach’s Middle Harbor and TraPac’s terminal at Berths 136-147 in the Port of Los Angeles.

Familathe said there has been 70% job loss at other automated terminals such as the LBCT.

“I’m tired of listening to global terminal operators. . . . It’s about labor, saving labor costs, and part of your port master plan is providing employment opportunities to the local community,” said Familathe.

Mendoza thanked the commission for delaying action on the permit. “Let us figure out some sort of solution here. If we have to meet with them, so be it, let’s meet, but do not displace these workers.”

Joe Gasperov, President of ILWU Local 63, which represents marine clerks, said, “There are other options to keep people employed” and still meet the port’s environmental goals.

Gary Herrera, Vice President of Local 13, accused APMT of “trying to get rid of us, the working class. . . . This is a direct strike against not only our labor but our community.”

APMT noted that there are “already two container terminals in the Port of Los Angeles/Long Beach operating that use automated equipment – and the ILWU labor contract clearly allows container terminal operators to introduce technology into their operations.”

In addition to the Long Beach Container Terminal, which uses automated guided vehicles and automated stacking cranes, the TraPac terminal in the Port of Los Angeles uses automated straddle carriers and automated stacking cranes.

Costa Concordia remembered

January 13 marked the seventh anniversary of the sinking of the cruise ship *Costa Concordia* off the Tuscan island of Giglio in Italy.

In a maneuver described in court as a “salute” to a retired cruise line commodore, Captain Francesco Schettino brought the *Costa Concordia* close to the island; she hit a rock, tearing a long hole in her side. Flooding disabled the main engines and she drifted in to shore, eventually coming to rest on the rocks. The shipwreck set off a chaotic evacuation of 4,229 passengers and crew, and 32 people died.

In 2015, Schettino was convicted of multiple counts of manslaughter and sentenced to 16 years. Investigators severely criticized his handling of the disaster, accusing him of delaying evacuation and abandoning ship before all the passengers and crew had been rescued.



February 14, 2019

Hon. Rob Bonta

Hon. Nancy Skinner

Hon. Buffy Wicks

California State Assembly
State Capitol

California State Senate
State Capitol

California State Assembly
State Capitol

OPPOSE - Potential Legislation to Further Relax Environmental Protection Laws for Oakland A's Stadium Project at Howard Terminal

Dear Senator Skinner, Assemblymember Bonta, and Assemblymember Wicks:

Our diverse coalition of business, environmental, labor, maritime and shipping stakeholders strongly urge you to avoid the introduction of any bills which would further erode the state environmental laws that apply to a stadium project at Howard Terminal in the City of Oakland.

Our coalition would OPPOSE any legislation relaxing the environmental laws that apply to the construction of a stadium project at Howard Terminal. These include all of the following:

- Changing BCDC Protections for Bay Developments. We OPPOSE any reduction of the oversight by, jurisdiction of, or planning and permitting requirements of BCDC. BCDC must retain its full discretion over permit requirements for activities within its jurisdiction, as well as the adoption of findings and amendments to the Seaport Plan, to justify public benefits of the projects at Howard Terminal and around the San Francisco Bay. This oversight is critical for protecting limited Bay resources.

- Eliminating Public Trust Protections for State Tidelands. We OPPOSE any reduction or removal of the oversight, control, or application of the public trust to the state tidelands at Howard Terminal. The Legislature should not tie the hands, or in any way limit the authority, of the State Lands Commission (SLC) to conclude when waterfront projects are inconsistent with the Public Trust. Such a move would also be a drastic departure from how the Legislature and relevant regulatory authorities handled similar past questions about altering the Public Trust to accommodate new development.

- Undermining Existing Hazardous Materials Restrictions on Howard Terminal. We OPPOSE any legislative efforts to undermine the authority of the Department of Toxic Substances Control (DTSC) to enforce the existing Deed Restrictions on Howard Terminal. Howard Terminal is currently identified as a significantly-polluted hazardous materials site. The DTSC has concluded that the only use for the property that does not present an unacceptable threat to human safety or the environment is when the site is capped and undisturbed in its current use as a marine terminal, and housing and other development on this site are explicitly prohibited. The legislature should avoid playing politics with the existing DTSC restrictions.

- Further Degrading CEQA Obligations at Howard Terminal. We OPPOSE any further attempts to remove or minimize

CEQA obligations from the Oakland A's for their proposed stadium project. The proposed project has already significantly exceeded the physical scope and boundaries of the Howard Terminal location, and the project sponsors have expanded the scope of their EIR beyond what was described to the Legislature in AB 734. Additional exemptions are not justified and would set a dangerous precedent for the state's cornerstone environmental protection law.

The Legislature already passed AB 734 for this location and should not give any additional passes on the environmental obligations and scrutiny applicable to a potential baseball stadium and significant housing and commercial project at this site. These important and long-standing safeguards exist to protect significant State and public priorities, including the protection of public health, conservation of the San Francisco Bay, and preservation of protected wildlife. Any legislation that undermines these safeguards not only poses immediate public risks, it opens a Pandora's Box for the future erosion of critical environmental protections and presents threats to ongoing waterfront investment in the coming years.

It is in the best interests of the State, the Bay, and the public that the existing protections in law, and the authorities vested in the state agencies that police them, be maintained and enforced when or if the Oakland A's stadium project at Howard Terminal progresses through its entitlement processes.

Sincerely,

Agriculture Transportation Coalition
American Waterways Operators
California Trucking Association
Customs Brokers and Forwarders Association of Northern California
Golden Gate Audubon Society
Harbor Trucking Association
Inlandboatmen's Union of the Pacific
International Longshore and Warehouse Union – Locals 6, 10, 34, 91
Marine Engineers' Beneficial Association
Marine Firemen's Union
Pacific Merchant Shipping Association
Sailors' Union of the Pacific
Save the Bay
Schnitzer Steel Industries, Inc.
Sierra Club - California
Sierra Club - San Francisco Bay Chapter
Transportation Institute

Vitamin D: the dose doesn't matter

Low blood levels of Vitamin D are tied to bone loss that can lead to falls and fractures. But taking Vitamin D supplements in high doses showed no benefits over low-dose Vitamin D, a randomized trial found.

The study, in *The American Journal of Clinical Nutrition*, included 379 British men and women whose average age was 75. They were divided into three groups and given monthly doses of Vitamin D, equivalent to 400, 800 and 1,600 IU a day; there was no placebo group. The groups were well matched at the start for Vitamin D blood levels, bone mineral density, height, weight, blood pressure and other factors.

Blood levels of Vitamin D increased in all three groups in proportion to the dosage. But there was no difference between the groups in changes in bone mineral density, number of falls or number of fractures caused by osteoporosis. At the same time, there were no dose-related adverse events.

It is possible that all three doses limited bone loss, but without a placebo group, that cannot be certain.

"People over 70 should assure they get adequate exposure to Vitamin D," said the lead author, Dr. Terry J. Aspray, a senior lecturer at Newcastle University. "In temperate climates, where we don't synthesize it for several months, they may need to take supplements. But the arguments for high-dose supplements aren't supported by this study."

Pirates release six mariners kidnapped from container ship in Gulf of Guinea

Pirates have released six Russian seafarers kidnapped from the containership *MSC Mandy* during an attack off the coast of Benin last month.

The Panamanian-flagged *MSC Mandy* with 24 crew members onboard came under attack by armed pirates on January 2, as it was underway approximately 55 nautical miles south of Cotonou, Benin. Following the attack, six crew members including the captain were reported missing. The remaining crew sailed the ship to a safe port.

Russia later confirmed that all six seafarers abducted were Russian nationals.

According to data from the International Maritime Bureau's (IMB) Piracy Reporting Centre, the Gulf of Guinea saw a surge in pirate attacks in 2018. During the year, the IMB recorded six hijackings, 13 ships fired upon, 130 hostages taken, 78 seafarers kidnapped for ransom, making the region one of the most dangerous places on earth for ships and crews.

Membership and Ratings Committee

The Committee met on February 8, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Larry Davis, Jr. 19602	1 Year	O.S.	B
Tynan Moeller 19603	1 Year	O.S.	B
Glenn Milla 19604	1 Year	O.S.	B
Toney Sawyer 19605	1 Year	O.S.	B
Kanoa Wilson 19606	1 Year	A.B.	B
Ruben Maglinte 19607	1 Year	A.B.	B
Ali M. Ali C2772	30 Days	A.B.	C
Donald Hatch C2773	30 Days	O.S.	C
Christian Fonseca C2774	30 Days	A.B.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Janan Johair #4239, Terrence Lane #4107 and Graham Sharpe #1955.

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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West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes

February 2019

Member Assistance Program

The Member Assistance Program is a confidential, professional resource that is provided by your Trust Fund. It includes a staff of counselors, psychologists and other professionals to help Members and their dependents resolve personal problems. The services are provided by Human Behavior Associates, Inc.

Human Behavior Associates is a private firm that specializes in providing employee counseling and assistance programs. The staff includes psychologists, clinical social workers, marriage and family therapists and addiction counselors.

All contact between employees and the Member Assistance Program is strictly confidential. Your Trust Fund has contracted with Human Behavior Associates to provide a specific number of no-cost counseling sessions. For continued treatment, you will be referred to your medical plan. Be sure to enroll in a medical plan. There may be charges for continued treatment.

To request help call 1-800-937-7770 or collect at 707-747-0117. The help line is available 24 hours per day. The program staff will refer you to the appropriate resource for your issues. You will be referred to local counselors and treatment centers, self-help programs and other sources for immediate assistance.

You can also contact Human Behavior Associates, Inc. on line at www.callhba.com.

A copy of the brochure is available in the *West Coast Sailors* website under the SUP Welfare Plan tab.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Gina Jew, Claims gina@marinerbenefits.org

Training Representative Berit Eriksson 206-551-1870

berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street, #415, San Francisco, CA 94107

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

SIU-PD Pension 415-764-4987 SIU-PD

Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Court rules "on call" workers must be paid

Employees who are required to stay "on call" before the start of a possible work shift—phoning their employer two hours before the shift to learn whether they're needed—are entitled to be paid for that two-hour period regardless of whether they're called in to work, a state appeals court ruled this month.

In a 2-1 decision with potentially broad impact, the Second District Court of Appeal in Los Angeles said on-call employees are protected by a 1943 California Industrial Welfare Commission wage order, still in effect, that entitles employees to "reporting time pay" as soon as they are required to report for work.

The employer in this case, a retail clothing store, argued that the law mandated payment only for the hours an employee was required to report at the workplace. But the appeals court said the law also protects employees who are required to report in by telephone, committing their time to the employer.

Workers facing on-call shifts "cannot commit to other jobs or schedule classes during those shifts," must make child care arrangements and have to give up time for recreation or socializing, said Presiding Justice Lee Edmon in the majority opinion. By contrast, she said, "unpaid on-call shifts are enormously beneficial to employers," who can maintain a "large pool of contingent workers" and pay them only if they need them.

The ruling is "a great victory for employees," said Patrick McNicholas, a lawyer for the sales clerk who filed the suit after being denied pay for time spent on call. McNicholas said many retail stores and restaurants follow a similar practice.

There was no immediate comment from lawyers for Tillys, the clothing store in Torrance (Los Angeles County) where the clerk worked in 2012. The apparel chain Abercrombie & Fitch filed arguments supporting Tillys.

Tillys, based in Irvine, requires employees with on-call shifts to call in two hours before the shift would start and disciplines those who call in late or not at all, with potential firings for three violations.

The appeals court agreed with the employers that, when the 1943 "reporting time" wage order was written, employees reported to work by showing up at the workplace. But the court said the law was not drafted narrowly and must be interpreted in light of changing realities and technology.

For example, Edmon said, a 1978 state law that allowed members of a nonprofit mutual benefit corporation to copy other members' "names and addresses" was interpreted by a state appeals court in 2010 to allow copying of email addresses as well.

Employers are requiring their employees to "report to work" when they mandate call-ins two hours before the start of a possible work shift, the ruling said. It said requiring pay during call-in time encourages employers "to accurately project their labor needs and to schedule accordingly," and to "partially compensate employees for the inconvenience and expense associated with making themselves available to work on-call shifts."

So much for the labor movement's funeral

By Dana Milbank

Something funny happened on the way to the labor movement's funeral.

When Justice Samuel A. Alito Jr. and his antilabor colleagues on the Supreme Court handed down the *Janus v. AFSCME* decision last June, unions braced for the worst. The American Federation of Teachers expected it might lose 30% of its revenue after the high court gave public-sector workers the right to be free riders, benefiting from union representation but paying nothing.

Instead, the 1.7 million-member union added 88,500 members since *Janus* — more than offsetting the 84,000 “agency-fee payers” it lost because of the Supreme Court ruling. And the union has had a burst of energy. There has been a surge of high-profile strikes by teachers' unions in West Virginia, Oklahoma, Arizona, Los Angeles and elsewhere. Rallies, pickets and local campaigns mushroomed by the hundreds. The union has tallied 11 organizing wins since *Janus*, tripled its “member engagement” budget from 2014 and nearly doubled the number of voters it contacted in 2018.

“Alito put his thumb on the scales of justice for the anti-union ideologues,” says Randi Weingarten, President of the American Federation of Teachers. “It was a wake-up call to everyone. Everybody got engaged.”

Labor leaders ought to thank Alito and send chocolates to the Koch brothers for bankrolling the anti-union court case. Their brazen assault, combined with President Trump's hostility toward labor, has generated a backlash, invigorating public-sector unions and making a case for the broader labor movement to return to its roots and embrace a more militant style.

Unions had become ossified, serving as member-service organizations that offered workplace representation and collective-bargaining assistance but not much fire. Now, the existential threat posed by *Janus* hasn't materialized — membership has held steady — and, instead, has spurred a renewal of activism.

The American Federation of State, County and Municipal Employees (AFSCME) feared it could lose 30% of its revenue. Instead, the AFSCME reports that for every member becoming a free rider since *Janus*, it has gained seven new members. It has continued to notch organizing wins (220 since July 2016, resulting in more than 22,000 newly organized members). It has also trained more than 25,000 activists over the past three years to spread the union gospel.

“Folks were writing our obituary. They thought this was going to be our death knell. They failed,” Lee Saunders, AFSCME's president, crows. “They overreached. Now we've got the momentum. We're organizing like never before.”

Back in February, when the case was argued, I suggested the justices beware

the unintended consequences of their actions, lest they revive labor militancy. Alito expressed no such worry. In his scornful majority opinion that jettisoned decades of precedent, he dismissed the “loss of payments” that would be “unpleasant” for unions.

Now, in the wake of *Janus*, we see that there wasn't as much anti-union sentiment in the workforce as right-wing groups supposed. Many of the agency-fee payers, the ones whose free speech was allegedly compromised because they were “forced to subsidize a union,” as Alito put it, have become full members of unions instead of quitting. AFSCME reports that 310,000 former agency-fee payers have converted to full membership since 2014. (The anti-union plaintiff in the AFSCME case, Mark Janus, who before the ruling said “I love my job,” quit his state-government job right after the decision and joined a conservative think tank.)

Rank-and-file members, meanwhile, perceiving the threat to the union, have become more aggressive in recruitment. Workplace units have organically launched everything from social media campaigns and town-hall meetings to civil disobedience and full-blown strikes. And union bosses (who had years to prepare while *Janus* and a predecessor case worked their way through the courts) redirected resources from member services toward organizing, engagement and high-impact community campaigns.

The overall result: Instead of the feared 30% drop in membership, public-sector unions held their own in 2018, the Bureau of Labor Statistics reported last week. There was a total decline of just 83,000, or 0.7%.

Labor is still a long way from healthy, and more legal threats could blunt the renewed momentum. Lawsuits attempting to force unions to refund agency-fee payers retroactively could be ruinous. But the renewed energy following *Janus* points the way forward for labor: Success is to be found not in reinvention but in returning to its combative origins.

“The Koch brothers and their team ... expected us to hide under the bed and shake in our shoes,” Lily Eskelen Garcia, President of the National Education Association (NEA), tells me. Instead, “We stood up on soapboxes and stages and painted picket signs.”

The NEA had projected a loss of as many as 200,000 members, based on previous drop-membership campaigns. Instead, the three million-member union is actually up 13,935 members year-over-year — and the increase in membership among new teachers is particularly encouraging.

Credit the Kochs, and Alito, for that. Says Garcia: “They shook us out of some complacency.”

Editor's Note: This article was published in the Washington Post on January 28.

USS Chung-Hoon makes five-ton drug bust in Gulf of Aden

The destroyer *USS Chung-Hoon* has made her second major narcotics bust in a month in the Gulf of Aden. On January 24, her visit, board, search and seizure (VBSS) team discovered and seized 4.7 tons of hashish during a flag verification boarding.

The suspect vessel, a wooden dhow, was determined to be stateless during the boarding. In keeping with standard practice on the high seas, the vessel and its crew were allowed to depart after the narcotics were confiscated.

It is the second such interdiction that the destroyer has completed within a month. The *Chung-Hoon* seized over 5,000 kilograms of hashish from a dhow in the same region on December 27, 2018.

“What I'm most proud of is the synergy between our information, operations and boarding teams that allowed us to complete the mission,” said Commander Brent Jackson, commanding officer of the *Chung-Hoon*. “This crew was on station, ready to roll at sunrise to complete the task of interdicting contraband.”

The *Chung-Hoon* is on patrol in the Gulf of Aden with the amphib *USS Fort McHenry*, and interdicting illicit drug shipments into Yemen and Somalia is a part of her mission. The proceeds from these smuggling operations often fund terrorism and other illegal activities, according to the Navy. A large share of the world's hashish supply originates in Afghanistan, and the Taliban is among the groups involved in its production and sale.

The *USS Chung-Hoon* is named after Rear Admiral Chung-Hoon, a decorated commander in WWII and the Korean War. He was also the first admiral of Chinese-Hawaiian ancestry in the U.S. Navy.

Hong Kong's port loses more market share to its neighbors

With volumes driven down by the ongoing trade war and strong regional competition, Hong Kong has fallen to seventh place on the list of the world's busiest ports, according to Bloomberg. As recently as 2016 it was ranked sixth, and it is the first time in 40 years that it has fallen to the current level. It may lose its seventh-place spot to Guangzhou as early as this year.

The other competitors at the top of the list are all located in East Asia, and most of them are in mainland China. These include the megaports of Guangzhou and Shenzhen, both located next door to Hong Kong, along with Shanghai, Ningbo-Zhoushan and Qingdao.

Hong Kong was at the top of the list until 2004, but it has been falling down the rankings ever since. Regional competitors continue to see strong growth, but its own volumes are in decline.

Shanghai, which has invested billions in high tech terminal expansion projects, is currently the busiest port in the world. Its latest projects are located on an island, far from any neighbors. The port of Guangzhou, just 50 miles from Hong Kong, has opened a giant container terminal in an industrial area in Nansha, and it has seen rapid traffic growth in recent years. By comparison, Hong Kong has not added a new terminal in more than a decade, and any potential expansion would have to compete with demand for commercial development along the waterfront.

In response to the market pressure, Hong Kong's private terminal operators have formed a consortium to coordinate the management of their facilities. Leading operator Hong Kong International Terminals — a division of Hutchison — has implemented a salary freeze in order to control costs. But as regional competitors pile on more infrastructure investment — like Singapore's 65 million TEU terminal at Tuas, which will open in phases over the coming decades — it may prove challenging for Hong Kong to regain pole position.

Russian navy deploys nauseating “dazzles” on frigates

The Russian Navy is deploying a new class of nonlethal weapon that “dazzles” opponents with “visual optical interference,” making it difficult or impossible to take aim with small arms or other weaponry.

Ruselectronics' new 5P-42 Filin (“Eagle Owl”) dazzler will be mounted on two frigates, the *Admiral Gorshkov* and the *Admiral Kasatonov*, and two more frigates now under construction will be similarly fitted out. Each vessel will receive two units.

Testing on Russian volunteers reportedly shows that the system can interfere with eyesight — temporarily and reversibly — at a range of up to three miles. In testing, half of the volunteers reported dizziness and nausea after exposure, and another 20% said that they saw a “ball of light” moving in front of their eyes. The Filin system weaponizes these effects in order to “deprive criminals of an opportunity to provide accurate fire,” according to Ruselectronics.

Russian state media reports that the device works by modulating the brightness of the light emitted with “low-frequency oscillations.” In another mode, which incorporates high frequency oscillation of infrared light, the system can reportedly interfere with night vision, infrared laser rangefinders, anti-tank missile guidance systems and other sensor devices.

Ruselectronics is building a smaller, portable version to support ground troops and special operations. The U.S. and UK militaries have deployed smaller rifle-mounted laser dazzlers for special nonlethal circumstances, including vehicle checkpoint enforcement in Iraq and Afghanistan.

**SUPPORT FOOD FOR PEACE
BY SUPPORTING THE
SUP POLITICAL FUND**



SUP PRESIDENT'S REPORT

February 11, 2019

SUP ELECTION

In accordance with the provisions of the SUP Constitution, the two-month, secret-mail triennial balloting for SUP officers concluded on February 1, with the tallying of the ballots at Headquarters and the certification of the election by the Impartial Balloting Agent (UniLect Corporation) under close observation by the SUP Balloting Committee (Robert Reed #3203- Chairman, Haz Idris #888, Janan Johair #4329, Ron Reed #3188 and Sam Worth #19320) and rank-and-file observers.

The election results were then sent to all SUP halls and posted in accordance with the Constitution.

It should be noted that voter turnout was 59% of those eligible to cast ballots. This is an improvement over the last election in 2016 when only 50% cast ballots. It should also be noted that the cost of the election was \$8,775.75.

Congratulations are in order for those elected: Dave Connolly, as the new President/Secretary-Treasurer and Matt Henning, as the new Vice President/Assistant Secretary-Treasurer. The re-election of Seattle Branch Agent Brendan Bohannon, Wilmington Branch Agent Leighton Gandy, Honolulu Branch Agent Mike Dirksen and San Francisco Business Agent Roy Tufono, is a testament to the outstanding work they have accomplished on behalf of the membership.

Brother Connolly, succeeding the late Duane Hewitt, has been my right-hand man for the past 19 years as an active partner in bargaining with all companies under contract, as a Trustee of the SUP Welfare Plan, as an alternate Trustee of the Pacific District Pension Plan and all other challenges the Union has faced. In addition, he has assumed responsibility for coordinating the complicated dispatch process for government vessels as well as overseeing the training for those vessels.

Urge all hands to support Brother Connolly when he relieves the wheel on March 1, as well as all other officers of the Union.

AMERICAN PRESIDENT LINES

The Unions that comprise the SIU Pacific District (SUP, MFOW, SIU-Marine Cooks) have repeatedly requested that APL produce a Memorandum of Agreement covering the period from October 1, 2018, through September 30, 2020. The company finally responded that a document should be ready by the end of the month.

In the meantime, refer to the October 2018 issue of the *West Coast Sailors* as to what was agreed to between the parties.

MATSON NAVIGATION COMPANY

Contacted the company regarding when the crew would be called for the Aloha-Class container ship *Kaimana Hila*, under construction at Philly Shipyard. Matson is planning for the end of March pending successful sea trials.

This vessel is the sistership of the *Daniel K. Inouye* and is expected to be on the same run: Oakland, Long Beach and Honolulu.

FOSS MARITIME COMPANY

At the request of the company, met on February 8 at Headquarters. Representing the Union was Vice President Connolly, San Francisco Business Agent Roy Tufono, Vice President-elect Henning and your secretary. In attendance for the company was Henry Palmer, General Manager, San Francisco Bay; Matt Barrett, Tank Barge Supervisor; and Laura Rosenberg, Marine Personnel Manager.

As the membership knows, the SUP and the Inland-boatmen's Union (IBU) have a jurisdictional sharing agreement in order for Foss to make the best use of its tug boats. The SUP's primary jurisdiction is bunkering while the IBU's is ship assist and tug escort.

The purpose of meeting was for Foss to state that since October the SUP has done 300 hours of IBU work and that the imbalance needed to be corrected. The Union requested additional documentation to verify the company's claim. However, the company did not propose a solution so further meetings are likely.

Foss also raised the issue of equipment usage – both tugs and barges – in light of new international regulations that will significantly reduce bunker fuel sulfur content on January 1, 2020. The sulfur cap could impact the Foss bunkering operation the company speculated, depending on vessels installing ship stack exhaust scrubber technology.

In accordance with the 2016-2020 Agreement with Foss, covering its bunkering operation in San Francisco Bay, wage and overtime rates will increase by 2.5% on March 1.

PATRIOT CONTRACT SERVICES

In January of last year (see the February 2018 *West Coast Sailors*), Patriot notified the Union that it was bidding on a Military Sealift Command solicitation for the operation and maintenance of the Expeditionary Transfer Dock vessels *USNS John Glenn* and the *USNS Montford Point*.

Patriot notified the Union on January 28, that the vessels were awarded to Ocean Ships.

HOWARD TERMINAL

At the request of IBU President Marina Secchitano and ILWU Local 10 President Melvin Mackay, attended a meeting at ILWU Local 34 on February 8, to discuss the tentative plan for the Oakland Athletics to build a new stadium on the site of the Charles P. Howard Terminal on the Oakland waterfront.

All ILWU locals in the San Francisco Bay Area were represented. ILWU International Secretary-Treasurer Ed Ferris also attended. The MFOW, IBU, MM&P and MEBA attended as well as Captain Joe Long, Port Agent of the San Francisco Bar Pilots and John McLaurin, President of the Pacific Merchant Shipping Association (PMSA).

All those at the meeting agreed that Howard Terminal is a vital maritime industrial asset and not a suitable location for a sports complex. It was the unanimous consensus of all to stop the stadium to retain maritime activity and maritime jobs in Oakland.

[Editor's Note: A letter regarding this issue is on page 7.]

BANKING COMMITTEE

In accordance with Article XVII of the SUP Constitution, a Banking Committee shall be elected at today's Headquarters meeting.

The duty of the Banking Committee in accordance with Article XVII "...shall be to receive and receipt for any money ordered withdrawn from any savings account of the Union... for the payment of authorized current bills."

In accordance with the Constitution the President/Secretary-Treasurer is a member of the Committee. President/Secretary-Treasurer-elect Dave Connolly recommends that the balance of the Committee be comprised of Matt Henning, Roy Tufono, Terry Lane and Leo Moore.

The new Banking Committee will relieve last term's Committee on March 1.

HOLIDAYS

Presidents' Day: All SUP halls will be closed Monday, February 18, in accordance with the Agreements with APL, Foss, Matson and Patriot Contract Services. Due to the holiday, Branch meetings will be held Tuesday, February 19.

Washington's Birthday: This holiday is observed under the Agreement with Chevron Shipping Company and all Marine Personnel and Dispatchers employed by the San Francisco Bar Pilots on Friday, February 22.

AND FINALLY

It has been an honor to serve as your secretary for the past 29 years. Thanks to the support of the membership, the tenacity of the Union's officers both past and present and the first-class work of the dedicated support staff, represented by the Office & Professional Employees International Union, Local 29/Legacy Local 3.

Unity is our strength and a necessity for the passage ahead.

Steady As She Goes!

ACTION TAKEN

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

Gunnar Lundeberg

Wreck of first Japanese battleship sunk in World War II found near Guadalcanal

The crew of the *R/V Petrel*, the research vessel backed by the late Microsoft billionaire Paul Allen, has found the wreck of the *Hiei* – the first Japanese battleship sunk by U.S. forces during World War II. A Japanese research group announced that it had likely located the *Hiei* with sonar last year, but the *Petrel's* discovery appears to be the first find confirmed by ROV inspection.

The 1914-built *Hiei* was a Japanese battlecruiser, and she was one of the most heavily-armed ships of the era, with eight 14-inch guns and armor up to nine inches thick. *Hiei* served as one of the escorts for the carrier fleet that attacked Pearl Harbor in 1941, and she supported Japan's invasion of the Dutch East Indies in early 1942. Late that year, she was deployed to the Solomon Islands for the battle for control of Guadalcanal, and she participated in a fierce naval battle during an attempt to land Japanese troops on the island.

On November 13, 1942, as her convoy approached Guadalcanal, *Hiei's* superstructure was struck multiple times by the destroyer *USS Laffey* in a close-quarters

engagement. Shortly after, *Hiei's* steering compartment was hit by a shell from the cruiser *USS San Francisco*. *Hiei's* steering gear was disabled by the strike, and she circled slowly for another day as American B-17 bombers hit her repeatedly along with sorties of torpedoes. She sank on the night of the 14th with the loss of 188 crewmembers, becoming the Japanese Navy's first battleship lost in combat during the war. (Japan had already lost other warships, including all four of its large fleet carriers, but had not yet lost a battleship.)

According to the *Petrel's* team, the *Hiei* came to rest upside down in about 3,000 feet of water at a position northwest of Savo Island. The area is also known as "Ironbottom Sound" for the number of warships sent below during the Solomon Islands campaign.

Expeditions backed by Allen have resulted in the discovery of multiple wrecks from World War II, including the *USS Indianapolis*, *USS Ward*, *USS Astoria*, *USS Lexington*, the Japanese battleship *Musashi* and the Italian World War II destroyer *Artigliere*.

Air pollution on foreign-flag Carnival puts passengers at risk

An investigative report by Dr. Ryan Kennedy of the Johns Hopkins University Bloomberg School of Public Health claims that air quality on four Carnival Corporation ships can be worse than some of the world's most polluted cities including Beijing and Santiago.

The study was commissioned by the international environmental organization *Stand.earth*. The study measured ultrafine particulate pollution from multiple locations on four cruise ships, both in port and at sea over multi-day cruises. Ultrafine particles can have thousands of times more surface area than fine particles and are small enough to be inhaled into a person's lungs and move into the bloodstream, where they can cause higher rates of cardiovascular disease and asthma. Recent studies have suggested that ultrafine particles may be the most dangerous to human health, and that particulate matter from ship exhaust may be to blame for tens of thousands of annual deaths, claims the organization.

Stand.earth is urging Carnival Corporation to transition away from using heavy fuel oil to power its ships and immediately switch to a cleaner-burning fuel while installing filters to help reduce ultrafine particulate pollution. Ultimately, *Stand.earth* wants Carnival Corporation to transition away from fossil-fuel powered ships completely.

All four ships in the study have scrubbers installed that allow them to burn heavy fuel oil inside most of the North

American and Caribbean Emissions Control Areas. In California, where scrubbers are banned within 24 miles from shore, ships are required to switch to a cleaner-burning fuel.

"This report's continuous elevated readings indicate that even in California, where Carnival Corporation is required to switch to a cleaner-burning fuel, air pollution on board remains a serious concern," said Kendra Ulrich, Senior Shipping Campaigner at *Stand.earth*.

A 2017 study by the Nature & Biodiversity Union in Germany measured ultrafine particulate air pollution from cruise ship emissions on the Greek island of Santorini. This prompted the British Heart Foundation to issue advice telling cruise passengers to avoid standing in areas near or downwind from engine funnels.

The British TV Channel 4 Program Dispatches conducted an undercover study in 2018 in the U.K. This investigation examined ultrafine particulate air pollution on board a Carnival-owned P&O cruise ship. It found readings downwind of and next to engine funnels that were double that of central London. These air pollution fears fueled a fight against a new cruise ship terminal in London on the river Thames that would have brought up to 55 cruise ships per year to London. The ships would have to run their engines around the clock due to a lack of on-shore power. Plans for the new terminal were scrapped in November 2018 due to air pollution concerns.

Time running out for rescue as *Falls of Clyde* is put up for sale in Hawai'i

The fate of the historic *Falls of Clyde* is again hanging in the balance after the authorities in Hawai'i put the 140-year-old vessel up for sale following the collapse of deals to repatriate her to Scotland.

The last surviving iron-hulled, four-masted full-rigged ship, and the only remaining sail-driven oil tanker, has been berthed for more than a decade in Honolulu Harbor, where volunteers have cared for her.

The Friends of the *Falls of Clyde* and Scottish-based Save *Falls of Clyde* International were pinning their hopes on a deal to transport her back to Scotland to become a major tourist attraction on the *Clyde*, where she was built at Russell's Shipyard in 1878.

That original deal has fallen through and the Hawai'i Department of Transport Harbors Division, which impounded the ship in 2016, has asked for bids by February 28.

In December the ship sprang a major leak and there were fears she would sink

at her berth, but she has been stabilized after emergency repairs.

There is still hope that the ship can be brought back to Scotland. Friends of *Falls of Clyde* board members met with the Harbors Division administrator and the meeting was told that a grant for the project could be received and that Sevenstar Yacht Transport was still interested in moving the ship back to Scotland, "but it will be a couple of months to get scheduled," they said.

The Friends stated: "The Harbors administrators laid out three terms that must be met in order to reconsider the auction: Save *Falls of Clyde* International must have a signed and paid for contract with a carrier, a firm date for the move must be set before hurricane season begins June 1, and a plan to safely maintain *Falls of Clyde* until the move must be provided.

"While there is some optimism that all will come together, time is short."

**ATTEND
YOUR
MONTHLY
SUP UNION
MEETINGS!**

SUP member joins pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 140:

Knut T. Rasmussen, 65, Book No. 3175, joined SUP in 2010, 17 years seetime.

VICE PRESIDENT'S REPORT

February 2019

Manulani: Ziggy Kaczor relieved by Rudy Bautista as delegate. Running smooth on the China run. No beefs. Bosun Eli Wegger running the gang. See photo on page ?

Matsonia: Dale Gibson, delegate. Clarification on port prep and time back. Bosun Mark Pfaff handling the myriad problems of an old ship with skill and foresight. Injury under investigation.

Moku Pahu: Randy Cruz, delegate. Bosun Saher Ali running the gang.

Cape Hudson: Jonnell Hodges, delegate. Ongoing mission success reported by management. Individual restriction to ship investigated. Cape Orlando activation rumors unconfirmed. Actual proof of readiness not being sufficient, government test of Union crewing procedures in a tabletop exercise is scheduled for early March.

Texas Voyager: Brendan Craughwell, delegate. Clarification on membership status and the applicability of the Agreement to all unlicensed personnel in all three departments. On the grueling Pascagoula to Tampa run.

USNS Watson: Eduardo Rojas, delegate. Because of same-time dispatch associated with this ship's activation from ROS, present relief requests are now somewhat concentrated in a short period. As always, the Union strives to accommodate those requests as ordered, but members are aware that staggered relief procedures are in accordance with MSC contract requirements and normal good seamanship. Since late assignment relief requests can lead to problems, initiated test program of reporting all five-month mark SUP crew independent of job order status. The Union then will compel the job order from management.

USNS Soderman: Frank Duffin, delegate. Running smooth in the Northern Marianas Islands.

USNS Dahl: Charlie Wood relieved delegate John Pennings. Mission accomplished: no beefs.

President Eisenhower: Graham Gault relieved by Quentin Brown as delegate. Investigation of harassment claim in another department being handled by the Company. SUP investigation open and pending further review following management report.

President Truman: Janan Johair, delegate. Potable water investigation ongoing: persistent reports of rust in tap water and Union objections led to testing and technical clearance but demanded from management a piping and valve repair plan and timeline. Bottled water provisioning procedure reviewed and found adequate.

President Cleveland: Corey Burton, delegate. Responded to house heating problem: system adjustment resulted in immediate fix. Delegates are reminded to report quarters and all other problems first to the captain and advise Union following on board attempt at immediate dispute resolution.

President Wilson: Michael Weber, delegate. Clarification on time back, restriction, and washdown. Despite some improvements, shore leave in Korea still a problem. Shuttle access uncertain and walking through the terminal is though recommended by security is unsafe: pressing management again to ensure safe and reliable access to terminal gates.

Dave Connolly

Outward bound from Oakland



SUP gang in the President Truman, at Oakland #56, this month. From the left: Delegate Cosme Bigno, Bosun, Dave Frizzi, Graham Sharpe, Dennis Solijon, Thomas Cook and Janan Johair. The Truman is operated by APL and takes part of the Maritime Security Program.

SUP BRANCH REPORTS

SEATTLE

January 22, 2019

Shipping: 1 Patriot Boatswain and OS job filled by 2 B members. Matson called for 1 Standby Boatswain and 6 Standby AB's, filled by 3 A, 3 B, and 1 D card.

Registered: 4 A cards for a total of 11; 9 B cards for a total of 21; 0 C cards for a total of 2; and 1 D card for a total of 3.

Last month in a show of solidarity with our Brothers and Sisters that were shut out from work and pay at their Government jobs, Seattle SUP/MFOW members and our families joined the AFGE in a picket at Sea-Tac. As many of you now realize, these shutdowns have vast consequences and many of our members were left hanging with expired documents, and unable to renew. Those of us ashore have unprecedented free time and should spend some of it attending the picket lines of labor organizations in need. Some day we may need them to help us, and they will remember our efforts and answer the call. There is a solidarity sign-up list in the Hall for members that wish to join picket lines in the area. Name, a good phone number, and what shift you want. An injury to one is an injury to all!

As a direct result of our AFGE picket attendance the SUP was invited to an emergency labor roundtable at Congressman Adam Smith's office for the opportunity to share the pressing issues the shutdown was creating for our Union members. Berit Eriksson was dispatched to attend and brought to the table a host of concerns and unforeseen complications as a result of the Coast Guard being closed. It should be noted; Congressman Smith is the Chairman of the House Armed Forces Committee and since we were the only maritime Union present Sister Eriksson had his full attention. The Merchant Marine is the spearhead of the Armed

Forces and Congressman Smith was less than amused by the toll the shutdown was having on potential military readiness.

All members check your documents and renew early, especially since we never know when the Government will close again. If your papers have less than six months remaining, you'll be stuck here with me in the Hall until they are renewed.

*Brendan Bohannon
Branch Agent*

WILMINGTON

January 22, 2019

Shipping: Bosun: 7 AB; 10 AB/D; 8 OS/ STOS; 1 and Standby: 82 for a total of 108 jobs shipped.

Registrations: A:33 B:45 C:11 D:4

Ships checked

Maunalei, Daniel K. Inouye, R.J. Pfeiffer, Mokihana, Manukai, Manulani, Maunawili, President Roosevelt, President Truman, President Eisenhower, President Wilson, President Cleveland at Long Beach Container Terminal which is fully automated.

All ships sailing in and out running smooth; occasional clarifications. APL ships still working on proper washing machines, dryers, microwaves, coffee makers, previous appliances were incorrect voltages or destroyed in bad weather.

Shoreside Bosun Gary Gelfgren and the standby gang doing a great job.

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

Congratulations to all elected officials.

Leighton Gandy, Branch Agent

HONOLULU

January 22, 2019

Shipped the following jobs in the month of January: 1 Bosun return, 1 AB Day relief, 1 AB Day return, 2 AB Watch steady, 1 AB Watch return, and 2 OS Watch. The shipping jobs were filled by 4 A cards, 2 B cards and 2 C cards. Shipped 41 standby jobs. The standby jobs were filled by 2 A cards, 22 B cards, 11 C cards, and 6 D cards.

Registered in Honolulu: 5 A cards, 21 B cards, 8 C cards and 6 D cards.

Ships checked

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

APL Guam-no major beefs; *APL Saipan*-no major beefs; *USNS Charlton*-no major beefs; *USNS Watson*-no major beefs.

I represented the SUP at the Hawai'i Ports Maritime Council meeting, and the Hawai'i AFL-CIO Executive Board meeting.

Congratulations to the new and returning elected officials of the Sailors' Union of the Pacific. "Steady As She Goes".

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

Michael Dirksen, Branch Agent

BUSINESS AGENT'S REPORT

February 11, 2019

Mississippi Voyager- In at Richmond Long Wharf shift to anchorage for bunkers and then sailed for El Segundo. Picked up a load for San Pedro. In and out of port. It's hard to keep up with the maintenance work on this run without maxing out on STCW. What we need is to see about having a riding crew to keep up with the maintenance work. Romulo Racoma, Bosun, Terry Igot, Delegate.

Florida Voyager- According to Chevron shipping, the Florida Voyager is due back on the West Coast some time in the middle of February.

Texas Voyager- This ship is operating on the East Coast shuttling between Houston, Texas, and Pascagoula, Mississippi.

Daniel K. Inouye- In at Oakland #62. Last trip Matson's celebration and open house tours went on as schedule despite the stormy weather. The company set up huge tents on the dock with food, hula dancers and a live band for entertainment. Matson featured on a big screen the DK1's maiden voyage from the Philadelphia shipyard through the Panama Canal to the West Coast port of Oakland. Working on safety issues, non-skid walkways main deck along with other safety concerns. Joe Eckert, Delegate; Paul Fuentes, Bosun.

Manoa- In at Oakland #62. Last trip the Bosun and the delegate were called by the Captain to meet with the Chief Engineer and the 1st Engineer. Also in attendance was Matson representative, Brian Splain, to address jurisdictional issues. Topside wanted to send Sailors into the engine room to load or unload engine room parts.

After a lengthy discussion, it was clearly established that's NOT Sailors' work nor Sailors' jurisdiction. Sailed for Honolulu with Duke Maringer, Delegate; Isnin Idris, Bosun.

Matsonia- In at Oakland #62. We had a storage issues on the day of sailing with the Steward Department after taking voyage stores the day before. Along with the MFOW delegate, I was able to meet with Captain Nolls to address the issue. He was quick to rectify the problem. Dale Gibson, Delegate. Teofilo Rojas, Bosun.

Mahimahi- In at Oakland #62. Short stay in and out trying to get back on schedule on the Northern triangle running smooth with Mike Worth, Bosun and Mark Relajo, Delegate.

President Truman- In at Oakland#56. Continue to have an ongoing issue with rusty water in the ships system. The company provides bottled water which is not acceptable. This is a health and safety concern that needs to be addressed. APL is long over due to make this right. Sailed for the Far East with Cosmo Bigno, Delegate, Dave Frizzi, Bosun.

President Kennedy- In and out Oakland #56. Sailed for the Far East with no beefs. Jennifer Corner, Delegate, Dave Ibarra, Serang.

President Wilson/President Eisenhower- Checked in with these ship with little or no beefs.

Cape Orlando- Keep up with maintenance work ready to activate if needed. Jim Linderman, Bosun.

Admiral Callaghan- Routine with the Gang in good hands with Robert Leeper, Bosun.

Cape Horn- Keeping up on the Maintenance work ready to be activated Cody Clark, Bosun.

San Francisco Bar Pilots- In good hands with Leo Moore, Dock Bosun, Big Mike Koller, Delegate.

If your documents are less than six months its time to renew. Members when submitting documents for up grade please send only Copies after the reviewing process we shred all documents.

Helped in the front office and dispatch.

Roy Tufono

Dispatcher's Report Headquarters—Jan. 2019

Deck	
Bosun	3
Carpenter	0
MM	3
AB	5
OS	4
Standby	28
Total Deck Jobs Shipped	42
Total Deck B, C, D Shipped	15
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.	43
Total B, C, D Shipped-All Depts.	25
Total Registered "A"	21
Total Registered "B"	42
Total Registered "C"	8
Total Registered "D"	17



SUP members in Seattle attending an AFGE (American Federation of Government Employees) picket on January 12, protesting President Trump's lockout of over 800,000 federal workers. From the left; Jayson Lacey, Clinton Sieber, Billy Martin, "Chicken" Joe Ginez, SUP Seattle Branch Agent Brendan Bohannon, and Forrest Jackson.