



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, January 24, 2020

## SUP Negotiating Committees bargain two new contracts

As the West Coast Sailors goes to press, SUP Negotiating Committees representing employees at Chevron Shipping Co. and San Francisco Bar Pilots reached tentative deals to renew on two separate collective bargaining agreements. A third agreement covering Pilot dispatchers is still in progress.

In a season of intense bargaining, the rank-and-file Committees worked overtime along with SUP Vice-President Matt Henning to secure concession-free improvements to wages and working conditions while protecting benefits and work rules. "It was the dedication and commitment of SUP members both on the water and at the bargaining table that made the difference," said SUP President Dave Connolly. "The Committee members donated

their precious time off the job to improve the job for all. They brought , expertise and credibility to the table, and advanced the workplace and the Union at the same time."

Late in the evening of January 24, 2020 the Chevron Negotiating Committee shook hands on a three-year contract with the Company after numerous sessions during a compressed period of three days. Previous to that negotiations with the San Francisco Bar Pilots concluded following dozens of meetings both before and during a month long extension. Both contracts are retroactive to their respective expirations.

Details are still pending final reports from the Committees and will be reported by the President and published in the February *West Coast Sailors*.



More on new Chevron tanker *California Voyager* on page 9.

## Largest "Con-Ro" ship ever built in U.S. Lurline sails again into Hawaiian trade lane



Matson's Lurline rounds Point Loma off San Diego after departing the NASSCO shipyard for sea.

Matson, Inc. took delivery of its newest vessel, the largest combination container / roll-on, roll-off ("con-ro") ship ever built in the United States, from General Dynamics NASSCO.

Christened 'Lurline,' the new ship is the first of two "Kanaloa Class" con-ro vessels being built for Matson by NASSCO at a total cost of approximately \$500 million for the pair, and the third of four new vessels that Matson is putting into service between 2018 and 2020. Lurline will make its maiden voyage to Hawaii next month, departing Oakland and Long Beach on January 9 and January

11, respectively, and arriving in Honolulu on January 15.

Named in honor of the ocean deity revered in the native Hawaiian culture, Matson's Kanaloa Class ships are built on a 3,500 TEU\* vessel platform.

At 870 feet long, 114 feet wide (beam), with a deep draft of 38 feet and weighing in at over 50,000 metric tons, Lurline is now Matson's largest ship and the largest con-ro vessel ever constructed in the U.S. It is also one of Matson's fastest vessels, with a top speed of 23 knots, helping ensure on-time deliveries in Hawaii from Matson's three West Coast

terminals in Seattle, Oakland and Long Beach.

Both new Kanaloa Class vessels will have an enclosed garage with room for approximately 500 vehicles, plus ample space for rolling stock and breakbulk cargo. They will also feature state-of-the-art green technology, including a fuel-efficient hull design, environmentally safe double hull fuel tanks, fresh water ballast systems and the first Tier 3 dual fuel engines to be deployed in containerships serving West Coast ports. Both new vessels will enter service fully compliant with new Inter-

*continued on page 6*

## Hawaii Congressman introduces three bills to curb Jones Act

United States Congressman Ed Case (D-Hawaii) has introduced three bills in Congress to reform Merchant Marine Act of 1920, commonly referred to as the Jones Act, which he states "artificially inflates the cost of shipping goods to Hawaii."

Case's three measures and their proposed amendments to the Jones Act are the Noncontiguous Shipping Relief Act, which exempts all noncontiguous U.S. locations, including Hawaii, from the Jones Act; the Noncontiguous Shipping Reasonable Rate Act, which benchmarks the definition of a "reasonable rate" which domestic shippers can charge as no more than 10% above international shipping rates for comparable routes; and the Noncontiguous Shipping Competition Act, which rescinds

the Jones Act wherever monopolies or duopolies in noncontiguous Jones Act shipping develop.

"My three bills aim directly at one of the key drivers of our astronomically high cost of living in Hawaii and other locations in our country that are not part of the continental U.S.," Case said. "Because the Jones Act severely limits the supply of shipping to and from our communities, it has allowed a very few companies to control our very lifeline to the outside world and as a result command shipping rates way higher than the rest of the world."

Hawaii imports well over 90% of its goods, including food, construction and housing supplies, and raw materials for Hawaiian based industries like agriculture, by ocean cargo only.

"In the rest of our country,

if shipping rates are too high then there are transportation alternatives like trucking and rail that act as a market check on the shipping companies," Case said. "But that is not a choice in our noncontiguous jurisdictions, and if there are artificially limited numbers of shippers then the price of virtually everything we need is jacked up."

"There are plenty of international cargo lines who could and would compete for a share of that market. Yet in Hawaii's case only two U.S. flag domestic cargo lines - Matson and Pasha - operate a virtual duopoly over our lifeline and they do not act as an effective market check on each other," said Case.

In response to the proposed legislation, Matson said, "hanging Hawaii's higher costs of liv-

ing on shipping ignores what local economists and journalists have consistently found over the years, which is that shipping costs are just one of many cost factors that go into local pricing of consumer goods and represent a small fraction of price differences between Hawaii and the mainland."

"The reason the Jones Act has had such strong bi-partisan support in every Congress and administration in modern times is because it is important to homeland security and national defense, as well as the security of service to remote communities like Hawaii and Alaska, from an economic standpoint. The importance of being able to rely on critical supply line transportation is easy to take for granted but hard to overstate," Matson stated.

*continued on page 2*

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MORE ON MATSON'S LURLINE ON PAGE 3

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

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*thank you!*

# Coast Guard to continue setting 50% drug testing rate

Each year, the Coast Guard sets a rate of random drug testing of employees in the maritime industry. Under 46 CFR 16.230(f)(2), the rate will determine the number of overall random tests and is set based on the previous year's positive test results. If the number of positive tests exceeds 1% of the maritime workforce, then the next calendar year is set at 50%. Such is the case for calendar year 2020. As announced in the Federal Register by USCG Capt. David Barata, Director of Inspections and Compliance, the reporting data indicated a positive rate in excess of 1% and hence the minimum random

drug testing rate will be 50% of covered employees for the period of January 1, 2020 to December 31, 2020.

The Coast Guard and the federal government state the purpose of setting a minimum random drug testing rate is to promote maritime safety by establishing an effective deterrent to drug misuse within the maritime workforce. Intoxicated operations poses a serious threat to life, property and the environment in the maritime commons. As such, the minimum random drug testing rate is intended to deter and detect illegal drug misuse in the maritime industry.

# Cadillac Tax provisions of ACA repealed

The U.S. Senate voted 71-23 Dec. 19 to approve the spending bill that included a repeal of the ACA's excise tax on high-cost, employer-sponsored healthcare plans, also known as the "Cadillac tax." The House of Representatives had previously approved the bill, H.R.1865, in a 297-120 vote and President Trump signed it on December 20 effective repealing the tax.

The implementation of the tax on employer and union-sponsored health care plans had been delayed several times, but was set to finally take effect in 2022. It would have taxed those plans worth more than \$10,200 for "self-only" coverage and \$27,500 for other coverage. Many high-quality Union plans were subject to a variety negative effects.

Health care plans would have been forced to either pay the tax and absorb the cost or devise cuts to stay under the thresholds. At the same time, many plans had not done much to prepare for the tax beyond preliminary planning due to repeated implementation delays, Jonathan

Zimmerman, partner at Morgan Lewis, told HR Dive in an interview. "I think a lot of employers felt that the tax wouldn't ever take effect," he said.

Some professional analysts said that the repeal would give employers more room to experiment with different healthcare plan designs. Wojcik said the trend toward consumer-directed health plans — those that combine elements like higher deductibles and health savings accounts — might benefit from the repeal.

The tax had drawn bipartisan opposition in recent years, although it was initially intended to help reduce healthcare costs, Zimmerman said. Experts previously told HR Dive that the tax could also have been used to fund components of the ACA. House Republicans attempted to implement a different funding measure in the form of a cap on the tax break for the 90th percentile of employer-sponsored health insurance plan premiums, which was part of the American Health Care Act introduced in 2017, but the bill failed.

# Crew of Maersk Kinloss saves Iranian mariners adrift in a plastic tank

The officers and crew of MAERSK KINLOSS rescued three men floating in a large plastic tank on Dec. 18.

The three said they were Iranian fishermen who had been adrift for 19 days after their boat sank.

The captain, MMP-member Chris Murray, who estimated the size of the tank the men were floating in as approximately 400 gallons, described the rescue as follows.

"After sighting, we performed a Williamson turn to starboard and returned on a nearly reciprocal course. We overshot the tank on first past as distance was hard to judge in the dark."

"We could hear them yelling and see they were waving an Iranian flag. They also had a flashlight, which was critical in being able to find them again."

"We eventually were able to pick the tank up on radar at minimum range and very high gain."

"After missing the first pass, we stopped upwind of the tank and backed and filled with bow thruster at maximum and then overtook the drifting tank and were able

to maneuver to within 5 meters."

"The first two persons were able to exit the tank and climb up the pilot ladder, needing assistance from KINLOSS crew to make it all the way. The third person fell out of the tank when it capsized due to lack of stability, clung to a lifebuoy and was then able to climb the accommodation ladder, which had been lowered into the water."

"The fishermen were installed in the Suez room which is exterior to the vessel accommodation. After hydration, food and clothing, they were secured in the Suez room until interviewed by Omani officials."

The stranded mariners were then transferred to the Omani coast guard.

"After rescue operations were completed, we proceeded for scheduled arrival at Salalah," the captain said.

The Navy released a statement that said in part: "This rescue is an example of professional mariners rendering assistance to others in distress at sea, a responsibility and mission that we in the U.S. Navy share and take very seriously."

# Hawaii Congressman introduces three bills to curb Jones Act *continued from page 1*

Michael N. "Mike" Hansen, President of the Hawaii Shippers' Council, said, "The Hawaii Shippers' Council welcomes Representative Case's introduction of important new Jones Act reform legislation in the Congress to directly benefit the noncontiguous jurisdictions of the United States."

"The Jones Act has made the domestic United States maritime industry the most expensive in the world and its burden falls most heavily on the noncontiguous

jurisdictions embraced by the Act due to their complete reliance on ocean shipping for interstate surface transportation," said Hansen. "In contrast, the 48 contiguous United States have access to other modes of interstate surface transportation including by road trucking (motor carriers), rail, pipeline and inland barge. The Jones Act is one of the significant cost drivers impacting the Hawaiian economy and the high cost of living plaguing the islands."

# Port of Los Angeles posts near record volume during 2019

Port of Los Angeles Executive Director Gene Seroka announced at the annual State of the Port address that the Port of Los Angeles moved near-record cargo during 2019, with a total of 9,337,632 TEUs. That figure fell just short of the second-best year in the port's 113-year history.

"In the face of lagging exports due to international trade tensions and tariff uncertainties, the Port of Los Angeles has maintained strong momentum and kept cargo flowing," Seroka said. "This feat was only possible because of the extensive cooperation and continued efficiency improvements by our terminal operators, supply chain partners and longshore workforce." Seroka also announced a number of initiatives designed to improve port performance including investments in workforce training, zero-emissions technology, and truck turn time incentives.

## Final Departures

Verness Johansen, Book #4316. Born in Germany in 1954. Joined SUP in 1977. Died in Hawai'i, November 17, 2019. (Active)

Donny Sebaguit, Book #7486. Born in Philippines in 1926. Joined SUP in 1976. Died in California, November 20, 2019. (Pensioner)

Tom Larkin, Book #4065. Born in New York in 1940. Joined SUP in 1958. Died in California, December 29, 2019. (Pensioner)

## SUP Meetings

These are the dates for the regularly scheduled 2020 SUP meetings:

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

## West Coast Sailors

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## IMO fuel sulfur rules go into effect

On January 1st the International Maritime Organization reduced the limit on sulfur in fuel oil to 0.5% from 3.5%. While ships make up only 5% to 7% of global transport oil demand, they reportedly emit about half of all transport sulfur because they use the dirtiest fuel—literally the bottom of the barrel. According to an often-cited study, the IMO says the move will prevent over half a million premature deaths from pollution globally in the next five years.

But the change comes with significant cost and disruption, according to many in the industry. Refineries, as they are currently configured, have trouble refining out more sulfur. In addition, very-low-sulfur fuel oil is scarce. Tor Svelland, a London-based shipping trader is actively betting on the dislocations through two investment funds, says that about 62,000 vessels world-wide that haven't installed specialized exhaust scrubbers (that allow usage of the older fuel) will be impacted.

One such impact may be to drive the cost of cleaner alternatives including maritime diesel oil—similar to diesel used by trucks and trains—much higher. Right now there is a \$350-per-metric-ton gap between the prices of that and high-sulfur fuel oil in use by most vessels. It could widen to as much as \$1,000 next year, reckons Mr. Svelland, adding tens of billions of dollars to shipping costs.

The scramble by refineries could be even costlier—in excess of \$200 billion in the case of complete compliance with the rules in the first year, estimates Goldman. This could indirectly impact the price of other products such as gasoline. An industry-wide switch to cleaner liquefied natural gas, which some cruise ships have done, is impractical and costly for shipping lines in the short term.

The rules have been in the works for years and attempts to delay them have failed. There will be some cheating given the substantial cost advantage available to those skirting the rules, but experts estimate 85% compliance. Vessels calling on ports in developed countries on either

end of their journey risk hefty fines or a loss of insurance coverage.

In theory, the changes already should be reflected in the futures market for various fuel varieties, but the impact has been mild. That may be about to change, says Mr. Svelland, as vessels prepare to embark on journeys that will end when the new rules are in force.

Aside from people whose health may be improved by less sulfur dioxide, there will be other winners: The moves will be a boon to those refiners best able to provide the middle distillates that will be in greater demand, and it will also boost prices for oil producers pumping “sweet” lower-sulfur varieties such as those in Texas, the North Sea and Nigeria. “Sour” higher-sulfur varieties, including many from the Middle East, Russia and Canada will in turn be disadvantaged.

Shipowners who have invested in scrubbers—about 10% of global tonnage—might find that what they thought was a decent four-to-six-year payback period turns into more like two years, according to Goldman's estimates of the disparity between clean and dirty fuel prices. Companies that can install scrubbers may register a surge in demand once the rules are in place. So might shipyards as older vessels nearing the end of their useful lives are scrapped a bit sooner than they might have been. Another impending and expensive rule change involving ballast-water treatment makes newer ships even more attractive.

Given the long lead time for the fuel switch and the limited evidence of disruption so far, the IMO changes could be seen as a Y2K-type event with lots of sound, considerable expense but no fury. Yet it could turn out to be a very big deal. Mainly people in refining or shipping have warned about the shift. The full effect is pending, and costs are estimates, but the price for the fuel in Singapore was quoted at an average \$670 a ton, some 64% higher than conventional bunker. The spread will likely narrow in the coming months, but carriers will be under more pressure to recoup the costs from their shipping customers.

## US Army adviser brigade headed to Pacific in FY21

As part of the U.S. Army's effort to strengthen its partnerships with countries in the Indo-Pacific region, the service plans to deploy one of its security force assistance brigades, or SFAB, to the area for the first time, Army Secretary Ryan McCarthy said Jan. 10.

Up until now, SFABs, which the service began creating in 2017, have only been deployed to Afghanistan. While it's always been a possibility in the minds of Army leadership to deploy SFABs to other strategic regions in the world like Europe and the Indo-Pacific theaters, nothing had been officially decided.

Army Chief of Staff Gen. James McConville told Defense News in an interview at the Pentagon just ahead of the Association of the U.S. Army's annual conference in October 2019 that the Army was just standing up its fifth SFAB at Fort Lewis, Washington.

“Depending on what the requirements are, we could envision where the focus of that unit could be in the Pacific. It's a possibility, but I'm not going to speculate until we actually see what happens. Certainly a strong consideration,” the officer said.

As the Army measures up against China, the service “is refining our approach to improve our strategic readiness,” McCarthy said in a speech delivered at the Brookings Institution in Washington, D.C., this month. “We will accomplish readiness through strengthening our partners and advising and assisting with our regionally aligned security force assistance brigades, known as SFABs, which will deploy in FY21.”

The Army wants to align itself with its still-crystalizing war-fighting doctrine — Multidomain Operations — which anticipates the Army will operate across every domain including space and cyber, and that it will never fight alone without the joint force, allies and partners alongside it, allowing the U.S. to compete against ad-

versaries like China and Russia, who have invested a great deal in military might.

SFABs would have a direct hand in strengthening ties with allies and partners in the region critical to competing against the global superpower that is China.

Funding for the new SFAB units was requested for the first time in the fiscal 2018 Army budget. The first SFAB, out of Fort Benning, Georgia, deployed to Afghanistan in February 2018. The plan is to stand up six SFABs, with one of those resident in the Army National Guard.

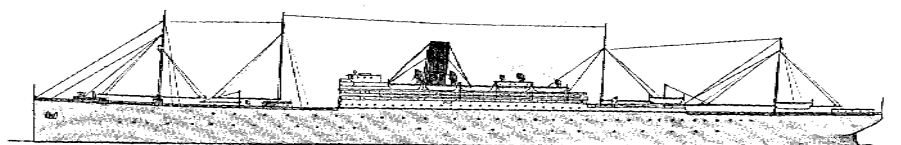
The U.S. Army plans to expand its exercise series Pacific Pathways to reinforce the Oceania region in 2020.

Additionally, after experimenting with a Multidomain Operations task force in FY18 and developing the first unit designed specifically to integrate land, sea, air, space and cyber capabilities across the services — dubbed the Intelligence, Information, Cyber, Electronic Warfare and Space battalion (nicknamed I2CEWS) — the Army has continued to put the task force to the test in the Pacific, particularly in exercises over the past year, including Orient Shield in Japan.

Now that the task force units have gained traction and clarity of purpose, the Army will deploy another Multidomain Operations task force to the region in FY21 and in FY22, McCarthy said.

McConville told Defense News in a previous interview that those task forces would be built around the I2CEWS with long-range precision fires and long-range precision effects capabilities.

“We're experimenting right now with that in the Pacific to see what that looks like. What we don't know yet is what the final configuration is. Some of the systems we think it's going to need to be task organized, some will be organic, but the centerpiece of the task force is that I2CEWS battalion,” McConville said.



## Largest “Con-Ro” ship built in the U.S. will serve Hawaii *continued from page 1*

national Maritime Organization (IMO) emission regulations going into effect January 1, 2020, under the latest IMO requirements for engine manufacturers, Tier 3 engines reduce the levels of particulate emissions by 40% and nitrogen oxide emissions by 20, as compared to Tier 2 standards.

Relative to many of Matson's ships Lurline is fast, with a top speed of 23 knots. That extra speed means the Company plans to reduce ten ships to nine while keeping cargo volumes the same, according to CEO Matthew Cox.

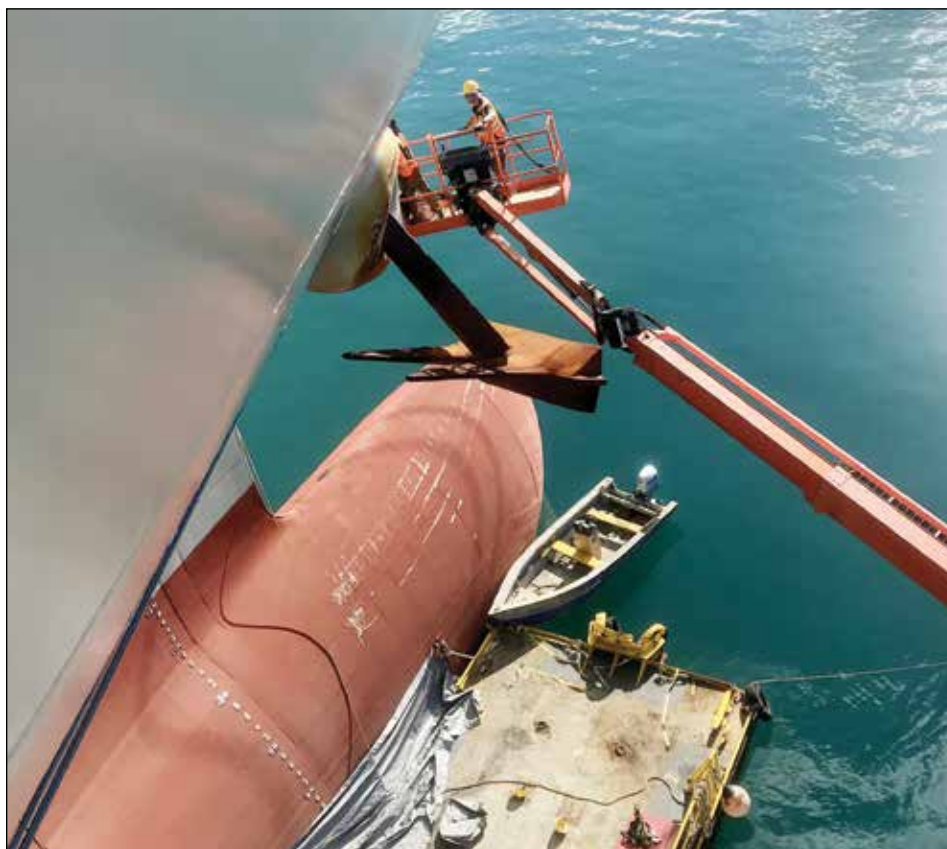


Right: SUP AB Dan Tin Tun working aloft to rig new gear abaft the foremast in Lurline.



On the stern of the Lurline, standing over six decks of enclosed garage space, is Bosun Bob Burns, AB Daniel Tun, Delegate Dave Schulman, AB Micheal Ruan, AB Janan Johair, and OS Victorino Compendio. In the distance on the left is the proposed site of an Oakland ballpark that will forever convert valuable industrial waterfront into high-end mixed-use residential and commercial real-estate.





Members of Matson's SUP shore gang, known as Paint and Rigging, hard at work on the regular maintenance of the anchor and hawsepipe of **Daniel K. Inouye**, over the maintenance barge in Honolulu harbor.

## MARAD renews warning for American ships

As tensions between the U.S. and Iran rise, the U.S. Maritime Administration has renewed its warning to American shipping about the potential risks of operation in the Gulf of Oman and Strait of Hormuz.

In an announcement first issued in August and renewed this month, MARAD cautioned that heightened military activity and increased political tensions in this region pose serious threats to commercial vessels. This includes a potential for miscalculation or misidentification that could lead to aggressive action.

In addition to this risk, vessels operating in the Persian Gulf, Strait of Hormuz, and Gulf of Oman may also encounter GPS interference, bridge-to-bridge communications spoofing or other communications jamming without warning.

Since May 2019, the following maritime incidents have occurred in this region:

- Six attacks against commercial vessels
- The shoot-down of a U.S. Navy drone aircraft over international waters;
- The attempted at-sea interdiction of the Isle of Man-flagged M/V British Heritage;
- The seizure of the ex-Panama-flagged Riah
- The seizure and release of U.K.-flagged Stena Impero; and
- The detention and release of Liberian-flagged Mesdar.

The U.S. government has attributed all of these incidents to Iran.

MARAD advises that if a U.S. flag ship is hailed by Iranian forces, it should provide vessel name and flag state, and should affirm that it is proceeding in accordance with international law. The master should inform the U.S. Fifth Fleet Battle Watch. If Iranian forces seek to board, the ship's master should decline permission (if safe to do so) and immediately inform the U.S. Fifth Fleet Battle Watch.

**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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## Google cafeteria votes for Union service

Around 2,300 cafeteria workers who work at dozens of Google campuses in the Bay Area, including the search giant's main headquarters in Mountain View, have unionized.

The workers — who include dishwashers and food preparers who serve breakfast, lunch, and dinner for Google employees — voted last month to form a union after a campaign that's been two years in the making, according to a source involved in the campaign.

Their organizing has gone largely under the radar even amid other high-profile worker activism at Google in the past year, which has included employee protests about sexual harassment, the company's work with US immigration agencies, and allegations that the company retaliates against employees for reporting HR issues. But the cafeteria workers' unionization is some of the most significant union activity tech industry workers have accomplished — particularly for service workers who operate as part of Google's vast "shadow workforce" of contractors who largely receive lower pay and fewer benefits compared to the company's full-time employees.

The workers who voted to unionize earn wages that start at around \$35,000 a year, according to a source familiar with the matter. And they say they don't receive all the same benefits such as retirement plans that are standard for full-time Google employees. Their move to organize represents a symbolic pushback against the status quo of growing economic inequality in Silicon Valley, where all but the top 10% of income earners have seen their wages decline from 1997 to 2017.

The cafeteria workers are organizing with a local chapter of the union Unite Here, which represents some 300,000 workers in the hotel, food service, laundry, warehouse, and casino gaming industries nationally in North America, according to its website.

"We're fed up and want change because at one of the richest companies in the world, we're being overworked and underpaid," organizers said. "The disrespect from management is just adding insult to injury," they added, alleging that in organizing meetings, some workers shared stories of being bullied, sometimes subject to "casual racism," and pressured to work overtime without pay by Compass management.

A representative for Unite Here declined to comment on the union organizing.

The Google spokesperson said food service workers employed by Compass at Google's New York and Seattle area offices have unionized in the last two years with Unite Here.

Service workers in the tech industry, particularly in the San Francisco Bay Area, have long seen stagnating wages that haven't kept up with skyrocketing housing

prices. In Silicon Valley, where Google's campuses are located, the cost of living is currently the highest in the entire US.

The situation has become so dire that an ad hoc RV camp formed outside Google's headquarters, where some tech employees including Google's own contractors are living. In June, Google announced it would invest \$1 billion in land and building homes to help ease the crisis. Facebook and Apple have also made commitments of around \$1 billion and \$2.5 billion, respectively, to address California's housing crisis that many say has been driven in large part by the growth of major tech companies.

In recent years, Google and other major tech companies have faced scrutiny for the vast differences in the labor conditions for full-time employees versus contracted workers. At Google, contractors make up around half of the company's total workforce and are called "TVCs" — temps, vendors, and contractors.

But now these roughly 2,300 cafeteria workers unionizing at Google's Silicon Valley campuses represent one of the largest bargaining units of workers at a single major tech company — and a serious demonstration of the strength of a growing labor movement in tech.

Their organizing also comes at a time when Google's white-collar workforce is increasingly participating in union organizing efforts, despite Google leadership's attempts to crack down on employee dissent. In October, Google workers held a talk about unionization in Switzerland despite management's attempts to cancel the meeting, as Recode first reported.

Around a month later, Google employees discovered that the company was meeting with an anti-union consulting firm. And shortly before the Thanksgiving holiday, Google fired four employees who say they were retaliated against for their union organizing. The Communication Workers of America union filed a complaint on behalf of these four in December with the National Labor Relations Board, which has since launched an investigation.

Earlier this month, another former Google employee came forward to say she was fired for her internal organizing efforts. Google denied that it has fired employees for organizing, and said that it terminated the employees for breaching the company's data security policies.

"I think this is a very symbolic and important push," said Veena Dubal, a law professor at UC Hastings who studies labor organizing in the tech industry. "The fact that this union was able to organize these very precarious workers, in a large tech company that's already getting heat for their labor practices with their own employees — it's such a big deal that it could really push the conversation about tech and labor practices more broadly."

## Sandy Hook pilot dies in boarding accident

A marine pilot with the Sandy Hook Pilots Association lost his life while making a transfer from his pilot boat to an inbound merchant ship.

At about 0430 hours that morning, Sandy Hook pilot Captain Dennis R. Sherwood was involved in an incident while boarding the container ship Maersk Kensington, which was inbound to the Port of New York & New Jersey. He was injured after falling from an accommodation ladder and was evacuated to a medical facility on Staten Island. He succumbed to his injuries at the hospital.

According to the pilot's association, Capt. Sherwood had been piloting vessels in and out of the Port of New York & New Jersey for over 35 years. He is survived by his wife Marianne Sherwood, daughter Kelly Sherwood, son Dennis Sherwood, son William Sherwood and daughter Alexis Sherwood.

The incident is being investigated by the U.S. Coast Guard.

The climb from a moving pilot boat up the side of a moving ship involves risk, and tragic pilot ladder accidents are not uncommon. In an attempt to address pilot transfer safety issues, SOLAS V Regulation 23 provides specific measures for pilot ladder arrangements and equipment.

## Government debate on fleet replacement

The White House through the Office of Management and Budget (OMB) wants the U.S. Navy to go back to the drawing board and find new ways to replace its aging sealift fleet, a move that could set back efforts that military officials see as vital to maintaining the military's ability to project power across the globe.

In a December 16 memo to the Department of Defense (DoD), the OMB directed DoD to come up with a more cost-effective plan than the Common Hull Auxiliary Multi-Mission Platform, known as CHAMP, a hull that the Navy had planned to use as part of a sealift recapitalization program.

The sealift fleet is a loosely applied term for the wide collection of ships paid for by the Navy that are either used to forward-deploy supplies and gear in theater in case of an emergency (known as maritime preposition ships) or are kept in reserve in an elevated state of readiness so they can be called upon to surge in a crisis. In the event of a major war, up to 90% of the Army and Marine Corps' gear would be transported by those sealift ships.

The Navy had been planning to develop and field two variants of the CHAMP, one for sealift purposes and one for other auxiliary ship missions such as the submarine tending, hospital ships and command and control platforms. But the White House has blanched at a cost estimate of upwards of \$1.3 billion for the submarine tender variant of the CHAMP platform, planned for acquisition in 2024.

"The CHAMP submarine tender and CHAMP sealift vessels are not cost-effective solutions. The revised estimate for the sub tender (\$1.3 billion) is even more than the \$1 billion in the FYDP and more cost-effective alternatives should be explored, including procuring and converting a used vessel," the memo reads.

The memo amounts to a back-and-forth between DoD and OMB on areas of disagreement inside the DoD's 2021 budget request.

The memo goes on to say that the shipbuilding industry should be prioritizing battle force ships. "The Navy should not proceed with CHAMP development for a sealift vessel and should seek legislative relief to procure additional used sealift vessels in the FY 2021 NDAA," the memo reads, referencing previous requirement from Congress to begin procuring new sealift ships. "Procuring used sealift vessels and submarine tenders would also allow the industrial base to prioritize the Administration's battle force ship procurements."

A Navy spokesman declined to comment on the memo and said all aspects of the budget are "pre-decisional"

The sealift fleet is either rapidly becoming obsolete or is nearing its useful service life. The bulk of the Navy's reserve force ships will be nearing 50 years old by the end of the 2020s. A report obtained by Defense News last October showed that the Navy would fall below its required capacity by the end of the 2020s, and be at less than half the required capacity by 2035.

That means that the United States, with one the largest and best-equipped land forces in the world, would not be able to effectively transfer its equipment and personnel from the United States to either Europe or Asia if war were to break out. In March, Indo-Pacific Command head Adm. Phil Davidson told the House Armed Services Committee that the U.S. absolutely must recapitalize its sealift fleet if it's going to be able to support a war in the theater.

"Clearly recapitalization of our sealift system is going to be critically important as its aging out and really has propulsion plants that [are] expiring in capability and our ability to maintain them," Davidson said. "It's risk to our troops and all of our people that are forward in the region if there is any delay in our ability to deliver

the logistics in accordance with the [operation] plans." The Navy has previously told Congress that its sealift capacity is in imminent danger of collapse.

Study after study conducted from 1992 through 2013 shows the DoD requirement for government-owned sealift capacity is 15.3 million square feet, with 19.6 million square feet needed overall, the extra capaci-



*The SUP crewed USNS Watkins loading rolling stock at an East Coast base as part of the sealift test activation of full reserve assets last year. The Watkins participated in a specialized part of the activation called operation Resolute Sun, a "Joint Logistics Over the Shore" exercise in Virginia Beach, Va..*

ty coming from 60 U.S.-flagged commercial ships in the Maritime Security Program available to the military in a crisis.

Those government-owned ships include 26 Military Sealift Command prepositioning ships, 46 ships in the Ready Reserve Force and 15 MSC-owned roll-on/roll-off surge force ships. Many of the ships in the Ready Reserve Force run on obsolete steam propulsion, which has created severe manning issues for the Maritime Administration, which runs the force.

A Navy report sent to Congress in March, titled "Sealift That the Nation Needs," shows that if the issue isn't addressed soon, the force falls to about 12 million square feet of sealift capacity by 2030 and somewhere around 7.5 million square feet of capacity by 2035, less than half the sealift required.

In order to offset the coming crisis, the Navy and the Maritime Administration came up with a three-pronged approach, according to the Navy's report: buy used ships off the open market and retrofit them for DoD purposes; procuring CHAMP; and perform service-life extensions on ships the Navy thinks could benefit from them.

The Navy plan has been to build CHAMP sealift variants and use them to replace the current Maritime Prepositioning Ships. Then move the current prepositioning ships to the Military Sealift Command's surge force fleet, and move some of those ships to the Ready Reserve Force, which is the largest single portion of the nation's sealift capacity but also the oldest and in most need of replacement. The Navy is planning to further recapitalize the RRF ships with the used ships bought off the open market and refitted to meet DoD needs.

Ultimately, recapitalizing the sealift fleet is a cost-effective way to signal to Russia and China that the U.S. is serious about great power competition, said Bryan McGrath, a retired destroyer captain who runs the defense consultancy The Ferrybridge Group, in a 2018 interview.

"There are lots of signals that you can send that you are serious about preparing for great power war," McGrath said. "The bang for the buck you get for force closure — that is, the ability to get your forces to the fight — is outsized. It's considerable.

"When you are able to demonstrate you have the ability to move the ground forces you need, in the time you need, depriving the adversary its natural advantages gained from proximity to the battlefield — that is a signal. And, relatively speaking, it's a signal you can send at not much cost."

## Labor Department rule to curb lawsuits by franchise workers

Workers could have more difficulty suing large companies for wrongdoing by contractors or franchisees under a rule announced by the Labor Department.

Under the rule, which will take effect in March, employees of a fast-food franchise like a McDonald's restaurant, for example, may struggle to win a legal claim against the parent company if a franchisee violates minimum-wage and overtime laws.

"This final rule furthers President Trump's successful, governmentwide effort to address regulations that hinder the American economy and to promote economic growth," Secretary of Labor Eugene Scalia said in a statement.

The rule, which the department proposed last April, fleshes out its position on a concept known as joint employment. It effectively replaces a more labor-friendly Obama-era approach that the Trump administration withdrew in 2017, one of several departures from the previous administration in the area of employment and labor law.

After the rule takes effect, it could limit the ability of millions of workers to recover wages they are owed.

The contractors and franchisees that directly employ workers often have limited resources to pay legal penal-

ties and settlements, making the large upstream companies with whom these employers have a relationship a more practical target.

Under the new rule, whether a company like McDonald's is a joint employer and could be held liable for violations committed by a franchisee hinges on four factors: whether it hires and fires employees of the franchisee; whether it supervises the employees and controls their schedules; whether it determines their pay; and whether it manages their employment records.

A company would typically have to meet some or all of these criteria to be considered a joint employer.

By contrast, under the approach set out by President Barack Obama's Labor Department, a broader set of "economic realities" dictated whether the company should be considered a joint employer — among them, the degree of dependence of workers on the upstream company. For example, a company could be considered a joint employer of a contractor's employees if it provided facilities and equipment for the workers, and if the workers were easy to replace, even if the company didn't supervise the workers or hire and fire them.

## Norwegian tech firm begins autonomous ship testing

Norwegian based technology firm Kongsberg announced that it will install and test autonomous ship technologies on two vessels in Europe's inland waterways and short sea coastal shipping routes.

The AUTOSHIP project will aim to test and further develop key technology linked to fully autonomous navigation systems, intelligent machinery systems, self-diagnostics, prognostics and operation scheduling, as well as communication technology enabling a prominent level of cyber security and integrating the vessels into upgraded e-infrastructure, Kongsberg said.

One of the two vessels that will be equipped for remote-operated and autonomous maritime transport, the Eidsvaag Pioneer, is owned by the Eidsvaag shipping company and operates along the Norwegian coast and in fjord areas where it carries fish feed to fish-farms.

The other vessel to be equipped with autonomous technology is a Belgian pallet shuttle barge owned by Blue Line Logistics NV that operates on canals in Europe, transporting goods to and from large container ports.

The four-year project, backed by almost NOK 200 million (\$22.3 million) from the European Union's Horizon 2020 research program, is a collaboration between Kongsberg, Norwegian research organization SINTEF and several European partners. The Research Council of Norway is also providing support.

"We will demonstrate that it is possible to remotely operate several ships from land and over large geographical areas," said Egil Haugsdal, CEO of Kongsberg Maritime.

"The technology is used in different ways on the vessel to show that the solutions can be applied widely,"

Haugsdal said. "This is a market with a significant potential."

An autonomous barge in operation on Europe's inland waterways can achieve major environmental gains, Kongsberg said. It expects the new technology could take around 7,500 trucks off the roads each year, reducing both traffic congestion and emissions.

The markets for both short sea coastal shipping and transport on inland waterways are expected to dramatically expand in the next few years, both in Norway, Europe, and worldwide.

"There is increasing market demand for waterborne transport in the EU," Haugsdal said. "The results of the AUTOSHIP project will lead to safer and greener transport in Europe with one of the major outcomes being a shift of goods transport from roads to waterways."

Kongsberg is also involved in several other autonomous shipping projects, including the development of fully electric and autonomous containership Yara Birkeland as well as several autonomous ferries. It's also teamed up with Wilhelmsen to form autonomous shipping company Massterly.

“The labor movement was the principal force that transformed misery and despair into hope and progress.”

- Martin Luther King, Jr.

# SUP Honor Roll



Voluntary contributions from the membership to the following funds reported in 2019

## Organization/General Fund

Anonymous ..... 10.00	Eugene Castano..... 20.00	Jesus Hermosillo..... 60.00	Rizal Rillo ..... 25.00
Jaime Acosta ..... 75.00	Ronildo Dimatulac ..... 25.00	Noel Itsumaru ..... 25.00	Eduardo Rojas..... 10.00
Abe Acosta..... 20.00	Leo Endries ..... 50.00	Leszek Jeziorski ..... 10.00	Stephen Rydberg..... 200.00
Benjamin Ashton..... 100.00	Marvin Glasgow ..... 75.00	James Linderman..... 25.00	Joel Schor..... 75.00
Dennis Belmonte..... 50.00	Raul Guillen ..... 50.00	Nicholas Marinovich..... 200.00	Dennis Sumague ..... 10.00
Bill Berry..... 200.00	Juancho Gutierrez ..... 50.00	Adain Minty ..... 10.00	
Ben Braceros ..... 50.00	Paul Harsany..... 100.00	Leo Moore ..... 200.00	

## Sailors' Political Fund

Mark Acord ..... 10.00	David Fadoul ..... 100.00	Bruce Lepule ..... 230.00	Jean-Paul Root ..... 50.00
Abe Acosta..... 20.00	Diane Ferrari..... 100.00	James Linderman ..... 75.00	Steven Ross ..... 200.00
Jaime Acosta ..... 75.00	Lymwel Gador..... 10.00	Benjamin Linn ..... 150.00	Emmanuel Rozada ..... 100.00
Hussein Ali..... 100.00	Joseph Gallo ..... 50.00	Gunnar Lundeberg..... 50.00	Stephen Rydberg..... 200.00
Jon Anderson-Kaisa ..... 50.00	Leighton Gandy..... 100.00	Martin Machado..... 20.00	Warlito Sapin ..... 45.00
Wilfredo Aquino..... 100.00	David Garcia ..... 240.00	Nick Manessiotis..... 50.00	Gonzalo Sarra ..... 100.00
Emo Aulelava..... 20.00	Art Garrett ..... 100.00	Joe Mantanona ..... 100.00	Gregory Schauf..... 70.00
Jeffer Baguio ..... 100.00	Ron Gill ..... 10.00	Zadly Mateo ..... 10.00	Ian Serra ..... 10.00
Reid Barlow ..... 100.00	Joseph Ginez ..... 80.00	Zaldy Mateo..... 10.00	Eric Sheldon ..... 10.00
Editho Barraca ..... 10.00	Raul Giullen ..... 50.00	Brian McCarthy ..... 150.00	Paul Splain..... 550.00
Rodolfo Bautista ..... 80.00	Marvin Glasgow ..... 100.00	David Mercer..... 300.00	Paul Splain..... 100.00
Rogelio Berioso ..... 35.00	Christopher Go..... 100.00	Dave Mercer ..... 50.00	Richard Stinson..... 10.00
Archie Bickford..... 350.00	Valeriy Goncharov ..... 50.00	Dominic Metz ..... 20.00	Ronnol Subui..... 50.00
Elisabeth Bishop ..... 110.00	Allen Gonzalez ..... 50.00	Napoleon Nazareno..... 70.00	William Sullivan..... 185.00
Brendan Bohannon..... 200.00	David Green..... 25.00	Vincent O'Halloran ..... 900.00	Dennis Sumague ..... 30.00
Sherwin Bongayan ..... 100.00	Juancho Gutierrez ..... 110.00	Ariel Odion ..... 190.00	Steve Swinson ..... 125.00
Ben Braceros ..... 50.00	Mark Hargus..... 100.00	Christian Ortiz ..... 25.00	Raul Taganas..... 50.00
Steven Browning..... 10.00	John Hartley ..... 200.00	Jonathan Pampilon..... 20.00	Raymond Tavai ..... 150.00
Milton Caballero..... 30.00	Kate Healey ..... 50.00	Ricky Pangan ..... 75.00	Bruce Thompson..... 300.00
Alex Capistrano..... 100.00	Michael Henderson..... 100.00	John Perez ..... 50.00	Daniel TinTun ..... 200.00
Eugene Castano..... 20.00	Mike Henneberry ..... 200.00	Jesper Pfeil..... 50.00	Pat Tite..... 10.00
Jonathon Clark ..... 50.00	Matthew Henning..... 350.00	Jordan Polon ..... 50.00	Revoc Tovar..... 200.00
Reynaldo Clores ..... 130.00	Jill Holleman ..... 50.00	Frank Portanier ..... 50.00	Roy Tufono..... 100.00
Robin Colonas ..... 100.00	Nick Hoogendam..... 20.00	Dave Purganan ..... 30.00	Sale Ugaitafa ..... 20.00
Dave Connolly ..... 1200.00	Herminio Huavas ..... 50.00	Arsenio Purganan..... 50.00	Louie Urbano..... 200.00
Jennifer Corner..... 50.00	Mark Hurley ..... 100.00	Paul Purugganan ..... 85.00	Frank Walker ..... 100.00
Phil Coulter ..... 70.00	David Ibarra ..... 50.00	Charles Rafael..... 100.00	Scott Weideman..... 75.00
Colin Dewey..... 100.00	Haz Idris ..... 50.00	Victorino Ramos..... 20.00	Pat Weisbarth ..... 50.00
Joshua Dickey ..... 25.00	Isnin Idris ..... 200.00	Ronald Reed ..... 221.34	Erick Weiss ..... 100.00
Ronildo Dimatulac ..... 25.00	Haiden Isberto..... 100.00	David Reinking ..... 50.00	Dave White ..... 10.00
Mike Dirksen..... 150.00	Noel Itsumaru ..... 125.00	Antonio Respicio..... 20.00	Franklin Whitman..... 5.00
Earling Eastmark ..... 75.00	Brandon Keopuhiwa..... 10.00	Armondo Rodriquez..... 50.00	Aaron Wiebe ..... 50.00
Rico Ecalair..... 30.00	Ernesto Lagramada ..... 400.00	Eduardo Rojas..... 50.00	William Williamson IV ..... 200.00
Joseph Eckert ..... 10.00	Robert Leeper ..... 600.00	Teofilo Rojas ..... 150.00	Peter Winter ..... 250.00
			Lawrence Wotton ..... 80.00

## West Coast Sailors

Jaime Acosta ..... 75.00	Joseph Gallo ..... 50.00	John Mancilla ..... 25.00	Carl Schou ..... 50.00
Martin Baccari ..... 25.00	Marvin Glasgow ..... 25.00	Nick Manessiotis..... 50.00	Rasheed Shahbin..... 10.00
Robert Barbee ..... 25.00	Evelyn Green..... 25.00	Armando Martinez..... 25.00	Kai Sorensen ..... 25.00
Rodolfo Bautista ..... 50.00	Val Guncharov..... 30.00	Zaldy Mateo..... 10.00	Paul Splain..... 370.00
Archie Bickford..... 25.00	Juancho Gutierrez ..... 60.00	Brian McCarthy ..... 5.00	Raul Taganas..... 25.00
Stanley Branch ..... 25.00	John Hamann ..... 50.00	Ricky Pangan ..... 75.00	Timothy Tess ..... 10.00
James Butcher ..... 25.00	Kenneth Herzstein ..... 25.00	John Perez ..... 25.00	Bruce Thompson..... 25.00
Eugene Castano..... 20.00	Matt Henning ..... 100.00	Jordan Polon ..... 50.00	Brian Toder ..... 75.00
Jeff Curtis ..... 25.00	ILWU ..... 25.00	Jack Post ..... 25.00	Roy Tufano..... 10.00
Ronildo Dimatulac ..... 25.00	Arthur Kardinal..... 25.00	Raymond Reed ..... 50.00	Peter Villanueva ..... 25.00
Thomas Dougherty..... 25.00	James Kolm..... 25.00	Rizal Rillo ..... 25.00	Tom Wilson ..... 25.00
Leo Endries ..... 50.00	Norman Kurtz..... 25.00	Teofilo Rojas ..... 100.00	Peter Winter ..... 50.00
Thor Erikson..... 20.00	Sam Lacabanne..... 25.00	Gonzalo Sarra ..... 100.00	Bud Yost..... 25.00



“I am opposing a social order in which it is possible for one man who does absolutely nothing that is useful to amass a fortune of hundreds of millions of dollars, while millions of men and women who work all the days of their lives secure barely enough for a wretched existence.”

- Eugene Debs

## Membership and Ratings Committee

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

Name and Membership Number	Seatime	Rating	Seniority
Larry Price 19640	1 Year	O.S.	B
Janelle Terry 19641	1 Year	A.B.	B
Michael Villegas 19642	1 Year	O.S.	B
Dennis Barrios 02809	30 Days	O.S.	C

Membership and Ratings Committee's Report: to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Gabriel Sipin #7508, James Linderman #19240, and Sam Worth #19320

# In Memoriam

## Final Departures of SUP members reported in 2019

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

**Nicholas Anestis**, Book #3782. Born in Massachusetts in 1927. Joined SUP in 1956. Died on August 17, 2019. (Pensioner)

**Gunnar Beaver**, Book #5598. Born in Sweden in 1923. Joined SUP in 1950. Died in California, July 22, 2019. (Pensioner)

**Gordon Boehner**, Book #4889. Born in California in 1926. Joined SUP in 1943. Died in Orangevale, California, February 3, 2019. (Pensioner)

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

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

**Robert Copeland**, Book #4763. Born in California in 1942. Joined SUP in 1960. Died on January 23, 2019. (Pensioner)

**Clarence Crabbe**, Book #3673. Born in Hawai'i in 1921. Joined SUP in 1944. Died in Hawai'i, December 8, 2018. (Pensioner)

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

**Hector DeAragon**, Book #2686. Born in California in 1928. Joined SUP in 1951. Died in Los Angeles, California, August 25, 2019. (Pensioner)

**Curtis Dowling**, Book #2738. Born in

Hawaii in 1943. Joined SUP in 1968. Died in Stockton, California, July 29, 2019. (Pensioner)

**Patrick Harris**, Book #5560. Born in California in 1927. Joined SUP in 1945. Died September 21, 2019. (Pensioner)

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

**John Herrera**, Book #5715. Born in California in 1927. Joined SUP in 1951. Died October 15, 2019. (Pensioner)

**Paul Herriott**, Book #5771. Born in Illinois in 1936. Joined SUP in 1957. Died in Torrance, California, June 21, 2019. (In-Active)

**Robert Hitchcock**, Book #5440. Born in Kansas in 1928. Joined SUP in 1944. Died October 8, 2019. (Pensioner)

**Gerald Ingemansson**, Book #379. Born in California in 1936. Joined SUP in 1953. Died in Daly City, California, February 13, 2019. (Pensioner)

**Verness Johansen**, Book #4316. Born in Germany in 1954. Joined SUP in 1977. Died in Hawai'i, November 17, 2019. (Pensioner)

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

**Dennis Krache**, Book #3075. Born in Washington in 1926. Joined SUP in 1948. Died on September 24, 2019. (Pensioner)

**Tom Larkin**, Book #4065. Born in New York in 1940. Joined SUP in 1958.

Died in California, December 29, 2019. (Pensioner)

**Jose Lopez**, Book #4030: Born in California in 1930. Joined SUP in 1948. Died in San Francisco, California, March 27, 2019. (Pensioner)

**Lige Midkiff**, Book #5468. Born in Texas in 1940. Joined SUP in 1966. Died October 19, 2019. (Pensioner)

**Gene Morford**, Book #5390. Born in Indiana in 1920. Joined SUP in 1944. Died July 13, 2019. (Pensioner)

**Joseph O'Connell**, Book #5771. Born in Rhode Island in 1925. Joined SUP in 1958. Died in San Diego, California, June, 16, 2019. (Pensioner)

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

**James S. Phelps**, Book #3804. Born in California in 1932. Joined SUP in 1950. Died in Daly City, September 15, 2019. (Pensioner)

**John D. Phillips**, Book #1150. Born in Georgia in 1928. Joined SUP in 1985. Died in Georgia, September 9, 2019. (Pensioner)

**Michael Powell**, Book #3869. Born in Washington in 1944. Joined SUP in 1965. October 16, 2019. (Pensioner)

**Edward Rey, Jr.**, Book #3161. Born in Minnesota in 1937. Joined SUP in 1966. Died in Nevada, December 7, 2018. (Pensioner)

**Javier Riano**, Book #2977. Born in Cal-

ifornia in 1928. Joined SUP in 1945. Died September 3, 2019. (Pensioner)

**Selwyn Robinson**, Book #2934. Born in Australia in 1925. Joined SUP in 1944. Died in Oregon, May 20, 2019. (Pensioner)

**Donny Sabagquit**, Book #7486. Born in Philippines in 1926. Joined SUP in 1976. Died in California, November 20, 2019. (Pensioner)

**George Simpier**, Book #7484. Born in California in 1948. Joined SUP in 1967. Died November 5, 2019. (Pensioner)

**Michael Soper**, Book #7520. Born in Hawai'i in 1949. Joined SUP in 1999. Died in Hawai'i, November 29, 2018. (Active)

**James Stephenson**, Book #7198: Born in South Carolina in 1929. Joined SUP in 1946. Died in Montgomery, Alabama, March 13, 2019. (Pensioner)

**Fenton Townsend**, Book #3253. Born in California in 1927. Joined SUP in 1946. Died October 22, 2019. (Pensioner)

**Wayne Tucker**, Book #3083. Born in Alabama in 1927. Joined SUP in 1944. Died August 18, 2019. (Pensioner)

**Antonio Vasquez**, Book #847. Born in Arizona in 1929. Joined SUP in 1948. Died April, 28, 2019. (Pensioner)

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

**Lloyd Whittal**, Book #3621. Born in Washington in 1931. Joined SUP in 1967. Died October 18, 2019. (Pensioner)

## OSG announces purchase of ATC

Overseas Shipholding Group, Inc. will purchase and take over Alaska Tanker Company, including three ATC Jones Act tankers currently in operation. ATC has been an entity jointly owned by Keystone Shipping, OSG Ship Management and BP Shipping.

OSG currently owns a 37.5% interest in ATC. As part of the above transaction, OSG will acquire the remaining 62.5% interest of ATC that it does not own.

Closing of the purchases is subject to various conditions, including the approval of the United States Coast Guard and the Maritime Administration under the United States Department of Transportation, as well as receipt of Alaska regulatory approval.

Upon completion of the transaction, each OSG subsidiary will enter into a bareboat charter of its vessel with ATC, and ATC will in turn enter into back-to-back time charters for each of the vessels

with BP Exploration (Alaska) Inc. (BP Alaska) as charterers.

Sam Norton, OSG's President and CEO, stated, "The agreements reached with BP this week provide a clear commitment to maintaining ATC as BP Alaska's principal marine transportation partner. ATC's 20-year track record of safe and environmentally responsible crude oil transportation in the highly sensitive Alaskan trades is an achievement with which OSG has proudly been associated.

Mr. Norton added, "The contracts concluded with BP Alaska provide an aggregate of 14 years of firm time charter commitments, adding increased visibility and stability to OSG's book of forward revenue streams. Each contract provides the charterer with options to extend the charter period beyond the base contract period, providing the framework for a continuing working partnership for many years to come."

## Tanker rates hit record highs

PetroChina has provisionally chartered an Aframax tanker at a record U.S.-Europe freight rate, two shipbrokers said, reflecting strong demand for low-sulfur U.S. crude.

The Chinese oil firm tentatively chartered the Aframax-class Seamagic for 300 worldscale points, loading in the U.S. Gulf Coast. The vessel currently is moored near Pascagoula, Mississippi, according to Refinitiv Eikon data.

The rate translates to about \$100,000 per day, one of the shipbrokers said, surpassing the previous peak of 245 worldscale points, or about \$60,700 per day. The broker said the crude is estimated to load by Jan. 4.

PetroChina did not immediately respond to a request for comment.

U.S. crude exports could touch 4 million barrels per day for the first time in coming months, traders, analysts and shipbrokers said, as U.S. production nears a record 13 million bpd.

International demand for light, sweet U.S. crude has risen ahead of new maritime requirements capping sulfur content in fuels used by ocean-going vessels that takes effect Jan. 1.

Tanker rates have climbed on a shortfall in available vessels following U.S. sanctions on a Chinese oil shipping giant and on traders offloading crude ahead of year-end inventory taxes, shipbrokers said.

## One dead, five sick in alcohol poisoning incident on FPSO in transit

A Brazilian contractor has died and six others were hospitalized after drinking a cleaning solution they likely mistook for ingestible alcohol on board an FPSO in transit on Boskalis' heavy lift ship Vanguard.

Boskalis confirmed the incident in a statement posted to its website. The company said the six individuals were employed by a designated shipyard contractor and were onboard the FPSO conducting preservation work during Vanguard's transit from China to Brazil.

According to the company, the six individuals illegally consumed a cleaning solution they had found on the FPSO, which presumably contained a mixture of ethanol and severely toxic methanol.

The affected individuals reported drinking the substance about 36 hours after consuming it, at which point they were already severely ill, the company said.

The Vanguard changed course towards South Africa and a medical evacuation by helicopter was arranged. Unfortunately, one of the individuals passed away before medical assistance arrived, while the five remaining individuals were evacuated and hospitalized in Durban, South Africa, where they are recovering, the company said.

The body of the deceased victim is being kept on board the FPSO at the request of the Captain, South Africa's National Sea Rescue Institute said.

"Boskalis expresses its deepest condolences to the family and loved ones of the deceased person," Boskalis said in a statement.

"Boskalis would like to stress that it has a strict zero tolerance policy with regard to alcohol on its offshore vessels. The FPSO and Vanguard have recently resumed their journey to Brazil," the company added.

## SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 437:

**Bruce H. Baglien**, 65, Book No. 5729, joined SUP in 1979, 14 years seetime.

**Alex Capistrano**, 66, Book No. 4796, joined SUP in 1991, 25 years seetime.

**Romula D. Dalit** 70, Book No. 2028, joined SUP in 2007, 8 years seetime.

**Deogracias G. Gonzales**, 69, Book No. 3028, joined SUP in 1996, 18 years seetime.

**Tom A. Phillips** 65, Book No. 17878, joined SUP in 1984, 6 years seetime.

**Walter S. Price** 65, Book No. 3870, joined SUP in 1998, 22 years seetime.

**Eduardo L. Sandro** 76, Book No. 7512, joined SUP in 1990, 19 years seetime.



The SUP crew lowered stern ramp to deploy amphibious tanks in *Diego Garcia*. Left to right. Frank Martin, Captain Mike Lee, Ventrell Johnson, Bosun Jeff Nicholas, John Relojo, Ed Zepeda, Andre Didkovsky and Ernie Lagramada.

## Piracy hotspots see several new surges despite worldwide decline

Worldwide piracy incidents declined in 2019 but new regions saw huge spikes of attacks. For example, there was an alarming increase in crew kidnappings across the Gulf of Guinea, according to the International Chamber of Commerce's International Maritime Bureau's (IMB) annual piracy report.

The number of crew kidnapped in the Gulf of Guinea increased more than 50% from 78 in 2018 to 121 in 2019. This equates to over 90% of global kidnappings reported at sea with 64 crew members kidnapped across six separate incidents in the last quarter of 2019 alone. The region accounted for 64 incidents including all four vessel hijackings that occurred in 2019, as well as 10 out of 11 vessels that reported coming under fire.

In December last year, the IMB urged ships' crews to be extra vigilant. On December 15, around six heavily armed pirates boarded a product tanker underway approximately 118 nautical miles off Cotonou, Benin, kidnapping 20 seafarers and destroying some equipment on board. The pirates left a single crew member, a deck cadet, behind. The tanker was sailing from Luanda, Angola to Lome in Togo when the pirates struck.

The incident came days after 19 crew members from a VLCC were kidnapped about 100 nautical miles south of Bonny Island offshore Nigeria on December 3. In this case, seven crew members were left behind.

The U.S. Maritime Administration has also issued an Advisory in the issue of piracy in the Gulf of Guinea, noting that many operations occur around the

Niger Delta and target vessels (tankers, tugs, offshore supply vessels, and cargo vessels) with expatriate crew, due to their potentially high ransom value. Motherships have been used to support kidnap for ransom operations up to 150 nautical miles offshore. The pirates have been known to fire upon targeted vessels prior to attempting to board them. They generally kidnap two to six high-value crewmembers to include the master, chief engineer, and any Western crewmembers.

In 2019, IMB's Piracy Reporting Centre received 162 incidents of piracy and armed robbery against ships worldwide, in comparison to 201 reported incidents in 2018. The incidents included four hijacked vessels, 11 vessels fired upon, 17 attempted attacks and 130 vessels boarded.

But the Singapore or Malacca Straits saw a fourfold increase, and gaining momentum with 12 reported attacks in 2019, including 11 in the last quarter of 2019. The same region accounted for three incidents in 2018. Despite this rise, IMB considers the intensity of the attacks in the Singapore Straits to be "low level" and usually limited to armed robbery from the vessel.

Armed robbery attacks in Indonesian ports dropped from 36 incidents in 2018 to 25 in 2019. Elsewhere, in the Indian sub-continent, Bangladesh reported zero incidents for 2019, a first since 2015. Somalia reported zero piracy incidents, yet the IMB PRC advises that vessels and crews remain cautious when travelling through the region.

“Labor is not fighting for a larger slice of the national pie—labor is fighting for a larger pie.”

- Walter Reuther

## Welfare Notes January 2020

### Dependent Coverage

Dependents must be added to your health plan enrollment within 30 days of acquiring the dependent by marriage, birth, or adoption. Dependents who are not added within 30 days of becoming dependents can only be added during the Plan's open enrollment period. An exception is made for dependents who lose their coverage through another plan, such as a spouse losing coverage through their employer.

Contact the Plan Office for enrollment forms to add your dependents. We will also need a copy of the marriage certificate to add your spouse and birth certificates to add children. Do not delay the enrollment for children if you do not have a birth certificate. Complete the enrollment form and attach a note that you will forward the birth certificate and social security number when you have the information.

If you need help completing forms, please contact the SUP Welfare Plan office and respond to mail, e-mail, or telephone inquiries from the SUP Welfare Plan office that are needed to complete enrollments.

Also, check to make sure you have ID cards for your Plan coverage. Most medical plans have individual ID cards for all covered Members and dependents. Many of the dental plans issue only one ID card for the family, but do have all enrolled dependents listed in their records.

### Reimbursement for Vision Care

The vision care benefit for active participants is allowed once in a 24-month period. The \$200.00 maximum includes the exam and glasses. The cost of tints is not included in the reimbursable amount. The vision benefit is for members only and does not include dependents. An itemized bill must be submitted to the Plan office within 90 days of the service. The bill must include the provider's name and address, the patient's name, date of service, and an itemization of the charges.

The vision care allowance for pensioners is included in the \$1,000.00 maximum of the Pensioners Annual Allowance for medical, dental, and vision co-payments. Glasses are an allowable expense once in a fiscal year.

Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)

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

Michael Jacyna Eligibility [mjacyna67@sbcglobal.net](mailto:mjacyna67@sbcglobal.net)

Training Representative Berit Eriksson 206-551-1870 [berittrainrep@sbcglobal.net](mailto: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

## Close quarters with Russian spy ships



The Russian spy ship *Victor Leonov* spotted off the East Coast of the United States.

The US Fifth Fleet reported that the destroyer USS FARRAGUT was "aggressively approached" by a Russian Navy spy ship in the Arabian Sea on Jan. 9.

Officials said that at times, the Russian vessel was as close to the US ship as 180 feet.

Authorities reported that USS FARRAGUT was on routine maneuvers when it was approached by the Russian vessel, the IVAN KHURS.

The spy ship approached FARRAGUT's starboard quarter and then crossed close behind her stern, the Navy said.

In videos, the KHURS is seen sailing at close range in parallel off FARRAGUT's starboard side.

In accordance with international rules of the road, FARRAGUT sounded five short blasts.

Officials said there was bridge-to-bridge communication between the two warships and that the crew of FARRAGUT re-

quested that the Russian ship alter course.

The KHURS initially refused, but ultimately complied.

Meanwhile, off the coast of South Carolina another Russian spy ship was operating in an unsafe manner according to U.S. Coast Guard Sector Charleston.

"The United States Coast Guard has received reports indicating that the RFN Viktor Leonov (AGI-175) has been operating in an unsafe manner off the coast of South Carolina and Georgia," said USCG in a Marine Safety Information Bulletin.

"This unsafe operation includes not energizing running lights while in reduced visibility conditions, not responding to hails by commercial vessels attempting to coordinate safe passage and other erratic movements. Vessels transiting these waters should maintain a sharp lookout and use extreme caution when navigating in proximity to this vessel."



# California Labor's Pre-Primary COPE Endorsements

United States Representatives in Congress  
 Congressional District 1 Audrey Denney (D)  
 Congressional District 2 Jared Huffman (D)  
 Congressional District 3 John Garamendi (D)  
 Congressional District 4 Refer to Executive Council  
 Congressional District 5 Mike Thompson (D)  
 Congressional District 6 Doris Matsui (D)  
 Congressional District 7 No Endorsement  
 Congressional District 8 Chris Bubser (D)  
 Congressional District 9 Jerry McNerney (D)  
 Congressional District 10 Josh Harder (D)  
 Congressional District 11 Mark DeSaulnier (D)  
 Congressional District 12 Nancy Pelosi (D)  
 Congressional District 13 Barbara Lee (D)  
 Congressional District 14 Jackie Speier (D)  
 Congressional District 15 Eric Swalwell (D)  
 Congressional District 16 Esmeralda Soria (D)  
 Congressional District 17 Ro Khanna (D)  
 Congressional District 18 Anna Eshoo (D)  
 Congressional District 19 Zoe Lofgren (D)  
 Congressional District 20 Jimmy Panetta (D)  
 Congressional District 21 T.J. Cox (D)  
 Congressional District 22 Phil Arballo (D)  
 Congressional District 23 Kim Mangone (D)  
 Congressional District 24 Salud Carbajal (D)  
 Congressional District 25 Refer to Executive Council  
 Congressional District 26 Julia Brownley (D)  
 Congressional District 27 Judy Chu (D)  
 Congressional District 28 Adam Schiff (D)  
 Congressional District 29 Tony Cardenas (D)  
 Congressional District 30 Brad Sherman (D)  
 Congressional District 31 Pete Aguilar (D)  
 Congressional District 32 Grace Napolitano (D)  
 Congressional District 33 Ted Lieu (D)  
 Congressional District 34 Jimmy Gomez (D)  
 Congressional District 35 No Endorsement  
 Congressional District 36 Raul Ruiz (D)  
 Congressional District 37 Karen Bass (D)  
 Congressional District 38 Linda Sanchez (D)

Congressional District 39 Gil Cisneros (D)  
 Congressional District 40 Lucille Roybal-Allard (D)  
 Congressional District 41 Mark Takano (D)  
 Congressional District 42 Regina Marston (D)  
 Congressional District 43 Maxine Waters (D)  
 Congressional District 44 Nanette Barragan (D)  
 Congressional District 45 Katie Porter (D)  
 Congressional District 46 Lou Correa (D)  
 Congressional District 47 Alan Lowenthal (D)  
 Congressional District 48 Harley Rouda (D)  
 Congressional District 49 Mike Levin (D)  
 Congressional District 50 Ammar Campa-Najjar (D)  
 Congressional District 51 Juan Vargas (D)  
 Congressional District 52 No Endorsement  
 Congressional District 53 Georgette Gomez (D)  
 California State Assembly  
 Assembly District 1 Elizabeth Betancourt (D)  
 Assembly District 2 Jim Wood (D)  
 Assembly District 3 No Endorsement  
 Assembly District 4 Cecelia Aguiar-Curry (D)  
 Assembly District 5 No Endorsement  
 Assembly District 6 Jackie Smith (D)  
 Assembly District 7 Kevin McCarty (D)  
 Assembly District 8 Ken Cooley (D)  
 Assembly District 9 Jim Cooper (D)  
 Assembly District 10 Mark Levine (D)  
 Assembly District 11 No Endorsement  
 Assembly District 12 Heath Flora (R)  
 Assembly District 13 Christina Fugazi (D)  
 Assembly District 14 Tim Grayson (D)  
 Assembly District 15 Buffy Wicks (D)  
 Assembly District 16 Rebecca Bauer-Kahan (D)  
 Assembly District 17 David Chiu (D)  
 Assembly District 18 Rob Bonta (D)  
 Assembly District 19 Phil Ting (D)  
 Assembly District 20 Bill Quirk (D)  
 Assembly District 21 No Endorsement  
 Assembly District 22 Kevin Mullin (D)  
 Assembly District 23 No Endorsement  
 Assembly District 24 Marc Berman (D)

Assembly District 25 DUAL: Anna Song (D)/ Anne Kepner (D)  
 Assembly District 26 Drew Phelps (D)  
 Assembly District 27 Ash Kalra (D)  
 Assembly District 28 Evan Low (D)  
 Assembly District 29 Mark Stone (D)  
 Assembly District 30 Robert Rivas (D)  
 Assembly District 31 Joaquin Arambula (D)  
 Assembly District 32 Rudy Salas (D)  
 Assembly District 33 No Endorsement  
 Assembly District 34 No Endorsement  
 Assembly District 35 Dawn Addis (D)  
 Assembly District 36 Jonathon Ervin (D)  
 Assembly District 37 Cathy Murillo (D)  
 Assembly District 38 No Endorsement  
 Assembly District 39 Luz Rivas (D)  
 Assembly District 40 James Ramos (D)  
 Assembly District 41 Chris Holden (D)  
 Assembly District 42 No Endorsement  
 Assembly District 43 Laura Friedman (D)  
 Assembly District 44 Jacqui Irwin (D)  
 Assembly District 45 Jesse Gabriel (D)  
 Assembly District 46 Adrin Nazarian (D)  
 Assembly District 47 Eloise Gomez Reyes (D)  
 Assembly District 48 No Endorsement  
 Assembly District 49 Ed Chau (D)  
 Assembly District 50 Richard Bloom (D)  
 Assembly District 51 Wendy Carrillo (D)  
 Assembly District 52 Freddie Rodriguez (D)  
 Assembly District 53 Miguel Santiago (D)  
 Assembly District 54 Sydney Kamlager (D)  
 Assembly District 55 Andrew Rodriguez (D)  
 Assembly District 56 No Endorsement  
 Assembly District 57 Lisa Calderon  
 Assembly District 58 No Endorsement  
 Assembly District 59 Reggie Jones-Sawyer (D)  
 Assembly District 60 No Endorsement  
 Assembly District 61 Jose Medina (D)  
 Assembly District 62 Autumn Burke (D)  
 Assembly District 63 Anthony Rendon (D)

Assembly District 64 Mike Gipson (D)  
 Assembly District 65 Sharon Quirk-Silva (D)  
 Assembly District 66 No Endorsement  
 Assembly District 67 Jerry Carlos (D)  
 Assembly District 68 Melissa Fox (D)  
 Assembly District 69 Tom Daly (D)  
 Assembly District 70 Patrick O'Donnell (D)  
 Assembly District 71 No Endorsement  
 Assembly District 72 No Endorsement  
 Assembly District 73 Scott Rhinehart (D)  
 Assembly District 74 Cottie Petrie-Norris (D)  
 Assembly District 75 No Endorsement  
 Assembly District 76 Tasha Boerner-Horvath (D)  
 Assembly District 77 Brian Maienschein (D)  
 Assembly District 78 Chris Ward (D)  
 Assembly District 79 No Recommendation  
 Assembly District 80 Lorena Gonzalez (D)  
 California State Senate  
 Senate District 1 No Endorsement  
 Senate District 3 Bill Dodd (D)  
 Senate District 5 Susan Eggman (D)  
 Senate District 7 Marisol Rubio (D)  
 Senate District 9 Nancy Skinner (D)  
 Senate District 11 Scott Weiner (D)  
 Senate District 13 DUAL: Josh Becker (D)/ Shelly Masur (D)  
 Senate District 15 David Cortese (D)  
 Senate District 17 John Laird (D)  
 Senate District 19 Monique Limon (D)  
 Senate District 21 Kipp Mueller (D)  
 Senate District 23 DUAL: Kris Goodfellow (D)/ Abigail Medina (D)  
 Senate District 25 Anthony Portantino (D)  
 Senate District 27 Henry Stern (D)  
 Senate District 28 Elisabeth Romero  
 Senate District 29 Josh Newman (D)  
 Senate District 31 Richard Roth (D)  
 Senate District 33 Lena Gonzalez (D)  
 Senate District 35 Steven Bradford (D)  
 Senate District 37 Katrina Foley (D)  
 Senate District 39 Toni Atkins (D)  
 Yes on Prop 13 - Education Finance

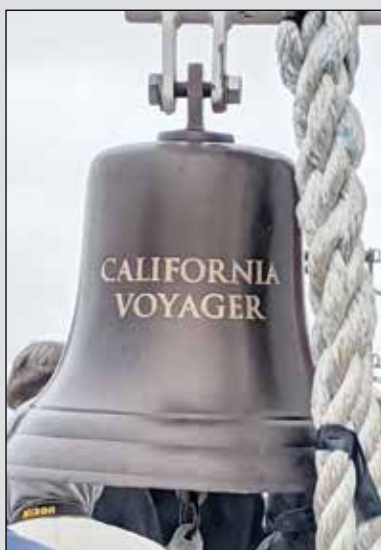
## Chevron Shipping Co. takes delivery of California Voyager



Members of the SUP Chevron Negotiating Committee Ron Gill, Thor Erikson and SUP VP Matt Henning assess progress and evaluate options during January negotiations with the Company. Both sides have exchanged numerous proposals over several meetings. Many of the ideas that generated the Union proposals were submitted by represented employees on Chevron tankers including the Florida Voyager, Mississippi Voyager, Texas Voyager and the newest ship in the fleet, the long-term bareboat charter **California Voyager**. As the West Coast Sailors' goes to press, bargaining is still underway.



The original Chevron crew of the **California Voyager** gathered on the dock near the stern on delivery in Pascagoula, MS. From left: Arturo Orcino Jr (Able Seaman), Orlando VanSickle (Engine Machinist), Salome Castro (Deck Machinist), Larry Cruz (Steward), Scott Oliphant (Bosun), Austin Schubert (Messman), Brendan Craughwell (Able Seaman), Larry Moses (Able Seaman), Crisencio Mateo (Wiper), Kevin Thomas (Ordinary Seaman), Silversity Cadorna (Able Seaman), Antonio Campos (Able Seaman), Gary Leckie (Cook), Rahsahn Briggs (Able Seaman).



Top photo: A Chevron tanker passing under the Golden Gate Bridge. Left: The ship's bell at the naming ceremony at turnover in Mississippi.





# SUP PRESIDENT'S REPORT

## NATIONAL DEFENSE AUTHORIZATION ACT OF 2020

In late December of last year, Congress passed and the President signed the National Defense Authorization Act worth about \$738 billion connected to an overall \$1.4 trillion dollar government spending package. As was reported in full in the December issue of the West Coast Sailors, the legislation most importantly improves and extends the Maritime Security Program for an additional ten years until 2035.

Beginning in fiscal year 2022 the per vessel stipend will be increased to \$5.3 million and carry through fiscal year 2025, bridging the so-called "fiscal cliff." Then the new MSP begins in 2026 with a bump to \$5.8 million per ship, going up to \$6.3 million per ship in 2029 through 2031, and finally to \$6.8 million in 2032-35. Although authorized, the allocated funds must be appropriated on an annual basis. Still, this is the first time the MSP has ever fixed a problem (fiscal cliff), extended the program, and built in step increases to long-term funding. It is a resounding political victory for the SUP and maritime labor.

Of course, the spending bill does much, much more. It keeps open the federal government through the end of fiscal year 2020 averting another debilitating mariner credentialing delay due to government shutdown. It includes seven year reauthorization of the Export-Import Bank through Fiscal Year 2026, a priority of maritime labor. For the first time it allows the Ex-Im Bank to continue operations under a "temporary board" provision if it does not meet a quorum (3/5 board members) to continue its lending authority. This would circumvent attempts by the Bank's biggest opponents to prevent the Bank from operating in support of U.S.-flag carriers and shippers despite ongoing congressional authorization.

The NDAA also requires a report from the Government Accountability Office on the need for U.S. flag vessels to install, operate and maintain offshore energy infrastructure, including offshore wind energy projects. Although the National Security Multi-Mission Vessel program passed, (authorizing \$600 million for two ships for state maritime academies), as well as funding for two cable laying ships, the nascent Tanker Security Program did not make the final legislation. It does require a report, however, on the U.S.-flagged tanker capacity from the Secretary of Defense in conjunction with the Secretary of Transportation. The report is intended to assess the capabilities of the present U.S. tanker fleet and its ability to support the full range of anticipated military operations for the next ten years. As an established supplier of Union labor to the U.S.-flagged tanker market, the SUP has role to play in that assessment.

The legislation also permanently repeals the excise "Cadillac" tax on high-cost employer and Union sponsored plans. A vestige of the Affordable Care Act, the Cadillac tax imposed a 40% excise tax on the value of health plans that exceeded certain cost thresholds (about \$11k for individuals and \$30k for families in 2022). While this tax has never gone into effect (currently delayed until 2022), the AFL-CIO, SUP, and many others have long opposed what we knew was an inevitable tax on carefully negotiated Union health insurance plans. We knew the cost of this tax would be passed down to us in the form of reduced benefits and less coverage. And so we fought it, and we beat it.

## PATRIOT CONTRACT SERVICES

The Union got more good news last week when the president of Patriot Contract Service, Lance Bardo, informed us that MSC had asked the Company to prepare a six-month "bridge" contract for the period covering March 31, 2020 to September 30, 2020. The bridge request comes with six-month option pricing, which if exercised would push out the next award to March 31, 2021. Members will recall that our initial contract for those ships expired in October of 2018 but was extended twice to the present date and through March. It is important to note that the extensions and now the bridge contract with option is only possible, at least in part, because of the excellent onboard performance of SUP

sailors. The continuous dedication of SUP agents and dispatchers, handling the many issues, and routinely overcoming enormous obstacles to dispatch timely reliefs, deserves our recognition and respect. The expertise too of the Andrew Furuseth School of Seamanship and our Training Representative Berit Eriksson in meeting the myriad requirements is a crucial part of our success. During a time of intense scrutiny due to the geopolitical tensions around the world, the stakes have never been higher, and service of the SUP to the national defense is second to none.

## M/V LURLINE

Matson Navigation Co. took delivery on December 26, 2019 of the first Kanaloa-class ship Lurline in San Diego at General Dynamic's NASSCO shipyard. Lurline is an 870-foot-long ship, with a beam of 114 feet, drawing 38 feet, capable of 23 knots while carrying 3500 TEU's plus break-bulk and rolling stock of 500 vehicles in a six-deck enclosed garage. The Jones Act-qualified ship is the largest combination roll on/roll off containership ever built in the United States and is the first half of a pair of ships estimated to cost roughly \$500 million in total. Along with the new Aloha-class ships (Daniel K. Inouye and Kaimana Hila), Lurline is the third of four new ships Matson is putting into service between 2018 and 2020. The second Kanaloa-class ship, and the fourth new ship in two years, is to be christened Matsonia and is 40% complete in the same yard and delivery is expected in the third quarter of this year. The Lurline called in Oakland where I went aboard, met with the plankowner crew and found her in good shape with Bob Burns as Bosun and Dave Schulman, delegate. She sailed the next day for Los Angeles is due for her first call in Honolulu on January 15.

## FOSS MARITIME COMPANY

On December 10, 2019 along with SUP VP Matt Henning, I met with Foss managers Henry Palmer and Laura Rosenberg at SUP HQ. Management noted continued problems regarding the outlook of business operation in the SF Bay, including the continued uncertainty regarding the effect on the bunkering business of new emission standards on January 1. Although at the time their negotiations with the main customer, Chevron Products Inc., were still ongoing, the strong expectation was that Chevron would neither require nor fund reserve status of the third bunker barge, the 26-2. The fourth barge, the 26-1, had been moved out of the unit early in 2017. The pending layup of the 26-2 means that the Company probably has more SUP crew than steady billets. Without being definitive, management warned of possible barge worker layoffs.

Management later informed the Union that in fact Chevron had not renewed its contract for the use of the 26-2 as expected, and then asked for clarification of the Union seniority system. Section 25.06, 25.07 and 25.08 of our Agreement with Foss contains explicit direction about the layoff protocol and after discussion management understood the SUP position that layoffs are generally handled by the traditional "last in, first out" methodology essential to most seniority systems. The exact and individual application to barge personnel remains open however depending on the retirement and fitness for duty status of members on the seniority list.

In light of impending negotiations with the Company to renew our Agreement, expect more discussion with members employed by Foss in the coming weeks.

## CHEVRON SHIPPING COMPANY

In advance of bargaining with Company, both Vice-President Matt Henning and I have engaged in numerous conversations with members employed by Chevron on the various issues and contractual matters. That communications work, along with steady requests for proposals, has been going on for more than a year. Chevron bosuns Scott Oliphant, Thor Erikson, and Ron Gill and others have contacted the Union to express

their views and support. Brothers Erikson and Gill will be available for the scheduled dates of negotiation as members currently employed by the Company and willing to forego their vacation time to contribute time and expertise toward a new contract. Mr. Chairman, in keeping Article XVII, Section 5 of the SUP Constitution and also with our long past practice I herewith nominate Gill and Erikson to serve on that committee and fill any such other positions as may be necessary with qualified members shipped off the deck. The Company has agreed to initial meeting dates of January 21st, 22nd, and 23rd, 2020 and the Agreement expires on January 31, 2020.

## SAN FRANCISCO BAR PILOTS

The Union met with representatives of the San Francisco Bar Pilots on December 17, 2019. In attendance for the SFBP was Port Agent Joe Long, Dave McCloy, Ray Paetzold, Anne McIntyre, Jason Covell, and Claudia Hernandez. For the Union was Leo Moore, Mike Koller, Mike Sposeto, Nick Marinovich, Stoy Robinson, Dave Minard, Aidan Minty, Geoff Knight, Vice-President Matt Henning and myself. Scheduling conflicts interfered with further meetings before the end of the year and the expiration of the Agreement and so Company proposed an extension. Because it was based on availability to bargain and apparently not part of a delaying tactic, and with the agreement of the members in attendance, the Union agreed to an extension until January 31, 2020, with full retroactivity to January 1, 2020. The Union met again the Company on January 9 with some progress on a variety of mostly non-economic issues. More meetings are scheduled and we expect to reach a conclusion before expiration of the extension.

## CALIFORNIA LABOR FEDERATION COPE CONVENTION

On December 11, along with Gunnar Lundeberg, former SUP President and current Vice-President of the California Labor Federation, Vice-President Matt Henning and I attended the Federation's Pre-Primary Convention at the Westin Los Angeles. Most of the customary controversy was missing from this meeting and the recommendations for election of candidates and ballot measures was routine. The California primary is early this year on March 3rd and the COPE recommendations will be published in the February issue of the West Coast Sailors.

## MARSHALL ISLANDS INOCULATION REQUIREMENT

On December 12, because of an outbreak of the highly contagious disease the measles, the Republic of the Marshall Islands (RMI) issued a travel advisory requiring all non-RMI citizens to have possession of an official and current measles vaccination stamp or certificate from a health provider before entry to RMI ports and airports. Failure to comply with the RMI immigration requirement will result in entry refusal.

SUP crew in the M/V Kamokuiki which was at sea when the advisory came out is affected by the new rule. Matson quickly notified the Union that although the ship will clear pratique and be granted entry into RMI ports for cargo operations any current crew who do not have a record of an MMR (measles, mumps and rubella) inoculation will likely be restricted to ship. Along with SUP Honolulu Agent Mike Dirksen, Matson management worked with the captain, crew and their families at home to gather immunization records to minimize the impact. Sailor are advised however that in the future without proper inoculation records there will be restrictions on shore leave in the ports of Majuro, Ebeye and Kwajalein and Kamokuiki job orders going forward will need proof of the MMR inoculation at dispatch. (See attachment #1)

## MAHIMAH FUMES INVESTIGATION

In early December, Headquarters received commu-

## SUP President's Report continued

nication from the SUP delegate in the MV Mahimahi regarding bad ventilation of noxious fumes in the hotel spaces. The ship was loaded in Seattle with wooden utility poles that were treated with creosote and probably the source of the fumes. The cargo was loaded on Bay 2 just aft of the house, near the supply ventilation ducts. Crew members, including members of the engine and steward's department complained of the smell. The utility poles were discharged in Honolulu on November 30.

The unlicensed crew requested an investigation to determine the type of chemical used and why the cargo was not on the hazardous cargo manifest. Coordinated by MFOW President Anthony Poplawski the investigation included a request-for-information sent to Matson on behalf of the SIU Pacific District Unions (MFOW, SIU-AGLIW and SUP). On December 12, Matson completed their investigation and reverted back to the Unions. As a result, the Unions sent a letter to the ship that explained the results, specifically that the poles in question contained 90% wood, 5.6% creosote, 3.8% petroleum distillate and .5% coal tar. The manufacturers are listed as Stella Jones Corporation, of Pittsburg, Pennsylvania and McFarland Cascade Holdings, Inc., of Tacoma, Washington. The product is non-regulated from a hazardous material transport perspective and as a result it was shipped as a standard non-hazmat cargo and so the Company had no visibility on the shipment. The cargo's Material Data Safety Sheet identifies hazards related only to aspiration of the physical compound, that is, breathing "dust" from the poles, or related to skin contact.

The Unions made a unified demand that the company commit to stowing this type of cargo away from the house. The company agreed and committed to work with the terminal operators and their customer service group to set up a system where customer service can insert a notification at booking to alert the terminal operator and trigger a notice to the cargo planners to load the poles away from the house in order to avoid a similar situation in the future. (See attachment #2)

### QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's meeting to review the finances of the Union for the fourth quarter of 2018, and report back to the membership at the February Union meetings. In the event the Committee cannot be filled today, or is short-handed when it convenes, recommend that Committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will meet at Headquarters at 8:00 A.M. on Monday, February 10.

### HOLIDAYS

**Martin Luther King, Jr.'s Birthday:** All SUP halls will be closed Monday, January 20. This is a holiday under all SUP contracts except Foss Maritime Company. Due to the holiday, the Branch meetings will be held on Tuesday, January 21.

**Lincoln's Birthday:** This holiday falls on Wednesday, February 12, in accordance with the agreements with APL, Chevron, Matson and the San Francisco Bar Pilots.

**Presidents' Day:** All SUP halls will be closed Monday, February 17, in accordance with the Agreements with APL, Foss, Matson and Patriot Contract Services. Due to the holiday, Branch meetings will be held Tuesday, February 18.

**Washington's Birthday:** This holiday, which also falls on Saturday, February 22, this year, is observed under the Chevron Agreement, and for all Marine Employees and Dispatchers employed by the San Francisco Bar Pilots.

### ACTION TAKEN

M/S elected Chevron Negotiating Committee, Ron Gill, Thor Erikson. Carried unanimously.

M/S elected Quarterly Finance Committee, Dave Larsen, Hussein Ali, Ron Reed, Tio Rojas, and Terry Lane. Carried unanimously.

M/S to concur with the balance of the President's report. Carried unanimously.

*Dave Connolly*

*Eight Bells and all's well*

*Lookout on the bow*

*In the black night*

*In the clear light*

*Of the profound stars*

*Alone with the sound*

*Of the gently heaving ship*

*Rising and falling on the sighing sea*

*Diligent watchful*

*Pensive with thoughts of the weary world*

*Here the sailor most at home*

*Here the heart most content*

*Here the troubled mind most tranquil*

*By: JK Russell #3179*

## VICE PRESIDENT'S REPORT

January 2020

Ships checked.

**Daniel K. Inouye**- Delegate, Jose Angeles. Continuing southern triangle run, Teofilo Rojas replacing Robert Reed as Bosun.

**Maunawili**- Delegate, Ronda Benoit. Continuing northern triangle run with no major beefs. Julian Torre, Bosun.

**APL President Kennedy**- Delegate, Kim Sloggett. Investigation ongoing with PPE policy. David Ibarra, Bosun.

**President Truman**- Delegate, Gabriel Sipin. In and out of Oakland with no major beefs. Dale Gibson, Bosun.

**APL Gulf Express**- Delegate, Marc Dulay. Continuing run in Persian Gulf. Aaron Weibe, Bosun.

**APL Saipan**- Delegate, Brett Lange. Inquiries regarding shorthanded pay.

**USNS Sisler**- Delegate, Ed Zepeda. At anchor in Diego Garcia for the foreseeable future. Jeff Nicholas, Bosun.

**USNS Dahl**- Delegate, Eduardo Rojas. At anchor in Saipan, no major beefs. Xerxes Cunanan bosun.

**USNS Watkins**- Delegate, Jonathan Pampilon. RAV status back in Bayonne shipyard. Camilo Moreno Jr., Bosun.

**Cape Vincent**- Delegate, Napoleon Ramon. Finished trip to Saudia Arabia and back in Beaumont, Texas on Jan 13th. Jordan Polon, Bosun.

**Cape Henry**- ROS status in San Francisco. Yvette Cavan replaced Phil Coulter as Bosun.

**Cape Hudson**- Mark Relojo, Bosun. Left San Francisco for Pacific Pathways mission in early January.

**SF Bar Pilots**- Delegate, Mike Koller. Negotiated new 4 year agreement.

*Matthew Henning*



SUP crew at Matson's container *Mahimahi* ship in Oakland near the Christmas holiday. From left to right: Mike Worth, AB Steve Campbell, AB and Delegate Philip Romei, AB Ricky Pangan, AB Jerold Komoto, and AB John McAuliffe. Photo: Dave Connolly

## ILWU appeal of award penalty set for February

Oral arguments to dismiss, reduce or sustain the \$93.6 million jury award against the International Longshore and Warehouse Union (ILWU) and its Local 8 will be heard in US District Court in Portland before Judge Michael Simon on February 14.

The shocking award amount was rendered on November 5 after a two week trial, but the final disposition was delayed to allow the ILWU time to prepare and deliver an appeal. The case is related to certain workplace actions around a jurisdictional dispute that ran for almost four years at a container terminal in Portland called ICTSI. The specific work involved was the plugging, monitoring, and unplugging of refrigerated containers.

The ILWU motion to dismiss charges that the jury "misunderstood the law, the facts and economic reality." If not dismissed, the Union asked that the amount be reduced to \$3,983,669 based on the testimony of the union's expert witnesses.

Both sides called expert witnesses during the trial to assess the costs to the terminal operator from the job actions and they unsurprisingly produced different results.

The argument also stated that the Local 8 job actions were actually a part of coastwise contract negotiations between the International and the Pacific Maritime Association, which negotiates for all terminal operators. The Union called the award "unreasonable, unfounded, and unjust." ICTSI has until January 17th to file its justification for the award, but the November jury assessed the damages at 55% to the International and 45% to Local 8.

At the time of the award the ILWU stated that the full amount could trigger a bankruptcy proceeding. Judge Simon is expected to issue his ruling shortly after the oral arguments on February 14. Either side can appeal the decision to the Ninth Circuit Court of Appeals in San Francisco.

# SUP BRANCH REPORTS

## WILMINGTON

December 2019

Shipping: Bosun: 4, AB: 18, AB/D: 10, OS/STOS: 5, GVA/GUDE: 0, and standby: 38 for a total of 75 jobs shipped.

Registered: A: 36 B: 62 C: 5 D: 7

**Ships checked:** *President Truman, President Roosevelt, President Cleveland, President Eisenhower, President Wilson, D. K. Inouye, Manulani, Mokihana, Maunalei, R.J. Pfeiffer, and Manoa.*

Shipping has been very good here in Wilmington with a steady rotation of crewing jobs for both Matson and APL and Patriot calling for regular crew changes and activations. Attended meeting of Maritime Trades Department.

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents and dues annual physical, drug screen Coast Guard medical, Passport, Twic are current in order to be dispatched.

I have called on S.U.P in San Francisco to fill jobs that members here refused to take because they are waiting on a certain ship or they only want to work standby jobs, I would like to remind you S.U.P. Shipping Rule # 9.

*Leighton Gandy, Branch Agent*

## HONOLULU

December 2019

Shipped the following jobs in the month of December: 1 Bosn steady, 2 Bosn reliefs, 1 AB Day steady, 1 AB Day relief, 1 AB Day return, 4 AB Watch steady, 1 AB Watch relief, 1AB Maint, and 2 OS Watch steady. The shipping jobs were filled by 4A cards, 8 B cards and 2 C cards.

Shipped 19 standby jobs. The standby jobs were filled by 0 A cards, 3 B cards, 6 C cards, and 10 D cards. Registered in Honolulu: 14 A cards; 24 B cards; 10 C cards; 9 D cards.

Ships checked: I visited the *RJ Pfeiffer, Maunalei, Manoa, Kaimana Hila, Manulani, Mahimahi, Maunawili, DK Inouye* and the Paint and Rigging gang. All are running with few or minor beefs.

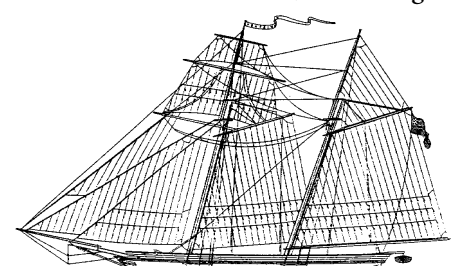
*APL Guam*-no major beefs, *APL Saipan*-no major beefs, *USNS Charlton*-no major beefs, *USNS Watson*-no major beefs.

I represented the SUP at the Hawaii Ports Maritime Council meeting, and the Hawaii AFL-CIO executive board meeting.

Shipping is about to slow down in Honolulu. The Mokihana (4 Honolulu dispatched jobs) and the Kamokuiki (4 Honolulu dispatched jobs) are both supposed to layup. First will be the Mokiha-na this month and then the Kamokuiki next month.

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

*Michael Dirksen, Branch Agent*



## SEATTLE

December 2019

One Navy Boatswain, two AB's, and one OS billet were filled with 4 B cards; seven standby AB's taken by 2 B's and 5 D cards. Registered: 1 A card for a total of 5; 8 B cards for a total of 23; 1 C cards for a total of 2; 3 D cards for a total of 10.

This month the POS Commission voted five to zero to keep the cranes at T-46. Also, on that day the Puget Sound Clean Air Agency voted to issue a clean air permit for the Tacoma LNG facility. These are two big wins for the Puget Sound Maritime Industry, and in both matters the SUP was a prominent driving force in achieving these goals. 2019 also saw a myriad of other challenges presented to our trade and at the forefront, shoring the bulwarks of our interests, was former SUP Branch Agent and Dues Paying Pensioner Vince O'Halloran. Brother O'Halloran serves an example to us all as to what being a Union Member is. He has dedicated countless pro bono hours to the seaman's cause and to Waterfront Labor and he knows that just because the pension checks start coming in, the struggle to preserve our way of life continues. Many thanks Brother O'Halloran for your continued work & dedication on behalf of your Union family!

The Pensioners holiday party was held at a new venue this year and an enjoyable time was had by all. If there are any ideas for next year tell me now so I can start planning. It was great to see and visit with the "Old Timers", and I appreciate all the help from the Members and their families with the setup, bartending, and clean up.

Thank you to Ziggy Kaczor, who manned the desk for the Membership while I took a Holiday break. He left it better than he found it and did a spot-on job with the dispatching.

*Brendan Bohannon, Branch Agent*

## DISPATCHER'S REPORT

Headquarters—December 2019

<b>Deck</b>	
<b>Bosun</b> .....	3
<b>Carpenter</b> .....	0
<b>MM</b> .....	5
<b>AB</b> .....	10
<b>OS</b> .....	3
<b>Standby</b> .....	15
<b>Total Deck Jobs Shipped</b> .....	36
<b>Total Deck B, C, D Shipped</b> .....	26
<b>Engine/Steward</b>	
<b>QMED</b> .....	0
<b>Pumpman</b> .....	0
<b>Oiler</b> .....	0
<b>Wiper</b> .....	0
<b>Steward</b> .....	0
<b>Cook</b> .....	0
<b>Messman</b> .....	0
<b>Total E&amp;S Jobs Shipped</b> .....	0
<b>Total E&amp;S B, C, D Shipped</b> .....	0
<b>Total Jobs Shipped - All Depts.</b> .....	36
<b>Total B, C, D Shipped-All Depts.</b> .....	26
<b>Total Registered "A"</b> .....	22
<b>Total Registered "B"</b> .....	30
<b>Total Registered "C"</b> .....	5
<b>Total Registered "D"</b> .....	8



The SUP gang on the *Cape Vincent* after a successful voyage to the Middle East. From the left: Bosun Jordan Polon , OS Pablo Salinas, AB Ian Serra, AB Aurelio Ventura, AB Napoleon Ramon, OS Dakota McDonald, Chief Mate Matthew Carinhas, OS David Kaupiko, AB and (delegate)Abdul Mohamed, AB Adan Gonzalez.

## Shanghai is still the busiest port

The Shanghai International Port authority has announced that it posted record high container traffic in 2019 with 42 million TEU in throughput. This amount is about four percent higher than last year, and it is enough to maintain Shanghai's status as the world's busiest container port for the ninth year in a row.

Shanghai's booming performance continues to overshadow Hong Kong, once the world's titleholder for container throughput. In 2006, Hong Kong's Kwai Tsing harbor handled more than 23 million TEU, but that number has been gradually slipping; last year it reached roughly 18 million, down more than six percent from 2018. Hong Kong has gradually fallen to seventh place in the rankings, and it will likely drop behind eighth-ranked Qingdao this year.

Several factors have put new pressure on Hong Kong's terminals. The port faces stiff competition from deep-sea ports in

nearby Shenzhen and Guangzhou, two booming industrial areas that used to ship most of their production through Hong Kong - but now have closer options. It also has to deal with competition from the port of Singapore, the world's second-largest by volume, which set a new record with 37 million TEU last year. Singapore's terminals are capturing an increasing share of the East Asia transshipment business, which is a mainstay of Hong Kong's portfolio. There are also regulatory issues: as ships get bigger and bigger, the air draft restrictions imposed by Hong Kong's government at the Tsing Ma Bridge are becoming more of an operational challenge, limiting access for some terminals, shipping lines say.

One piece of good news for Hong Kong: the "phase one" trade deal with the United States may give port stakeholders and customers a bit more certainty moving forward.

## Good nutrition pivotal to mental health

This year has been very good for seafarers. There's been a greater awareness of mental health which has moved ship managers' attention to nutrition onboard vessels. Research shows that nutrition plays a pivotal role in mental health which has helped improve seafarer well-being standards onboard.

It's clearly indicated in feedback from the Seafarer Happiness Index which stipulates crew condemned owners who didn't invest sufficiently in healthy food but still expect them to be fit. Food is becoming more of a mainstream topic within the industry.

MCTC, which specializes in catering management and also training of multi-national crew all over the world, believes good food plays just as an important role in mental health as regular breaks and good working hours.

Bad eating habits often result in higher fatigue levels, laziness of crew and a lack of productivity. It's something which the industry is now picking up on.

Food is one of the most important and motivating factors of being on a ship. When seafarers are away for long periods of time, they look forward to a nice meal at the end of the day.

It is crucial that crew members develop good eating habits while they are onboard to ensure high levels of energy to help them complete their daily tasks.

Stress levels can lead to bad eating habits, which then lead to fatigue and ultimately bad performance. It is the responsibility of the catering department to ensure that the food offered onboard is of high nutritional value and suitable for all nationalities.

Let's hope it's onwards and upwards for 2020! The industry needs to carry on working to reach the root of the problem and ensure we are not only educating the catering staff onboard in relation to healthier eating habits, but also the families of the crew, so that good eating habits continue while the seafarer is at home.

**SUPPORT THE SUP POLITICAL FUND**

**ATTEND YOUR MONTHLY SUP UNION MEETINGS!**