



West Coast Sailors

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SUP President's Report

SUPREME COURT V. ORGANIZED LABOR

The Supreme Court of the United States dealt a major blow to public-sector Unions and the labor movement in general on June 27, when it ruled five-to-four that public employees who chose not to be members of Unions, but are represented by Unions, do not have to pay their "fair share" for the cost of collective bargaining.

The case, *Janus v. American Federation of State, County and Municipal Employees (AFSCME)*, was brought by Mark Janus, a non-Union child-support worker for the state of Illinois. Janus' beef was that he didn't support the Union and didn't want to pay his "fair share," even though he was a beneficiary of collective bargaining: gaining wage increases, benefit improvements, etc.

In short, Janus wanted to become a true "free rider". Pay NOTHING and enjoy all the benefits because his views and that of the Union didn't always coincide.

Janus, funded by the Union-busting National Right to Work Foundation and the Illinois-based Liberty Justice Center, was able to sustain his fight for years while he enjoyed the conditions the Union bargained.

Writing for the majority in the Supreme Court decision Justice Samuel Alito Jr. incredibly wrote that "forcing those workers (public employees) to finance the Union violated the First Amendment of the U.S. Constitution" and "that we conclude that this arrangement violates the free speech rights of non-members by compelling them to subsidize private speech on matters of substantial public concern."

Using that bizarre logic, citizens who disagree with the government on any issue should not have to pay taxes. If that were the case, federal and state treasuries would be empty and all government services would cease.

And that is the ultimate goal of the National Right to Work Foundation: to cripple public-sector Unions across the nation by depriving them of millions of dollars and see their effectiveness diminished, both at the bargaining table and the ballot box.

The *Janus* decision immediately nullifies the "fair share" provisions of public-employee collective bargaining agreements, overturning a 1977 case, *Abood v. Detroit Board of Education*. In that case, public school teachers in Detroit who opposed public-sector collective bargaining argued that they should not have to pay fees to the Union. The *Abood* decision prohibited public-sector fees from using Union "fair share" fees for political causes like lobbying, but found that the Union could use those fees to cover the cost of collective bargaining, which produced economic gains for Union members. Without "fair share" fees, economists argued then and now, Union members have an incentive to become "free riders" benefitting from collective bargaining but not paying for it.

Free riding may be the wrong

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Matson christens first Aloha-Class vessel Daniel K. Inouye at Philly Shipyard



The *Daniel K. Inouye* alongside the dock at Philly Shipyard for her christening.

SUP-contracted Matson Navigation Company christened the largest containership ever built in the United States in a ceremony at the Philly Shipyard on June 30.

The new vessel is named *Daniel K. Inouye* in honor of Hawai'i's late senior U.S. Senator, who was a longstanding supporter of the U.S. maritime industry and its important role in supporting Hawai'i's economy. It is the first of two new ships being built for Honolulu-based Matson by Philly Shipyard at a total cost of approximately \$418 million for the pair, and the first of four new vessels that Matson will put into its Hawai'i service during the next two years.

"This is a proud day for all of us at Matson," said Matt Cox, Matson's chairman and chief executive officer, at the shipyard ceremony. "Over our first 136 years, Matson's fleet has evolved from sailing ships to larger steamers to diesel power, consistent with changes in technology and always evolving in step with the needs of a growing Hawai'i economy."

"This new vessel, designed specifically to serve Hawai'i and built with LNG (liquefied natural

gas)-compatible engines, is the next generation of vessel and sets a new standard for cargo transportation in Hawai'i. It also symbolizes Matson's continuing commitment to serving our Island home in the most efficient, effective and environmentally sound way into the future," Cox said.

Steinar Nerbovik, Philly Shipyard President and CEO, said, "It is with tremendous gratitude and pride that we celebrate the christening of *Daniel K. Inouye*, alongside Matson, a returning customer. When this ship is delivered, no matter where it travels, it will represent the finest craftsmanship of Philadelphia shipbuilders, and fulfill our promise to provide American-built and owned ships that will safely and securely service our nation."

Matson invited Irene Hirano Inouye, Senator Inouye's widow, to officially christen the vessel by breaking a ceremonial bottle of champagne against the ship's hull.

The ceremony included a gathering of approximately 350 attendees including Matson and Philly executives, shipyard workers and Union leaders. Speakers included Dr. Peter Navarro, Assistant to the President

of the United States, Director of Trade and Industrial Policy and the Director of the White House National Trade Council; Rear Admiral Mark H. Buzby (Ret.), Administrator of the Maritime Administration; General Darren W. McDew, Commander of the U.S. Transportation Command (USTRANSCOM); and former Pennsylvania Governor Ed Rendell. The SUP was represented by Union Vice President Dave Connolly.

Weighing in at over 51,400 metric tons, the 850-foot long and 3,600 TEU capacity *Daniel K. Inouye* is Matson's largest ship and the largest containership ever constructed in the U.S. It is also Matson's fastest vessel, with a top speed of nearly 24 knots, helping ensure on-time deliveries in Hawai'i from Matson's three West Coast terminals in Seattle, Oakland and Long Beach.

As Matson's first "Aloha Class" containership, *Daniel K. Inouye* incorporates the latest environmentally friendly technology, including dual fuel engines that can be adapted to use LNG, double hull fuel tanks, fresh water ballast systems and a more fuel efficient hull design.

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Port of Oakland approves new lease with SSA Terminals

The Port of Oakland announced last month that it has reached an agreement with SSA Terminals on a new lease at the port that runs through 2027. The agreement includes options that could keep SSA Terminals in Oakland until 2042.

“SSA is an influential player on the waterfront worldwide, and a significant presence in Oakland,” said Port of Oakland Maritime Director John Driscoll. “This lease commitment demonstrates its belief in the Port’s long-term prospects.”

Key elements of the deal include a 19-acre expansion at SSA’s Oakland International Container Terminal (OICT); purchase of three new ship-to-shore cranes by the terminal operator for cargo handling; and options that would extend the new lease an additional 15 years if certain conditions were met.

SSA is the largest marine terminal operator in Oakland. OICT, the nation’s second-busiest marine terminal, handles about 60% of the port’s total containerized cargo volume. SSA also operates the Port of Oakland’s Matson Terminal, which is included in the new lease.

“We see steady cargo growth for Oakland into the next decade,” said Ed DeNike, President of SSA Containers. “This new lease helps us plan for the future.”

Three operating companies, including SSA, lease terminal facilities from the Port of Oakland. Terminals are the focal point of seaport operations. They’re where ships, trucks and trains converge to move containerized cargo. SSA has operations at 250 locations on five continents.

SSA earned recognition over the last three years for leading an operational transformation in Oakland. It was the first operator to open gates at night for cargo pick-up or delivery. It’s currently raising the height of four cranes to better handle a new class of megaships in Oakland.

The new lease binds SSA to a list of environmental commitments in Oakland, including compliance with state and federal laws and the Port’s Maritime Air Quality Improvement Program. Under the agreement, the terminal operator will apply for government grants to reduce emissions from cargo handling equipment.

Line parts: one longshoreman killed and three injured in Longview

A longshoreman died and three other people were injured when a vessel line snapped at the Port of Longview, Washington, on June 28, according to the port.

Byron Jacobs, 34, of Longview received fatal blunt-force injuries when he was struck by a vessel line that snapped in half as a ship was shifting from one loading hatch to another, port officials said. He died at the scene at 2:40 A.M., according to the Cowlitz County Coroner’s Office.

The Panama-flag *ANSAC Splendor* was engaged in a standard shifting maneuver when the braided maritime-grade line snapped, port officials said. The two pieces of line recoiled toward both the dock and the ship.

Jacobs, a third-generation longshoreman, worked at the Port of Longview for 16 years and served as secretary/treasurer for International Longshore and Warehouse Union Local 21.

“This is a tragic day on the waterfront,” said Local 21 President Jake Ford. “Byron was an active member of the Union, loved his work and will be incredibly missed.”

The chief mate aboard the vessel was also struck, and was admitted to PeaceHealth Southwest Washington Medical Center. Another longshoreman and security guard who were standing on the docks also received non-life-threatening injuries, according to the port.

IL WU President Robert McEllrath said in a statement that longshoremen across the West Coast are mourning Jacobs’ death. “I remember him as a good man who worked hard for his family and his Union,” McEllrath said. “We will continue fighting every day to make our jobs safer, because the most terrible news is when a parent doesn’t come home from work.”

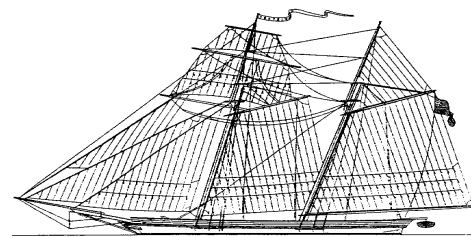
IMO selects Chinese rescue diver for 2018 bravery award

The 2018 IMO (International Maritime Organization) Award for Exceptional Bravery At Sea was awarded to Zhong Haifeng, senior diver and deputy of the engineering team of Guangzhou Salvage.

On the morning of November 27, 2017, the bulker *Jin Ze Lun* collided with the freighter *Shun Jin Long* at the port of Guangzhou. The *Shun Jin Long* remained afloat, but the *Jin* went down shortly after the collision. Two out of the 14 crew on board were immediately rescued by local maritime authorities, but the others remained missing. The bulk carrier was lying on the seabed, in the main channel into the port. A strong current meant extreme difficulties for any underwater search and rescue operation.

Zhong was put in charge of the search effort. After 36 hours of repeated dives, six survivors were located, all trapped in the cargo hold. Zhong instructed his team to replenish oxygen to the compartment and talk to the trapped survivors in order to calm them.

Zhong then dived down to the cargo hold alongside a teammate, bringing scuba diving equipment for those trapped underneath. On the afternoon of November 28, Zhong dived down to the wreck six times. He taught survivors how to put on and use scuba diving equipment and personally rescued three of them in the space of one hour, despite becoming extremely exhausted. The IMO’s judging panel agreed that by exerting tireless efforts under dangerous circumstances, Zhong demonstrated exceptional bravery and human spirit.



Final Departures

Gilbert Bio, Permit #19495. Born in the Philippines in 1963. Joined SUP in 2015. Died in Diego Garcia aboard the *USNS Watkins*, May 27, 2018.

Sedek Idris, Book #882. Born in Malaysia in 1933. Joined SUP in 1968. Died June 18, 2018. (Pensioner)

SUP Meetings

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

	Headquarters	Branch
August	13	20
September	10	17
October	Tues. 9	15
November	Tues. 13	19
December	10	17

“The class which has the power to rob upon a large scale has also the power to control the government and legalize their robbery.”

Eugene Victor Debs, 1855-1926, founding member of the Industrial Workers of the World, President of the American Railway Union and leader of the 1894 strike against the Pullman Company, five time candidate for U.S. President for the Socialist Part of America, jailed for his opposition to World War I.

West Coast Sailors

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Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor
BRANCH OFFICES
Seattle, WA 98199

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

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

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

WELFARE OFFICE
 (415) 778-5490
PENSION PLAN OFFICE
 (415) 764-4987

Buying American can help keep the Philly shipyard afloat

Editor's Note: This article was published in the Philadelphia Inquirer on Friday, June 29, the day before SUP-contracted Matson Navigation Company's M/V Daniel K. Inouye was christened and was written by Peter Navarro, Assistant to President Trump and Director of the White House Office of Trade and Manufacturing Policy.

“On Saturday, the largest container ship ever built in the United States will be christened. At 850-feet long, it is a testament to the capabilities of Philadelphia Shipyard, where it was constructed, and a fitting tribute to Daniel K. Inouye, for whom the ship will be named. Inouye’s story is a classic variation on the American Dream. Born to Japanese immigrants at the height of anti-Japanese sentiment in America, Inouye received the Medal of Honor in World War II and earned a seat in the United States Senate, where for 50 years he championed the American maritime industry, earning himself admirers across the partisan divide.

Another important and quintessentially American story contextualizes today’s christening – that of the United States commercial shipbuilding industry’s rebirth. In an era when most commercial ships are built in subsidized foreign yards and operated by low-wage foreign mariners, the *Inouye* defies the international norm. It was built by more than 600 members of the AFL-CIO Metal Trades Department in Pennsylvania.

President Trump avows two simple rules: “buy American” and “hire American.” The *Inouye* is the product of the two buy American, hire American laws in the maritime domain: the Jones Act and cargo preference.

The Jones Act, formally the Merchant Marine Act of 1920, requires that any vessel transporting merchandise between two points in the United States be built, owned, and crewed by American citizens. In the *Inouye*’s capacity as a Jones Act vessel, its “Aloha Class” massive size will be utilized on long-haul routes between the continental United States and Hawai’i.

Featuring environmentally friendly technologies and new engineering innovations, the *Inouye*, along with her sister ship scheduled for completion in 2019, will have some of the lowest operating costs of any United States merchant ships. Even so, without the Jones Act, high-quality, relatively low-cost, environmentally conscious ships such as the *Inouye* would be priced out – and wiped out – of the domestic market by cheaper, often heavily subsidized, foreign vessels.

Lending further support to the financial viability of the *Inouye*, cargo preference statutes require that 50% of all cargoes procured with United States taxpayer dollars by civilian government agencies be transported on United States-flagged ships. For U.S military cargo, the requirement reaches 100%. Under the cargo preference requirements, the *Inouye* will perform critical work for the Department of Defense, transporting equipment and supplies between the mainland and United States installations in the Pacific.

President Trump’s commitment to a 355-ship United States Navy, together with this administration’s ongoing efforts to expand opportunities for United States industry, are creating the conditions for a more vibrant maritime industry and the rejuvenation of great maritime cities such as Philadelphia. This is great news for the men and women who work as skilled craftsmen across the country.

The average annual wage of a worker in shipbuilding is almost \$70,000, well above the national average of \$55,375. Although these jobs have clear value, many have been eliminated in recent decades, declining from a high of 180,000 in 1980 to 94,004 today. President Trump is committed to the restoration of these jobs through the revitalization of American shipbuilding. Even better, the mariners who operate the ships built because of the Trump administration’s support for buy American, hire American policies stand to earn an annual salary of more than \$101,000.

As important as these economic benefits are, the national security benefits are even larger. Going back to the days of George Washington, American leaders have understood that without a civilian shipbuilding capability and a vibrant United States-flagged merchant marine, the United States would be unable to build and maintain a navy.

The merchant marine helps to provide our military the mobility it requires, in both troops and equipment, to confront threats around the world. The *Inouye* and its sister ship will materially help add to the pool of highly trained merchant seamen. The same shipbuilding industrial base that constructs ships such as the *Inouye* is therefore essential to the maintenance and resilience of a robust United States Navy.

The Jones Act and cargo preference were designed to meet these national security objectives, and the Trump administration is committed to improving both so that we once again have a robust United States flag fleet and shipbuilding industry,

In the interests of both economic prosperity and national security, we therefore hope that the Trump administration’s strong support for policies such as Buy American and the Jones Act will help the Philly shipyard find a sustainable future, despite any short-term challenges,

In the meantime, Saturday will be a fine day to celebrate the entrepreneurship, ingenuity, and hard work of the American men and women who have made the christening of the *Inouye* possible.”

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



SUP gang in the APL Gulf Express. From left back row: Alex Yekimenko, Bosun Matt Henning, Justin Foster, Ben Ashton. Front row from left: Matt Blom and Kim Dulay. Missing from shot is AB Hillard L'ai, aka “Giovanni.” On the stern in Jebel Ali, United Arab Emirates, welcoming new crew member Alex as Ben departs.

Oakland sets monthly import cargo volume record

The Port of Oakland announced on July 12, that containerized import volume reached an all-time high last month, handling the equivalent of 87,207 20-foot import containers during the month of June. That figure beat the previous monthly record of 84,835 containers, which was set in July 2017.

The port announced that June import volume was up 8.7% on a year-over-year basis. The port attributed the strong month to the beginning of the peak season and importers decision to push shipments ahead of the tariffs imposed earlier this month by the United States and China.

“Retailers have been forecasting a good peak season for containerized imports, so June’s numbers weren’t surprising,” said Port of Oakland Maritime Director John Driscoll. “But there’s uncertainty over the international trade picture, so we’re taking a wait-and-see approach.”

The port said it is too soon to project the impact of 2018 tariff increases on cargo from China. It said the increases would have affected about \$225 million of China imports had they been in place last year.

The port said that total container volume in Oakland is up 2.3% so far, this year. That figure is in line with a forecast by the port back in January, calling for 2-3% growth in 2018.

Containerized export volume at the Port of Oakland is down 1.8% through the first six months of 2018, the Port said. Exports decreased 4.7% on a year over year basis during June. The port attributed the decrease to a strong U.S. dollar, which makes American goods costlier overseas.

NOW UNDER THE AMERICAN FLAG



APL's President Kennedy (ex-CMA CGM Narmada) is pushed alongside in Oakland this month after being reflagged to U.S. registry in San Pedro. Photo by Mike Koller.

China is planning a polar Silk Road

By Mike Scrafton

Under Xi Jinping, China has a grand strategy to reshape the current geopolitical landscape. Xi has set out an integrated and coherent set of ideas about China's ultimate objectives in the international system, and how it should go about achieving them over the coming decades.

That's the Belt and Road Initiative (BRI). The Chinese government 'has mobilized the country's political, diplomatic, intellectual, economic and financial resources' to meet 'the most pressing internal and external economic and strategic challenges faced by China'.

The effective power of China's political-economic model to implement a grand strategy is evident in the Arctic. The release of China's Arctic Policy white paper in January coincides with what the U.S. National Snow and Ice Data Center describes as 'the second lowest Arctic maximum [extent of Arctic sea ice] in the 39-year satellite record'.

The Chinese white paper outlines a proposal 'to jointly build a "Polar Silk Road"' with existing BRI partners in order to 'facilitate connectivity and sustainable economic and social development of the Arctic'.

In China, there's no partisan debate over the scientific consensus on global warming like that found in the U.S. Climate change is simply accepted as an objective fact that needs to be accommodated.

The white paper opens by saying, 'Global warming in recent years has accelerated the melting of ice and snow in the Arctic region.' The 'development of shipping routes in the Arctic' as the ice retreats is therefore a goal because those routes will 'become important transport routes for international trade'.

The sea ice is disappearing at a greater rate than expected. Arctic-capable shipbuilding technology is advancing in parallel. A South Korean-built Arc7 LNG carrier transited the Northern Sea Route in December 2017. The passage marked a major milestone—the first time a shipping vessel has made independent passage without the support of an ice-breaker during that time of year.

The Arc7 LNG carrier is one of 15 of the new class being built for the Yamal LNG project on the Kara Sea. This isn't just 'one of the largest and most complex LNG projects in the world'. The project is half-owned by Russia, 20% owned by the China National Petroleum Corporation and, significantly, 10% funded by China's 'Silk Road Fund'.

Geographically Russia already has a huge advantage in the Arctic. If the U.N. Commission on the Limits of the Continental Shelf decides in Russia's favor on the Lomonosov Ridge claim, it will increase Russia's exclusive economic zone by 1.2 million square kilometers. The Arctic is believed to hold up to one-third of the world's untapped oil and gas reserves, as well as extensive but as yet unquantified mineral riches.

The Northeast Passage overlaps the Northern Sea Route through Russian waters, which is most of its length. It's the shortest route from the Atlantic to the Pacific. Traversing along the northern coast of Siberia, it cuts travel time from China to Europe by at least 12 days compared to the Suez route.

While the commercial advantages are obvious, the strategic importance of that route lies in the fact that 'both China and Japan import 80% of their oil through the Strait of Malacca'. The so-called 'Malacca dilemma' of a potential U.S. naval blockade of the straits in a conflict makes establishing the Arctic alternative all the more attractive.

Russia recognizes the northern route's importance and launched the world's biggest ice-breaker in 2016, one of four being constructed. China already has one Arctic-capable ice-breaker and is building another to enter service in 2019.

In contrast, the Americans' ability to operate year round in the Arctic is limited because the U.S. has only one heavy and one medium ice-breaker that are operational. Both are beyond their life-of-type. At best the U.S. might get a new Arctic-capable ice-breaker around 2025. Professional assessments suggest that the U.S. needs six, but significant investment in ice-capable shipbuilding capacity would be required.

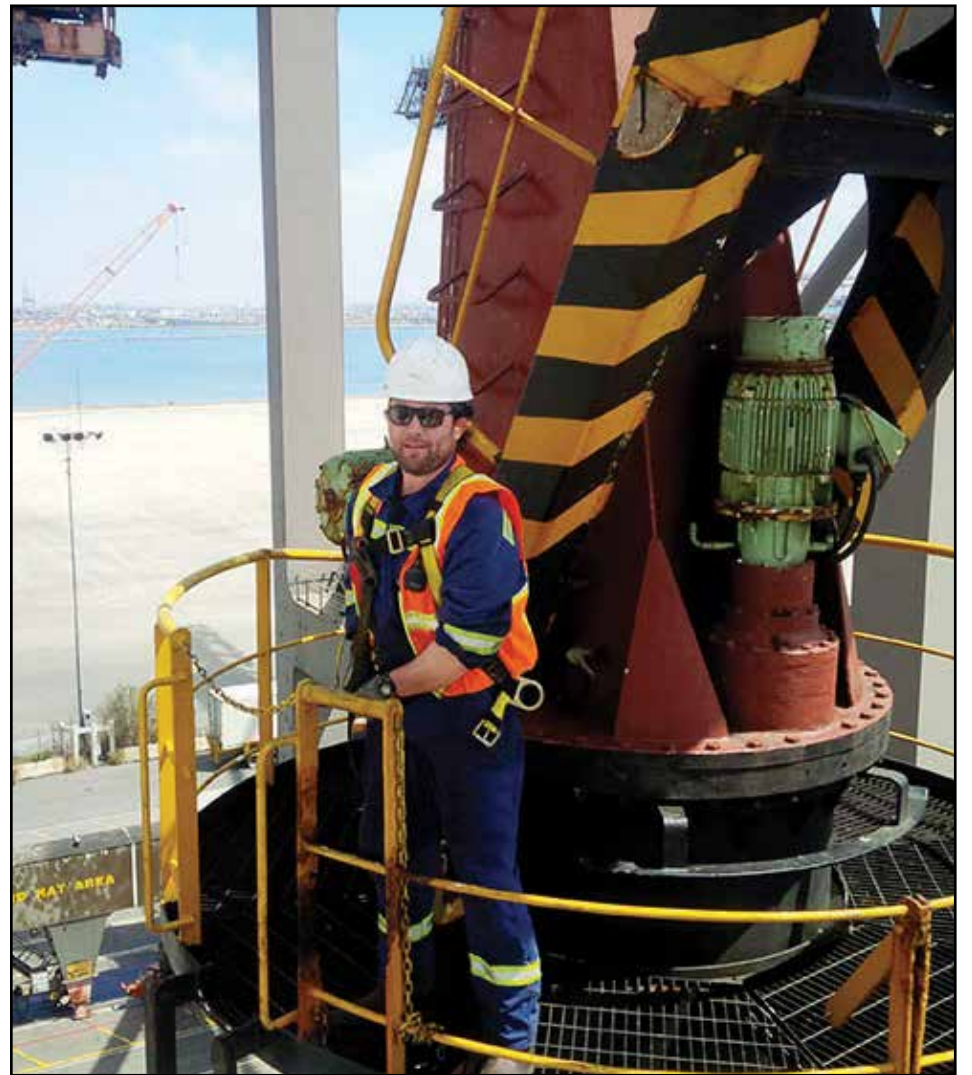
Even before the Arctic white paper, China's ambitions were evident. Although not an Arctic nation, China has used diplomacy, trade, investment and research in pursuit of its Arctic objectives while trying to avoid a resource rush from which it might be excluded.

Therefore, an important objective of the new policy is to 'participate in the governance of the Arctic'. China has pursued this by making a substantial contribution to the work of the Arctic Council, and by strengthening its relations with European Arctic nations. It has also established coordination mechanisms with Japan and South Korea, non-Arctic nations that share China's commercial and strategic interests in the Arctic. The combination of long-term strategic objectives, a settled view of the objective facts, one-party rule, and substantial government direction of its economic activity account for China's effectiveness in positioning itself to be a geopolitical force in the Arctic in the long term.

The Arctic demonstrates in a microcosm the potency of China's capacity to implement its grand strategy generally. Whatever criticisms and grievances the U.S. has with China's contemporary trade, investment and intellectual property policies, or how distastefully Western commentators regard one-party rule, the true challenge for the U.S. is to marshal its political and economic strengths behind a comparable long-term strategy.

Editor's Note: Mike Scrafton is a former senior defense executive, former CEO of a state statutory body, and former chief of staff and ministerial adviser to Australia's minister for defense.

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Bosun Aaron Weibe in the APL Belgium after crane maintenance work in Los Angeles this month. Photo: Dave Connolly

Shipowner in USS McCain collision sues to limit liability

On August 21, 2017, ten U.S. Navy sailors were killed when watchstanders aboard USS McCain lost situational awareness and collided with the tanker Alnic MC off Singapore. The company that owns the Alnic, Energetic Tank, has filed a lawsuit in New York Federal Court that seeks to limit its liability for the collision to the value of the vessel and its cargo.

The suit seeks protection for Energetic Tank under the U.S. Limited Liability Act of 1851. The law was enacted to spur investment in America's early shipping industry, and it limits the liability of shipowners to the value of the vessel in the event of a casualty.

Energetic Tank, represented by the admiralty firm Blank Rome, claims that the vessel was worth \$16,700,000 (plus a small additional amount for her cargo). Energetic seeks to limit the compensation for any claims filed by the Navy, injured sailors, or the families of sailors who died in the collision to no more than this amount.

"The Limited Liability Act of 1851 is outdated. It was meant for a time when ship captains couldn't communicate with the shore, when they didn't have radar and weather reports and GPS. Now it's just an obsolete law that lets shipping companies wash their hands and walk away," alleged Cory Itkin of Arnold & Itkin, which represents the families of nine of the lost sailors and two sailors who were injured in the collision.

"These families were still grieving," Itkin says, "They weren't looking for lawyers. They were looking for answers. By suing the families, the Alnic has forced them into court."

The Navy produced a report that addressed the McCain's role in the casualty, and it found that a chain of BRM (Bridge Resource Management) breakdowns led to loss of situational awareness and a perceived "loss of steering." In the minutes leading up to the accident, the McCain's master ordered the Helmsman and Lee Helmsman to split the control of the ship's helm and throttle. They mistakenly transferred helm control to the wrong console, causing the bridge team to believe (falsely) that a steering casualty had occurred. As the team worked to determine the cause of the problem, the McCain's Lee Helmsman accidentally pulled back on one rather than two throttle controls, causing the McCain to veer into the adjacent traffic lane, where she was struck by the Alnic MC. The McCain's bridge team only became aware of the Alnic's presence at the time of impact.

While the Navy did not address the role of the Alnic in its post-accident report, Singapore's Transport Safety Investigation Bureau conducted an investigation addressing both vessels' actions. The bureau's report noted that while the Alnic's master had made an appropriate initial assessment of the McCain's intentions, he did not sound a warning signal in the moments leading up to the accident and did not take all way off to reduce the risk of collision. In addition, the Alnic had four rather than five watchstanders on the bridge, a violation of the company's SMS (Safety Management System) for transits of the Singapore Strait. The report also faulted the Alnic's master for not making effective use of his bridge team during the accident voyage, and concluded that he "did not have full support on the bridge."

In their response to Energetic Tanker's suit, the families of the McCain sailors asserted that the casualty was "avoidable had the Alnic complied with basic maritime safety rules to prevent collisions." Their response claims that the Alnic's crew, owners, and operators violated their basic duties and then filed the suit.

"The Navy has taken some responsibility, and there have been hearings, people have been held accountable, and while they have more to do, they've started to make changes to ensure disasters like this don't happen again. The Alnic, on the other hand, is trying to avoid all accountability . . . and they are asking the court to let them off the hook," alleged Itkin



PRIMARY ELECTION, AUGUST 7 Washington State Labor Council AFL-CIO Endorsements

The following endorsements have been made by the WSLC in congressional, legislative, and state Supreme Court races, plus statewide ballot measures.

U.S. Senate



Maria Cantwell

U.S. CONGRESS

- CD 1: Suzan DelBene
- CD 2: Rick Larsen
- CD 3: Carolyn Long (and to OPPOSE Jaime Herrera Beutler)
- CD 4: Christine Carol Brown
- CD 5: Lisa Brown
- CD 6: Derek Kilmer
- CD 7: Pramila Jayapal
- CD 8: DUAL: Jason Ritterer and Kim Schrier (and to OPPOSE Dino Rossi)
- CD 9: Adam Smith
- CD 10: Denny Heck

JUDICIAL

- State Supreme Court, Pos. 2: Susan Owens
- State Supreme Court, Pos. 8: Steve Gonzalez
- State Supreme Court, Pos. 9: Sheryl Gordon McCloud

LEGISLATIVE

- LD 1: House 1: Derek Stanford
- LD 1: House 2: Shelley Kloba
- LD 2: House 1: Anneliese Feld
- LD 3: House 1: Marcus Riccelli
- LD 3: House 2: Timm Ormsby
- LD 4: House 1: Ted Cummings
- LD 4: House 2: Mary May
- LD 5: House 1: Bill Ramos
- LD 5: House 2: Lisa Callan
- LD 6: Senate: Jessa Lewis
- LD 6: House 2: DUAL: Rion Ametu and David Wilson
- LD 7: Senate: Karen Hardy
- LD 9: House 1: Jenn Goulet
- LD 9: House 2: Matthew Sutherland
- LD 10: House 1: Scott McMullen
- LD 11: House 1: Zack Hudgins
- LD 11: House 2: Steven Bergquist
- LD 13: House 2: Sylvia Hammond (and to OPPOSE Matt Manweller)
- LD 14: House 1: Sasha Bentley-Feinberg
- LD 14: House 2: Liz Hallock
- LD 15: Senate: Bengie Aguilar
- LD 15: House 2: AJ Cooper
- LD 16: House 2: Rebecca Francik
- LD 17: House 1: Tanisha Harris
- LD 17: House 2: Damion Jiles
- LD 18: House 2: Kathy Gillespie
- LD 19: House 1: Erin Frasier
- LD 19: House 2: Brian Blake
- LD 21: Senate: Marko Liias

- LD 21: House 1: Strom Peterson
- LD 21: House 2: Lillian Ortiz-Self
- LD 22: House 1: Laurie Dolan
- LD 22: House 2: Beth Doglio
- LD 23: House 1: Sherry Appleton
- LD 23: House 2: Drew Hanson
- LD 24: House 1: Mike Chapman
- LD 24: House 2: Steve Tharinger
- LD 25: House 1: Julie Door
- LD 25: House 2: Brian Duthie
- LD 26: Senate: Emily Randall
- LD 26: House 1: Connie Fitzpatrick
- LD 26: House 2: Joy Stanford
- LD 27: House 1: Laurie Jinkins
- LD 27: House 2: Jake Fey
- LD 28: House 1: Mari Leavitt
- LD 28: House 2: Christine Kilduff
- LD 29: Senate: Steve Conway
- LD 29: House 1: Melanie Morgan (and to OPPOSE David Sawyer)
- LD 29: House 2: Steve Kirby
- LD 30: House 1: Mike Pellicciotti
- LD 30: House 2: Kristine Reeves
- LD 32: Senate: Maralyn Chase
- LD 32: House 1: Cindy Ryu
- LD 32: House 2: Christopher Roberts
- LD 33: Senate: Karen Keiser
- LD 33: House 1: Tina Orwall
- LD 33: House 2: Mia Gregerson
- LD 34: House 1: Eileen Cody
- LD 34: House 2: Joe Fitzgibbon
- LD 35: Senate: Irene Bowling
- LD 36: House 1: Noel Frame
- LD 36: House 2: Gael Tarleton
- LD 37: Senate: Rebecca Saldaña
- LD 37: House 1: Sharon Tomiko Santos
- LD 37: House 2: Eric Pettigrew
- LD 38: Senate: John McCoy
- LD 38: House 1: June Robinson
- LD 38: House 2: Mike Sells
- LD 39: Senate: Claus Joens
- LD 39: House 1: Ivan Lewis
- LD 39: House 2: Eric Halvorson
- LD 41: House 1: Tana Senn
- LD 41: House 2: My-Linh Thai
- LD 42: Senate: Pinky Vargas
- LD 43: Senate: Jamie Pedersen
- LD 43: House 1: Nicole Macri
- LD 43: House 2: Frank Chopp
- LD 44: Senate: Steve Hobbs
- LD 44: House 1: John Lovick
- LD 44: House 2: Jared Mead
- LD 45: Senate: Manka Dhingra
- LD 45: House 1: Roger Goodman
- LD 46: Senate: David Frockt
- LD 46: House 1: Gerry Pollet
- LD 46: House 2: Javier Valdez
- LD 47: House 1: Debra Entenmann
- LD 47: House 2: Pat Sullivan
- LD 48: Senate: Patty Kuderer
- LD 48: House 1: Vandana Slatter
- LD 48: House 2: Amy Walen
- LD 49: House 1: Sharon Wylie
- LD 49: House 2: Monica Stonier

BALLOT MEASURES

- OPPOSE Initiative 1608:** Makes collective bargaining negotiations public meetings.
- SUPPORT Initiative 1644** (to the people) and Initiative 981 (to the Legislature): Repeals I-200, which prohibited affirmative action policies with regards to race and gender by state and local government.



PRIMARY ELECTION, AUGUST 11 Hawai'i State AFL-CIO Endorsements

Governor



Colleen Hanabusa

Lt. Governor



Jill Tokuda

U.S. Senate



Mazie Hirono

U.S. Congress



CD 1-Donna Kim



CD 2-Tulsi Gabbard

STATE SENATE

- Hawai'i**
- SD 1: Kaiali'i Kahele
- SD 3: Dru Kanuha
- SD 4: Lorraine Inouye
- Maui**
- SD 6: No action taken
- SD 7: No action taken

Oahu

- SD 12: Brickwood Galuteria
- SD 16: Breene Harimoto
- SD 17: Open
- SD 19: Open
- SD 18: Michelle Kidani
- SD 21: Maile Shimabukuro
- SD 23: Open
- SD 24: Open

STATE HOUSE

- Hawai'i**
- HD 1: Mark Nakashima
- HD 2: Christopher Todd
- HD 3: Richard Onishi
- HD 4: Joy San Buenaventura
- HD 5: Richard Creagan
- HD 6: Nicole Lowen
- HD 7: David Tarnas

Maui

- HD 8: Mary Wagner
- HD 9: Justin Woodson
- HD 10: No action taken
- HD 11: Tina Wildberger
- HD 12: Open
- HD 13: Lynn Decoite

Kauai

- HD 14: Nadine Nakamura
- HD 15: Open
- HD 16: Daynette "Dee" Morikawa

Oahu

- HD 17: Open
- HD 18: Mark Hashem
- HD 19: Bert Kobayashi
- HD 20: Open
- HD 21: Scott Nishimoto
- HD 22: Tom Brower
- HD 23: Open
- HD 24: Della Au Belatti
- HD 25: Sylvia Luke
- HD 26: Scott Saiki
- HD 27: Takashi Ohno
- HD 28: John Mizuno
- HD 29: Daniel Holt
- HD 30: Sonny Ganaden
- HD 31: Aaron Ling Johanson
- HD 32: Linda Ichiyama
- HD 33: Open
- HD 34: Gregg Takayama
- HD 35: Roy Takumi
- HD 36: Open
- HD 37: Ryan Yamane
- HD 38: Henry Aquino
- HD 39: Ty Cullen
- HD 40: No action taken
- HD 41: Lynn Robinson Onderko
- HD 42: Jake Schafer
- HD 43: Stacelynn Eli
- HD 44: Cedric Gates
- HD 45: Open
- HD 46: Open
- HD 47: Sean Quinlan
- HD 48: Lisa Kitagawa
- HD 49: Scot Matayoshi
- HD 50: Open
- HD 51: Chris Lee



Maritime Unions standing with Donna Kim, candidate for U.S. Congressional District 1. From the left: Hazel Galbiso-SIU; Don Ngo-MFOW; SUP Honolulu Branch Agent Mike Dirksen; Donna Kim; Luke Kaili-MEBA; Randy Swindell-MMP; and Gyle McGurn-IBU.

Navy drops homicide charge against *USS Fitzgerald's* commanding officer

Last month, the U.S. Navy announced that it will drop a charge of negligent homicide against Commander Bryce Benson, the commanding officer of the destroyer *USS Fitzgerald* at the time of her collision with the merchant vessel *ACX Crystal*. Commander Benson still faces lesser charges of hazarding a vessel and dereliction of duty resulting in death.

Charges of negligent homicide against two junior officers from the *Fitzgerald's* Combat Information Center, Lieutenant Natalie Combs and Lieutenant Irian Woodley, have also been dropped. Lieutenant Combs still faces lesser charges.

In an earlier proceeding in May, Lieutenant j.g. (junior grade) Sarah B. Coppock, the *Fitzgerald's* officer of the deck at the time of the collision, plead guilty to dereliction of duty in a plea agreement, avoiding a charge of negligent homicide. In a court-martial hearing, Lieutenant j.g. Coppock was sentenced to a letter of reprimand and the forfeiture of half her pay for three months.

The *Fitzgerald* collided with the merchant vessel *ACX Crystal* in the early hours of June 17, 2017, south of Yokosuka, Japan. In the aftermath, seven sailors drowned and three were injured. *Fitzgerald* herself is out of commission for an extended repair period in Pascagoula, Mississippi.

Commander Benson was charged with hazarding a vessel, dereliction of duty and negligent homicide, according to the Navy. Commander Jessie L. Sanchez, the commander of the destroyer *USS John S. McCain*, faced similar charges for his role in the *McCain's* deadly collision with the *Alnic MC* off Singapore; however, the homicide charge against Commander Sanchez was dropped in May.

The Navy's accountability actions extended beyond courts-martial. Sanchez and Benson's superiors at Destroyer Squadron 15, Task Force 70, 7th Fleet, Pacific Fleet and Naval Surface Forces have since been removed, passed over or encouraged to retire. The service is also attempting to correct deficiencies in manning and training that it has identified as underlying factors in the accidents. Former 7th Fleet Commander Vice Adm. Joseph Aucoin and the Government Accountability Office contend that these factors were known to the Navy in advance of the accident voyages.

Fitzgerald's state of readiness prior to the collision figures prominently in the defense for at least one of the ship's former officers. "The *Fitzgerald* had systemic problems with its equipment and training – to single [out] this young woman, who has served honorably and with distinction, for prosecution is very troubling," said David Sheldon, counsel for Lieutenant Combs.

Drunk master left bridge before grounding

The master of a Netherlands-registered cargo ship was drinking prior to when his vessel ran aground in Northern Ireland last October, the UK Marine Accident Investigation Branch (MAIB) said in its report on the incident.

The general cargo vessel *M/V Ruyter* ran aground on the north shore of Rathlin Island just after 11:00 P.M. on October 10, 2017, when the master, who was the sole watchkeeper at the time, left the bridge unattended.

The investigation revealed that the master had been consuming alcohol prior to taking over the watch from the chief officer. However, the chief officer, who had previously warned the master against excessive consumption of alcohol, was satisfied that the master was fit for watchkeeping duties.

The MAIB further noted that the bridge navigational watch alarm system, which could have alerted the chief officer to the fact that the bridge was unmanned when the master left, had been switched off. Consequently, no action was taken to correct a deviation from the ship's planned track, the MAIB said.

There were no injuries or pollution as a result of the incident, but *Ruyter's* bow shell plating and frames were damaged.

The MAIB listed three safety lessons from its investigation.

First, the MAIB determined that when the sole watchkeeper left the bridge unattended and the bridge navigational watch alarm was turned off, there was no means to alert the chief officer to the fact that the bridge was unmanned. More obviously, the consumption of alcohol prior to taking over the watch had an adverse effect on the master's ability to maintain a safe navigational watch.

Finally, the MAIB stated that although the chief officer had concerns about the master's excessive alcohol consumption, he did not feel sufficiently empowered to raise the matter with the company.

The ship's manager, VD Innovation BV, has since taken action, including the introduction of random alcohol testing and the empowerment of its crews to alert any concerns they may have to the company, the MAIB said in the report.

A look astern.... **Seaman's Journal - July 17, 1918**

That malodorous exponent of standpat and "pay" triot journalism, the *San Francisco Chronicle*, has a grievance against the citizens of friendly and neutral nations who are now, in part, manning the American merchant marine. According to the *Chronicle* these hardy and courageous men, who have volunteered for service on the ships which carry food to our Allies through submarine-infested zones, are "an irresponsible class of foreigners who are shipped from waterfront saloons, and ship only to desert." If the owner of the *Chronicle*, the "Hon." Mike de Young, should ever take one-hundredth percent of the chances which seamen on American merchant vessels are freely and cheerfully accepting everyday of their lives, then his slurs might be taken seriously. But, so far as is known to the oldest resident of San Francisco, "Mike" has never taken any chances with his money, much less with his life. And when a puny creature of this type brazenly slurs men who daily risk their lives to make the world safe for Democracy there can be only one reply: **When all the blandishments of life are gone, The coward sneaks to death, the brave live on.**

MM&P skipper vindicated on safety reporting

The United States' top federal labor group upheld a whistle-blower case involving a ship captain fired for disclosing safety issues to regulators—a case that reveals the disconnect that can exist between company policy and the on-deck reality for vessel crews.

In May, the Department of Labor (DOL) rejected an appeal by Horizon Lines and its successor, Matson Alaska, which were seeking a review of a 2016 decision ruling in favor of John Loftus, a former Horizon vessel captain.

Loftus first filed a complaint in June 2013 with the Occupational Safety and Health Administration (OSHA), an agency within the DOL, alleging that Horizon violated the Seaman's Protection Act (SPA), a federal labor law, by essentially firing him from his job as captain of *Horizon Trader*, a 1973-built, 2,300 TEU container ship (since scrapped), for reporting unsafe conditions on his vessel to the U.S. Coast Guard (USCG) and to ABS, the ship's classification society.

OSHA initially rejected the complaint, but a Labor Department administrative law judge (ALJ) granted Loftus a formal hearing on his case. After the three-day hearing in 2016, the ALJ ruled in Loftus' favor, awarding him roughly \$890,000, including more than \$650,000 in back pay.

According to background laid out by the Labor Department's Administrative Review Board (ARB), events leading to the award began in October 2011, when Loftus reported to the USCG and ABS what he believed to be safety violations on the then-38-year old vessel, including repeated power box failures, which were documented to Horizon management by email.

Loftus notified management of safety violations again in August 2012 and Horizon managers inspected the ship two days later. "Loftus told [management] during this visit that if Horizon did not contact either the Coast Guard or ABS regarding the unsafe conditions that existed aboard the *Trader*, he would contact these agencies himself," ARB stated. Horizon did contact ABS, and ABS gave Horizon 30 days to bring equipment into compliance.

In February 2013, Loftus again expressed concerns about the condition of the ship to ABS, and during the subsequent inspection, asked the inspector "how ABS could have allowed the *Trader* to sail given numerous unsafe conditions".

In affirming the ALJ's ruling, the ARB pointed to evidence showing that Horizon had taken a hostile stance towards Loftus after he reported his concerns. For example, a Horizon safety manager admitted during the investigation that "it did not always bode well shoreside" when Loftus made the reports to regulatory agencies.

It was also discovered that a Horizon vice-president had twice attempted to terminate Loftus in 2012 for reporting unsafe conditions, but was unsuccessful because the executive was advised by a colleague that doing so "would be improper given Horizon's internal policy of encouraging employees to report safety concerns".

In May 2013, Loftus was informed by senior management that he was being demoted to "relief chief mate" and assigned to temporary work aboard other vessels for showing a "lack of good judgment" in an earlier incident in which his first mate sustained serious injuries while attempting to secure deck items in bad weather, per Loftus' orders.

However, this action by Horizon, the ARB affirmed, constituted a "constructive discharge"—a violation of the SPA—as it would have been "practically impossible for Loftus to operate effectively as chief mate, because the position is not only more physically demanding than that of a master but he also would have received little to no respect from his crew," therefore compelling a reasonable person in the same situation to resign.

In its 2016 decision ruling in favor of Loftus, the ALJ cited a previous whistle-blower case in pointing out that the need to deter other vessel operators from engaging in intimidation against those reporting unsafe conditions aboard ships is "uniquely critical" under the SPA's whistle-blower provision, because such tactics may have a chilling effect on the willingness of other seamen to do the same.

"This is especially true considering how small the marine industry is, and how quickly word travels within it," the ALJ noted. "Horizon's retaliation against Loftus is exceptionally troublesome considering his reputation for being an exemplar of safety, which is exactly what the SPA is designed to promote."

Matson Alaska was given 30 days to respond to DOL's May 24 decision. Attorneys for the company were not available to comment.

LONG BEACH MOVES FORWARD WITH INFRASTRUCTURE PROJECT

The Port of Long Beach is moving forward with a \$16.8 million project to build infrastructure to support electric-powered, zero-emissions cargo-handling equipment, and to demonstrate the world's first heavy-duty, off-road, direct current fast-charging system in a seaport environment.

Funded in part by an \$8 million California Energy Commission grant, the Port Advanced Vehicle Electrification (PAVE) Project supports the first phase of a transition to a zero-emissions future at Total Terminals International's container terminal at Pier T.

The PAVE Project will design and build charging outlets for almost 40 pieces of electrical terminal equipment at TTL Four battery-electric yard tractors will be modified to connect to a DC fast-charging system.

The demonstration is expected to begin early in 2021 and the project is scheduled to be completed by March 2022.

If the system is proven viable, it could eliminate the need for on-board equipment chargers and potentially increase battery capacity of electric vehicles. Other objectives of the project include learning about the electrical grid impacts associated with widespread deployment of electric vehicles and equipment, and developing a portwide Dynamic Energy Forecasting Tool to predict how much energy and supporting infrastructure seaports will need to support zero-emissions terminal equipment.

"When finished, this project will be a cost-effective, replicable model that the Port of Long Beach and others can use to speed progress to zero emissions," said Port of Long Beach Harbor Commission President Lou Anne Bynum.

AUSTRALIAN SENATORS AIM TO STOP LIVE DONKEY TRADE BEFORE IT STARTS

Two Australian senators have introduced a bill that would prohibit the live export of horses, donkeys and ponies for overseas slaughter.

The Export Control Amendment (Equine Live Export for Slaughter Prohibition) Bill 2018 was introduced by Senators Derryn Hinch and Lee Rhiannon, and it has been welcomed by animal welfare organization, the RSPCA (Royal Society for the Prevention of Cruelty of Animals).

The demand from overseas interests, especially China, to obtain donkey skin, is rising, with wild and domestic donkey populations all over the world being decimated as a result. In traditional Chinese medicine, a combination of herbs and gelatin from donkey skin is made into a tonic known as “ejiao.”

Currently, it is estimated that nearly two million donkey skins are traded each year globally for this purpose, with the actual demand estimated to be double that amount. China is the main consumer of this product, but markets in other countries are emerging. Given this high demand, the value and price of donkeys has increased substantially, leading to illegal activities with suppliers sourcing donkeys from wherever possible. As a consequence, donkeys are being mustered, stolen, traded and slaughtered (often inhumanely) all over the world, with some donkey populations declining rapidly.

In 2017, the Donkey Sanctuary, a U.K.-based donkey welfare organization, published a review of the trade which described the donkey skin trade as a human and animal welfare crisis. Thousands of villagers in Africa who rely upon their donkeys to cart water and other goods now face severe hardship due to donkey theft. In response, several countries have taken action to stop the trade with bans in place in Niger, Burkina Faso and Senegal, and recently Ethiopia closed its only operational slaughterhouse. In 2015, Pakistan became the first Asian country to ban the export of donkey hides.

The high demand for donkey skins has led feral donkeys in Australia being considered as a potential source of skins. Although feral donkeys are classified as a pest animal and reported to occur in high numbers in parts of northern Australia, current population estimates are difficult to obtain, raising doubts over the viability of establishing an industry relying upon an accessible supply of donkeys. In addition, there is little recent evidence quantifying the level of damage that donkeys pose to justify their mass removal for slaughter, says the RSPCA.

Currently, the main method used to control feral donkeys is in situ aerial shooting, but because the gelatin obtained from donkey skin is destined for human consumption, donkeys intended for this purpose must be killed at an accredited abattoir. As the donkey skin trade is such a lucrative market, other options being considered include live export and farming of donkeys.

Mustering, transporting, slaughtering or live export of feral donkeys all pose significant animal welfare risks, says the RSPCA. Donkeys require special handling and can be extremely resistant to being moved or loaded. Donkeys also require a higher standard of care compared to routinely farmed species such as sheep or cattle, including the need for regular dental, coat and hoof care. There are also concerns that as the required product is extracted from the skin, donkeys will not be provided with the same level of care and nutrition required for meat-producing animals.

The issue took on greater urgency when it was revealed in a 2017 Senate Estimates hearing that the Department of Agriculture was preparing regulatory changes to facilitate live export of equines such as ponies, horses and donkeys.

The new bill will prohibit new live export markets from being created and stop Australian horses and donkeys—that have been taken from the wild, retired from the racing industry or bought from their owners—from being sent on a live export voyage to be slaughtered in foreign countries.

Port of Prince Rupert to expand

The Port of Prince Rupert, British Columbia, and DP World have agreed on terms of a project development plan that outlines the next phase of expansion for the DP World Prince Rupert Fairview Container Terminal.

The Phase 2B expansion will increase annual throughput capacity at Canada’s second largest container terminal to 1.8 million TEUs once the project is completed in 2022.

“Canada is an important part of our global network and we are delighted to confirm these plans, which underline our commitment to Prince Rupert, which plays a major role in enabling trade in the region and across the west coast with rail connections inland to the rest of the country and the United States,” said DP World Group Chairman and CEO, Sultan Ahmed Bin Sulayem. “It also demonstrates the excellent relationships built with the Port Authority and the confidence we both share in the future and the creation of jobs in the community, stimulating the local and regional economy.”

The Fairview Phase 2B project follows the 2011 completion of Fairview Phase 2A, which increased the terminal capacity by 500,000 TEUs to its current capacity of 1.35 million TEUs.

Construction on Phase 2B project will begin in mid-2019. There will be an initial gradual release of capacity to 1.6 million TEUs in 2020, following the completed expansion of the container yard to the south.

The project will expand the container yard from its current 79 acres to over 101 acres and add two new rubber-tired gantry (RTG) cranes as well as an eighth dock gantry crane. The existing maintenance and administration buildings will be relocated to create additional container storage capacity.

The project also calls for the expansion and relocation of the truck gate to the south end of the terminal, where it will connect with the Fairview-Ridley Connector project being advanced by the Port of Prince Rupert. The Phase 2B project will further expand on-dock rail capacity with the addition of 6,680 feet of working track, for a total of 24,680 feet of on-dock rail by 2022.



First SUP gang in the President Kennedy this month in San Pedro. From left: AB David O’Neill, AB Mike Thomsen, Bosun Julian Torre, AB Percy Quiteles, AB Jon Escala and in front AB Eve Sullivan. Photo: Dave Connolly

El Faro safety legislation clears House Transportation Committee

The House Transportation and Infrastructure Committee has approved legislation aimed at raising safety standards for U.S.-flagged cargo ships.

The regulations contained in the Maritime Safety Act of 2018 (H.R. 6175) stem primarily from recommendations made by the U.S. Coast Guard and National Transportation Safety Board (NTSB) in their final reports on the 2015 sinking of the cargo ship *El Faro*.

Among other things, the bill would require proper inspection of ships by the U.S. Coast Guard, crews to have access to necessary safety equipment and timely weather forecasts, and voyage data recorders (VDRs) to float free after an incident.

The TOTE Maritime-operated *El Faro* sank October 1, 2015, off the Bahamas after sailing into the path of then-category 3 storm Hurricane Joaquin while en route from Jacksonville, Florida, to San Juan, Puerto Rico, claiming the lives of all 33 people on board.

Following an unsuccessful search and rescue mission, the Coast Guard located the wreckage of the *El Faro*, along with the ship’s VDR, under 15,000 feet of water, about 41 miles (36 nautical miles) northeast of Acklins and Crooked Islands, Bahamas. Retrieving the VDR, which is similar to the “black boxes” found on aircraft, took three separate joint missions that brought together members of the Coast Guard, U.S. Navy, the Woods Hole Oceanographic Institute, the National Science Foundation and the University of Rhode Island and NTSB over the course of 10 months.

The NTSB in its final report called the casualty the “deadliest shipping disaster involving a U.S.-flagged vessel in more than 30 years” and estimated the total monetary damages from the incident at roughly \$36 million.

Both the NTSB and the U.S. Coast Guard Marine Board of Investigation placed the majority of the blame for the incident on the ship’s captain, but also cited poor inspection oversight; inadequate safety equipment, including lack of suitable survival craft; and improper cargo stowage as factors in the *El Faro*’s untimely demise.

Introduced by Congressman Duncan Hunter (R-California), and co-sponsored by Congressman John Garamendi (D-California), the Maritime Safety Act of 2018 specifically instructs the Coast Guard to document vessel compliance with safety inspections and publish this information on a publicly accessible website.

In addition, the U.S. Comptroller General would be required to conduct an audit of the implementation and effectiveness of USCG ship safety management plans and present its findings to the House Transportation and Infrastructure Committee as well as the general public.

The bill further requires that cargo vessels be outfitted with distress signaling and location technology. It even goes as far as to instruct the USCG to enter into discussions with the International Maritime Organization to amend its International Convention for the Safety of Life at Sea (SOLAS) to require a high-water alarm sensor in each cargo hold that connects with audible and visual alarms on the navigation bridge, as well as to require that vessels subject to SOLAS receive timely synoptic and graphical chart weather forecasts.

With regard to VDRs, H.R. 6175 seeks to further amend SOLAS to require that all voyage data recorders are installed in a float-free arrangement and contain an integrated emergency radio positioning beacon. This would mean that VDRs would automatically detach from a vessel and immediately begin transmitting its own location after floating to the surface in the event of a casualty, theoretically eliminating the need for costly retrieval missions.

**DEFEND THE
MARITIME SECURITY PROGRAM
SUPPORT THE SUP POLITICAL FUND**

Dementia tied to blood pressure

Elevated blood pressure at age 50 is linked to an increased risk for dementia in later years, a new study reports.

The research, published in *The European Heart Journal*, found that systolic blood pressure (the top number) as low as 130 increased the risk, even though 140 is the usual level at which treatment with blood pressure medication is recommended.

The scientists measured blood pressure in 8,639 men and women in 1985, when they were age 35 to 55, and then again in 1991, 1997, and 2003 over the course of a long-term health study.

Through March 2017, there were 385 cases of dementia. After controlling for

many risk factors, including stroke, heart failure and other cardiovascular diseases, they found that a systolic blood pressure at age 50 of 130 or greater was independently associated with a 38% increased risk of dementia.

“The 140 threshold has been considered beneficial for the heart for a long time, but it might not work for the brain,” said the senior author, Archana Singh-Manoux, a research professor at Inserm, the French health research institute. “The problem with hypertension is that people don’t take their meds because they have no symptoms. I would encourage people to use their hypertensive medications.”

Ocean drones monitor Kilauea volcano

Kilauea, the volcano on Hawai’i’s Big Island that is currently in a high-activity phase, will now be monitored by ocean drones in real time.

Liquid Robotics has deployed two Wave Gliders to capture live ocean data close to where lava is flowing into the ocean. Ocean drones have rarely been used to observe such volcanic activity, and they offer scientists new insights into the effects of the lava entering the ocean, the plume it creates and the interactions of the lava and seawater.

Over the next few weeks, the Wave Gliders will operate a precise zig zag course, approximately 984 feet from the lava flow plume collecting subsurface, surface and atmospheric data. Working with researchers from the University of Hawai’i at Hilo, Massachusetts Institute of Technology and the U.S. Geological Survey’s Hawaiian Volcano Observatory, the Wave Gliders host a wide assortment of sophisticated sensors to measure water temperatures, oxygen levels, pH levels, salinity, turbidity, conductivity and underwater acoustics.

“The plume of hot, sediment-laden water generated by the lava flowing into the ocean spreads out, impacting surrounding ecosystems,” said Dr. Steve Colbert, University of Hawai’i at Hilo. “We don’t know how far and how deep that plume extends, or how it changes with oceanographic conditions or changes in the flow of lava. The Wave Gliders provide us the opportunity to answer these important questions.”

When the first Wave Glider arrived at the lava flow location, surface water temperatures measured above 120oF/49oC: conditions dangerous for humans, less so for ocean robots.

More than 650 homes have been destroyed by lava, and molten rock now covers over 6,000 acres of land. On May 11, the Captain of the Port Honolulu issued a Final Rule establishing a permanent Safety Zone for the navigable waters surrounding the entry of lava from Kilauea volcano into the Pacific Ocean. The Safety Zone encompasses all waters extending 984 feet in all directions around all entry points of lava flow into the ocean.

Long periods of explosive and effusive (lava-flow-dominated) activity have alternated at Kilauea for the past 2,500 years. Kilauea is a shield volcano located on the eastern slope of Mauna Loa Volcano on Hawai’i. There is a lack of old exposed rock at Kilauea, which makes it difficult for geologists to piece together its complete eruption history. Only about 10% of Kilauea’s surface consists of rock older than 1,000 years. The other 90% of the volcano’s surface is covered by younger lava flows, and about 20% of those flows are less than 200 years old.

Estimates for the age of Kilauea’s first-erupted lavas continue to evolve, but current research indicates the first lava flows erupted onto the ocean floor between 210,000 and 280,000 years ago, and the volcano transitioned from its pre-shield to shield-building stage about 155,000 years ago.

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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San Francisco CA 94105

Welfare Notes July 2018

Pensioners Annual Allowance

Pensioners will soon be receiving a notice on the increase in the Pensioners Annual Allowance. The Special Pensioners Medical Benefit currently provides up to \$5,000.00 in total benefits for pensioners and their spouses.

The new Benefit Year Maximum for expenses incurred on or after August 1, 2018 will be:

Medical Premiums \$4,000.00 (\$1,000.00 increase)

Prescription Drugs \$1,000.00 (no change)

All other Expenses (medical,dental,vision) \$1,500.00 (\$500.00 increase)

The fiscal year for the Pensioners Annual Allowance runs from August 1 through July 31, of the following year.

A medical, dental, or vision expense is considered to be incurred on the date you receive treatment or the date of the visit giving rise to the expense. For prescription drugs, the incurred date is the date you paid for the prescription drug. For medical premiums, the expense is incurred on the due date for the premium being paid, not the date of your premium payment.

Claims for reimbursement must be submitted to the Plan office within 90 days of the date of incurring the charge or within 90 days of Medicare processing the claim. The patient’s name, dates of service, a description of the services, and the amount charged for services must be indicated by the provider of services on the statement submitted for reimbursement.

Medicare has issued and begun mailing new Medicare ID cards. The new ID cards do not indicate your social security number. This is being done to help prevent theft of your identity. Please follow the instructions from Medicare enclosed with your new ID cards.

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

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Virginia Briggs Claims vbriggs80@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870

berittrainrep@sbcglobal.net

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

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

New study: a longer life with coffee

Drinking coffee is associated with lower mortality rates, and a new study suggests that caffeine is not responsible for the effect. Researchers had demographic and health data on 498,134 British people, average age 57, including information on coffee consumption and on the genetic variants that affect caffeine metabolism. More than three-quarters were coffee drinkers.

Over 10 years, there were 14,255 deaths. Researchers found that the risk of death from any cause, and particularly from cancer and cardiovascular disease, declined steadily as coffee consumption increased. Those who drank a cup a day had a 6% lower risk than those who drank less than that, and people who drank eight or more cups a day had a 14% lower risk.

The study, in *JAMA Internal Medicine*, adjusted for age, race, smoking, sex, body mass index, alcohol consumption and other health and behavioral factors.

The associations were similar for ground and instant coffee, and for caffeinated and decaffeinated. Moreover, it made no difference whether people had the genetic variants for slower or faster caffeine metabolism.

Does this observational study mean that everyone should drink more coffee? No, said the lead author, Erika Loftfield, a research fellow at the National Cancer Institute. “At this point the study provides reassurance to coffee drinkers, not guidance.”

Membership and Ratings Committee

The Committee met on July 5, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seaside	Rating	Seniority
Jesus Hermosillo 5885	6 Years	A.B.	A
Zaldy Mateo 6546	6 Years	O.S.	A
Andre Price 19566	1 Year	O.S.	B
Isaiah Seals 19567	1 Year	O.S.	B
Reynaldo Simon 19568	1 Year	O.S.	B
Victorgil Mariano C2747	30 Days	A.B.	C
Erick Villalobos C2748	30 Days	A.B.	C
Clinton Sieber C2749	30 Days	A.B.	C
Hever Carranza-Ramirez C2750	30 Days	O.S.	C
Bosun Stamp - None			

Membership and Ratings Committee’s Report: M/S (-several) to concur in the Committee’s report. Carried unanimously. Membership and Ratings Committee: Paul Fuentes #2239, Lym Gador #3024 and Octavio Ortega #19555.



SUP PRESIDENT'S REPORT

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metaphor, Justice Alito stated. *Janus* "strenuously objects to this free-rider label," Justice Alito wrote. "He argues that he is not a free rider on a bus headed for a destination that he wishes to reach but is more like a person shanghaied for an unwanted voyage." *Janus* wasn't shanghaied. He applied and was hired for his job in 2007.

The dissenting opinion, written by Justice Elena Kagan, argued that the *Abood* decision already ensured that the fees collected by Unions only cover collective bargaining, and not political activities. Kagan's opinion expressed skepticism that the Court overturned a previous decision (*Abood*), deeply entrenched in the real world, with little justification. It does so, Kagan wrote, "by weaponizing the First Amendment, in a way that unleashes judges, now and in the future, to intervene in economic and regulatory policy."

Citing earlier majority opinions from Justice Alito that paved the way for the June 27 ruling, she said the supposed erosion of legal support for *Abood* was "bootstrapping."

"Don't like a decision?" Justice Kagan wrote. "Just throw some gratuitous criticisms into a couple of opinions and a few years later point to them as 'special justifications'" for overruling a precedent.

"The majority," Justice Kagan wrote, "has overruled *Abood* for no exceptional or special reason, but because it never liked the decision. It has overruled *Abood* because it wanted to."

More broadly, she wrote, the decision was one of several in which conservatives have misused the Constitution's free speech protections to achieve political ends. "The First Amendment was meant for better things," she wrote. "It was meant not to undermine but to protect democratic governance – including over the role of public-sector Unions."

Chief Justice John G. Roberts, Jr. and Justices Anthony M. Kennedy, Clarence Thomas and Neil M. Gorsuch joined the majority opinion, which overruled the four-decade-old *Abood* precedent. Justice Ruth Bader Ginsburg, Stephen Breyer and Sonia Sotomayor joined the dissent.

The *Janus* ruling was expected given the composition of the Supreme Court and President Trump's opportunity to name another far-right jurist to the bench. Trump did that on July 9, when he nominated Judge Brett Kavanaugh to fill the seat of retire Justice Anthony Kennedy. As Leo Gerard, President of United Steelworkers stated: "Working families cannot tolerate another corporate apologist on the Supreme Court fawning over CEOs and stomping the rights of workers. Kavanaugh's opinions show him to be a rough jurist far to the right of Kennedy."

Long before the ruling and especially after it, public employee Unions have been aggressively reaching out to their members and the "fair share" workers they represent. However, the fight will be long and difficult. When the Wisconsin state legislature passed a statute that mirrored *Janus*, public employee Union membership dropped approximately 30%.

The *Janus* decision is not just an attack on public employee Unions but on all Unions. The ultimate goal of the well-financed reactionaries is national right-to-work. Under right-to-work, which is in effect in 28 states, Union security agreements between Unions and companies are prohibited. Union security agreements require that all workers in a bargaining unit must be dues-paying members of the Union or "fair share" payers.

The SUP has Union security agreements with all companies under contract with one exception. In 1945 when the Union successfully organized a major shipping company after a tough 10-year campaign, it was unsuccessful in obtaining a Union security agreement. In every negotiation since that time the SUP has proposed and the company has rejected such an agreement. The consequence is that currently there are "free riders" working aboard this company's vessels enjoying all the benefits negotiated by the SUP but not paying a dime for it. This situation must cease by worker-to-worker education. By not being 100% Union, the SUP is weakened in bargaining, just as those Unions affected by *Janus*.

Unions nationwide are mobilized to fight *Janus* and right-to-work with internal organizing and the ballot box. Elections do have consequences given that the reactionary Republicans now control all three branches of the federal government.

Failure to fight and win will bring labor back to the days before the National Labor Relations Act was passed in 1935 when those who joined Unions were persecuted and jailed under criminal syndicalism laws and justice for the working class was achieved in the streets. This is the history of the SUP and the labor movement.

PENSION INCREASE

As briefly reported in last month's *West Coast Sailors*, the SUP, MFOW and SIU-Marine Cooks bargaining as the SIU-Pacific District proposed and successfully negotiated a pension increase for current and future retirees with APL and Matson on June 14.

- **Effective July 1, 2018, all pensioners who have 20 or more years qualifying time at retirement and retired at age 55 or later shall receive a 3% increase to their pension benefit.**
- **Active members who retire on or after July 1, 2018, the pension benefit will increase by \$300, for those who retire at age 60 or older with 25 years qualifying time with pro-rata increases for those with less than 25 years qualifying time.**

According to Plan Administrator Michelle Chang, retroactive payments to cover the increase will be accomplished by September.

The benefit breakdown for those who retire on or after July 1, 2018 is as follows:

	Monthly Benefit 7/1/2015	Monthly Benefit w/\$300 Increase
I Long Service Benefit (25YQT)		
(1)-Retiring at age 60 or older	\$2,075.00	\$2,375.00
(2)-Eligible for Social Security Disability, any age	\$2,075.00	\$2,375.00
(3)-Retiring between ages 55 and 60	\$1,733.23	\$1,983.82
(4)-Retiring under age 55	\$300.00	\$300.00
	Monthly Benefit 7/1/2015	Monthly Benefit w/\$300 Increase
II Basic Service Benefit (20YQT)		
(1)-Retiring at age 60 or older	\$1,660.00	\$1,900.00
(2)-Eligible for Social Security Disability, any age	\$1,660.00	\$1,900.00
(3)-Retiring between ages 55 and 60	\$1,495.22	\$1,711.40
(4)-Retiring under age 55	\$250.00	\$250.00
III Reduced Service Benefit		
(1)-15YQT	\$933.75	\$1,068.75
(2)-16YQT	\$996.00	\$1,140.00
(3)-17YQT	\$1,058.25	\$1,211.25
(4)-18YQT	\$1,120.50	\$1,282.50
(5)-19YQT	\$1,182.75	\$1,353.75
IV Disability Retirement Benefit		
(1)- 25YQT, retiring at age 60 or older	\$2,075.00	\$2,375.00
(2)- 25YQT, retiring at ages 55-59	\$1,733.23	\$1,983.82
(3)- 25YQT, retiring under age 55	\$300.00	\$300.00
(4)- 20YQT-24YQT, retiring at age 60 or older	\$1,660.00	\$1,900.00
(5)- 20YQT-24YQT, retiring at ages 55-59	\$1,495.22	\$1,711.40
(6)- 20YQT-24YQT, retiring under age 55	\$250.00	\$250.00
(7)- 15YQT-19YQT	\$187.50	\$187.50
(8)- 15YQT-19YQT and eligible for Soc. Sec. Dis.	\$218.50	\$218.50
(9)- 10YQT-14YQT	\$125.00	\$125.00
V Dependent Child Benefit		
(1)-Per child under age 18	\$25.00	\$25.00
VI Deferred Vested Benefit per Year of Qualifying Time		
(1)-200 or more Qualifying Days	\$62.25	\$71.25
(2)-125 to 200 Qualifying Days	Pro Rata	Pro Rata
(3)-Less than 125 Qualifying Days	\$0.00	\$0.00

It must be noted that the benefit increase negotiated with APL and Matson is applicable to SUP members employed by American Ship Management, Chevron Shipping Company, Foss Maritime Company, Patriot Contract Services and the San Francisco Bar Pilots.

The pension increase was accomplished under Section 30(e) of the collective bargaining agreements with APL and Matson, and was based on the net actuarial gains made by the Plan from September 1, 2016 through August 31, 2017. The market value of Plan assets as of August 31, of last year was over \$104 million with a vested funding ratio of 117% with the benefit improvements. The Plan actuary, Greg Pastino of Bolton, provided all necessary information regarding the status of the Pension Plan and the calculations for Section 30(e).

As the membership will recall, APL and Matson, which had not made a contribution to the Pension Plan since 1993, agreed to begin making a \$10 per manday contribution on January 1, 2016. The trade-off was that the Pacific District Unions agreed that proposals for pension benefit increases would not be proposed in general bargaining with either company until July 1, 2021, but could propose increasing benefits under Section 30(e) in 2018 and 2020. This Agreement is incorporated in both Agreement booklets with APL and Matson.

However, in bargaining with Matson last summer, the Unions were adamant in demanding another \$10 contribution which Matson ultimately agreed to and began making on January 1, 2017.

The Unions followed through in the fall of 2017 by making allocations from the wage increases for the fixed priced contracts of the government vessels operated by Matson and Patriot so that the manday contributions for those vessels are \$20 per day. (See the September 2017 and October 2017 *West Coast Sailors*.)

The collective bargaining agreement with APL expires on September 30, and the demand to increase the company's contribution will most certainly be on the table as it will when the SUP negotiates with Foss in 2020.

SUP WELFARE PLAN

Special Pensioners Medical Benefit

At the June 13 quarterly meeting of the SUP Welfare Plan, the Union Trustees (Dave Connolly and your secretary) proposed, and the employer Trustees from APL and Matson agreed, to increase the Special Pensioners Medical Benefit from \$5,000 per year to \$6,500, effective August 1.

- **Medical premium reimbursement is currently capped at \$3,000 annually. That amount will increase to \$4,000.**

continued on next page

President's Report continued from page 9

- **Prescription drug reimbursement will remain status quo at \$1,000 annually.**
- **All other miscellaneous medical expenses (dental, vision, co-pays) will increase from \$1,000 to \$1,500 annually.**

A medical, dental or vision claim is considered to be incurred on the date a pensioner receives treatment or the date of an office visit in which an expense by the pensioner is incurred. For prescription drugs, the incurred date is the date a pensioner paid for drugs. For medical premiums, the expense is incurred on the due date for the premium being paid, not the date of the premium payment.

The Special Pensioners Medical Benefit is in addition to the \$2,000 eligible pensioners receive as a result of bargaining with the employers. Those funds are generated through the SUP Welfare Plan's Regular Account (\$1,000), Special Account (\$750) and the Quid Pro Quo Account (\$250). Monies to fund the Special Pensioners Medical Benefit were derived from the sale of a parcel of land adjacent to SUP Headquarters in San Francisco in 1999.

If you have any questions, please contact the Plan office at 800 796-8003.

Health Care Premiums

For the past years, have reported on the cost of health care premiums for participating members paid by the SUP Welfare Plan from contributions negotiated with APL, American Ship Management, Foss, Matson, Patriot Contract Services, and the San Francisco Bar Pilots so that the membership is aware of the cost associated with this benefit.

These reports follow the June SUP Welfare Plan Board of Trustees meetings when Plan Consultant Kirsten Shaffer of Rael & Letson submits the premium costs she has negotiated with health care providers for Trustee approval.

The new rates agreed to at the June 13 meeting, are as follows:

Kaiser Northern California: Premium rates increased by 0.72% effective August 1. The rate for a single participant increased from \$669.35 per month to \$674.15. For married participants without children, the rate increased from \$1338.70 to \$1348.30. For married participants with children, the rate increased from \$1894.26 to \$1907.83.

Kaiser Southern California: Premium rates increased by 5.42% effective August 1. The rate for a single participant increased from \$604.30 to \$637.08 per month. For married participants from \$1208.60 to \$1274.16 and for married participants with children from \$1710.16 to \$1802.93.

Kaiser Hawai'i: The rates effective August 1, will remain the same as they were last year. For a single participant \$674.94 per month, for a married participant \$1349.89 and for a married participant with children \$2024.83. However, the dental program premiums will increase by 4% from \$35.31 to \$36.72 for single coverage, from \$70.32 to \$73.44 or two-party coverage and from \$105.93 to \$110.16 for family coverage.

Kaiser Washington (formerly Group Health Cooperative): Premium rates decreased by 4.7% effective August 1. The rate for a single participant from \$657.20 per month to \$626.53. For a married participant from \$1227.25 to \$1169.98, and for a married participant with children from \$2054.95 to \$1959.06.

Kaiser Oregon: Like Kaiser Hawai'i, the rates will remain the same as last year effective August 1. For a single participant \$650.95 per month, for a married participant \$1301.90 and for a married participant with children \$1952.86.

Health Net HMO: Premium rates increase by 5.4% effective August 1. For a single participant from \$1100.23 to \$1159.39 per month. For a married participant from \$2200.51 to \$2318.83. For married participants with children from \$3190.82 to \$3362.38.

Health Net PPO California: Premium rates increased by 15.9% effective August 1. For a single participant from \$1592.30 per month to \$1844.70. For a married participant from \$3423.25 to \$3966.03 and for a married participant with children from \$4697.04 to \$5441.83. Fortunately there is only one single participant enrolled in this plan.

Health Net PPO Non-California: Premium rates also increased 15.9% effective August 1. For a single participant from \$1592.23 to \$1844.70 per month. For a married participant from \$2815.58 to \$3262.03 and for a married participant with children from \$3863.27 to \$4475.85. There are five single participants and one married participant enrolled in this plan.

It should be noted that participants enrolled in the Health Net PPO plans pay 25% of the premium out-of-pocket. It should also be noted that the Plan consultant is seeking a replacement for the costly Health Net plans.

This information is being reported so that the membership is aware that in addition to wages, Supplemental Benefits, vacation pay, Money Purchase Pension Plan contribution, health care premium costs and all other benefits provided by the SUP Welfare Plan, are part of a member's overall compensation.

APL MARINE SERVICES, LTD.

In accordance with 2015-2018 Agreement between APL Marine Services, Ltd. and the SUP, MFOW and SIU-Marine Cooks, bargaining as the SIU Pacific District, the Unions notified the company on July 5, of its desire to amend the current agreement which expires on September 30.

By separate letter, the SUP notified the company on the same date of its desire to amend the Maintenance and Extra Maintenance Agreements.

Last month the Unions proposed that the parties begin bargaining on Monday, September 24 and continue that week until September 30, if necessary. As of today's meeting APL has not responded.

If bargaining does begin in September, a Negotiating Committee will be elected at the Monday, September 11, Headquarters meeting.

PATRIOT CONTRACT SERVICES

On June 14, the Union was notified by Patriot of a last-minute opportunity to submit a bid for the management of a tanker operating in the Persian Gulf that would be

chartered to the Military Sealift Command.

The bid was due on June 18, and Vice President Dave Connolly working with MFOW President Anthony Poplawski submitted a draft wage and benefit rate spreadsheet to the company that would comply with the wage determination of the Service Contract Act.

Unfortunately, the Unions were notified on June 21, that the request-for-proposal (RFP) had been cancelled.

COMMITTEE ON CONSTITUTION

In accordance with XXVII of the SUP Constitution, all resolutions to amend the Constitution and Shipping Rules were required to be submitted in writing to the Headquarters meeting on June 12, or at the Branch meeting on June 18.

Although Committee members were elected in accordance with the Constitution, no resolutions were submitted either before or at the June meetings. Therefore, the meeting date scheduled for the Committee to meet, June 25, was cancelled.

The 2018-2019 ballot will consist solely of members nominated for Union office at the September Union meetings and who accept the nomination by midnight of October 14. More information on the election process will be published in future issues of the *West Coast Sailors*.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2, of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the second quarter of 2018, and report back to the membership at the August coastwise meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, August 13, at 8:00 A.M.

LONGSHORE HOLIDAY

SUP hiring halls on the West Coast will be closed on Monday, July 30, in observance of an ILWU holiday.

In accordance with the collective bargaining agreements with APL and Matson, it is a holiday for all company vessels, except Ready Reserve Force vessels, in West Coast ports and for sailors employed under the APL and Matson Maintenance Agreements in the West Coast. It is also a holiday for run boat operators employed by the San Francisco Bar Pilots. It is not a holiday at sea or in Hawai'i.

ACTION TAKEN

M/S to elect Quarterly Finance Committee. Elected were: Dave Frizzi, Paul Fuentes, David Larsen, Robert Leeper and Mike Worth. Carried unanimously.

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

Gunnar Lundeberg

July 9, 2018

Norwegian public-private partnership to map ocean plastic

The Norwegian Institute of Marine Research, shipowner Torvald Klaveness, Kongsberg and the Norwegian Shipowners' Association have entered into a public-private partnership with the aim of mapping marine plastic and other environmental parameters vital to the health of the oceans. The partners will equip several vessels with advanced sensors to collect data for the Institute of Marine Research.

Every minute, about 15 tons of plastic end up in the ocean. If this trend of marine plastic pollution continues, by 2050 there may be more plastic than fish in the sea. This is a matter of great concern for the maritime industry, say the partners. The aim of the new collaboration is to obtain information about the type of plastic found in various marine areas and the composition and origin of the plastic. The project will also provide increased knowledge of how plastic is spread and the consequences for the marine environment.

The Institute of Marine Research will plan the data sampling and be responsible for handling and analyzing the collected data. The Institute of Marine Research has a new microplastics lab capable of analyzing the contents of microplastic particles down to a size of five micrometres.

Kongsberg will be responsible for developing and assembling sensor technology for the project. "The first goal is to build several sensors that we can mount on vessels. We have developed a 'Ferry Box' system that autonomously collects water samples that provide a variety of environmental parameters, including plastic content in the ocean. This data will give us important information for understanding how garbage impacts the seas, and serve as a basis to determine which measures should be taken," says Geir Håøy, CEO of Kongsberg.

Initially, up to five ships from shipowner Torvald Klaveness will be equipped with sensors. The ships will be in regular trade while the samples are taken.

The Norwegian Shipowners' Association is heading up the project, and believes that cross-sector cooperation is important to finding solutions to the problems caused by marine garbage.

AUSSIES BAN ANOTHER SHIP FOR UNDERPAYING CREW

The Australian Maritime Safety Authority (AMSA) has banned another ship, the bulk carrier *Shandong Hai Wang*, after the crew were found to be deliberately underpaid.

It is the fourth incident of this kind over the past year, and AMSA's General Manager of Operations, Allan Schwartz, said: "Ships visiting Australian ports are put on notice. The next ship we find deliberately and repeatedly underpaying its crew and attempting to deceive authorities can expect an even more severe penalty than that handed to the *Shandong Hai Wang*."

The Hong Kong-flagged *Shandong Hai Wang*, operated by Qilu Ship Management, was banned for 12 months after AMSA investigated a report from the International Transport Workers' Federation alleging discrepancies in the payment of crew wages. AMSA surveyors boarded the ship on arrival in Gladstone and found evidence that crew had been deliberately underpaid by about \$42,000

from the amount specified in their seafarer employment agreements.

AMSA has since confirmed that the crew have received the outstanding wages, and it has released the ship from detention.

In March this year, AMSA banned the Liberian-flagged container ship *MSC Kia Ora* from Australian ports for three months after the operator failed to ensure crew were paid their wages in full and on time, and that critical equipment was maintained.

In September 2017, AMSA banned the Panama-flagged bulk carrier *DL Carnation* for 12 months after the vessel was discovered keeping two sets of wage accounts, covering up the underpayment of crew.

And in August 2017, AMSA banned the Bahamas-flagged bulk carrier *MV Rena* from Australian ports for six months after the ship repeatedly failed to pay outstanding wages and maintain a safe workplace for its crew.

VICE PRESIDENT'S REPORT

July 2018

President Kennedy: David O'Neill, delegate. Boarded this first of the new flagged-in APL ships in San Pedro at the Maersk Terminal before it shifted to APL for cargo. Ship remarkably clean, top to bottom, with good room and house layout, equipment and tools. Clean and functional swimming pool and sauna. Large hi-tech bridge. Slight delay due to USCG in San Francisco Bay. Julian Torre heading up a solid SUP gang from Wilmington.

President Roosevelt: Ernesto LeCarneque, Bosun. Late delivery of washers but otherwise in good shape. Schedule is for Los Angeles and Oakland port calls and a present Asian port rotation of Yokohama, Naha, Pusan, Qingdao, Shanghai and Pusan.

President Eisenhower: David Fadoul, delegate. On her maiden SUP voyage with Juan Gonzalez as Bosun. APL's director of U.S.-flag operations Captain Mark Remijan commended the SUP crew on a strong turnover. As with the de-flags and despite the turmoil, SUP sailors have demonstrated their customary craft excellence. Lots of marlinspike seamanship required.

President Truman: John La Pollo, delegate. Joining in Korea after indoctrination. Only the *President Cleveland* crew remaining as the *West Coast Sailors* goes to press.

APL Singapore: Dale Gibson, delegate. After more than 20 years of steady operation in the transPacific trades, and into which countless SUP hours of seamanship, maintenance, and care were devoted, the C-11's are making their departure from the U.S.-flag fleet. Like the hard-act-to-follow C-10's before them, they've been good ships for us. Clarifications on final payroll procedure. Shore leave problem in Pusan – terminal delays due to unknown causes that are later denied – investigated. Company called to task to either assist in ensuring dependable shore leave or aid, abet and become liable for the unfair and discriminatory forces of restriction. Turnover delayed due to flag state issue in San Francisco anchorage. Clean payoff.

APL Thailand: Gary McDeavitt, delegate. Final call in Oakland and before layup in Pusan. Clarification, investigation and collection procedures of various overtime issues.

APL Korea: John Pancho, delegate. Paul Harsany running the gang and ensuring that the million jobs before turnover get done and done well.

APL China: Warlito Sapin, delegate. With Frank Walsh as Bosun Crew cleaned and packed up the ship for Korea turnover. Along with the *APL Japan*, this ship was the first C-11 to be flagged in over 20 years ago. No beefs.

APL Belgium: Janan Johair relieved by Mark Kane as delegate. Boarded in Long Beach. Aaron Wiebe did a great job as Bosun. Clarifications on payoff and turnover. Discussion on APL negotiations. This ship will remain in the U.S.-flag string with the SUP on board. Collected joining day's pay for new crew in Oakland.

APL Gulf Express: Ben Ashton, delegate. Careful and respectful behavior in the aftermath of Kuwait longshore malfunction, causing the loss of eight empty containers alongside in Shuwaikh, Kuwait, helped smooth the way for departure. Running smooth with Bosun Matt Henning.

USNS Charlton: Charles Wood, delegate. Relief for the delegate encountered new hang up: STCW qualifications approved and endorsed in MMC but not domestic qualifications, i.e., AB Special. Although limited, this is an increasing concern – international qualifications were supposed to both incorporate and replace domestic requirements – but that's not the way the USCG has interpreted it. Sailors take heed to ensure MMC endorsements at both the national Able Seaman (unlimited, limited and special) and international Able Seafarer Deck levels.

USNS Sisler: Kyaw Thein relieved by Anthony Pomarca as delegate. Questions about in process reliefs answered. Sailors understand that even in the smoothest of dispatches there are many obstacles to overcome; standing by with equanimity is good seamanship. Making plans that can't be changed and depend on a perfect relief process can lead to disappointment.

USNS Dahl: Matt Dulay, delegate. Re-deployed to island paradise from forward mainland base. In good shape. Working on reliefs. Appreciate members hanging tough.

USNS Red Cloud: John Lucia, delegate. Clarification on security watchstanding assignments.

USNS Soderman: Juancho Gutierrez, delegate. Investigating contractors doing SUP work.

Moku Pahu: Joel Tetrault, delegate. Departed Houston east for Portland, the long way around the world. Gibraltar for bunkers then through Suez for Port Sudan on the Red Sea with a PL-480 Food Aid cargo of sorghum. Back to Suez for repairs then bunkers in Jeddah, stores in Sri Lanka, and bunkers Singapore enroute to another humanitarian aid cargo from Portland. Clarifications on payroll, watches, working in cargo holds, launch schedule and shore leave. Support the cargo preference law that keeps this ship afloat. Reliefs in Portland will be shipped by the Seattle Branch.

Daniel K. Inouye: At christening ceremony in Philadelphia we learned of engine room problem that may delay delivery from late August to October of this year. See page 1 for more on DKI.

Matsonia: Allen Gonzales, delegate. Clarification on the rigging of staging and lights in the engine room: straight time on straight time hours and overtime on overtime hours. Bosun Dmitri Seleznev back after a trip off. In good shape.

Lihue: Yvette Cavan, delegate. In at Long Beach with no ongoing problems after inspection deficiencies in Shanghai led to a detention that put extreme pressure on potable water system. Management response to Union investigation included convincing Chinese inspectors that sea conditions for proper functioning water-making evaporators were necessary. Bosun Phil Coulter has things squared away running the gang.

Maunawili: Rey Clores, delegate. Clarification on pension increase – \$300 per month increase for long-term pension as well as \$1500 per month increase to the Special Medical Pensioner's Benefit. See President's report for details on page 9. Clarification on stowaway search, entertainment system, and type of coffee required under Appendix C. Manny Roxas, Bosun.

Dave Connolly

Nautical terms in everyday speech

*Time and Tide Waiteth for No Man ...
(seize the day)*

The word tide has its origins in the Old English *tid*, meaning "time" or "an extent of time." Nautically speaking, *tide* is defined as the alternate rise and fall of the earth's oceans on a coast. Tides are caused by the gravitational attraction of the sun and moon. The expression *tidal current* describes the inflow and outflow of ocean waters that usually accompany the rise or fall of the tide. Colloquially, *tide* can refer to both the vertical and horizontal movement of water. In the following lines from *Julius Caesar*, Shakespeare's Brutus admonishes that time and tide waiteth for no man and that success lies in taking "the current when it serves" — in going with the flow:

*There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune;
Omitted, all the voyage of their life
Is hound in shallows and in miseries.
On such a full sea are we now afloat,
And we must take the current when it serves,
Or lose our ventures.*

Brutus was speaking of the strategies of war, but his advice is just as sound when applied to the eddies and currents, the ebbs and flows, of life's circumstances. In common usage as early as the twelfth century, the expression "time and tide waiteth for no man" is basically an alliteration of two more or less synonymous words.

Onboard the Mokihaana



Mokihaana Deck Gang sharpening up their math skills. From bottom left: Chief Mate Kham Sim, Mark Hurley AB, Bill Sullivan Bosun, Dan McDonald AB, Ron Sugui AB, Jerwin Ablan AB, Chris Ortiz OS, Juan Magana AB.

SUP Branch Reports

SEATTLE

June 18, 2018

Shipped: 2 B cards went to Cape T Boatswain Billets; 2 Bs took Patriot AB billets; 1 OS Navy job went to a C card; 1 B card, and 1 D card filled GVA/GUDE billets on the Cape T. The 18 Matson standby ABs went to 10 A, 5 B, 1 C, and 2 D cards.

Registered during the period: 8 A cards for a total of 9; 13 B cards for a total of 25; 2 C cards for a total of 8; and 1 D card for a total of 4.

While you are enjoying the Seattle summer, take a moment to check your documents. Remember, at some time you will be retuning to work, and that's usually when you need to. There have been several instances lately when members have come in to ship out, but their Drug-Free or STCW Med Cert is not within acceptable dates. If you have questions about the validity of your documents or training, please call the hall. Also, when renewing ANYTHING, please check with Berit or the Agent. For those that have been shipping for a long time, you may be questioning the BST requirements for MMC renewal. We all need to refresh or revalidate BST now, regardless of recent sea service. Also, there has been many examples of applications being submitted by members for upgrade or renewal without the proper boxes checked. The Coast Guard doesn't care that you're broke and will not expedite a correction for your "special" case. If you don't fill out the application properly the document will be issued in an irrelevant format.

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

*Brendan Bohannon
Branch Agent*

WILMINGTON

June 18, 2018

Shipping for the period: Bosun: 2, AB: 14, AB/D: 4, OS/STOS: 4, GVA/GUDE: 1. Also shipped 58 standbys for a total of 83 jobs shipped.

Registration: A:31; B:34; C:14; D:10

Ships checked

APL Singapore, Mokihana, APL Thailand, APL Philippines, APL China, Manulani, Mahimahi, Manunawili, APL Belgium, all sailing in and out with minor problems, except for the *APL Singapore* which has ordered additional food stores to make up for shortages.

Shipping has picked up here in Wilmington, with regular Matson and APL ships making port calls as well as crewing new APL ships.

Eli Weggar, is holding seamanship classes at the hall on Fridays. If interested sign up sheets are on the desk.

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched.

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

*Leighton Gandy
Branch Agent*

HONOLULU

June 18, 2018

Shipped the following jobs in the month of June: 1 Bosun steady, 1 Bosun return, 3 AB Day steady, 1 AB Day relief, 3 AB Watch steady and 1 AB Watch relief. The shipping jobs were filled by 4 A cards, and 6 B cards. Also shipped 32 standby jobs filled by 3 A cards, 11 B cards, 6 C cards, and 12 D cards.

Registered 9 A cards, 20 B cards, 9 C cards and 7 D cards.

Ships checked

I visited the *R.J. Pfeiffer, Manukai, Maunawili, Manulani, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kauai*, 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

I represented the SUP at the Hawai'i Ports Maritime Council meeting, the Hawai'i State AFL-CIO Executive Board meeting and the Hawai'i Ports Maritime Council annual Pa'ina. Basically it is a meet and greet with politicians, want to be politicians, Union leaders and their members. It gives the Hawai'i port council members a chance to explain the Jones Act, why the Jones Act is so important, how the Jones Act helps American workers, and why the Jones Act does not need to be changed.

Remember, the Hawai'i state primary is on Saturday, August 11. Be sure to exercise your right as an American citizen and Vote! It does make a difference.

Michelle Change, Plan Administrator, will be making the August 20 meeting to answer members' questions about the recently approved SUP Welfare Plan and SIU-PD Pension Plan benefit increases.

Mahalo,

*Michael Dirksen
Branch Agent*

BUSINESS AGENT'S REPORT

July 9, 2018

Texas Voyager, Oregon Voyager- These ships are operating out of the East Coast with no beefs.

Kauai- In and out of Oakland #62. Sailed for Honolulu with no beefs. Mike Henderson, delegate, Marc Calario, Bosun.

Matsonia- In and out of Oakland #62 running steady; Honolulu/Oakland run with no beefs. Dmitri Seleznev, Bosun, Allen Gonzalez, delegate.

Mahimahi- Sailed for Los Angeles with no beefs on the southern triangle Arsenio Purganan, delegate, Remoni Tufono, Bosun.

Manoa- Sailed for Honolulu with no issues. Running smooth with Frank Portanier, Bosun, Jerry Komoto, delegate.

Lihue- Running out of Long Beach with Phil Coulter, Bosun. Yvette Cavan, delegate.

APL Belgium- In and out of Oakland #58 with no beefs. Re-flagging starting up in July. This ship will remain on its current run with the C-11s. Aaron Wiebe, Bosun. New delegate to be elected.

APL Gulf Express- On the Middle East shuttle. Weather is a big factor on this run with Ben Ashton, delegate, Matt Henning, Bosun.

Cape Orlando- Running smooth with Chris Bunheirao, Bosun.

Admiral Callaghan- In good hands with Robert Leeper, Bosun.

Cape Hudson- Isagani Cruz, Bosun.

Cape Horn- Haz Idris, Bosun.

Pier#9- Steady she's goes with Big Mike Koller, delegate, Leo Morre, Dock Bosun.

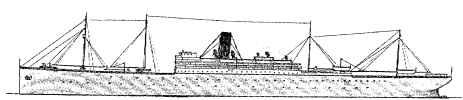
Worked in the front office and dispatched.

Roy Tufono

**ATTEND
YOUR
MONTHLY
SUP UNION
MEETINGS!**



Bloody Thursday July 5 at the ILWU Local 10 hall. From the left in back: Mike Bailey, Paul Fuentes, San Francisco Business Agent Roy Tufono, Dave Larsen, and SUP Vice President Dave Connolly. In front from left: Mike Smith, Robert Jenkins, Dave Frizzi and Bill Berry.



Dispatcher's Report Headquarters—June 2018

Deck	
Bosun.....	6
Carpenter.....	0
MM.....	7
AB.....	14
OS.....	2
Standby.....	19
Total Deck Jobs Shipped.....	48
Total Deck B, C, D Shipped.....	31
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts.....	48
Total B, C, D Shipped-All Depts.	31
Total Registered "A".....	22
Total Registered "B".....	51
Total Registered "C".....	12
Total Registered "D".....	21

Death by overwork prompts Japan to limit overtime

Japan's Diet (Parliament) tightened limits on overtime hours, responding to concerns about Karoshi, or death by overwork, and seeking to improve productivity in a country where long hours are often more a custom than business necessity.

The legislation, a priority of Prime Minister Shinzo Abe, won final approval last month in parliament. It limits overtime work to less than 100 hours a month and less than 720 hours a year, and it sets penalties for companies that violate the limits.

Until now, an employer could effectively ask employees to work without limit if workers' Unions and management agreed to it, which they often did.

SUP MEMBER JOINS PENSION RANKS

The following SUP member joined the rank of pensioner, bringing the total number of SUP pensioners to 145:

Jonathan Goodwin, 65, Book No. 18386, joined SUP in 2000, 12 years seetime.